North Front Range Metropolitan Planning Organization

North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda
November 5, 2026
In-Person: The Devereaux Room, 222 E 4th Street, Loveland, CO 80537

Virtual: Join the meeting now **Meeting ID:** 237 962 161 907 56 **Passcode:** 9GA3zj7f

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

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – October 1, 2026	Kristin Stephens	10	6:10
	FY2026 TIP Delay Review ***Resolution 2026-22***	Jonathan Stockburger, Transportation Planner I	16	

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	27	-
8	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-

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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	-	6:30
10	Executive Director Report	Elizabeth Relford, Executive Director	-	6:35
11	STAC Report	Kristin Stephens, NFRMPO STAC Representative	Handout	6:45
12	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	6:50
13	Colorado Transportation Investment Office (CTIO)	Tricia Canonico, CTIO Director	29	7:00
14	Front Range Passenger Rail District	Tricia Canonico, FRPR Director Jon Mallo, FRPR Director	-	7:05
15	I-25 Coalition	Scott James, Weld County Commissioner	-	7:10
16	US34 Coalition	Julie Cline, Mayor Town of Windsor	-	7:15
17	Finance Committee	Written	32	-
18	HR Committee	Written	34	-
19	October 2026 TAC Executive Summary	Written	35	-
20	2026 Quarter 3 Transportation Improvement Program (TIP) Modifications	Written Report	37	-
21	Mobility Program Updates	Written	Handout	-

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
22	Airport Master Plan Updates	Cooper Anderson, Manager Greeley-Weld Airport & John Kinney, Manager Northern Colorado Regional Airport	Handout	7:20

Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
23	2026 Ruby Bridges Grant ***Resolution 2026-23***	Tanya Trujillo-Martinez, Mobility Director	38	8:00

Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
24	MMOF Project Funding Update	Becky Karasko, Transportation Planning Director	40	8:05
25	FY26 Fort Collins Exchange Funds Intergovernmental Agreement (IGA)	Elizabeth Relford Annabelle Phillips, Assistant Director Transfort	46	8:10

Meeting Wrap Up

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
26	Host Council Member Report	Patrick McFall, Mayor City of Loveland	-	8:20
Next Month's Agenda Topic Suggestions				
Next NFRMPO Council Meeting: December 3, 2026 – City of Evans				

MPO Planning Council

Larimer County
Kristin Stephens, Commissioner – Chair
Alternate- Jody Shadduck-McNally, Commissioner

Town of Eaton
Liz Heid, Mayor Pro Tem – Vice Chair
Alternate- Will Sander, Trustee

City of Greeley and Regional Transit Representative
Johnny Olson, Councilmember – Past Chair
Alternate- Brian Rudy, Councilmember

Town of Berthoud
William Karspeck, Mayor
Alternate- Mike Grace, Mayor Pro Tem

City of Evans
Mark Clark, Mayor

City of Fort Collins
Chris Conway, Councilmember
Alternate- Anne Nelsen, Councilmember

Town of Garden City
Fil Archuleta, Mayor

Town of Johnstown
Nicholas Bashford, Councilmember

Town of LaSalle
Paula Cochran, Trustee

City of Loveland and Regional Transit Representative, Alternate
Patrick McFall, Mayor
Alternate- Laura Light-Kovacs, Councilor

Town of Milliken
Michael Orcutt, Mayor Pro Tem
Alternate- Elizabeth Austin, Mayor

Town of Severance
Matt Fries, Mayor
Alternate- Josh Ochs, Councilmember

Town of Timnath
Bill Jenkins, Councilmember

Town of Windsor
Julie Cline, Mayor
Alternate- Jason Hallett, Mayor Pro Tem

Weld County
Scott James, Commissioner
Alternate- Lynnette Peppler, Commissioner

CDPHE- Air Pollution Control Division
Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission
Cecil Gutierrez, Commissioner
Alternate- Heather Paddock, Region 4 Director

MPO MEETING
PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).

2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.

3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)

4. For each Action item on the agenda, the order of business is as follows:

- MPO Chair introduces the item; asks if formal presentation will be made by staff
- Staff presentation (optional)
- MPO Chair requests citizen comment on the item (two minute limit for each citizen
- Planning Council questions of staff on the item
- Planning Council motion on the item
- Planning Council discussion
- Final Planning Council comments
- Planning Council vote on the item

5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.

6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.

7. All remarks during the meeting should be germane to the immediate subject.

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)
O_3	Ozone
OIM	Office of Innovative Mobility, division of CDOT
PACOG	Pueblo Area Council of Governments
PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPACG	Pikes Peak Area Council of Governments (Colorado Springs)
PPB	Parts per billion
PPM	Parts per million
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RATC	Regional Active Transportation Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTDM	Regional Travel Demand Model (of the NFRMPO)
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)

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

October 1, 2026

Hybrid Meeting in Fort Collins, CO

Voting Members Present:		Voting Members Absent:	
Kristin Stephens – Chair	-Larimer County	Mark Clark	-Evans
Liz Heid– Vice Chair	-Eaton	Jessica Ferko	-CDPHE-APCD
Nicholas Bashford	-Johnstown	Matthew Fries	-Severance
Paula Cochran	-LaSalle	Cecil Gutierrez	-Transportation Commission
Chris Conway	-Fort Collins	Will Karspeck	-Berthoud
Jason Hallett- Alternate	-Windsor	Michael Orcutt	-Milliken
Scott James	-Weld County		
Bill Jenkins	-Timnath		
Patrick McFall	-Loveland		
Johnny Olson	-Greeley		

MPO Staff: Elizabeth Relford, Executive Director; Becky Karasko, Transportation Planning Director; Tanya Trujillo-Martinez, Mobility Director; Jerome Rouser, Transportation Planner II; Jonathan Stockburger, Transportation Planner I; Mykayla Graalum, Transportation Planner I; Tahjiba Tarannum, Transportation Modeler.

