North Front Range Metropolitan Planning Organization

North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda
December 3, 2026
In-Person: Evans Police Station Training Room, 3737 Saint Vrain Street, Evans, CO 80620

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

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

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Pledge of Allegiance	Liz Heid, Vice 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	Liz Heid	-	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 – November 5, 2026	Liz Heid	10	6:10
	Quarter 3 2026 Unaudited Financials	Tonja Burshek, Controller	18	
	FY26 Fort Collins Exchange Funds Intergovernmental Agreement (IGA) ***Resolution 2026-24***	Elizabeth Relford	23	

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)	Jessica Ferko, CDPHE-APCD	Handout	6:20
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	Handout	6:25
7	Regional Air Quality Council (RAQC)	Written Report	Handout	-

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Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	Report of the Chair	Liz Heid	-	6:35
9	Executive Director Report	Elizabeth Relford, Executive Director	-	6:40
10	STAC Report	Written	24	-
11	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	6:45
12	Colorado Transportation Investment Office (CTIO)	Tricia Canonico, CTIO Director	26	6:50
13	Front Range Passenger Rail District	Written	Handout	-
14	Finance Committee	Written	29	-
15	November 2026 TAC Executive Summary	Written	30	-
16	Mobility Program Updates	Written	Handout	-

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	Clean Transit Enterprise (CTE) and Regional Transportation Authority (RTA) Overview	Craig Seacrest, CTE	Handout	6:55

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
18	2027 Officers Election	Liz Heid	-	7:25
19	November 2026 TIP Amendment ***Resolution 2026-25***	Becky Karasko, Transportation Planning Director	32	7:30

Discussion Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
20	Connecting Communities 2055 RTP: Regionally Significant Corridors (RSCs)	Jerome Rouser, Transportation Planner II	45	7:35

Meeting Wrap Up

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
21	Host Council Member Report	Ally Johnson, Mayor-Elect City of Evans	-	7:55
Next Month's Agenda Topic Suggestions				
Next NFRMPO Council Meeting: January 7, 2027 – Weld County				

Executive Session

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
22	Executive Session	*To consider personnel matters, pursuant to C.R.S.§24-6-402(4)(f), regarding the annual evaluation of the Executive Director and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies.*	-	8:00

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
Ally Johnson, Mayor-Elect

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

November 5, 2026

Hybrid Meeting in Loveland, CO

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

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

In Attendance: Cooper Anderson; Bill Becker; Brad Buckman; Amanda Cabot; Tricia Canonico; AnnaRose Cunningham; Jim Eussen; Hanna Feldmann; Jeremy Heid; Will Jones; John Kinney; Katrina Kloberdanz; Jon Mallo; Annabelle Phillips; Evan Pinkham; Mike Silverstein; Denise Staley; Justin Stone; Josie Thomas; Eric Tracy; Keith Wakefield; Dena Wojtach.

Chair Stephens called the MPO Council meeting to order at 6:01 p.m.

Public Comment

None.

Councilmember Announcements

None.

CONSENT AGENDA

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

Lead Planning Agency for Air Quality Agenda

Chair Stephens opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

NFRMPO Air Quality Program Updates

Dena Wojtach, Two Roads Environmental, provided an overview of the 2026 Intermountain West Ozone Exchange Conference, held in October. She noted the attendance metrics, with roughly 250 attending from 13 states. She provided recaps of the presentation and panels held each of the three days. Day 1 laid the foundation of air quality knowledge, Day 2 framed technical research efforts, Day 3 discussed control strategies and communication strategies. She noted the Conference Planning Team is currently collecting additional data about the Exchange from an ongoing post-conference survey, which is open through November 20, 2026. The survey currently has 43 responses, which is around a 17% response rate. She highlighted various responses from questions being asked in the survey. Overall, people enjoyed the conference, although some groups of people struggled with its more technical aspects. Other groups wanted to hear more about ongoing research and control strategies. She expressed thanks to the various groups and organizations which attended and provided support for running the Exchange. She noted two outstanding deliverables associated with the grant received from the Air Quality Enterprise (AQE), which include administering the post-conference survey and making final recommendations in a report to the AQE due in June 2027. Various Councilmembers expressed their appreciation for the Exchange.

Wojtach discussed updates to the 2026 Ozone Season Monitoring Data. She reported high ozone values across nearly all monitors in Larimer and Weld counties during the 2026 season, meaning this was a bad ozone season. The 2024–2026 data will be used to calculate three-year design values against the 70- and 75-parts-per-billion standards, and the available results indicate the nonattainment area is unlikely to demonstrate attainment. The relevant EPA attainment dates occur around late July and early August 2027. EPA has six months after those dates to determine whether the area met attainment and whether to take further action; failure to attain may lead to reclassification to the extreme nonattainment category and additional federal requirements. She noted the Center for Biological Diversity and other environmental organizations requested voluntary reclassification to “Extreme” from Governor Polis and notified EPA of potential litigation related to prior voluntary reclassification action.

Regional Air Quality Council (RAQC)

Stephens noted the Regional Air Quality Council's (RAQC) Control Strategy Blueprint will be discussed at its next meeting on Friday, November 6, 2026. The Blueprint is intended to evaluate emission-reduction approaches for bringing the region into attainment, incorporating current science, identifying cost-effective and reasonable strategies, and providing a foundation for a later implementation plan. She reiterated that the high ozone levels will likely mean more stringent federal requirements.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

Stephens noted NAAPME allocated $50 million to stations for the Federal Boulevard bus rapid transit (BRT) project, implementing stations along the route. She stated the corridor has slow average bus speeds, congestion, and a high concentration of residents, making improved transit relevant to both mobility and ozone reduction. She noted the Enterprise plans to continue smaller Community Clean Transportation Assistance Program (CCTAP) grants, with a future funding opportunity expected to be close to the prior year's approximately $17 million allocation. Eligible projects must demonstrate reductions in ground-level ozone emissions; prior examples included roundabouts and other community transportation improvements. Relford encouraged a holistic approach from the region when applying for NAAPME funding opportunities. Stephens stated she will remind everyone when the call for projects is available.

Metropolitan Planning Organization (MPO) Agenda

REPORTS:

Report of the Chair

Stephens noted a meeting with the National Association of Counties (NACo). From discussion at the meeting, she noted a bill which involves federal permitting reform at the county level. She noted an example of this reform could be not having to go through environmental studies for right-of-way (ROW) projects. She provided a reminder to Council members to submit their Executive Director survey responses by Friday, November 6, 2026. Relford noted her self-evaluation will be different from how it has been presented in past years. She noted the Employer's Council will be at the December Planning Council meeting for the Executive Director Review. Stephens recognized Mark Clark for his 10 years of service on the NFRMPO Planning Council. She also mentioned participation at the CDOT Segment 5 Milestone Celebration on October 21, 2026.

Executive Director Report

Relford noted the Mobility Department successfully received an FTA §5310 Urban and Rural grants to assist with operational funding. She noted the Milliken Walk Audit is on November 13, 2026 starting at noon. She stated the LinkNoCo Phase II/US34 Transit Plan will not come back to Council for approval. She noted the document is currently being finalized for accessibility and adding various comments received from communities, including noting where the Front Range Passenger Rail station will be in Loveland. She noted this document outlines what regional transit would look like along this corridor, although she also noted it is currently difficult for communities and regions to find funding for regional transit. She noted the Study will be published by the end of November. She announced the NFRMPO will be moving offices in February 2027 to a building on JFK Parkway in southern Fort Collins. She noted the NFRMPO will host the June Planning Council meeting at the new office. She noted that at the November 19 Finance Committee meeting there is expected to be a presentation on the compensation study report. She also noted there is a comment letter in the Council Packet for the Census Rule. She noted the NFRMPO has received almost 30 applications for the Communications Specialist position and the first round of interviews will begin soon.

