



NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda

October 21, 2026

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

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

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

Lead Planning Agency for Air Quality Agenda

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

Metropolitan Planning Organization Agenda

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Approval of September 16, 2026 Meeting Minutes	Evan Pinkham	5	1:10
	FY2026 TIP Delay Review	Jonathan Stockburger	11	

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	State Legislation on Strategic Growth and Land Use Policies	Kelly Blynn, CEO	21	1:15



Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
7	Connecting Communities 2055 RTP: Regionally Significant Corridors (RSCs)	Jerome Rouser	27	1:45
8	NFRMPO Regional Travel Demand Model and Land Use Allocation Model Update	Tahjiba Tarannum	29	2:00
9	MMOF Project Funding Update	Becky Karasko	31	2:15

Outside Partner Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
10	NoCo Bike & Ped Collaborative	Written Report	-	-
11	Regional Transit Agencies	Joshua Ma, Transfort	-	2:20
12	Mobility Updates	Tanya Trujillo-Martinez	-	2:25

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
13	October Planning Council Meeting Summary Draft	Written Report	37	-
14	NFRMPO Air Quality Program Updates	Written Report	40	-
15	2026 Quarter 3 Transportation Improvement Program (TIP) Modifications	Written Report	44	-
16	Mobility Committees	Written Report	45	-
17	Roundtable	All	-	2:30

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: November 18, 2026

NFRMPO TAC meeting 10/21

Update from the Air Pollution Control Division

Updates from Climate Team:

- n/a

Updates on hearings from AQCC meetings:

October 14-15, 2026

- **Written Comment Rulemaking Hearing for AQCC Common Provisions:** The Commission will consider revisions to the Common Provisions regulation to address HB20-1143 with respect to inflation adjustments for maximum fines and penalties for air quality control violations.
- **Written Comment Rulemaking Hearing for Regulation Number 6, Part A - Stationary Source Performance Standards:** The Commission will consider a proposal to revise Regulation Number 6, Part A (NSPS) to incorporate by reference changes the EPA made to its New Source Performance Standards and/or Emission Guidelines.
- **Written Comment Rulemaking Hearing for Regulation Number 8, Parts A & E - Hazardous Air Pollutants Performance Standards:** The Commission will consider revisions Regulation Number 8, Parts A and E (MACT Standards) to incorporate by reference changes the EPA made to its National Emission Standards for Hazardous Air Pollutants rules
- **Written Comment Rulemaking Hearing for Procedural Rules, Regulation Number 10 - Transportation Conformity:** The Commission will consider revisions to update conformity requirements in the Procedural Rules and Regulation Number 10, and to consider revisions to the Procedural Rules, Procedures for Adjudications, Special Procedures to better align with statutory requirements
- **Rulemaking Request for Regulation Number 3 - Permitting and Emissions Reporting, Regulation Number 7 - Emissions Reporting:** The Division will request the Commission to set a hearing to consider revisions to Air Pollutant Emission Notice (APEN) requirements and fees.
-

Topics regarding the Northern Front Range area:

- n/a

Other things to highlight:

- n/a

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
September 16, 2026
1:01 p.m. – 2:59 p.m.**

TAC Members Present

Evan Pinkham, Chair – Weld County
Dana Hornkohl, Vice Chair – Fort Collins
Emma Belmont – FTA
Brendan Cicione – CDPHE-APCD
AnnaRose Cunninham – Loveland
Sage Thornbrugh, Alternate – Greeley
Tim Hoos – Johnstown
Kevin Koelbel – Milliken
Scott Pearson – Windsor
Shantanu Tiwari – Evans
Josie Thomas – CDOT Region 4
Eric Tracy – Larimer County

NFRMPO Staff:

Mykayla Graalum
Becky Karasko
Elizabeth Relford
Jerome Rouser
Jonathan Stockburger
Tahjiba Tarannum

TAC Members Absent:

Aaron Bustow – FHWA
Tawn Hillenbrand – Berthoud
Kim Koivuniemi – Timnath
Wesley LaVanchy – Eaton
Tom Moore – RAQC
Shani Porter – Severance
Town of Garden City
Town of LaSalle

In Attendance:

Amanda Cabot – CDOT Region 4
Cody Davis – Muller Engineering
Candice Folkers – COLT
Tamara Keefe – Felsburg Holt & Ullevig
Eric Patton – Fort Collins
Drew Pearson – Wilson & Company, NoCo Bike & Ped
Collaborative Representative
Antigone Peebles – CDOT
Luke Seeber – Berthoud
Denise Staley – Weld County
Spencer York – CDOT

Call to Order

Chair Pinkham called the meeting to order at 1:01 p.m.

Public Comment

There was no public comment.

Air Quality Agenda

Regional Air Quality Council (RAQC) Updates

Relford noted the Blueprint revised draft has been released and comments are due September 21.

Air Pollution Control Division (APCD) Updates

Cicione provided an update on upcoming Air Quality Control Commission (AQCC) rulemaking hearings on September 16 to September 18. The Commission will consider revisions to Regulation 19 regarding lead dust hazards and clearance requirements, incorporating revisions finalized by EPA in October 2024.

The proposed revisions would strengthen protections for children under age seven and allow the Air Pollution Control Division to maintain delegation of the lead-based paint activities rule. The Division would also request additional revisions related to lead-based paint abatement definitions, training program accreditation, and training course notifications. The Commission will also consider revisions to Regulation 7 addressing oil and gas operations affected by EPA's emission guidelines and the associated state plan.

Metropolitan Planning Organization Agenda

Consent Agenda

Hornkohl moved to approve the August 19, 2026 TAC Minutes. 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 event format, planned sessions, and confirmed presenters. Relford explained the three-day conference will focus on air quality planning, current ozone research, and public health communication, with participation from academic researchers, local and state governments, EPA, private industry, and nonprofit organizations. The conference will also include a transportation-focused MPO panel discussing transportation's role in air quality planning and conformity. Relford also reviewed conference funding, presenter and stipend scholarships, registration costs, and sponsorship opportunities.

Cunningham asked whether members of the public would receive a special registration rate or if they should apply for a scholarship. Relford explained members of the public must register and may apply for a scholarship during registration. She added scholarships are provided as reimbursement after attending the conference. Relford encouraged TAC members and their communities to help promote the conference and noted outreach has included advertisements, press releases, and presentations to local communities.

First Mile/Last Mile Took 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. Relford asked how CDOT is using the tools internally, including whether the Safe Routes to School program is using them for evaluation and planning. Joyce explained the tools are intended for broad use and have primarily been used to date with CDOT's BRT, Bustang, Mountain Rail, and other projects. TAC members asked whether the station-area prioritization tool was available online. Joyce clarified the ArcGIS desktop version is currently available by request, while the simplified web version is still under development. He offered to provide the ArcGIS file and user guide and to share instructions for creating the mobile walkshed tool.