In Attendance: Drew Brooks; Brad Buckman; Amanda Cabot; Tricia Canonico; AnnaRose Cunningham; Jim Eussen; Hanna Feldmann; Patti Garcia; Dana Hornkohl; Macie May; Lynette Peppler; Evan Pinkham; Denise Staley; Justin Stone; Eric Tracy; Keith Wakefield; Dena Wojtach.

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

Public Comment

Councilmember Announcements

None.

CONSENT AGENDA

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

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 in the Federal Register yet. She highlighted this would make it more difficult for transportation planning organizations who must 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 to 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 award more small grants next year. NAAPME is working on a larger grant program that will primarily fund Bus Rapid Transit (BRT) projects and the Enterprise 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

Chair Stephens opened the MPO portion of the meeting.

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 to join 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 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 RFP. 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.

HR Committee Report

Olson noted the HR Committee met to discuss the Executive Director's Annual Review. Olson reported the review will include the full Council, Relford's direct reports, and outside planning partners such as CDOT. TAC members will not receive a separate survey. Olson encouraged Council members to consult

their TAC Representatives for feedback while completing the survey. Olson stated the survey will be sent out in late October. He proposed establishing three professional performance goals and one person goal for the Executive Director to discuss during Relford's evaluation in December.

STAC Report

Stephens noted there was only one action item on the agenda. STAC received an update on the upcoming Transportation Alternatives Program (TAP) and Safe Routes to School (SRTS) Call for Projects which will open on October 30th. CDOT staff gave a status update on MMOF. STAC discussed contacting the Joint Budget Committee (JBC) and other legislators to discuss the importance of MMOF funding. STAC received an update on CDOT rest areas and an update on the Clean Transit Enterprise (CTE). Relford noted Craig Secrest CTE will be giving a presentation to Planning Council in December to discuss Regional Transportation Authorities (RTAs). Stephens noted STAC will be in person in November.

Colorado Transportation Investment Office (CTIO)

Canonico noted the rental car congestion impact fee revenues in July are down two percent over last year. Collective toll revenues are also down across all corridors in July compared to 2025; however, overall toll revenue has increased due to North I-25 Segments 6,7, and 8 coming online. The CTIO board approved a second budget amendment to the 2026-2027 budget. This amendment includes a new commercial back office, project staffing, and software implementation. This amendment also included funds that will be used for 10-year plan project advancement, particularly for work on North I-25 Segments 2,4, and 5 as well as work on I-270. CTIO board was presented with recommended updates to the dynamic pricing algorithm criteria. The recommendation is to tie the dynamic pricing algorithm rate directly to operation and maintenance costs to help alleviate cost burdens on consumers. Canonico noted North I-25 Segments 6,7, and 8 toll lane pricing will go from time of day to dynamic pricing starting on November 1st.

Front Range Passenger Rail District

Canonico stated the board referred the funding question to the ballot in August. All Board meetings were cancelled in September and October. The Board will meet again after the November election. Canonico noted the FRPR Open House in Fort Collins was well-attended, and City of Fort Collins staff were happy with the turnout.

Finance Committee

A written report was provided.

September 2026 TAC Executive Summary

A written report was provided.

Mobility Program Updates

A written report was provided.

DISCUSSION ITEMS:

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 submit future development projects that are expected to add population or employment into the UrbanSim online platform. Jenkins requested NFRMPO staff to investigate 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 the MPO needs to understand the growth occurring in the region's communities to ensure the 20-year planning boundary is reflective of that growth and outlined the process to make boundary changes if that is the communities preference.

Jenkins asked how often the RTDM is updated. Tarannum said every four years. Jenkins asked if it is possible to change the process so planners can include the data through the building approval process. NFRMPO staff will investigate whether that is possible for the next LUAM and RTDM model updates.

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 modify 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. Graalum reviewed the CMP development timeline, with the updated CMP anticipated to be finalized and adopted in the third quarter of 2027. There was a discussion about the importance of capacity and safety projects. Staff clarified the CMP allows capacity projects; however, FHWA requires other strategies to be evaluated prior to constructing capacity projects.

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 subject to the Delay Review, 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. The discussion included project schedules, right-of-way issues, design and construction schedules, and steps needed to advance projects.

COUNCIL REPORTS:

Host Council Member Report

Conway noted the College and Trilby intersection project is complete. This project will improve safety for all users and will accommodate future traffic levels. The City is replacing traffic signals along College Avenue at Mountain Vista Drive, Trilby Road, and Vine Road.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 8:30 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: NFRMPO Planning Council

From: Jonathan Stockburger

Date: November 5, 2026

Re: Action – FY2026 TIP Project Delay Review

Objective

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

- Whether or not to approve 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

TAC recommended approval of all proposed project extensions. TAC approved all first 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	3rd 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	2nd Extension	3rd 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	1st Delay	2nd 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	1st Delay	2nd 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.	1st Delay	**$3,168**
Taft/US34 Adaptive Signals	Loveland	CRP	2023	FY26	4/1/2027	Delayed due to capacity issues.	1st 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.	1st 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.	1st Delay	**$7,233**
US34 Transit Operating	Greeley	CMAQ	2023	FY26	2027	Service is planned to start in 2027.	1st 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.	1st 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.	1st 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	1st 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	1st 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.	3rd 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.	3rd 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	1st Delay	**$1,856**
US 34 EB Widening Construction	Loveland	STBG	FY25	Spring 2027	Delayed due to coordination with adjacent development.	N/A	1st Delay	**$1,647**

North Front Range Metropolitan Planning Organization

RESOLUTION NO. 2026-22
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING FOUR ONE-YEAR EXTENSIONS FOR THE FY2026 TIP PROJECT DELAY REVIEW