STAC Reports

Stephens noted the Surface Transportation reauthorization bill is unlikely to pass during the remainder of the current Congressional session, and a new proposal is expected in the next Congress. A continuing

resolution is needed by December 11 to maintain funding under the Infrastructure Investment and Jobs Act. She noted Division J funding was not retained in the prior continuing resolution, affecting state and local formula resources, including the bridge formula program used for the region's 10-year plan funding. Approximately $45 million annually is at stake, and she discussed methods for advocating for restoration in the continuing resolution and future reauthorization. The newly created state Road Enterprise, created in 2026, is currently expected to receive approximately $7.4 million annually from oversize and overweight vehicle fees. She noted this funding does not go far for road maintenance and the state legislature is expected to discuss additional funding sources for the Road Enterprise. Due to Proposition 175 being pulled, additional legislative funding of roughly $100 million over 10 years may be provided for maintenance and repair rather than expansion.

Transportation Commission

No report was provided.

Colorado Transportation Investment Office (CTIO)

Canonico noted a large portion of the CTIO meeting was dedicated to an Executive Session discussing Mountain Rail negotiations with Amtrak. The remainder of the meeting was a budget workshop which examined revenue reconciliations from fiscal years 2025 and 2026 and revenue forecasts for fiscal years 2026, 2027, and 2028. CTIO forecasts the revenue amounts to understand their budget for the upcoming year, allowing them to conduct business with their full revenue forecast available throughout the entire year and can be corrected at the end of every fiscal year.

For fiscal year 2026, CTIO forecast approximately $235.69 million in revenue but collected approximately $176.94 million, a shortfall of $58.75 million. The primary factors for this shortfall included lower-than-expected toll and toll enforcement revenues, delayed opening of the North I-25 corridor, reduced activity on I-70 during mountain construction. The I-25 North corridor is projected to represent approximately 26% of the future budget. Segment 2 is expected to close in fiscal year 2028, eliminating its toll revenue during that period. New expenditures that are being considered include using the congestion impact fee, around $17 million, for joint service implementation and then $15 million toward Mountain Rail implementation. She noted the commercial back offices are being transitioned to in-house. She noted here are express lane projects being prepared for I-270, North I-25, Floyd Hill, and the Mountain Express lanes.

Jenkins asked if there has been any correlation between higher gas prices and decreased traffic volume. Gutierrez responded he will ask that question at the next TC meeting. Canonico noted the congestion impact fee on rental cars generated just under $53 million compared with a projection exceeding $60 million. She associated the difference with a decline in car rentals and the fact it was a bad snow season last year. Gutierrez noted the next TC meeting will focus on discussion about what can and cannot be done with CTIO funding. Stephens asked if the back-office transition will save money. Gutierrez responded the commercial back-office transition is an investment of approximately $32 million in fiscal year 2028. He clarified it is not a consolidation of E-470 ownership; the purpose is to obtain data and capabilities the existing system cannot provide, improve operational efficiency, and support additional scheduling and administrative functions. Existing customer transponders are expected to continue working, with little or no visible change to customers.

Front Range Passenger Rail District

Mallo noted the Colorado Connector ballot measure 7a was approved by Colorado Rail District voters. He noted eight of the 12 participating counties supported the measure, with approximately 55% overall approval. Support was strongest in Denver and Boulder counties; Adams, Arapahoe, El Paso, Jefferson, and Los Angeles counties voted against the measure. He restated the initial target is passenger service between Denver and Fort Collins in 2029. Expansion toward Littleton, Highlands Ranch, Colorado Springs, and Pueblo is targeted for 2032. He noted the next steps, which include the District finalizing engineering designs, negotiating access agreements with BNSF and Union Pacific, securing final funding approvals from relevant boards, determining when sales-tax revenue becomes available, implementing positive train control, and providing crossings and basic passenger platforms. He noted the District intends to use existing freight corridors rather than build an entirely new railway and expects railroad agreements to be central to controlling costs and avoiding delays. He noted the District Manager emphasizes the project has been structured in a way to avoid the shortcoming seen with RTD's FasTracks project. He noted the passing of 7a is a major milestone for getting the rail started and the District will now turn its focus toward getting the starter service going in 2029.

Stephens asked if the potential merger between Norfolk Southern and Union Pacific would affect any of the negotiations. Canonico noted Union Pacific was planning on using BNSF's agreement as a starting point, but she has not heard anything about how that would affect negotiations. Stephens asked about RTD's Joint Service Agreement. Gutierrez responded it is a matter of the Boards who have the funding, which is mostly CTIO. Relford asked about staffing changes with the new Governor coming in. Canonico responded the Front Range Passenger Rail Board will remain the same. Gutierrez added Brandon Schaefer remains involved in joint-service negotiations.

I-25 Coalition

James noted the Coalition met.

US34 Coalition

Hallett noted the upcoming 2027 officer elections for the Coalition. He noted the Coalition was introduced to Nathan Vander Brook, Executive Director of the GoNoCo US34 TMO. He noted a US34 Technical Advisory Committee report by Keith Wakefield, which discussed ongoing regional corridor studies and Loveland Access Control Plan updates to address floodplain issues.

Finance Committee

A written report was provided.

HR Committee

A written report was provided.

October 2026 TAC Executive Summary

A written report was provided.

2026 Quarter 3 Transportation Improvement Program (TIP) Modifications

A written report was provided.

Mobility Program Updates

A written report was provided.

PRESENTATION ITEM:

Airport Master Plan Updates

Cooper Anderson, Greeley-Weld Airport (GXY), provided an overview of current and future conditions and projects at GXY. He noted that GXY supports approximately 1,067 jobs, $55.8 million in payroll, and $154 million in total economic impact. The airport supports business and corporate aviation, training, military operations, emergency services, agriculture, utility inspections, and other specialized activities. The noted the locations of GXY and its adjacency to the NFRMPO's Regionally Significant Corridors. The noted the format of the runways at GXY allows aircraft to take off or land no matter what direction the wind is blowing. Recent projects at GXY include reconstruction of Runway 10/28, reconstruction of the main ramp, construction of Taxiways E1, E2, and B, runway and taxiway sealing and repainting, signage upgrades, construction of a hanger by JBS, and acceptance into the Federal Contract Tower Program. He noted the City of Greeley and Weld County funding supported access and taxiway improvements. In terms of future development at GXY, he noted GXY is currently updating its Master Plan, preparing Northeast Phases I and II, Southwest, and Wing Way development areas, purchase of an airport-operated fixed-base operator (FBO), planning runway 17/35 and taxiway strengthening, and considering future commercial or spaceport-related uses. He noted an ongoing siting study for a proposed $30 million permanent air traffic control tower to manage increasingly complex traffic across converging runways and support business aviation, training, emergency services, and potential military use. The airport expects to pursue federal funding, has identified approximately $10 million in internal resources, is likely to choose site B as the tower location, and is targeting construction beginning around 2028. He noted the importance of maintaining compatible land uses around the airport. He ended by noting significant partnerships to continue growth and expansion of the airport, including with the Airport Authority, the City of Greeley, Weld County, CDOT, and the NFRMPO.