Joyce concluded with a live demonstration of the statewide TDM Calculator, which has developed to provide a standardized approach for evaluating and communicating TDM strategies. Relford asked about the model data used in the calculator and how CDOT coordinated with MPOs. Joyce explained CDOT's modeling team has been involved throughout development and MPOs have participated through monthly working groups and larger testing sessions. He noted the calculator primarily uses CDOT data but allows users to override assumptions with local data. Tarannum asked whether differences between CDOT's and the NFRMPO's TAZ boundaries would affect results. Joyce stated the primary consideration is selecting the same geographic area and offered to follow up with CDOT's modeling team if needed. Rouser asked whether the calculator could account for off-street trails in addition to protected and buffered bike lanes. Joyce said protected bike lanes were currently the closest available category but agreed off-street trails could be considered for a future iteration.

Discussion Items

2027 Congestion Management Process (CMP) Kick-Off

Graalum provided an overview of the 2027 CMP update, including the purpose of the CMP, why the NFRMPO is required to develop a CMP, and its role in monitoring transportation system performance and identifying congestion-reduction strategies. She explained the distinction between a required congestion management process and an optional congestion management plan and noted the NFRMPO's CMP is updated every four years with periodic assessments of performance. Graalum reviewed the proposed objectives for the 2027 CMP. Staff proposed consolidating the existing six objectives into five: optimize the transportation system using smart technologies, reduce congestion, improve travel time reliability, expand access to transportation choice, and improve safety. TAC members supported the proposed objectives, but recommended the objective improve safety should be listed first while recognizing they are not ranked.

Graalum reviewed the proposed performance measures, including measures carried forward from the previous CMP and proposed changes and additions. The proposed change is to change the existing fiber performance measure to percent of Regionally Significant Corridors (RSCs) connected by fiber. Proposed additions included the percentage of the regional active transportation corridor network built out and at-grade crossing train volumes. Cunningham and Tracy questioned the purpose of using at-grade crossing train volumes as a performance measure. Graalum explained the intent was to understand potential roadway delay and congestion associated with trains in locations with at-grade crossings. TAC members discussed whether the measure would be more useful as background information or as a strategy, particularly because train volumes are unlikely to change significantly over time. Cody Davis, Muller Engineering, pointed out identifying high volume at-grade train crossings can provide additional opportunity to prioritize locations for railroad crossing elimination grant funding. Graalum agreed to revisit the measure and determine whether it should remain a performance measure or instead be incorporated as supporting information or a strategy.

Graalum reviewed the CMP development timeline, with the updated CMP anticipated to be finalized and adopted in the third quarter of 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. The discussion included project schedules, right-of-way issues, design and construction schedules, and steps needed to advance projects.

Regarding Loveland's fourth delay, Relford noted fourth delays are new territory for the NFRMPO and the organization does not currently have a formal process for addressing delays beyond the third request. TAC members discussed the need to revisit the delay process during a future Call for Projects discussion to ensure project sponsors are not committing to schedules that cannot reasonably be met and to ensure federal funds are delivered within the anticipated timeframe. Project sponsors presenting at TAC were asked to attend the October 1 Planning Council meeting to provide an update on their projects.

Outside Partner Reports

NoCo Bike and Ped Collaborative

D. Pearson provided an update on the September NoCo Bike & Ped Collaborative walking and biking tour in Fort Collins. Approximately 15 to 20 participants attended, and the tour began at the Harmony Underpass project on the Power Trail. He explained the project will provide a grade-separated connection for bicyclists and pedestrians and is ahead of schedule. Fort Collins staff discussed the project's planning, design, environmental, and construction history, as well as innovative features such as electrified concrete intended to provide winter heating. D. Pearson shared the group also toured other facilities and discussed last-mile bicycle connections and design considerations. The tour provided an opportunity for participants to discuss potential solutions and share ideas related to bicycle and pedestrian connectivity.

Regional Transit Agencies

No update provided.

Reports

September Planning Council Meeting Summary Draft

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

Mobility Committees

Written report provided.

Roundtable

Tarannum provided an update on the Land Use Allocation Model project submittal update through the UrbanSim portal and encouraged communities to submit outstanding developable projects information in the portal.

Stockburger announced the FY2026–2029 TIP should be finalized later this month. He shared the NFRMPO is anticipating beginning the Call for Projects later this fall.

Graalum shared CDOT has announced their PM1 Safety Performance Measure targets for 2023-2027, and to anticipate a discussion item on the NFRMPO's PM1 targets later this year. Graalum stated the Safe Routes to School Subcommittee met on September 11, and the group discussed current and upcoming funding opportunities and how the NFRMPO can better assist communities with their Safe Routes to School efforts moving forward. She provided information on the upcoming public outreach events the organization will be attending.

Thornbrugh introduced himself as the new transit planner at the City of Greeley. He shared Greeley is pursuing SB 230 funding to increase frequency on certain routes and to establish a new route.

Rouser provided an update on upcoming bicycle and pedestrian activities, including a presentation he is giving as part of Larimer County's Climate Smart Future Ready Plan and a walk audit in Milliken supported by AARP funding. He also reminded communities to provide project information needed for the 2055 Connecting Communities 2055 RTP update.

Relford noted a discussion on the regional planning boundary and models would happen at the October Planning Council meeting. She mentioned the NFRMPO could potentially be moving office locations since the organization's lease in its current location ends in February 2027.

Peebles introduced herself as a new Transportation Planner/Liaison with CDOT.

Cabot reminded TAC members about upcoming Safe Routes to School funding opportunities.

Hornkohl reported the College Avenue and Trilby Road intersection project is anticipated to open soon. The project has approximately \$22M in total funding, including funding from the NFRMPO.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

None.

Meeting adjourned at 2:59 p.m.

Meeting minutes submitted by: Mykayla Graalum, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, October 21, 2026, as a hybrid meeting.

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Jonathan Stockburger

Date: October 21, 2026

Re: Action – FY2026 TIP Project Delay Review

Objective

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

- Whether or not to grant first extensions.
- Whether or not to recommend 2nd, 3rd, and 4th extensions.

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: six for the first one-year extension, two projects are requesting a second one-year extension, one project is requesting a third one-year extension, and one 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

NFRMPO Staff recommend approval of all proposed project extensions.