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

WHEREAS, 23 CFR PART §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) by Metropolitan Planning Organizations; and

WHEREAS, the FY2024-2027 TIP identifies a procedure for delayed projects to promote the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), and/or Transportation Alternative (TA), funds (or their equivalents in past or future federal surface transportation legislation) are making progress; and

WHEREAS, the FY2026 TIP Project Delay Review found one project with a fourth delay:

- Loveland's *US 34 Widening - Boise to Rocky Mountain* project - $2,272K STBG;

WHEREAS, the FY2026 TIP Project Delay Review found one project with a third delay:

- Fort Collins' *Mulberry Street Traffic Signal Synchronization* project - $440k CMAQ

WHEREAS, the FY2026 TIP Project Delay Review found two projects with a second delay:

- Evans' *37th Street Widening Phase 3* project - $1,543k STBG
- Greeley's *35th Avenue Adaptive Signal Control Technology* project - $605k CMAQ

WHEREAS, the delay for the project is outside of the control of the project sponsor.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby approves the extensions for the four projects with anticipated ad dates through the remainder of the current State Fiscal Year, which concluded on September 30, 2026.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of November 2026.

_____
Kristin Stephens, Chair

ATTEST:

_____
Elizabeth Relford, Executive Director

CONTROL STRATEGY BLUEPRINT FOR DEVELOPING EMISSION REDUCTION MEASURES

STATUS OF OCTOBER DRAFT
RAQC REPORT FOR NFRMPO TAC
OCTOBER 21, 2026

1

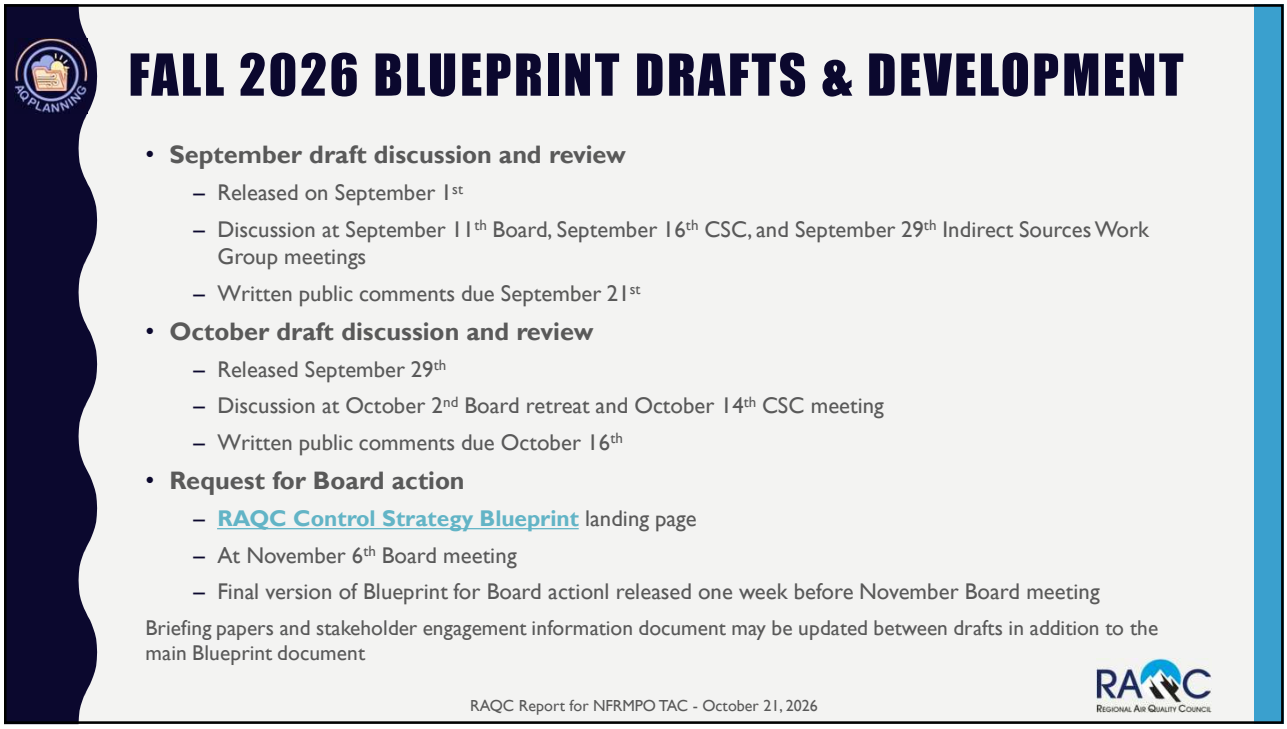
BLUEPRINT DISCUSSION TAKEAWAYS FROM SEPT. 2026 RAQC BOARD MEETING

- The discussion led to Board consensus on the following key points, including:
  - The Board's goal in November is to endorse that the Blueprint is headed in the right direction and enable staff to move forward with further analysis and implementing recommendations
  - The need for additional resources to move forward with analysis and implementation
  - The overarching goal of the Blueprint remains appropriate
  - The Board may revisit the Blueprint Development Policy after November
- RAQC staff also considered incorporating more specific edits based on Board member input

2


RAQC
Regional Air Quality Council
AQ PLANNING
NEXT STEPS
RAQC BLUEPRINT REPORT FOR NFRMPO TAC
OCTOBER 21, 2026

3


AQ PLANNING
FALL 2026 BLUEPRINT DRAFTS & DEVELOPMENT
• September draft discussion and review
– Released on September 1st
– Discussion at September 11th Board, September 16th CSC, and September 29th Indirect Sources Work Group meetings
– Written public comments due September 21st
• October draft discussion and review
– Released September 29th
– Discussion at October 2nd Board retreat and October 14th CSC meeting
– Written public comments due October 16th
• Request for Board action
– RAQC Control Strategy Blueprint landing page
– At November 6th Board meeting
– Final version of Blueprint for Board actionl released one week before November Board meeting
Briefing papers and stakeholder engagement information document may be updated between drafts in addition to the main Blueprint document
RAQC Report for NFRMPO TAC - October 21, 2026
RAQC
Regional Air Quality Council

4

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

Held: Wednesday, September 16, 2026, 8:30 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 (in-person)
- Tricia Canonico (remote)

Roll Call Regular Meeting

All board members were present. The meeting began at 8:30 a.m.