James highlighted the Weld County roads and projects focused on connectivity with GXY. He noted Weld County is excited about the economic development potential that exists with connectivity to Denver. Jenkins asked if there are plans to extend the runway across the crosswind. Anderson responded there are not currently, but it may come up with the master planning activities.

John Kinney, Northern Colorado Regional Airport (FNL), provided an overview of current and future conditions and projects at FNL, emphasizing their readiness for commercial service with fully staffed presence of the TSA, US Customs clearing for bus jets, and various private and charter aircraft already utilizing the airport. He noted the importance of land use decision making made surrounding the airports to support smart growth and compatibility. He shared examples of airports where the communities did not support proper land uses around their airports, such as residential homes. He noted the upcoming projects to attract airlines, including construction of a new air traffic control tower, a runway widened to Group III, and a completed airline terminal with TSA. He noted FNL notified the Federal Aviation Administration that they will not be participating in their virtual tower program. He noted environmental clearing and tower design will begin next year. He noted the populations of similar market areas, all of which have frequent air service. He noted the competition airports face to obtain commercial service due to airlines limited aircraft, pilots, and flight crews. He noted that airlines look for complete community

backing when determining if a location is suitable for commercial service, which may include minimum annual revenue guarantees. He noted the two current busing operations from FNL to Denver Internation Airport, which move over 200,000 people a year.

Relford asked about the competition FNL faces with other regional airports. Kinney responded Denver Internation Airport in unlikely to transfer flights to FNL. Instead, FNL would likely gain regional expansions from commercial airlines. Kinney noted he does not think both FNL and GXY can have commercial service at the same time due to their proximity. McFall noted Loveland's support for FNL and noted support from Representative Joe Neguse despite his district being outside of Loveland. Relford asked if FNL has received noise complaints. McFall responded there has been one person from his time being on Loveland's Council.

ACTION ITEM:

2026 Ruby Bridges Grant

Trujillo-Martinez presented the proposed 2026 Ruby Bridges Grant. The $1,000 grant will support planning and implementation of the Ruby Bridges Walk to School Day event. This event will connect active transportation with lessons about courage, empathy, inclusion, history, civil rights, and community engagement. She noted the event will take place at GOAL High School for the second year in a row. Stephens asked when the event will take place. Trujillo-Martinez responded that it will be in January 2027.

James moved to APPROVE THE 2026 RUBY BRDGES GRANT. The motion was seconded by Heid and passed unanimously.

DISCUSSION ITEMS:

MMOF Project Funding Update

Karasko noted CDOT staff created a Multimodal Transportation and Mitigation Options Fund (MMOF) project funding schedule to identify the anticipated date pending MMOF projects could 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 Project can access MMOF funding in FY2029.

FY26 Fort Collins Exchange Funds Intergovernmental Agreement (IGA)

Relford and Annabelle Phillips, City of Fort Collins, reviewed a proposed annual intergovernmental agreement (IGA) with the City of Fort Collins to formalize the exchange of NFRMPO federal transit formula funds for local funds supporting the MPO and VanGo™ program. The proposed agreement would replace the prior informal annual letter process with a formal IGA. Fort Collins, as the transportation management area's designated recipient, would provide local funds in exchange for the NFRMPO relinquishing specified federal formula funds. For federal fiscal year 2026, Fort Collins is anticipated to receive $6,812,076 in formula funding. The proposed exchange covers $585,552 in § 5307 funds, $45,588 in §5339 funds, and $44,271 in §5310 funds, in return for $418,755 in local funds. The allocation methodology uses Federal Transit Administration formulas and the latest National Transit Database

records, involving Transfort, City of Loveland Transit, Berthoud Area Transit Service, and the NFRMPO. The agreement would include the methodology as an exhibit to preserve a clear record for future staff and boards. Fort Collins would provide the local funds by March 1, 2027. The agreement is intended to be effective through December 31, 2028, with annual processing preferred by Fort Collins. A provision would require proportional repayment if Fort Collins later experiences a federal funding reduction or recission. Relford noted this will be an action item at the December Planning Council meeting. She requested comments or edits be provided promptly so the NFRMPO and Fort Collins Boards can complete approval before the end of the year. Stephens noted support for the agreement.

COUNCIL REPORTS:

Host Council Member Report

McFall noted the City of Loveland has hired a new City Engineer, who joined in mid-October. He noted the HIP Streets project in downtown Loveland is nearing completion. He noted a widening project along US-34 near the I-25 intersection, which is expected to begin in 2027. He discussed a multimodal safety improvements project at the US-287 and US-34 intersection, which is set to begin in 2028. He noted Loveland is currently updating the roadway safety action plan with Safe Streets for All funding received in 2024. He noted Loveland received over 500 comments during the public engagement phase of the plan. The plan is expected to be released in Spring 2027.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 8:14 p.m.

Meeting minutes submitted by: Jonathan Stockburger, NFRMPO Staff

North Front Range Metropolitan Planning Organization

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

	MPO	VanGo	Total NFRMPO	
Assets				
Current Assets				
Cash & Cash Equivalents	1,408,208.28	4,986,930.55	6,395,138.83	
Account Receivable	402,361.04	-2,633.00	399,728.04	①
Prepaid Expenses	11,286.48	23,902.50	35,188.98	
Due from Related	2,951,255.01	4,568,191.89	7,519,446.90	
Total Current Assets	**4,773,110.81**	**9,576,391.94**	**14,349,502.75**	
Net Fixed Assets	705.86	370,582.12	371,287.98	
Other Fixed Assets (GASB Right of Use Less	693,214.88		693,214.88	②
Total Assets	**5,467,031.55**	**9,946,974.06**	**15,414,005.61**	
Liabilities				
Current Liabilities				
Accounts Payable	19,987.96	2,039.54	22,027.50	
PCard Clearing	10,277.14		10,277.14	
Due to Related	4,568,191.89	2,951,255.01	7,519,446.90	
Accrued Leave - ST	73,549.87	14,908.69	88,458.56	
Other Current liabilities	35,124.63		35,124.63	
Total Current Liabilities	**4,707,131.49**	**2,968,203.24**	**7,675,334.73**	
GASB 87 Lease	756,631.36		756,631.36	②
Accrued Leave - LT	14,949.61	5,156.93	20,106.54	
Total Liabilities	**5,478,712.46**	**2,973,360.17**	**8,452,072.63**	
Fund Balance				
GASB Conversion Fund	-49,791.00		-49,791.00	
Investment in General Fixed Asset	747.00	467,959.30	468,706.30	
Fund Balance- Retained Earnings	325,853.00	6,518,299.06	6,844,152.06	
Fund Balance Unreserved (Net Income)	-303,818.68	2,684.30	-301,134.38	
Current Year Revenue Over (Under) Expenditures	15,328.77	-15,328.77	0.00	
Total Fund Balance	**-11,680.91**	**6,973,613.89**	**6,961,932.98**	
Total Liabilities and Fund Balance	**5,467,031.55**	**9,946,974.06**	**15,414,005.61**	

FOOTNOTES:

① VanGo's A/R balance is negative due to some riders prepaying their invoices, resulting in payments received exceeding the outstanding amounts billed.