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**
- **Table 6. 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

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.			
CR 19 (Taft Hill Road) Improvements	Fort Collins	STBG	FY22	10/05/2026	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
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 6. 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

Strategic Growth Laws Overview

For the North Front Range MPO



HB 24-1152 Accessory Dwelling Units (ADUs)

- **Subject Jurisdiction ADU Requirements:** Local governments (within MPOs, munis of 1k+ pop and CDPs of 40k+ pop) must allow 1 ADU with admin. approval where single-family detached units are allowed (applies to PUDs & HOAs). Cannot require parking or owner occupancy or otherwise restrict through design.
- **Grants and financing:** ADU grant program for pre-approved plans, TA, or reducing fees. Also financing for residents through lenders supported by CHFA.
- **Certification process:** Report showing compliance, implementation of 1+ strategy encouraging ADUs from a menu. Non-subject jurisdictions can opt in!



On June 30, 2025 the law took effect.

HB 24-1152 ADUs: Implementation and Data

- **Implementation to date:**

- 61% of subject jurisdictions are compliant
- 82% are compliant or compliance in progress
- 9 jurisdictions have voluntarily opted in

- **Available data:**

- Compliance status by jurisdiction on the [compliance dashboard](#) (accessed on the DOLA website)



HB 24-1304 Parking Minimums

- **Local requirement:** For areas in MPOs and within applicable transit service areas, local governments must not enact/enforce local laws requiring minimum parking for multifamily residential, adaptive reuse for residential, or adaptive reuse for mixed use that includes 50% of use for residential. Limited exception allows up to 1 space per unit requirement, with required reporting to DOLA.
- **Applicability map:** Applicable Transit Service Areas map published by September 30, 2024.
- **Required support:** Best practices and technical assistance materials published by December 31, 2024



On June 30, 2025 the law took effect.



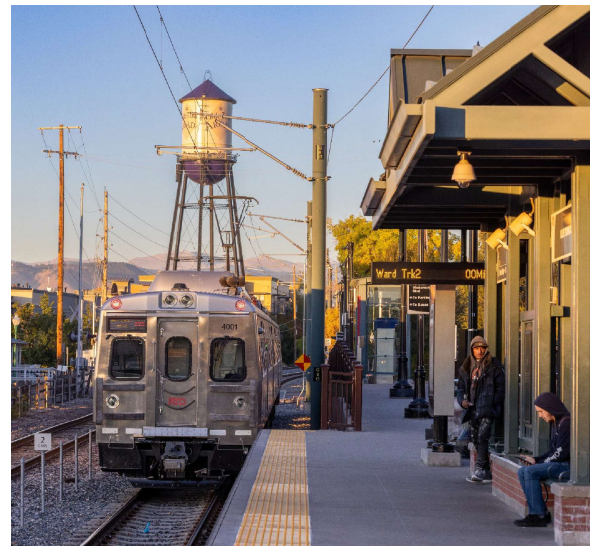
HB 24-1304: Implementation and Data

- **Implementation to date:**
 - No required reporting to DOLA on compliance, or compliance reviews
- **Available data:**
 - Applicable Transit Service Areas map, available on the [DOLA website](#)



HB24-1313: Transit-Oriented Communities (1)

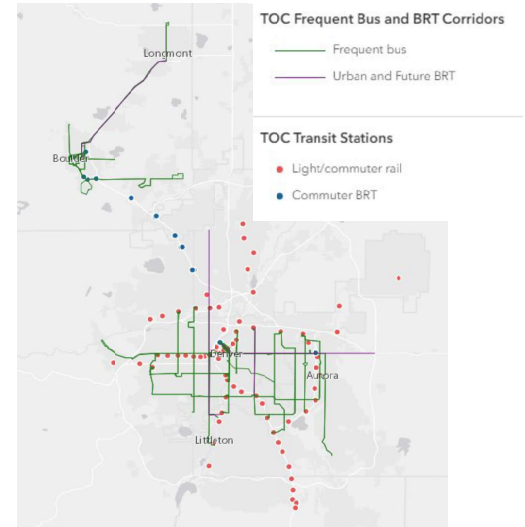
- **Purpose:** reduce initial barrier (zoning) to encourage more housing density near transit
- **Reasoning:** transit-supportive densities can promote both a functional transportation network and affordable housing projects to “pencil”
- **Approach:** state sets a target (zoning capacity), local jurisdictions decide how to reach it
- **Application:** approximately 30 jurisdictions on the Front Range



HB24-1313: Transit-Oriented Communities (2)

Key details:

- **Transit Areas:** Within ½ mile of rail and commuter BRT stations, ¼ mile of frequent bus and urban BRT
- **Housing opportunity goal:** Zoning capacity target set based on formula: *(acreage in Transit Areas - minus exemptions) * 40 dwelling units per acre*
- **Transit Centers:** Must designate areas allowing at least 15 DUA that collectively exceed their Housing Opportunity Goal

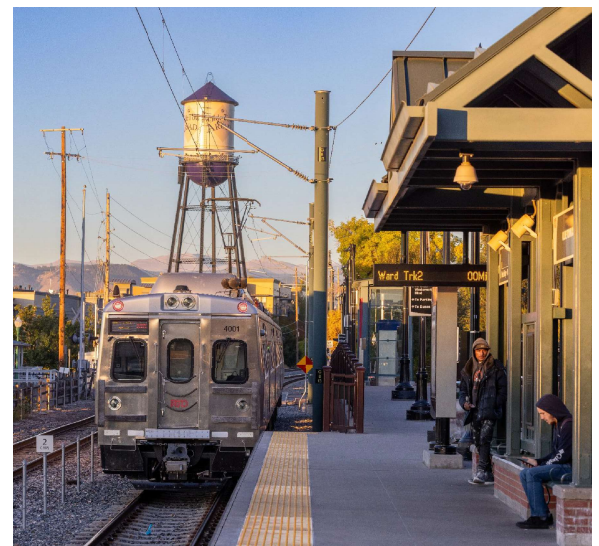


On December 31, 2027 the law takes effect.