Public Comment

There was no public comment in person. However, written public comment was provided to the CTIO Board of Directors.

Comments from Directors

There were no comments from Directors.

Director's Report

[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

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

- Welcome to new hire Branden Shafer, who will serve as Special Advisor to the Joint Service Executive Oversight Committee.
- The CTIO team will conduct a new evaluation of the Safety and Toll Enforcement Program (STEP) due to increased public comments, similar to a review conducted two years ago that resulted in changes to striping and signage.
- Election as chair of the Joint Service Executive Oversight Committee for the upcoming year.
- Attendance at the Colorado Municipal Finance Summit.

Consent Agenda

ACTION: Upon a motion by Director Sacripanti, seconded by Director Cook, a vote was held, and Resolution #502, August 19, 2026 minutes, were unanimously approved.

Quarterly Revenue Update

Meredith Moon, CTIO Deputy Director, presented on the quarterly revenue, noting that this was the beginning of a regular cadence for these revenue updates each quarter. Data showed minor revenue softening in July, though overall performance over the 12-month period remained strong.

Discussion

- CTIO Board members and staff discussed factors impacting transactions, including construction, shifting commute patterns, inflation, and interest rate changes.
- CTIO staff noted that future quarterly revenue updates would include a breakdown of toll corridor revenue for segments 6, 7, and 8 separately in the budget table

Second Budget Amendment Fiscal Year

Sam Foster, Budget & Policy Analyst, provided the second budget amendment to the board, noting key items included staffing needs, back-office operations, I-270 and I-25 improvements, and reallocating $12 million in bond construction funds from a tolling equipment purchase to settle contractor litigation.

Flexibility was requested to utilize approximately $6 million from congestion impact fee funds for joint service project needs, alongside cost-sharing considerations with RTD.

ACTION: Upon a motion by Director Cook, seconded by Director Hart, a vote was held, and Resolution #503, second budget amendment, was unanimously approved.

FY 2026-27 Toll Rate Adjustment

Nathaniel Benton, CTIO Toll Systems Specialist, presented to the board on the annual toll rate adjustments for all Express Lanes.

- FY 2026/27 Toll Rate Adjustment Schedule
- Toll Rate Methodology
- Corridor Performance and Key Findings
- Summary of Recommendations
- CTIO Toll Index
- Next Steps

Discussion:

- CTIO staff and board members discussed various factors affecting toll transactions, including construction impacts and changing commuting patterns, while also reviewing market and economic conditions, including inflation and interest rate changes.
- The board discussed upcoming toll rate adjustments for C470, I-25 segments 6, 7, and 8, and the Mountain Express Lanes (MEXL), with staff recommending a 3.6% increase in minimum toll rates for C470 while maintaining maximum rates and current rates for other corridors. The Board will consider this request during the October meeting.

Commercial Back Office (CBOS) Policies

Jason McEldowney, CTIO Program Manager, Commercial Back Office, presented to the Board on the CTIO CBOS policies. 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.

Adjournment

The CTIO Board adjourned at 9:28 a.m.

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

October 15, 2026
3:00 p.m.
Microsoft Teams

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

The meeting was called to order at 3:01 p.m.

Approval of Minutes:

Fries moved to approve the minutes of the September 17th meeting. Jenkins seconded the motion, and it passed by acclimation.

Organizational Updates:

Relford confirmed that the lease has been signed. The MPO is coordinating design completion and submission of plans to the City of Fort Collins for permitting, with timing dependent on the landlord and permit process. A donation agreement was drafted with Long View Partners, LLC. Staff identified furniture available for donation and determined the furniture would cover most office needs, while new tables and chairs will still be purchased for the conference room.

Fort Collins drafted an IGA to be considered annually rather than a 5-year term agreement with annual renewal, to document the existing exchange of FTA programmatic funds, Relford explained. The draft IGA will be discussed at the November Council meeting. Adoption will occur at the December Council meeting.

Transportation Updates:

Karasko reported that the MPO received $30,000 in SPR funds for acquisition and implementation of an Electronic TIP (e-TIP) system. Stockburger is preparing an RFP to select a qualified vendor to develop electronic TIP software system to replace the current spreadsheet-based TIP administration.

Mobility Updates:

Trujillo-Martinez informed the Committee that we had received another Ruby Bridges grant in the amount of $1,000 for a Walk and Bike to School event. She also submitted an Advanced CPI Digital Connectivity grant application in the amount of $7,900 for purchase of iPads to support the organization's outreach events. In addition, we received award notification of both the 5310 Urban and Rural funds to support operations of the mobility team.

Policy and Procedure Discussion:

Burshek is revising the Articles of Association and Accounting policies to reflect current governance and budgeting practices and to incorporate formal internal control processes.

Financial Updates:

Burshek explained that the Quarter 3 unaudited financial statements would be presented at the November Finance Committee meeting. We also received the CPG contract for 2027.

Burshek submitted the indirect-cost spreadsheet in September and reviewed minor revisions with Kyle from CDOT. The proposed indirect cost rate for 2026–2027 is 83.75%, compared with 25.83% in the prior year; CDOT confirmation was expected in the first week of November.