② GASB 87 (Right of Use) Asset regulation requires the NFRMPO to record the office lease term as an asset along with a corresponding liability (the amount still owed under the lease).

North Front Range Metropolitan Planning Organization

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

	Current Quarter	Year-to-Date	YTD Budget	% Complete	Annual Budget	
REVENUE						
CPG	247,966.01	813,165.86	979,478	83%	1,305,970.00	
STBG	11,776.34	48,995.52	187,500	26%	250,000.00	①
SPR	9,482.91	39,452.66	90,000	44%	120,000.00	②
MMOF	56,747.09	145,142.46	97,500	149%	130,000.00	
5310 Rural		36,830.31	29,391	125%	39,188.00	
5304 FTA		2,160.50	2,282	95%	3,042.00	
CDPHE	12,820.50	26,693.62	26,250	102%	35,000.00	
Mobility Awards	2,500.00	64,500.00	48,375	133%	64,500.00	
Total Grants	**341,292.85**	**1,176,940.93**	**1,460,775**		**1,947,700.00**	
Local Match	59,195.07	165,664.80	143,825	115%	191,766.00	
Fort Collins Exchange			20,586		27,448.00	③
Total Revenue	**400,487.92**	**1,342,605.73**	**1,625,186**		**2,166,914.00**	
Revenue Less Discounts	**400,487.92**	**1,342,605.73**	**1,625,186**		**2,166,914.00**	
EXPENSES						
Salaries, Benefits and Taxes	300,348.83	912,392.30	984,183	93%	1,312,243.00	
Payroll Fees	2,024.54	6,267.88	8,968	70%	11,957.00	
Employee Expense	**302,373.37**	**918,660.18**	**993,151**		**1,324,200.00**	
Bank/Merchant Fees and Collections	39.85	224.16	188	120%	250.00	
Insurance	1,820.33	5,460.99	6,043	90%	8,057.00	
Office and Supplies	6,520.90	15,825.53	57,541	28%	76,721.00	④
Advertising - Employment			1,875		2,500.00	
Rent and CAM	48,758.61	145,690.63	145,618	100%	194,157.00	
Professional Expenses	95,879.76	346,978.40	344,041	101%	458,721.00	
Events/Meetings	497.01	3,489.00	1,358	257%	1,810.00	⑤
Outreach/Promotions	2,860.82	10,055.75	18,990	53%	25,320.00	⑥
Software, Website and IT	23,157.41	92,249.50	89,882	103%	119,843.00	
Dues and Subscriptions	4,499.81	9,769.22	7,745	126%	10,326.00	⑦
Travel	8,995.15	22,990.46	23,963	96%	31,950.00	
Use of Reserves	57,497.07	145,892.43			0.00	⑧
Other Expenses		-31,357.07				
Total Operating Expenses	**552,900.09**	**1,685,929.18**	**1,690,393**		**2,253,855.00**	
EBITDA	**-152,412.17**	**-343,323.45**	**-65,207**		**-86,941.00**	
Net Interest Expense/Income	12,142.04	39,504.77	45,000		60,000.00	
Net Income (Loss)	**-140,270.13**	**-303,818.68**	**-20,207**		**-26,941.00**	

FOOTNOTES:

① Back up grant except for Cambridge MPO portion
② Cambridge SPR portion
③ Invoices generated to City of Ft. Collins for Exchange Funds to be generated in 4Q.
④ The Phone budget included implementing a new system with Castle Rock Sky (approx. $37,000). However, the existing provider (Nextiv had a 3-year contract, so it was decided not to proceed with the new system thus actual expenses were lower than budget.
⑤ The Ozone conference increased events/meeting expenses. Will be reimbursed in 4Q.
⑥ Expenses were below budget due to the timing of purchases. Additional expenditures expected in 4Q, which will bring spending closer to budget.
⑦ Will review dues & subscriptions in 4Q as some memberships may need to be reclassified to Prepaid.
⑧ Use of Reserves utilized to offset the MMOF Local Match as it was not billed to local communities.

North Front Range Metropolitan Planning Organization

North Front Range Metropolitan Planning Organization
Statement of Activities
As of September 30, 2026
VanGo

	Current Quarter	Year-to-Date	YTD Budget	% Complete	Annual Budget	
REVENUE						
Fort Collins Exchange			293,480		391,307.00	①
Program Revenue	30,488.00	95,876.00	243,750	39%	325,000.00	
Total Revenue	**30,488.00**	**95,876.00**	**537,230**		**716,307.00**	
Discounts	-2,400.00	-7,470.00				
Revenue Less Discounts	**28,088.00**	**88,406.00**	**537,230**		**716,307.00**	
EXPENSES						
Salaries, Benefits and Taxes	29,501.92	91,265.34	123,361	74%	164,481.00	
Payroll Fees			78		104.00	
Employee Expense	**29,501.92**	**91,265.34**	**123,439**		**164,585.00**	
Fleet	28,119.95	96,783.08	120,664	80%	160,885.00	
Incentives/Guaranteed Ride	200.00	625.00	1,140	55%	1,520.00	
Bank/Merchant Fees and Collections	1,405.27	4,960.66	4,500	110%	6,000.00	
Office and Supplies	12.30	51.59	124	42%	165.00	
Professional Expenses			36,170		48,226.00	②
Outreach/Promotions	1,022.60	2,163.71	24,038	9%	32,050.00	
Software, Website and IT	29,539.97	30,119.13	25,463	118%	33,950.00	③
Dues and Subscriptions	559.00	559.00	968	58%	1,290.00	
Travel		65.73	2,813	2%	3,750.00	
Vehicles - Capitalized			187,500		250,000.00	④
Use of Reserves	0.00	0.00			0.00	
Other Expenses		-4,851.44				
Total Operating Expenses	**90,361.01**	**221,741.80**	**526,816**		**702,421.00**	
EBITDA	**-62,273.01**	**-133,335.80**	**10,414**		**13,886.00**	
Net Interest Expense/Income	62,035.07	136,020.10	142,500		190,000.00	
Net Income (Loss)	**-237.94**	**2,684.30**	**152,914**		**203,886.00**	

FOOTNOTES:

① Invoices generated to City of Ft. Collins for Exchange Funds to be generated in 4Q.
② TripSpark invoice to be received upon completion of work. Expect to receive in 4Q.
③ TripSpark software license actual expense was more than budgeted amount by $2,000.
④ No fleet vehicles to be purchased in 2026. $250,000 to be rolled over to 2027 budget.