HB24-1313: Implementation and Data

- **Implementation to date:**
 - So far, 5 jurisdictions have fully complied 16 months ahead of schedule
- **Available data:**
 - Transit Areas maps (just for calculating the Housing Opportunity goal)
 - **Coming soon:** Transit Centers and Neighborhood Centers map (*will be added to as more jurisdictions submit for compliance, or Neighborhood Centers are designated*)



Neighborhood Centers

Key details:

- Neighborhood Centers are intended to be places that are, or are in the process of becoming, mixed use, walkable communities
- Voluntary incentive program - any community can opt in by designating areas of their community as Neighborhood Centers
- Must meet the criteria established by DOLA, including at least 15 dwelling units per acre minimum density
- Created by C.R.S. § 24-32-3711 & C.R.S. § 29-35-206
- Benefits are increased prioritization for state grants



Neighborhood Centers: Implementation and Data

- **Implementation to date:**
 - So far, 5 pilot communities have designated Neighborhood Centers
- **Available data:**
 - **Coming soon:** Transit Centers and Neighborhood Centers map (*will be added to as more jurisdictions submit for compliance, or Neighborhood Centers are designated*)



Other Strategic Growth Laws

- **C.R.S. § 29-20-111 (HB 24-1007) Residential Occupancy Limits** prohibits local governments from limiting the number of people who may live together in a single dwelling based on the occupants' familial relationship.
- **C.R.S. § 31-15-605 (HB25-1273) Residential Building Stair Modernization** by December 1, 2027, HB25-1273 requires certain large Colorado municipalities to update their building codes to allow multifamily residential buildings up to 5 stories to be served by a single exit stairway if the design of those buildings meets specific fire safety, structural, and design criteria to ensure safe egress in case of fire.
- **HB26-1001 (also known as the “Housing Opportunities Made Easier” or HOME Act)** by December 31, 2027 requires local governments that had a population greater than 2,000 residents at the time of the last Census to offer an administrative approval process for residential development on land owned by qualifying entities (e.g. transit agencies, schools, universities, affordable housing providers).



Thank you!

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<https://dlg.colorado.gov/state-land-use-and-housing-legislation>



MEMORANDUM

To: NFRMPO TAC
From: Jerome Rouser
Date: October 21, 2026
Re: Discussion Item – Connected Communities 2055 RTP RSCs

Summary

The NFRMPO held a Regionally Significant Corridor (RSC) workshop on April 6, 2026 to discuss changes to the RSC network for the 2055 RTP. At this workshop, the recommended changes include:

- New Regional Transit Corridor (RTC) along SH402 between Loveland and Evans;
- New RTC on Colorado Boulevard between Johnstown and WCR74;
- New RSC along 1st Street/LCR20E/Ronald Reagan Boulevard in Loveland and Johnstown;
- Extending RSC 28 (Prospect Road) eastward to RSC 11 (SH257) and westward to RSC 18 (Taft Hill Road);
- Extending RSC 18 (Taft Hill Road/ Wilson Ave/ LCR19) southward to RSC 13 (SH402/Freedom Parkway); and
- Extending RSC 13 (SH402/Freedom Parkway) westward to RSC 18 (Taft Hill Road/ Wilson Ave/LCR19).

NFRMPO Staff brought the proposed RSC and RTC changes to the April 15, 2026 TAC meeting for further discussion. As a result of that meeting, TAC recommended the following additions:

- Extend RSC 20 (WCR17) northward to its northern terminus at RSC 12 (SH392); and
- Extend RSC 17 (LCR17/Shields Street) eastward to RSC 16 (LCR7/LCR9/Timberline Road).

NFRMPO Staff brought the proposed RSCs to the September 30, 2026, US34 TAC to discuss extending RSC 29 (4th Street) eastbound to align with CDOT's US34 preservation study. The US34 TAC recommended the following addition:

- Extend RSC 29 (4th Street) eastward to RSC 15 (LCR 5)

Recommendation

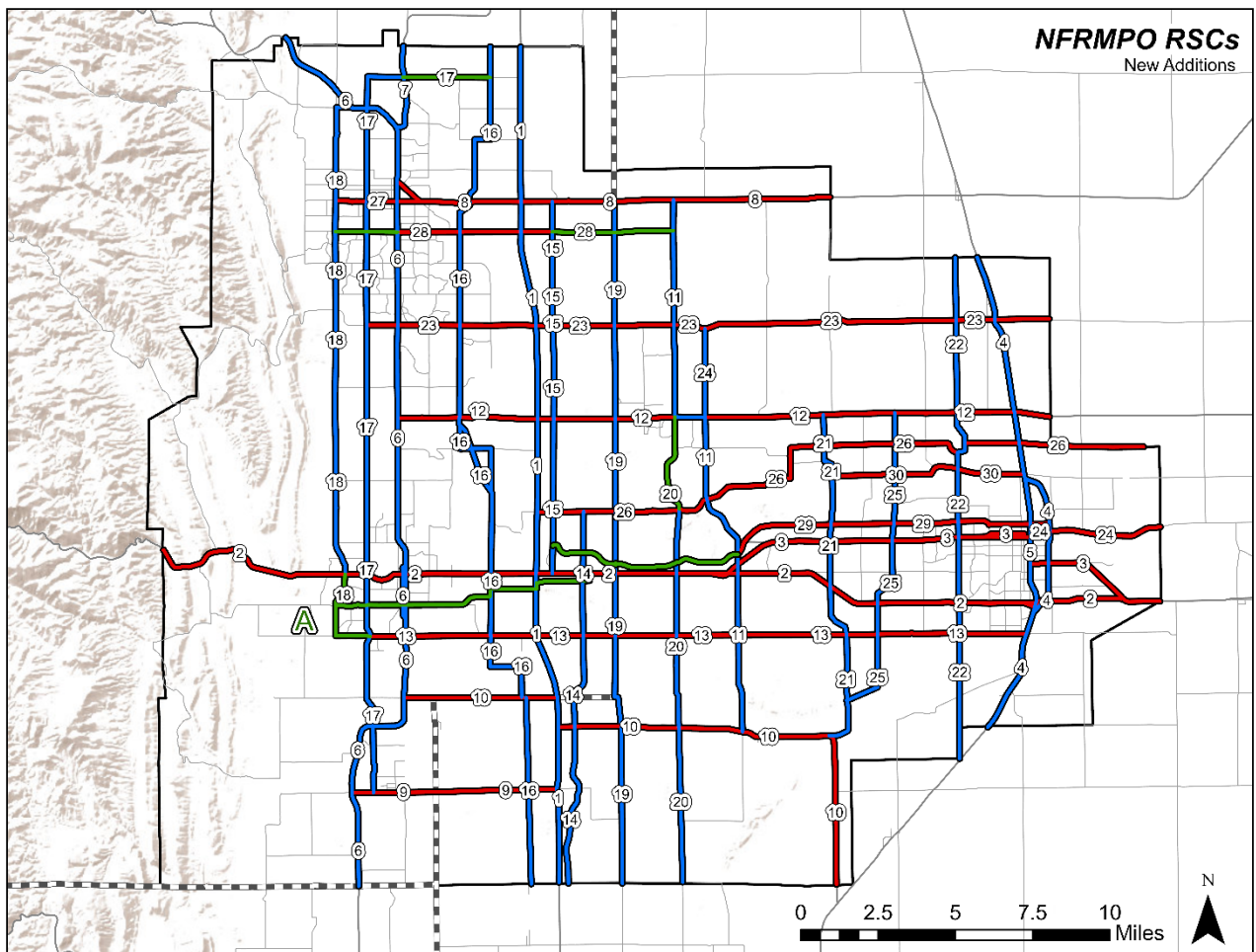


NFRMPO Staff requests TAC review the proposed RSCs and provide comment.