Other Items:

Relford reported 243 registrations for the Ozone Exchange conference. Since the MPO staff would be working the conference during the week, the office would be closed and she is giving the staff Friday, October 30th off as flex time.

Employers Council's FSLA review and compensation study are ongoing. Relford is planning to present their findings at the November Finance Committee meeting after adding Colorado comparisons and resolving classification inconsistencies.

The meeting was adjourned at 3:41 p.m.

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

October 23, 2026
10:00 a.m.
Microsoft Teams

Members	Staff	HRx
Scott James	Barbara Bills	Nikki Demoney
Bill Jenkins		

The meeting was called to order at 10:05 a.m.

Evaluation Question Review:

Demoney reviewed the questions for Elizabeth Relford's direct reports, her peers, and the Council. She also went over her self-assessment. Both evaluations were deemed to be appropriate.

Before the meeting adjourned, Bills informed the Committee that MPO staff who were not going to be involved in the evaluation process had expressed concerns about not having an opportunity to provide input. The Committee agreed to distribute an abbreviated survey consisting of five or six questions, with an additional section for comments, to allow these staff members to share their feedback.

The survey will launch Monday, October 26th.

The meeting was adjourned at 10:27 a.m.

EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
October 21, 2026

CONSENT AGENDA

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

PRESENTATIONS

State Legislation on Strategic Growth and Land Use Policies – Kelly Blynn, CEO, outlined Colorado strategic growth laws affecting ADUs, parking, transit-oriented communities, neighborhood centers, and housing development. Blynn noted HB24-1152 Accessory Dwelling Units (ADUs) requires qualifying jurisdictions within a MPO boundary to allow at least one ADU through administrative approval where detached single-family homes are allowed, including applicable planned developments and HOAs. HB24-1304 Parking Minimums limits minimum parking requirements for multifamily housing and specified residential or mixed-use adaptive reuse in applicable transit service areas. HB24-1313 Transit-Oriented Communities established zoning capacity targets near qualifying rail, commuter BRT, frequent bus or urban BRT service. HB24-1007 Residential Occupancy Limits prohibit local governments from limiting the number of people who may live together in a single dwelling based on the occupants' familial relationship. HB25-1273 Residential Building Stair Modernization requires certain large Colorado municipalities to update their building codes to allow multifamily residential buildings up to five stories to be served by a single exist 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 Housing Opportunities Made Easier or HOME Act 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.

DISCUSSION ITEMS

Connected Communities 2055 RTP: Regionally Significant Corridors (RSCs) – Rouser gave an overview of the proposed changes to the RSCs. NFRMPO staff brought the proposed RSCs to the US34 TAC in September to discuss extending RSC 29: 4th Street westward and the new proposed corridor along 1st Street/LCR20E/Ronald Reagan Boulevard. Rouser noted the US34 TAC was in support of both proposed changes and agreed to use the proposed alignment of 4th Street outlined in the US34 Corridor Preservation Project. TAC discussed RSC criteria and expressed concerns that adding too many RSCs will dilute the MPO's ability to prioritize projects. NFRMPO staff recommended discussing the proposed corridors further at the November TAC meeting.

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 growth 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 specified the types of projects communities are expected to submit as outstanding development projects. 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. Tarannum requested communities submit their projects by Friday, October 23, 2026.

MMOF Project Funding Update – Karasko noted CDOT staff created a MMOF project funding schedule to identify the anticipated date that pending MMOF projects could potentially access the available budget per their reward.

The City of Fort Collins' *Foothills Transit Station and Roundabout* project can access MMOF funding in FY2027. The City of Greeley and CDOT joint *MERGE US34 Regional Mobility Hub* project can access MMOF funding in FY2028, and the City of Loveland *US34 Transit Sidewalk Connectivity Projec*t can access MMOF funding in FY2029.

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: NFRMPO Planning Council
From: Jonathan Stockburger
Date: November 5, 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

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Fort Collins, Colorado 80521
(970) 800.9560
nfrmpo.org

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: NFRMPO Planning Council
From: Tanya Trujillo-Martinez, Mobility Director
Date: November 5, 2026
Re: Resolution - Acceptance of 2026 Ruby Bridges Walk to School Day Mini-Grant Award

Objective

To approve the 2026 Ruby Bridges Walk to School Day Grant Award.

Summary

The North Front Range Metropolitan Planning Organization (NFRMPO) was selected as a recipient of the 2026 Safe Routes Partnership Ruby Bridges Walk to School Day grant in the amount of $1,000. This grant supports MPO staff in organizing and implementing a Ruby Bridges Walk to School Day event that promotes active transportation and honors civil rights history. The Ruby Bridges Walk to School Day commemorates Ruby Bridges, who, at six years old, integrated into the all-white William Frantz Elementary School in Louisiana. This observance provides an educational opportunity to connect historical lessons of empathy, courage, and inclusion with community engagement and student well-being.

Background

The event aims to integrate active transportation principles with civil rights education, creating a dual benefit for schools and communities by:

- Encouraging physical activity: Supports students' daily movement needs, improving overall health and wellness.
- Enhancing academic readiness: Students who walk or bike to school arrive more alert and focused.
- Improving school safety: Reducing vehicle congestion during peak hours enhances safety for all.
- Building community: Strengthens relationships among students, families, and staff through shared participation.

The $1,000 mini-grant will be used to plan and implement the Ruby Bridges Walk to School Day event, fostering a safer, healthier, and more inclusive school environment and community. This event will be held at Goal High School in Greeley, CO.

STAFF RECOMMENDATION

Staff recommends the adoption of the resolution accepting the grant funds.