North Front Range Metropolitan Planning Organization

North Front Range Metropolitan Planning Organization

Grant Overview

As of September 30, 2026

	Revenue Requested	Local Match	Amount Awarded	Outstanding Award
CPG (002)	813,165.86	0.00	1,305,970.00	492,804.14
STBG (003)	48,995.52	10,184.96	301,969.00	242,788.52
SPR (006)	39,452.66	0.00	120,000.00	80,547.34
MMOF (007)	145,142.46	145,142.44	260,000.00	-30,284.90
5310R (011)	36,830.31	9,797.40	48,985.00	2,357.29
CDPHE (005)	26,693.62	0.00	35,000.00	8,306.38
5304 (022)	2,160.50	540.00	3,042.00	341.50
AARP (031)	17,500.00	0.00	17,500.00	0.00
OeHI (030)	47,000.00	0.00	47,000.00	0.00

North Front Range Metropolitan Planning Organization

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

	MPO	VanGo	Total NFRMPO
Chase Checking	298,404.94	45,951.06	344,356.00
Petty Cash	75.00	0.00	75.00
Total Cash on Hand	298,479.94	45,951.06	344,431.00
Colorado Trust	1,109,056.54	4,940,369.49	6,049,426.03
Total Cash and Investments	1,407,536.48	4,986,320.55	6,393,857.03
Interest Earned to Date	39,504.77	136,020.10	175,524.87

North Front Range Metropolitan Planning Organization

RESOLUTION NO. 2026-24
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL APPROVING THE 2026 TRANSIT FUNDING EXCHANGE INTERGOVERNMENTAL AGREEMENT (IGA) WITH THE CITY OF FORT COLLINS

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (NFRMPO) 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, the purpose of this IGA is to document the annual exchange process between the City of Fort Collins and the NFRMPO regarding Federal Transit Administration (FTA) formula funding; and

WHEREAS, the funding allocation is calculated using Federal Transit Administration formulas and data from the most recently published National Transit Database (NTD) records; and

WHEREAS, the agreement establishes NFRMPO repayment terms should the City of Fort Collins receive less than the anticipated federal apportionment; and

WHEREAS, Fort Collins is anticipated to receive $6,812,076 in Federal Fiscal Year (FFY) 2026 transit formula funding for the Fort Collins Transportation Management Area. In exchange, Fort Collins will provide NFRMPO with $418,755 in local funding by March 1, 2027.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council hereby approves the FFY 2026 transit funding exchange IGA with the City of Fort Collins

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council this 3rd day of December 2026.

_____
Liz Heid, Vice-chair

ATTEST:

_____
Elizabeth Relford, Executive Director

Statewide Transportation Advisory Committee (STAC)
Meeting Summary for November 5, 2026 (held at CDOT HQ and via Zoom)

Transportation Commission (TC) Report (Chair Gary Beedy)
- The October TC meeting included workshops on the DRCOG GHG Transportation Report, CDOT's FY27-28 Budget, Bridge and Tunnel Enterprise, Fuels Impact Enterprise, Alternative Construction Delivery Methods for projects along I-25, the new Road Enterprise, and I-270 corridor improvements.

Transit and Rail Advisory Committee (TRAC) Report (Ann Rajewski)
- There was no October TRAC meeting. Several rural transit agencies face challenges, however, with transitions in government, budgeting and financing, potential service reductions (especially with Non-Emergency Medical Transportation (NEMT) services getting less reimbursement), etc. CASTA stands ready to help.
- 2026 elections were good for transit: Yampa Valley Rural Transportation Authority (RTA) won new sales tax funding, Winter Park established its own RTA and bond funding for a gondola project between the resort and town, and Front Range Passenger Rail won funding for expanded service from Fort Collins to Pueblo.

Freight Advisory Council (FAC) Report (Darius Pakbaz)
- The October FAC meeting discussed a resiliency study, new funding for freight railroad track rehabilitation and replacement, a future chain station on westbound US 285, and high diesel costs with Senator Hickenlooper's staff.

Legislative Updates (Emily Haddaway and Jamie Grim)
- Governor-Elect Phil Weiser has formed a transition team, and we should hear his transportation priorities soon.
- The State Legislature is close to having Democratic super-majorities in both the House and Senate.
- Proposition 87 (Graduated Income Tax) is still too close to call, but its passage would greatly benefit overall state income tax revenues. Colorado will still have budget deficits, though, even if 87 passes.
- The Polis Administration presented its final budget. CDOT requested cancelling the Moffat Tunnel cash fund, transferring the remaining balance to the state highway fund. Railroads operate in the tunnel through an access agreement (but do not pay tolls), which will help make Mountain Rail service possible.
- CDOT continues to request continuous (instead of annual) appropriation for the Multimodal Options Fund (MMOF).
- The Weiser Administration will present its own budget to the legislature in January. CDOT does not necessarily expect the 2027 session to be quiet, but details are still being worked out.
- Congress shifts to Democratic control in January 2027. Three Colorado congressional seats are still too close to call.
- The current Congress only has 23 working days left, and observers wonder how many of them will return for that. They must still fund either a new budget or Continuing Resolution (CR) by December 11. This includes surface transportation funding, so the Investment and Infrastructure Jobs Act (IIJA) remains in effect.
- The latest transportation reauthorization effort (BUILD America 250) is effectively dead, and the next one will likely have different priorities. The general fund is being used to cover more transportation needs.
- The Senate will have a Democratic majority, but no supermajority (enabling presidential vetoes).
- Elements of the BUILD America 250 bill might still be included in the next reauthorization effort. Division J formula funding could go away, but CDOT has already prepared and budgeted for this. The Bridge Formula program is part of CDOT's 10-Year Plan, and will make revenue adjustments if that changes.
- Many new representatives are traditionally assigned to the House Transportation Committee, so STAC encourages more outreach to those members. Colorado's only member on that committee is Rep. Hurd (CD3), whose own race is still too close to call. Senator Hickenlooper is on the Senate Commerce Committee.
- Other states make sure they have at least 1-2 of their representatives on specific committees. STAC should push Colorado's new delegation for more regular representation on transportation-related committees.

FY2027-2028 Draft CDOT Budget (Jeff Sudmeier & Bethany Nicholas)
- The draft Proposed FY2027-28 Annual Budget Allocation Plan is at codot.gov/business/budget/cdot-budget.
- The Proposed FY 2027-28 Annual Budget is balanced using the FY 2026-27 Quarter 1 Revenue Forecast (reflecting $2.3B in total revenue available for programming in FY 2027-28 for CDOT and the enterprises):
  - Revenues specific to a program that are considered inflexible (e.g., federal and state mandated programs) have been automatically adjusted based on the FY 2027-28 revenue forecast.
  - Asset Management Planning Totals were approved by the TC in September 2024.
  - All other program revenues are flexible and are initially set based on the FY 2026-27 budget amounts as adopted by the TC in March 2026 (and amended in July and September 2026), with some exceptions.
- The Revenue Allocation Plan (Attachment A) has been updated to provide greater transparency into how funds are allocated and expected to be used across CDOT and the enterprises, with two primary sections:
  - "Capital and Grants," which includes capital construction and suballocated grant programs ($1.1B), and
  - "Operating" which captures operating activities ($621M).
- This draft does not account for recent flooding in southwest Colorado, but that recovery will be covered by federal emergency funds and state contingency funds (these are already in this draft, but more could be needed).

- When contingency funds are drawn down quickly (as they could be for southwest Colorado flood recovery), CDOT generally tries to replenish those funds through the fall and summer.
- STAC members appreciated this detail, but would also like more simplified versions of CDOT's budgeting process.
- An annual "August redistribution" has happened in recent years, but CDOT and other agencies are trying to discontinue that in light of potentially lower federal funding. The amount CDOT is building into its current and future budgets includes a minimum of the average August redistribution from recent years.
- Despite transitions to a new Governor, administration, state legislature, and Congress, CDOT's budget will remain largely the same (especially for employee salaries and benefits). All of this is still TBD, though. Employee retention remains a concern in light of potentially stagnant salaries, especially for CDL drivers.
- One STAC member thought CDOT and enterprise revenue sources (Packet, Page 35) add up to only 99.7%. The remaining 0.3% *is* there for the Road Enterprise, but that pie chart's contrast will be improved for the next meeting.
- The 18.5% for Suballocated Programs (Packet, Page 36) should have more detail of the different grant programs it includes. This would help CDOT and its partners better tell its story.
- Kristin Stephens (NFRMPO) moved to approve this draft budget plan, and Brian Cerkvenik (NWTPR) seconded. Emily Baer (DRCOG) asked to verify that 0.3% will be corrected ASAP, and then it passed unanimously.