Attachments

- Proposed RSC Map

Proposed RSC Map



Legend

- Proposed
- North / South
- East / West
- NFRMPO Boundary
- County Line

October 2026
Sources: CDOT, NFRMPO



MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Tahjiba Tarannum
Date: October 21, 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 TAC member assistance in ensuring the 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 future developable regionally significant projects to be completed by 2055 and entered into 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 TAC members follow up with the appropriate staff within their agencies to confirm that current developable projects have been entered into the UrbanSim portal. As discussed at the October 1, 2026 NFRMPO Council meeting, if project information has not yet been submitted, TAC members are asked to coordinate with planning, community development, GIS, or other appropriate staff to complete the project entries by October 23, 2026.

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, helping communities and the region better understand how future growth may affect travel patterns, transportation demand, and infrastructure needs. The RTDM provides a consistent regional framework that can support more informed transportation projections, funding applications, corridor planning, and the evaluation of future transportation scenarios. This information is vital for developing 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.

Action

NFRMPO staff requests TAC 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**.



MMOF Project Funding Schedule

October 2026

Purpose

The MMOF Project Funding Schedule was created in October 2026 to identify the anticipated date that pending MMOF projects could potentially access the available budget per their award.

Due to slower spending in the Local MMOF program, all available MMOF spending authority is being used for active MMOF projects. At this time, no spending authority is available to budget or initiate any new project phases. Unbudgeted MMOF projects must wait until a subsequent fiscal year to access awarded MMOF funds.

Project Funding Schedule

The Local MMOF program has \$53.8M of awarded MMOF that has not yet been budgeted (for 50 projects). Based on the current anticipated ready date for these projects, demand for funding will exceed the anticipated supply of authorized funds each subsequent fiscal year. Therefore, many projects will be delayed to the next fiscal year or more beyond their anticipated ready dates.

To help local agencies plan for project phase implementation, the **MMOF Project Funding Schedule** below identifies the anticipated date each pending project phase could potentially access available budget.

Note that **this schedule is not a guarantee of when funds will be available**, but is an estimate. The availability of funding for each project phase is dependent on the legislative approval for spending authority on all program revenues, and may change as other listed project phases demonstrate readiness to proceed. Any MMOF revenues not authorized in the next fiscal year will further delay some projects' access to funding.

As described in the Cash Management section below, available funds are prioritized and made available to projects as they become ready for implementation. Some projects may become ready earlier than currently anticipated, and some will become ready later. Note that, as the status of projects changes, so does the estimated time other projects will gain access to available funds. **The Project Funding Schedule will be posted on the [MMOF webpage](#) and updated at least quarterly (Jan, Apr, July, Oct).**

Demonstrating Readiness

To be prioritized for available funding, agencies must first demonstrate to their CDOT Project Manager (PM) when a project phase is fully ready to begin.

Documentation of readiness may include, but is not limited to:

- RFP or other written advertisement approved by CDOT
- Availability of all other project phase funding
- Clearances or other forms
- Access and Right of Way
- PS&E

Agencies must coordinate with their CDOT PM to determine what readiness documentation or evidence is required for your particular project phase.

For transit operations projects, be prepared to identify the availability and timing of other sources of operations funding to demonstrate when MMOF funding is needed.

Background

Funding Reductions

The Colorado General Assembly reduced funding to the Local MMOF program in the 2025 and 2026 legislative sessions, including a fund sweep of \$71.4 million in 2025 and reductions totaling 48% in the three-year period spanning FY2027-2029.

In 2025, revenue reductions required awarding agencies to reduce or eliminate some project funding awards. Amounts awarded to projects in FY27-29 now also exceed the expected revenues in those years. To keep award amounts whole, the MMOF program is backfilling funding shortfalls using forecasted revenues for FY30 and FY31 and allowing projects to access their awards using the cash management approach.

Cash Management Approach

To minimize the impact of budget cuts on MMOF projects, the Local MMOF program implemented a cash management approach in summer 2025. Cash management aligns currently available funds with the awarded projects that are ready to spend. At the beginning of each state fiscal year, available funds are determined based on legal spending authority. Projects that have demonstrated readiness to begin a project phase are prioritized for budgeting on a first come, first served basis.

Cash management has two primary objectives:

- Alleviates the need to delay projects in response to budget cuts by no longer requiring projects to start work only when all of a project's awards are accumulated.

- Accelerates the expenditure (drawdown) of MMOF’s large unexpended fund balance by maximizing spending in the current year.

Cash Management prioritizes available MMOF funding for the local agency projects that are “ready” the earliest. This also means that project phases starting later may experience delayed access to their awarded funds, such as waiting until spending authority is authorized in a subsequent fiscal year.

Annual Spending Authority

Under current law, the Multimodal Transportation and Mitigation Options Fund (MMOF) is subject to annual appropriation by the Colorado General Assembly. The funding authorized by the legislature serves as a legal upper-limit cap for the total funds available to be budgeted. CDOT cannot spend or budget more than what has been legally authorized for that fiscal year.

Spending authority legislatively approved for FY27 is \$15M less than the MMOF fund balance. This gap in spending authority is the result of needing to estimate project expenditures in the upcoming fiscal year approximately 18 months in advance. If the MMOF program had Continuous Spending Authority, gaps in spending authority would be eliminated, allowing the full fund balance to be available for budgeting. Continuous Spending Authority would also eliminate the administrative burden of tracking roll-forward authorities.

Key Terms

Transportation Planning Regions (TPR):

PP	Pikes Peak Area	GVTPR	Gunnison Valley TPR
DA	Denver Area	SW	Southwest
NFR	North Front Range	IM	Intermountain
PB	Pueblo Area	NW	Northwest
GVMPO	Grand Valley MPO	UFR	Upper Front Range
EA	Eastern	CFR	Central Front Range
SE	Southeast	SC	South Central
SLV	San Luis Valley		

Region/Division

DTR	Division of Transit & Rail
DTD	Division of Transportation Development
R1	CDOT Region 1
R2	CDOT Region 2
R3	CDOT Region 3
R4	CDOT Region 4
R5	CDOT Region 5