North Front Range Metropolitan Planning Organization

RESOLUTION NO. 2026-23
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL ACCEPTING THE 2026 RUBY BRIDGES WALK TO SCHOOL DAY GRANT

WHEREAS, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the "3C" transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

WHEREAS, the North Front Range Metropolitan Planning Organization (NFRMPO) promotes safe, sustainable, and inclusive active transportation programs that strengthen community engagement and student well-being; and

WHEREAS, the NFRMPO has been selected as a recipient of the 2026 Safe Routes Partnership's Ruby Bridges Walk to School Day Grant for $1,000, recognizing its outstanding proposal to engage students, families, and staff in honoring Ruby Bridges' courage and legacy; and

WHEREAS, participation in this program supports the region's active transportation and equity goals as outlined in the 2050 Regional Transportation Plan, including fostering inclusive, healthy, and sustainable communities; and

WHEREAS, the revenue for this grant was not originally identified in the 2026 budget as revenue and the purpose of this resolution is for the Council to accept the grant award for inclusion into the 2026 budget, and

NOW, THEREFORE, BE IT RESOLVED, that the North Front Range Transportation & Air Quality Planning Council hereby accepts the 2026 Ruby Bridges Walk to School Day mini grant in the amount of $1,000.00 for the 2026 budget.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of November 2026.

_____
Kristin Stephens,
Chair

ATTEST:

_____
Elizabeth Relford, Executive Director

COLORADO
Department of Transportation

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

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

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	

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	

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*

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: **NFRMPO Planning Council**
From: **Elizabeth Relford, Executive Director**
Date: **November 5, 2026**
Re: **Discussion Item - 2026 Transit Funding Exchange IGA with the City of Fort Collins**

Summary
The proposed IGA continues the annual process through which the City of Fort Collins provides local funding to the NFRMPO in exchange for the NFRMPO relinquishing its share of Federal Transit Administration formula funding. The agreement also establishes terms to address the possibility that the final federal funding received by Fort Collins may be less than the amount currently anticipated.

Fort Collins is anticipated to receive $6,812,076 in Federal Fiscal Year 2026 transit formula funding for the Fort Collins Transportation Management Area. The agreement recognizes that this amount is not guaranteed and may be adjusted when the final federal apportionment is determined. The agreement does not create a subrecipient relationship between Fort Collins and the NFRMPO.

Funding Exchange:
Under the agreement, the NFRMPO will exchange the following FFY 2026 federal transit funding:

- Section 5307: $585,552
- Section 5339: $45,588
- Section 5310: $44,271

In exchange, Fort Collins will provide NFRMPO with $418,755 in local funds, as follows:

- Section 5307 exchange: $363,042
- Section 5339 exchange: $28,265
- Section 5310 exchange: $27,448

Fort Collins must provide the local funding to the NFRMPO by March 1, 2027. The federal funding amounts, local funding amounts, and allocation methodology are included in Exhibit A of the IGA.

Allocation Methodology:
The funding allocation is calculated using Federal Transit Administration formulas and data from the most recently published National Transit Database records. The participating agencies are Transfort, City of Loveland Transit, Berthoud Area Transit System, and the NFRMPO.

The methodology includes four components:

1. Population: 25 percent of 90.8 percent of the apportionment is allocated according to each eligible agency's share of the urbanized area population.
2. Population and density: 25 percent of 90.8 percent is allocated based on each eligible agency's proportion of population multiplied by density.
3. Bus revenue miles: 50 percent of 90.8 percent is allocated based on each agency's proportion of bus revenue miles.
4. Bus incentive: The remaining 9.2 percent is allocated using the federal bus incentive formula, which considers bus passenger miles and operating expenses.

The NFRMPO is excluded from the population and population-density allocations. Loveland and Berthoud receive credit for bus revenue miles and bus passenger miles associated with their financial contributions to Transfort's operation of the FLEX regional route.

Repayment Provision:
If Fort Collins ultimately receives less than the anticipated $6,812,076 federal apportionment, the NFRMPO must repay a proportional amount of the local funding. Fort Collins must submit an invoice within 60 days after determining the final amount received, and the NFRMPO must make the repayment within 30 days after receiving the invoice. This repayment obligation continues after the agreement expires or is terminated

Agreement Term and Key Provisions
The IGA becomes effective on the date of the last signature and remains in effect through December 31, 2028. It may be terminated earlier only by mutual agreement of the parties.

The agreement also:

- Provides a 30-day period to cure a default;
- Assigns each party responsibility for claims resulting from its own actions or omissions;
- Preserves the parties' protections under the Colorado Governmental Immunity Act;
- Makes financial obligations subject to appropriation by the respective governing bodies;
- Prohibits either party from indemnifying the other;
- Requires amendments to be in writing and signed by both parties; and
- Establishes Larimer County as the exclusive venue for legal actions related to the agreement.

Staff Recommendation
Staff requests the Planning Council approve the 2026 Transit Funding Exchange Intergovernmental Agreement between the City of Fort Collins and the North Front Range Metropolitan Planning Organization and authorize the Planning Council Chair to execute the agreement.

Attachments:
Draft IGA

INTERGOVERNMENTAL AGREEMENT
FOR 2026 TRANSIT FUNDING EXCHANGE BETWEEN THE CITY OF FORT COLLINS AND THE NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

This Agreement is made and entered into effective the date of last signature below (Effective Date) between the City of Fort Collins, Colorado, a municipal corporation (hereinafter "Fort Collins"), and the North Front Range Metropolitan Planning Organization (hereinafter "NFRMPO"), referred to collectively as the "Parties," or individually as a "Party."

RECITALS

A. The Parties desire to continue their long-standing annual process by which Fort Collins provides local funds to the NFRMPO in exchange for the NFRMPO's relinquishment of federal formula funds.

C. The Parties desire to enter into this Agreement to coordinate and mitigate risk regarding the reciprocal allocation of local funds.