FY2028 Rural Planning Assistance (RPA) Grant Budgets (Darius Pakbaz)
- CDOT provides RPA grants through discretionary State Planning & Research (SPR) funds for rural transportation planning.
- Unspent allocations return to the SPR funding pool, but FHWA still requires annual authorization of it.
- RPA is a state-based program, so FHWA provides little or no guidance on how this funding is used.
- Any allocation errors will be reported back to STAC for further informational briefings and fixes.
- Brian Cerkvenik (NWTPR) moved for FY27-28 RPA approval, Tom Gosiorowski (IMTPR) seconded, and it passed unanimously.

Road Enterprise Overview (Darius Pakbaz)
- The new Road Enterprise (enacted under House Bill 26-1430, and signed into law on June 4, 2026) offers a dedicated tool to address long-term pavement preservation, repair, and replacement.
- Identifying roads with low drivability lives requires plenty of local input. CDOT uses data from its own vehicles and extensive local outreach through the regional planning process, but expects even more local input for this new enterprise.
- Existing Oversize/Overweight Fees fund this enterprise, so those fees no longer help fund flexible programs like the Highway Trust Fund (HUTF), CDOT Maintenance & Operations, Administration, and construction match requirements.
- Allocations by region (Packet, Page 78) are based on previous years' surface treatment allocations. There isn't much initial funding, but it provides a place if additional funding becomes available. This enterprise could (e.g.) help fund larger projects on state highways in urban areas, and include bike/ped projects.
- Oversize/Overweight Fees will still be set by the State Legislature, but the Road Enterprise was established with the expectation that the legislature will try to find additional funding sources for it.
- Unlike the Bridge & Tunnel Enterprise, the Road Enterprise will not own the assets it helps to fund. STAC hopes to see more TPR input into the enterprise's funding priorities.

2027 STAC Workplan Development and Active Transportation Subcommittee (Darius Pakbaz)
- Anticipated items include new CDOT leadership, STIP, modal & topical engagement, budget, regional updates, major transit updates, and enterprise updates.
- STAC members suggested updates on new plans (e.g., the next Freight Plan) to allow for more STAC input on them. Informational briefings on access control and permitting would be valuable for some areas, especially in light of new housing and other developments on the CDOT system. The Colorado Municipal League (CML) and Colorado Counties Inc. (CCI) could provide training around this for STAC, new elected officials, etc.
- Enterprises housed in CDOT could provide valuable updates to STAC members.
- In-person STAC meetings are planned in May and October, but there could be another one while the State Legislature is in session (e.g., February, March (the busiest time at the legislature, but also Colorado's snowiest month), and/or April). If not, then STAC should coordinate with letters of support and other efforts to boost STAC input on state legislation.
- STAC should discuss Disaster Response and Resiliency more regularly, along with more regular safety updates.
- A STAC member suggested the idea of an Active Transportation (AT) subcommittee. Existing Modal Specific Committees include the Freight Advisory Council (FAC) and Transit and Rail Advisory Committee (TRAC).
- MMOF has provided vital funding for these projects, and kids on e-motos is a growing problem.
- Time for this discussion ran out, so STAC will revisit this at its January meeting.
- Local funding in general (including for sidewalks) continually gets less support from fuel taxes.
- STAC could write a letter to the State Legislature outlining its overall priorities and funding requests. CDOT influences some transportation legislation, and STAC should help influence that as well.

Other Business (Chair Gary Beedy)
- The next STAC Meeting will be held virtually on December 3, 2026.
  If that meeting is cancelled, then the next STAC meeting will be held virtually on January 7, 2027.

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

Held: Wednesday, October 14, 2026, 9:30 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:

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

Roll Call Regular Meeting

All board members, except Chair Guiterrez, were present. The meeting began at 9:34 a.m.

Executive Session

CTIO Vice-Chair Moran proposed a motion to convene the CTIO Board of Directors in an executive session for the purpose of considering matters related to the negotiations for the Mountain Rail Services Contract, which includes Amtrak confidential commercial information, and for the purpose of receiving legal advice on specific legal questions regarding the same. Upon a motion by Director Hart, seconded by Director Sacripanti, the CTIO Board entered the Executive Session at 9:36 am. Members of the public were excused.

The CTIO Board of Directors exited the Executive Session at 10:39 p.m.

The executive session discussion is required to be kept confidential pursuant to Sections 24-6-402(3)(a)(II) and (III) and Section 24-72-204(3)(a)(IV).

[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

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The CTIO Board took a break from 10:40- 10:45 am.

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

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

- An update on discussions related to Bustang, and that the board will receive more information at the November meeting.
- Flag that the December board meeting may be shortened, moved to fully virtual, or canceled. A request was made to notify the CTIO Board secretary if any Board member would not be able to attend either the November or December meeting so staff can plan accordingly.
- Introduced new CTIO staff members who will be working from the Traffic Operations Center.

Consent Agenda

ACTION: Upon a motion by Director Canonico, seconded by Director Cook, a vote was held, and Resolution #504, September 16, 2026 minutes, were unanimously approved.

FY 2026-27 Toll Rate Adjustment Approval

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

ACTION: Upon a motion by Director Canonico, seconded by Director Cook, a vote was held, and Resolution #505, FY 2026/27 Toll Rate Adjustment Approval, was unanimously approved.

Fiscal Year 2027/28 Budget and Corridor Analysis

Sam Foster, Budget & Policy Analyst, provided a presentation to the board that focused on the following:

- Annual budget timeline
- FY 26 revenue reconciliation and trends
- FY 26 to FY27 roll forwards

- FY 2027-28 budget
- Sources of revenue
- Revenue forecast by source and toll corridor
- Uses of revenue
- Key areas of work and next steps
- How to read the FY 2027-28 budget documents

Discussion

- Board members and staff discussed how STEP revenue is calculated, forecast overview/variability (5-10%), changes in toll collection revenue, I-25 south gap revenue outperforming the forecast, I-25 dip in revenue forecasted due to construction, as well as administrative cost increases, toll equity program funding allocation, commercial back office staffing, CDOT budget process and scale vs. CTIO's budget, and budget amendment timing and process for a decision at a future meeting.

Break - 11:42 - 12:32

Combined session with the Transportation Commission: Update on Joint Service

Lisa Kaufmann, Senior Strategic Advisor to Governor Jared Polis, presented an update on Joint Service.

Adjournment

The CTIO Board adjourned at 12:37 p.m.

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

November 19, 2026
3:00 p.m.
Microsoft Teams

Members	Staff	HRx
Liz Heid	Elizabeth Relford	Nikki Demoney
Bill Jenkins	Tonja Burshek	Jeannie Valliere
Patrick McFall	Barbara Bills	Jason Sellers
	Michelle Edgerley	
	Becky Karasko	
	Tanya Trujillo-Martinez	

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

Approval of Minutes:

Jenkins moved to approve the minutes of the October 15th meeting. McFall seconded the motion, and it passed by acclimation.

Compensation Study Results:

Jason Sellers presented HRx Services' compensation study covering market methodology, job leveling, employee placement, and proposed pay structure.