MMOF Project Funding Schedule

October 2026

Agency	Project Name	Project ID	TPR	Region / Division	Phase Type	Planned Phase Budget	Anticipated Ready Date	Projected Date Funding Available	Date Readiness Demonstrated
Teller Senior Coalition	TSC Door to Door Rural Routes	27763	PP	DTR	Operations	\$218,908	1/1/2027	7/1/2027	7/28/2026
Gunnison County	Brush Creek Road Trail and Transit Project	27236	GVTPR	R3	Construction	\$411,321	10/1/2026	7/1/2027	8/25/2026
CDOT / Saguache, Town of	Highway 285 Streetscaping - Stage 3 Engineering	27208	SLV	R5	Design	\$150,000	8/15/2026	7/1/2027	8/25/2026
MMT - Colorado Springs	Downtown Shuttle ZEB	27293	PP	DTR	Operations	\$1,282,691	1/1/2028	7/1/2027	9/14/2026
Arapahoe County	Arapahoe County Transit and Micromobility Study	25729	DA	DTR	Operations	\$458,354	1/1/2027	7/1/2027	9/24/2026
City of La Junta	La Junta Multimodal Facility	25696	SE	R2	Construction	\$525,000	3/1/2028	7/1/2027	*
Grand Lake	Mobility Hub and Bustang First-Last Mile Connections	27639	NW	R3	Design	\$114,000	8/1/2026	7/1/2027	
SOCOCAA	Outrider-Road Runner Vehicle Maintenance Capacity and Operations	TBD-37	SW	DTR	Operations	\$48,125	9/1/2026	7/1/2027	
Castle Rock	Castle Rock Industrial Tributary Trail: Plum Creek Pkwy. to Plum Creek Trail	25392	DA	R1	Construction	\$3,602,055	9/30/2026	7/1/2027	
City of Grand Junction	North Ave Enhanced Transit Corridor Improvements	25710	GVMPO	R3	Construction	\$302,639	10/1/2026	7/1/2027	
Town of La Veta	Main Street Revitalization - Downtown Improvement Project	25208	SC	R2	Construction	\$165,838	10/15/2026	7/1/2027	
Town of Granada	Granada Sidewalk Improvements	25196	SE	R2	Construction	\$263,256	10/31/2026	7/1/2027	
Town of Estes Park	Moraine Avenue Multi-Modal Trail Design Project	27018	UFR	R4	Design	\$75,000	11/1/2026	7/1/2027	
Manzanola	Manzanola Sidewalk Safety Partnership	27392	SE	R2	Design	\$474,041	12/1/2026	7/1/2027	
Centennial	Arapahoe Rd. Sidepath Improvements: I-25 to Parker Rd.	25484	DA	R1	Construction	\$2,240,000	12/31/2026	7/1/2027	
Littleton	Mineral Station Area Multimodal Improvements	25549	DA	R1	Construction	\$1,197,000	12/31/2026	7/1/2027	
Town of Nederland	Downtown ADA Sidewalk Connections	23920	DA	R4	Construction	\$628,000	1/1/2027	7/1/2027	
City of Fort Collins	Foothills Transit Station and Roundabout	26939	NFR	R4	Construction	\$317,669	1/1/2027	7/1/2027	

MMOF Project Funding Schedule

October 2026

Agency	Project Name	Project ID	TPR	Region / Division	Phase Type	Planned Phase Budget	Anticipated Ready Date	Projected Date Funding Available	Date Readiness Demonstrated
Littleton	County Line Rd. Shared Use Path: Broadway to High Line Canal Trail	25416	DA	R1	Construction	\$1,665,000	1/15/2027	7/1/2027	
PPRTA	Sinton Trail at Centennial Blvd	25190	PP	R2	Construction	\$2,547,725	3/8/2027	7/1/2027	
CDOT	US34 and US385 in the City of Wray	26994	EA	R4	Construction	\$1,125,587	4/5/2027	7/1/2027	
Pueblo County	Connecting Communities (Medal of Honor Trail)	27405	PA	R2	Construction	\$1,077,728	5/1/2027	7/1/2027	
City of Lamar	South Lamar Sidewalk Improvements	25940	SE	R2	Construction	\$90,038	5/1/2027	7/1/2027	
Erie	Erie FlexRide	27059	DA	DTR	Operations	\$300,000	6/1/2027	7/1/2027	
All Points Transit	Microtransit Pilot and Regional Delta-Montrose Route Service	25818	GVTPR	DTR	Operations	\$70,000	7/1/2027	7/1/2027	
Douglas County	Douglas County Transit Pilot Projects	27457	DA	DTR	Operations	\$625,000	7/1/2027	7/1/2027	
Town of Platteville	Downtown Business District Sidewalk & Landscape Improvement Project	27017	UFR	R4	Construction	\$696,230	7/1/2027	7/1/2027	
Town of Pagosa Springs	1st Street Pedestrian Bridge	25320	SW	R5	Construction	\$978,799	7/1/2027	7/1/2027	
Thornton	Big Dry Creek Trail: 136th-144th	26587	DA	R1	Construction	\$2,504,030	7/1/2027	7/1/2027	
Mesa County	31-1/2 Road MM Improvements - Design	TBD-50	GVMPO	R3	Design	\$868,923	7/1/2027	7/1/2027	
Town of Akron	Multimodal Improvement Planning for Akron's Central Business District	27479	EA	R4	Design	\$384,878	7/1/2027	7/1/2027	
Town of Akron	Pathways to Community - Senior and Community Center	27480	EA	R4	Design	\$73,964	7/1/2027	7/1/2027	
Town of Akron	Roadway and Multimodal Infrastructure Planning Initiative	TBD-51	EA	R4	Design	\$105,419	7/1/2027	7/1/2027	
Boulder County	Lafayette-Boulder Protected Bikeway Feasibility Study	26032	DA	R4	Planning	\$212,000	7/1/2027	7/1/2027	
Montezuma County	Paths to Mesa Verde Segments C & D	25303	SW	R5	Miscellaneous	\$369,701	7/1/2027	7/1/2027	
Silverton	Blair Street Revitalization Plan	26004	SW	R5	Construction	\$230,356	7/1/2027	7/1/2027	