D. As Colorado governmental entities, the Parties are authorized, pursuant to Colo. Const. art. XIV, § 18(2)(a) and C.R.S. § 29-1-203, to cooperate or contract with one another to acquire or provide any government function, service, or facility lawfully authorized to each.

NOW, THEREFORE, in consideration of the mutual promises herein and other good and valuable consideration, receipt and adequacy of which is acknowledged, the Parties agree as follows:

AGREEMENT

1. **Term.** This Agreement shall commence upon the Effective Date, and continue in full force and effect until December 31, 2028, unless sooner terminated as herein provided.

2. **Termination.** This Agreement may only be terminated by mutual agreement of the Parties.

3. **Acknowledgements and Agreements**

    a. The Parties acknowledge and agree that Fort Collins is anticipated to receive $6,812,076.00 in Federal Fiscal Year (FFY) 2026 transit formula grant funding for the Fort Collins Transportation Management Area (Amount Anticipated).

b. The Parties acknowledge and agree that no guarantee exists as to the amount of FFY 2026 formula grant funding that will be apportioned to Fort Collins, and that the actual total amount of such funding ultimately received by Fort Collins, whether before or after the expiration or termination of this Agreement (Amount Received), may be less than the Amount Anticipated.
c. Nothing in this Agreement shall be construed to create, establish, or document a subrecipient relationship between Fort Collins and the NFRMPO.

4. **Payment to the NFRMPO.**

a. Fort Collins shall make payment of local funds to the NFRMPO in the amount of $418,755 (Local Funds) by March 1, 2027.
b. The Parties acknowledge and agree that the methodology used to determine the amount of Local Funds is set forth in Exhibit A, attached and incorporated herein.

5. **Relinquishment and Repayment to Fort Collins.**

a. In consideration of Fort Collins' performance under Section 4, the NFRMPO shall relinquish to Fort Collins its right to receive any portion of the FFY 2026 transit formula grant funding identified in Exhibit A.
b. Furthermore, in the event the Amount Received is less than the Amount Anticipated, the NFRMPO shall also repay local funds to Fort Collins in an amount equal to the Local Funds multiplied by a fraction, the numerator of which is the difference between the Amount Anticipated and the Amount Received, and the denominator of which is the Amount Anticipated. Fort Collins will submit an invoice to the NFRMPO for any repayment amount within 60 days after determining the Amount Received, and the NFRMPO shall pay such invoice within 30 days of receipt. Notwithstanding the expiration or termination of this Agreement, if, following such expiration or termination, the Amount Received is determined to be less than the Amount Anticipated, the NFRMPO shall remain obligated to make the repayment required upon receipt of invoice under this Subsection 5.b.

6. **Notice.** All notices and communications to be provided under this Agreement must be in writing and shall be deemed provided when mailed by certified, registered or overnight mail, postage prepaid, and addressed to the intended recipient at the address set out below. Notice may also be provided by regular mail, personal delivery, courier delivery, email, or other commercially reasonable means and will be effective when actually received. Notices shall be addressed as follows:

If to Fort Collins:

Transfort Director
City of Fort Collins
250 N. Mason Street

Fort Collins, CO 80522

If to the Recipient:

NFRMPO
Executive Director
419 Canyon Ave. Suite 300
Fort Collins, Colorado 80521

7. **Default.** In the event a Party has been declared in default, such defaulting Party shall be allowed a period of thirty (30) days within which to cure said default. In the event the default remains uncorrected, the Party declaring default may elect to terminate the Agreement and so notify the defaulting Party in writing. Any amounts due to the non-defaulting Party shall be paid within fifteen (15) days of the date notice of termination is received.

8. **Liability.** Liability of the Parties shall be apportioned as follows:

   a. Fort Collins shall be responsible for all claims, damages, liability, and court awards, including costs, expenses, and attorney fees incurred, should Fort Collins be found liable as a result of any action or omission of Fort Collins or its officers, employees, and agents, in connection with the performance of this Agreement;

   b. The NFRMPO shall be responsible for all claims, damages, liability, and court awards, including costs, expenses, and attorney fees incurred, should the NFRMPO be found liable as a result of any action or omission of the NFRMPO or its officers, employees, and agents, in connection with the performance of this Agreement;

   c. Nothing in this section or any other provision of this Agreement shall be construed as a waiver of the notice requirements, defenses, immunities, and limitations the Parties may have under the Colorado Governmental Immunity Act (Section 24-10-101, C.R.S. *et seq*.) or any other defenses, immunities, or limitations of liability available to any Party by law;

   d. Any liability of the Parties under this Agreement shall be subject to appropriation of funds by their respective governing bodies sufficient to satisfy such liability as required by their Charter provisions; and

   e. No elected official, director, officer, agent or employee of the Parties shall be charged personally or held contractually liable under any term or provision of this Agreement, or because of any breach thereof, or because of its or their execution, approval, or attempted execution of this Agreement.

9. **No Indemnification.** Neither Party is authorized to indemnify any party, public or private, as against the claims and demands of third parties and any such indemnification provision in this Agreement shall be null and void.

10. **Complete Agreement.** This Agreement constitutes the entire agreement between the Parties relating to the subject matter herein and sets forth the rights, duties, and obligations of each to the other as of the effective date. Any prior agreements, promises, negotiations, or representations not expressly set forth in this Agreement relating to the subject matter herein are of no force and effect. The captions and headings in this Agreement are for convenience of reference only, and shall not be used to interpret, define, or limit its provisions.

11. **Amendments.** No changes, amendments or modifications of any of the terms or conditions of this Agreement shall be valid unless reduced to writing and signed by the Parties.