Financial and Budgeting:

Burshek summarized the third quarter unaudited financial reports, pointing out our financial position, cash on hand, and grant reimbursement. Jenkins moved to put the financials on the December consent agenda. McFall seconded and it passed unanimously.

Burshek presented the compensation study median recommendations against the approved 2027 budget. Discussion followed.

Relford reported that the FLSA review is complete and that all staff except the Office Administrator position is now exempt.

The meeting was adjourned at 4:00 p.m.

EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
November 18, 2026

Approval of the October 21, 2026 TAC Meeting Minutes – Hornkohl moved to approve the October 21, 2026 TAC Meeting Minutes. Feldmann seconded the motion, which was approved unanimously.

ACTION ITEM

Stockburger noted the November 2026 TIP Amendment included five project modifications and one project addition from various agencies. The first project modification adds State Legislative funding to the CDOT and Greeley *US34 Regional Mobility Hub* project with $13,200,000 in FY27, $3,000,000 in FY29, and $6,000,000 in Future Funding. The second project modification adds State Legislative funding to the CDOT R4 *I-25 and CO14 Interchange Improvements* project with $10,000,000 in FY27. The third project modification adds State Legislative funding to the CDOT R4 *US85 and US34 Interchange* project with $10,000,000 added in FY27 and $6,000,000 removed in Future Funding. The fourth project modification adjusts the CDOT R4 *Region 5 Safety Pool* with $6,770,556 Federal FASTER Safety funding and $1,407,434 State FASTER Safety funding in FY29. The fifth project modification adds National Highway Performance Plan (NHPP) funding to the CDOT R4 *Region 5 Surface Treatment Pool* with $5,200,330 in FY29 and $5,755,038 in Future Funding. The project addition was the new Transfort project *Transfort DTC HVAC Replacement* with $400,000 State FASTER Transit funding and $100,000 Local funding in FY27.

Cunningham moved to recommend Planning Council approve the November 2026 TIP Amendment. Hornkohl seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

Connected Communities 2055 RTP: Regionally Significant Corridors (RSCs) – Rouser and Karasko gave an overview of the proposed changes to the RSCs. Rouser provided background on RSC criteria, the 2055 RTP Vision Statement, and the 2055 RTP Goals and Objectives. They noted a map of the proposed RSC additions and extensions. Karasko restated the RSC criteria and noted NFRMPO staff recommends approving the proposed RSC corridor additions and extensions due to meeting the RSC criteria. TAC members supported advancing the proposal to Planning Council for discussion but requested continued attention to the criteria and future use of RSCs. Additionally, TAC requested NFRMPO Staff research how other MPOs determine RSCs. Karasko noted reexamining the RSC criteria could happen during the next RTP update. She noted the next steps for adoption of the RSCs and the upcoming RSC Vision Plans discussion.

2023-2027 NFRMPO Targets for Safety Performance Measures – Graalum presented the proposed 2023–2027 PM1 safety targets to discuss whether to retain regionally specific targets, maintain prior targets, or adopt CDOT's statewide targets before the issue returns for recommendation and adoption in 2027. She provided context to past conversations with Planning Council about PM1 Targets and noted the NFRMPO's Towards Zero Deaths policy. She noted 2025 regional crash trends. She noted PM1 federally requires five annual, data-driven measures. She noted the MPO must adopt either all statewide targets or all regional targets and walked through various considerations for determining which targets to adopt. She noted the NFRMPO has used regional targets for the past three years because they provide a more accurate reflection of local conditions. She compared the

targets for the 2021-2025 performance measure period and to the actual crash data. The region met two of the five targets. She noted the statewide targets for three different timeframes. She then noted the NFRMPO fatality and serious injury statistics from 2016 to 2025 and the forecasted crashes for 2026 and 2027. She noted the next steps for adoption in 2027. She noted there is no direct penalty for missing targets, although lack of progress could be noted during certification reviews. After TAC discussion, they agreed Graalum will bring this discussion back to the following TAC meeting before Planning Council discussion.

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: **NFRMPO Planning Council**
From: **Jonathan Stockburger**
Date: **December 3, 2026**
Re: **Action – November 2026 TIP Amendment**

Objective

Planning Council approval of the November 2026 Transportation Improvement Program (TIP) Amendment to the *FY2026-FY2029 TIP*.

Summary

The November 2026 TIP Amendment includes one project addition and seven project modifications from various agencies:

- Modifying the CDOT and Greeley project *US34 Regional Mobility Hub*. Adding Legislative Funding approved by the Transportation Commission ($13,200,000 in FY27, $3,000,000 in FY29 and $6,000,000 in Future Funding).
- Modifying the CDOT R4 project *I-25 and CO14 Interchange Improvements*. Adding $10,000,000 Legislative Transportation Commission funding to FY27. Reduces Future Funding by $6,000,000.
- Modifying the CDOT R4 project *US85 and US34 Interchange*. Adding $10,000,000 Legislative Transportation Commission funding to FY27.
- Modifying the CDOT R4 Pool *Region 4 Safety Pool*. Adding $8,178,000 ($6,770,566 Federal / $1,407,434 State) in FY29 of FASTER Safety funding to the project *US 287 & Berthoud Pkwy CFI.*
- Modifying the CDOT R4 Pool *Region 4 Surface Treatment*. Adding Federal NHPP - $5,200,330 in FY29 and $5,755,038 in Future Funding.
- Adding the Transfort new project *Transfort DTC HVAC Replacement* with $400,000 State FASTER Transit funding and $100,000 Local funding in FY27.

The 30-day Public Comment period for the November 2026 TIP Amendment began on November 11, 2026 and will end on December 11, 2026.

Funding Types and Uses

FASTER Safety supports the construction, reconstruction, or maintenance of projects to enhance the safety of a state highway, county road, or city street.

FASTER Transit funds are split between local transit grants awarded by CDOT regional offices and statewide projects awarded by the CDOT Division of Transit and Rail. Eligible project types are the purchase or replacement of transit vehicles; construction of multimodal stations, and acquisition of equipment for consolidated call centers.

Legislative (LEG) – Legislative funding is any funding source authorized by State of Federal Legislature. Legislative funding includes but is not limited to SB21-260 State funding and federal funding authorized under the Bipartisan Infrastructure Law (BIL) Infrastructure Investments and Jobs Act (IIJA).

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

NHPP/SHF – National Highway Performance Program (NHPP) provides federal funds and the State Highway Funds (SHF) provide state funds for the condition and performance of the National Highway System (NHS) and the construction of new facilities on the NHS.

Analysis

- **Advantages:** Approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner, and the FY2026-2029 TIP remains fiscally constrained.
- Disadvantages: None

Recommendation

TAC recommended adding the November 2026 TIP Amendment to the FY2026-2029 TIP at their meeting on November 18, 2026.