MMOF Project Funding Schedule

October 2026

Agency	Project Name	Project ID	TPR	Region / Division	Phase Type	Planned Phase Budget	Anticipated Ready Date	Projected Date Funding Available	Date Readiness Demonstrated
Town of Estes Park	Moraine Avenue Multi-Modal Trail Design Project	27018	UFR	R4	Construction	\$225,000	9/1/2027	7/1/2027	
Saguache County	Saguache Co Crestone Ph2 MMOF 2022	25304	SLV	R5	Construction	\$184,148	9/1/2027	7/1/2027	
Neighbor to Neighbor	Valley Connector	27291	SLV	DTR	Operations	\$75,000	9/1/2027	7/1/2027	
Weld County	Weld County On-demand Transit Program	27430	UFR	DTR	Operations	\$446,986	12/1/2027	7/1/2028	9/21/2026
Greeley/CDOT	MERGE US34 Regional Mobility Hub	25299	NFR	R4	Construction	\$4,970,221	9/6/2027	7/1/2028	
Thornton	124th Multimodal Improvements: Claude-Colorado	26114	DA	R1	Construction	\$2,315,979	9/30/2027	7/1/2028	
Thornton	Thornton Pkwy Multiuse Path: I25-Grant	26303	DA	R1	Construction	\$833,000	9/30/2027	7/1/2028	
Town of Monument	Jackson Creek Parkway Construction	23291	PP	R2	Construction	\$3,200,305	9/30/2027	7/1/2028	
MMT - Colorado Springs	Downtown Shuttle ZEB	27293	PP	DTR	Operations	\$2,366,622	1/1/2029	7/1/2029	9/14/2026
SE TPR - SECED, Inc.	Regional Bus Shelters	24021	SE	R2	Construction	\$331,445	12/31/2027	7/1/2029	
Broomfield	Airport Creek Trail Underpass at BNSF	25417	DA	R1	Construction	\$2,179,400	4/15/2028	7/1/2029	
City of Loveland	US 34 Transit Sidewalk Connectivity Project	26932	NFR	R4	Construction	\$1,215,612	5/1/2028	7/1/2029	
Nucla	Nucla Main Street Improvement and Beautification, Phase II	TBD-29	GVTPR	R5	Construction	\$788,286	7/1/2028	7/1/2029	
Golden	US-40 Complete Streets: Violet St. to I-70 (Phase 3)	26061	DA	R1	Construction	\$2,950,000	7/1/2028	7/1/2029	
Golden	US-40 Complete Streets: Violet St. to I-70 (Phase 3)	26319	DA	R1	Construction	\$2,000,000	7/1/2028	7/1/2029	
Wheat Ridge	35th Ave Multimodal Improvements: Sheridan to Wadsworth - Precon	26044	DA	R1	Construction	\$2,475,000	9/30/2028	7/1/2029	
Wheat Ridge	Tabor St Multimodal Improvements - Precon	26040	DA	R1	Construction	\$2,000,000	9/30/2028	7/1/2029	

*Funding de-budgeted from Design and will be prioritized for future funding

EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
October 1, 2026

CONSENT AGENDA

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

AIR QUALITY AGENDA

NFRMPO Air Quality Program Updates – Dena Wojtach, Two Roads Environmental, provided an update on the Ozone Exchange Conference, noting more than 200 participants have signed up thus far. Late registration begins at midnight on October 5th. She stated the conference planning team has approved more than \$18,000 in stipends for presenters and more than \$28,000 in scholarships. The scholarship application process is open through October 16th or when scholarship funds are fully depleted.

Wojtach reported the region experienced a particularly bad ozone season. She noted wildfires did have an impact on ozone monitor's readings but are not the sole reason for the high monitor values. She stated stratospheric intrusions in the spring also lead to high monitor values. Wojtach provided an overview of the ozone monitor readings in the North Front Range region. She noted the monitors captured very high values within the region, with some monitors reaching above 80 parts per billion (ppb). Outside of the North Front Range region, some monitors reached above 90 ppb. Wojtach then noted the National Highway Transportation Safety Administration (NHTSA) is set to roll back CAFE standards from the current standard of 50.4 miles per gallon (mpg) to 34.9 mpg. She noted this final action has not been published on the Federal Register yet. She highlighted this would make it more difficult for transportation planning organizations who have to rely on federal standards to meet air quality standards and regulations. This will also have impacts on motor vehicle emission budgets.

Regional Air Quality Council (RAQC)

Stephens noted the RAQC met last month and had an extensive discussion on the Blueprint. She highlighted the RAQC is required to present control strategies that will be adopted into the State Implementation Plan (SIP). The SIP must outline what strategies the state is doing to bring the nonattainment area into attainment of federal air quality standards. The RAQC will adopt the Blueprint in November knowing that there are still updates that will happen to the blueprint.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

Stephens stated the Community Clean Transportation Assistance Program (CCTAP) grants are beginning to be distributed. She noted many MPO communities are receiving a portion of these funds and NAAPME is looking to get more small grants out next year. NAAPME is working on a larger grant program that will primarily fund Bus Rapid Transit (BRT) projects. NAAPME is looking at the proposed Federal Boulevard BRT project. NAAPME would provide funds in conjunction with the Regional Transportation District (RTD) and CDOT.

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

Report of the Chair – Stephens stated she and Relford were invited by the Wellington Town Board to provide a presentation on the MPO and discuss the process for the Town of Wellington joining the MPO. They discussed whether it makes sense for Wellington to join the NFRMPO considering Wellington is just north of the current MPO boundary and is in the same nonattainment area as the rest of the North Front Range. Stephens noted

she attended a National Association of Counties (NACO) meeting where they discussed the merger between Union Pacific and Norfolk Southern, which would create an additional coast to coast railway.

Executive Director Report – Relford reported the NFRMPO Mobility Team received another \$1,000 Ruby Bridges Walk and Bike to School Day mini-grant for a November event with GOAL Academy. The team will meet with the Milliken community before conducting a Senior Center Walk Audit on October 16th. The RideNoCo website migration added an online ride-referral request form which led to a 48 percent increase in calls and 99 percent increase in website visits year over year. Staff will begin testing a closed-loop referral platform this month that will confirm whether requested rides were completed.

Relford reported that a draft lease for the JFK building is currently under review. The NFRMPO received comments from the MPO's attorneys and submitted an amended lease with proposed changes. Relford is anticipates hearing back from the landlord soon. The FLSA review of the new job descriptions was completed, with employee notifications on exempt and non-exempt classifications to follow. Employers Council is currently working on a compensation plan which is anticipated to be complete by mid-October.

Relford provided an overview of the MPO's CPG and SPR contracts for FY27. She noted the additional \$150,000 in SPR funds are being used to partially fund the Transportation Modeler position as well as fund the model software and ArcGIS subscriptions. She noted \$30,000 will go towards a new e-TIP software platform. Relford discussed a proposed rule from the Census Bureau that could have impacts on the 2030 Census counts, which may impact data used for formula funding amounts. She requested Council to support submitting a letter to the Federal Register to request a 60-day extension for public comment. The current public comment period ends on October 13th, and the rule was released on September 9th.

DISCUSSION ITEM:

NFRMPO Regional Travel Demand Model and Land Use Allocation Model Update – Tarannum provided an overview of the Land Use Allocation Model (LUAM) and Regional Travel Demand Model (RTDM). She explained the LUAM forecasts the location of households and employment using state control totals from the Department of Local Affairs (DOLA). The LUAM outputs are then assigned to traffic analysis zones (TAZs) and become an input in the RTDM. She noted the RTDM is a four-step model which estimates trip generation, trip distribution, mode choice, and route assignment. Tarannum noted the NFRMPO has requested local agency staff to submit development projects that are expected to add population or employment into the UrbanSim online platform. Jenkins requested NFRMPO staff to look into opportunities to collect this data more regularly to lessen the work burden on local agencies. Relford discussed the NFRMPO boundary and noted the Town of Severance has annexed land outside of the current NFRMPO boundary, and the Towns of Kersey, Platteville, and Mead annexed land within the NFRMPO boundary. She said as planners we need to understand the growth occurring in our communities to ensure our 20-year planning boundary is reflective of that growth and outlined the process to make boundary changes if that is the communities preference.