12. **Jurisdiction.** The laws of the State of Colorado shall be applied to the interpretation, execution and enforcement of this Agreement. The Parties recognize the legal constraints imposed upon them by the constitutions, statutes, and regulations of the State of Colorado and the United States and those imposed upon the Parties by their respective charters, municipal codes, and other similar documents, and subject to such constraints, the Parties intend to carry out the terms and conditions of this Agreement. Notwithstanding any other provision in this Agreement to the contrary, in no event shall any party exercise any power or take any action which shall be prohibited by applicable law. All suits or actions related to this Agreement shall be filed and proceedings held in the State of Colorado District Court, and exclusive venue shall be in the County of Larimer.

13. **Severability.** Any provision rendered null and void by operation of law shall not invalidate the remainder of this Agreement to the extent that this Agreement is capable of execution.

14. **No Waiver.** Either Party's failure to enforce any provision of this Agreement shall not in any way be construed as a waiver of any such provision or prevent that Party thereafter from enforcing each and every other provision of this Agreement.

15. **No Assignment.** Neither Party may assign this Agreement, any part hereof, or their rights hereunder without the express written consent of the other Party. Any attempt to assign this Agreement in the absence of such written consent shall be null and void *ab initio*.

16. **No Partnership or Agency.** The Parties enter into this Agreement as separate independent entities, and each shall maintain that status throughout the term of this Agreement. Notwithstanding any language in this Agreement or any representation or warranty to the contrary, the Parties shall not be deemed or constitute partners, joint venture participants, agents, or employees of the other. Any actions taken by the

Parties pursuant to this Agreement shall be deemed actions as an independent contractor of the others.

17. **No Third-Party Beneficiaries.** It is expressly understood and agreed that enforcement of the terms and conditions of this Agreement and all rights of action relating to such enforcement shall be strictly reserved to the Parties. This Agreement does not and is not intended to confer any rights or remedies upon any entity or person other than the Parties.

18. **Signature Authority.** By executing this Agreement, both Parties certify to the other that those signing this Agreement have the authorized signature authority to bind their respective organizations to the terms and conditions of this Agreement.

19. **Counterparts.** This Agreement may be executed in multiple counterparts; all counterparts so executed shall constitute one agreement binding upon all parties, notwithstanding that all parties are not signatories to the original or the same counterpart.

20. **Electronic Signature.** This Agreement may be executed by electronic signature in accordance with C.R.S. § 24-71.3-101 *et seq*. Documents executed, scanned and transmitted electronically and electronic signatures shall be deemed original signatures for purposes of this Agreement and all matters related thereto, with such scanned and electronic signatures having the same legal effect as original signatures.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date first above written. By the signature of its representative below, each Party affirms that it has taken all necessary action to authorize said representative to execute this Agreement.

CITY OF FORT COLLINS, COLORADO
a municipal corporation

By: _____
Kelly DiMartino, City Manager

ATTEST:

_____
Name:
Title:

APPROVED AS TO FORM:

_____
Assistant City Attorney

NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

By: _____
Chair

ATTEST:

_____
Elizabeth Relford
Executive Director

Exhibit A
2026 Transit Funding Methodology

Funding Amounts:

1. The NFRMPO will relinquish its FFY 2026 Section 5307 funding in the amount of $585,552 in consideration for local funds from the City of Fort Collins in the amount of $363,042.
2. The NFRMPO will relinquish its FFY 2026 Section 5339 funding in the amount of $45,588 in consideration for local funds from the City of Fort Collins in the amount of $28,265.
3. The NFRMPO will relinquish its FFY 2026 Section 5310 funding in the amount of $44,271, in consideration for local funds from the City of Fort Collins in the amount of $27,448.

The above-referenced amounts of FFY 2026 formula funding to be relinquished by NFRMPO were determined according to the methodology described below.

Total Local Funds to be Provided by Fort Collins: $418,755.

Allocation Methodology:

Allocation calculations for the Fort Collins Urbanized Area (UZA) are based on FTA's published formulas for each of the four (4) following allocations, as found on FTA's website published online. Data entered in the allocation calculator is sourced from the most recently published National Transit Database (NTD) records. The agencies participating in the funding allocation include City of Fort Collins, Transfort; City of Loveland, City of Loveland Transit (COLT); Town of Berthoud, Berthoud Area Transit Service (BATS); and North Front Range Metropolitan Planning Organization (NFRMPO). The exception to this is the Town of Berthoud, which directly supplies data to Transfort for the corresponding year, as BATS is not required to report to NTD.

ALLOCATION #1: POPULATION
Twenty-five percent (25%) of ninety-point eight percent (90.8%) of the total apportionment is distributed based on the proportion of the population within each agency's jurisdiction relative to the total population across all jurisdictions. NFRMPO is excluded from this allocation.

ALLOCATION #2: POPULATION X DENSITY
Twenty-five percent (25%) of ninety-point eight percent (90.8%) of the total apportionment is distributed based on the proportion of (population x density) within each agency's jurisdiction relative to the total (population x density) across all jurisdictions. NFRMPO is excluded from this allocation.

ALLOCATION #3: BUS REVENUE MILES
Fifty percent (50%) of ninety-point eight percent (90.8%) of the total apportionment is distributed based on the proportion of bus revenue miles serviced by each agency relative to the total bus revenue miles serviced for the UZA.

COLT and BATS are credited for the bus revenue miles they contribute to the FLEX regional route, based on their financial contributions to Transfort for operating the FLEX route corresponding to the same year of NTD data used for allocation calculations.

ALLOCATION #4: BUS INCENTIVE

The remaining nine-point two percent (9.2%) of the total apportionment is distributed based on each agency's proportion of the bus incentive formula, using Bus Passenger Miles (BPM) and Operating Expenses (OE). The formula is defined as: (BPM × BPM) ÷ OE.

COLT and BATS are credited for the bus passenger miles they contribute to the FLEX regional route, based on their financial contributions to Transfort for operating the FLEX route corresponding to the same year of NTD data used for allocation calculations.