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. There was a discussion about the importance of capacity and safety

projects. Staff clarified the CMP allows for capacity projects, but FHWA requires other strategies to be evaluated prior to constructing.

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, Fort Collins, and Loveland provided additional information on their projects requesting second, third, or fourth delays.

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 9/29/26

Introduction:

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

Summary:

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

Air Quality Activities:

Fall 2026 Intermountain West (IMW) Ozone Exchange Conference:

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

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

Program Details

(details posted online)



Day 1: Planning	Day 2: Research	Day 3: Communication & Research Next Steps
Clean Air Act 101 and Planning Realities State of Ozone in the IMW Ozone Attainment Efforts in the IMW IMW Research to Improve Understanding Transportation's Role in Planning Flash Talks on Incentive Programs Confirmed Presenters: Govt: EPA; state/local: AZ, CO, NV, UT air & transportation planners, attorneys Academia/Research: BYU, CSU, NLR, NOAA, SUNY, UA, UW Other: RAQC	Wildfire Smoke Impacts on Ozone Unique IMW Geographic Challenges Emerging Air Quality Methodologies Biogenic Emissions and Impacts Poster Session Confirmed Presenters: Govt: EPA; state/local: CO, NV, UT air planners Academia/Research: BYU, CIRES, CSU, CU, NASA, NIST, NLR, NOAA, Princeton, SUNY, UW, UWM Other: Beatty & Wozniak, Boulder A.I.R., Giner, RAMBOLL, RAQC, Spheros, Trace Air Quality	Human-made Contributions Options for State Implementation Plan Development Improving Public Communications of the Ozone Problem Opportunities to Align Ozone Public Messaging Research Next Steps Confirmed Presenters: Govt: state/local AZ, CO, UT air planners, public health officials Academia/Research: CIRES, CSU, CU, RAMBOLL, UW, UWM Other: Atmospheric Interdisciplinary Research Institute, Beatty & Wozniak, Climate Confluence, COPIRG, Environmental Defense Fund, Forest Glen Consulting, RAQC

Audience &/or Public Engagement Opportunities



Presenters



84 Unique Presenters & Chairs

Breakdown of listed participants by Category, Day, and State

By Category (Sector)

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

By Day

Note: Presenters on multiple days exceed unique count.

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

By State / Region

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

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Conference registration is open. Late registration kicks in on 10/5/26. Registration fees have been kept low to promote broad attendance. The following summarizes total registration costs (including transaction fees) for the full three-day conference that includes breakfast, lunch, snacks and drinks for all three days, and dinner on Day 2.

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

Conference statistics:

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

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

Regarding the Colorado Air Quality Enterprise (AQE) funding and contract with the Colorado Department of Public Health & Environment, we have completed deliverable PA#1, notifying AQE Administrator of conference website and registration launch by 8/28/26, and PA#2 notifying AQE Administrator that the final program has been posted by 9/27/26. Further, we consulted with the AQE on the sharing of conference materials, in reference to PA#3 due 10/11/26.

Request: Please continue sharing information about this conference with your jurisdictions, constituents and areas of influence, including on public websites and at public meetings. A

registration flier is attached. We are also happy to present at gatherings and are open to introductions to groups with which we should be engaging.

2026 Ozone Season Monitoring Data:

Ozone continues to be high. As of September 28, 2026, each certified ozone monitor observed 8-hour in the area, as well as the remote Gothic monitor in Gunnison had 4th max 8-hour averages above 70 ppb (yellow). Several monitors experienced ozone levels above 75 ppb (orange). While some observed ozone levels may be associated with spring stratospheric intrusions and summer wildfires that may be considered as natural events that may qualify as an exceptional event, the sheer number of exceedances decreases the likelihood that the exclusion of exceptional events would be sufficient to demonstrate attainment.

As of 9/28/26

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

¹ Information is taken from EPA's AirNow "Download Daily Data" webpage. Selecting for ozone in 2026 from All Sites in Colorado, and screened for identified monitors, accessed 9/29/26 here: <https://www.epa.gov/outdoor-air-quality-data/download-daily-data>

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

APCD Outreach Activities:

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

AQCC Activities:

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

RAQC Activities

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

Other Air Quality Activities:

In Congress, there has been no substantial movement related to Representative Evans' H.R. 6387 Fire Improvement and Reforming Exceptional Events Act or FIRE Act, or H.R.6409 Foreign Emissions and Nonattainment Clarification for Economic Stability or FENCES Act.^{3,4}

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

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

⁴ See Congress.gov for information on H.R.6409 – FENCES Act (119th Congress, 2025-2026), here: <https://www.congress.gov/bill/119th-congress/house-bill/6409>

Upcoming Activities:

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

Meetings TRE Plans to Attend (or screen)

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

Other Anticipated Air Quality Activities

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

Recommendations:

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



MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Jonathan Stockburger
Date: October 21, 2026
Re: Report – Q3 2026 TIP Modifications

Summary

In the third quarter of 2026 (July - September), the NFRMPO processed one Administrative Modification to the FY2024-2027 Transportation Improvement Program (TIP). The modifications are listed and linked below.

- July 2026 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2026-m7-tip-modification.pdf>

The most recent TIP tables including all Policy Amendments and Administrative Modifications can be found at www.nfrmpo.org/tip.

For any questions about the Q3 TIP Modifications please contact Jonathan Stockburger at jstockburger@nfrmpo.org.

Recommendation

None

Attachments

- None

Weld County Mobility Committee (WCMC) Meeting Minutes

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

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

Welcome and Introductions

Call Meeting to Order, Welcome, and Overview of Agenda

In Person:

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

Virtual:

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

Introductions:

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

Public Comment:

There was no public comment.

WCMC Members Announcements & Updates

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

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

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

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

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

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

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

Approval of June Minutes

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

Mobility Program Updates

RideNoCo Data and Outreach

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

Fall CASTA Conference Recap

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

Mobility Program Updates

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

NFRMPO Ozone Exchange Information

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

Presentations

United Way Collective Impact

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

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

United Way Ride United Presentation

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

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

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

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

Discussion Items

Mobility Case Study

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

Wrap-Up

Next Meeting Agenda Suggestions

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

Meeting Adjournment

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

Upcoming Meetings:

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

*Please note:

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

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