Attachments

- November 2026 Policy Amendment Form
- Environmental and Demographic Impact Analysis

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PREVIOUS ENTRY

Title: **US34 Regional Mobility Hub**

Sponsor: Greeley, CDOT

STIP ID: SR47007.028

TIP ID: 2023-017

Type: Transit Capital

Air Quality: Exempt from Conformity Analysis

Description: Regional mobility hub paired with a central local travel facility within the Centerplace commercial district, a pedestrian/bike underpass, EV charging stations, locations for micromobility service, fixed and micro transit, and on-demand transportation pick-up and drop-off.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CMAQ	**$1,593,727**	$0	$0	$1,593,727	$0	$0	$0	$0
State	MMOF	**$4,970,221**	$0	$0	$4,970,221	$0	$0	$0	$0
Local	L-CMAQ	**$331,297**	$0	$0	$331,297	$0	$0	$0	$0
Local	L-MMOF	**$3,468,757**	$0	$0	$3,468,757	$0	$0	$0	$0
Local	LOM	**$14,199,950**	$0	$0	$14,199,950	$0	$0	$0	$0
	Total	**$24,563,952**	**$0**	**$0**	**$24,563,952**	**$0**	**$0**	$0	**$0**

NEW ENTRY

Title: **US34 Regional Mobility Hub**
Sponsor: Greeley, CDOT
STIP ID: SR47007.028
TIP ID: 2023-017
Type: Transit Capital
Air Quality: Exempt from Conformity Analysis
Description: Regional mobility hub paired with a central local travel facility within the Centerplace commercial district, a pedestrian/bike underpass, EV charging stations, locations for micromobility service, fixed and micro transit, and on-demand transportation pick-up and drop-off.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal/State	LEG	**$16,200,000**	$0	$0	$13,200,000	$0	$3,000,000	$0	$6,000,000
Federal	CMAQ	**$1,593,727**	$0	$0	$1,593,727	$0	$0	$0	$0
State	MMOF	**$4,970,221**	$0	$0	$4,970,221	$0	$0	$0	$0
Local	L-CMAQ	**$331,297**	$0	$0	$331,297	$0	$0	$0	$0
Local	L-MMOF	**$3,468,757**	$0	$0	$3,468,757	$0	$0	$0	$0
Local	LOM	**$14,199,950**	$0	$0	$14,199,950	$0	$0	$0	$0
	Total	**$40,763,952**	**$0**	**$0**	**$37,763,952**	**$0**	**$3,000,000**	$0	**$0**

Revision #	Revision Description
2026-a11	Add Legislative Funding approved by the Transportation Commission ($13,200,000 in FY27, $3,000,000 in FY29 and $6,000,000 Future Funding).

PREVIOUS ENTRY

Title: **I-25 and CO14 Interchange Improvements**
Sponsor: CDOT Region 4
STIP ID: SSP4428.016
TIP ID: 2023-020
Type: Modify & Reconstruct
Air Quality: Excluded from conformity analysis
Description: Replacement of portions of existing facility, replacement of bridge, interchange improvements, ITS, ped/bike enhancements.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal/State	LEG	**$1,000,000**	$0	$0	$1,000,000	$0	$0	$0	$26,000,000
Federal	BFP	**$260,000**	$0	$0	$260,000	$0	$0	$1,000,000	$0
State	7PX	**$500,000**	$0	$500,000	$0	$0	$0	$2,000,000	$0
	Total	**$1,760,000**	**$0**	**$500,000**	**$1,260,000**	**$0**	**$0**	$3,000,000	**$26,000,000**

NEW ENTRY

Title: **I-25 and CO14 Interchange Improvements**
Sponsor: CDOT Region 4
STIP ID: SSP4428.016
TIP ID: 2023-020
Type: Modify & Reconstruct
Air Quality: Excluded from conformity analysis
Description: Replacement of portions of existing facility, replacement of bridge, interchange improvements, ITS, ped/bike enhancements.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal/State	LEG	**$11,000,000**	$0	$0	$11,000,000	$0	$0	$0	$20,000,000
Federal	BFP	**$260,000**	$0	$0	$260,000	$0	$0	$1,000,000	$0
State	7PX	**$500,000**	$0	$500,000	$0	$0	$0	$2,000,000	$0
	Total	**$11,760,000**	**$0**	**$500,000**	**$11,260,000**	**$0**	**$0**	$3,000,000	**$20,000,000**

Revision #	Revision Description
2026-a11	Adding Legislative Funding approved by the Transportation Commission in $10,000,000 FY27 and correct Future Funding to $20,000,000.

PREVIOUS ENTRY

Title: **US85 and US34 Interchange**
Sponsor: CDOT Region 4
STIP ID: SR45218.129
TIP ID: 2024-011
Type: Modify & Reconstruct
Air Quality: Excluded from conformity analysis
Description: Signing, striping, and bridge improvements of US85 and US34.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	10C (NHPP)	**$356,000**	$356,000	$0	$0	$0	$0	$1,000,000	$0
State	7PX-UFR	**$4,760,032**	$2,880,016	$0	$1,880,016	$0	$0	$1,239,968	$0
	Total	**$5,116,032**	**$3,236,016**	**$0**	**$1,880,016**	**$0**	**$0**	$2,239,968	**$0**

NEW ENTRY

Title: **US85 and US34 Interchange**
Sponsor: CDOT Region 4
STIP ID: SR45218.129
TIP ID: 2024-011
Type: Modify & Reconstruct
Air Quality: Excluded from conformity analysis
Description: Signing, striping, and bridge improvements of US85 and US34.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal/State	LEG	**$10,000,000**	$0	$0	$10,000,000	$0	$0	$0	$0
Federal	10C (NHPP)	**$356,000**	$356,000	$0	$0	$0	$0	$1,000,000	$0
State	7PX-UFR	**$4,760,032**	$2,880,016	$0	$1,880,016	$0	$0	$3,119,984	$0
	Total	**$15,116,032**	**$3,236,016**	**$0**	**$11,880,016**	**$0**	**$0**	$4,119,984	**$0**

Revision #	Revision Description
2026-a11	Add Legislative Funding approved by the Transportation Commission ($10,000,000) in FY27.

PREVIOUS ENTRY

Title: **Region 4 FASTER Safety Pool**
Sponsor: CDOT Region 4
STIP ID: SR46606
TIP ID: P-7
Type: Safety
Air Quality: Exempt from conformity analysis
Description: Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:

STIP ID:	Sponsor	Total Project Cost	Title:
SR46606.109	Fort Collins	$1,364,000	US287 & Triangle Drive
SR46606.108	CDOT R4	$640,000	I-25 & CO392 Intersection Imp.
SR46606.112	CDOT R4	$780,000	CO 56 and 9th St. VRU Improvements
SR46606.113	CDOT R4	$3,700,000	CO 14 Pedestrian Crossing Improvements
SR46600.138	CDOT R4	$522,000	US 287 & Berthoud Pkwy CFI
SR46606.116	CDOT R4	$120,000	US287 Coal Creek Guardrail Replacement
SR45218.267	CDOT R4	$1,300,000	CO 14 Safety Improvements

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FAS	**$20,652**	$0	$0	$20,652	$0	$0	$0	$0
State	FAS	**$4,126,659**	$572,311	$1,493,000	$2,061,348	$0	$0	$15,979,689	$0
Local	L	**$5,032,311**	$572,311	$429,100	$4,030,900	$0	$0	$109,689	
Local	LOM	**$0**	$0	$0	$0	$0	$0	$947,000	$0
	Total	**$9,158,970**	**$1,144,622**	**$1,922,100**	**$6,092,248**	**$0**	**$0**	$17,036,378	**$0**

NEW ENTRY

Title: **Region 4 FASTER Safety Pool**

Sponsor: CDOT Region 4

STIP ID: SR46606

TIP ID: P-7

Type: Safety

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:

STIP ID:	Sponsor	Total Project Cost	Title:
SR46606.109	Fort Collins	$1,364,000	US287 & Triangle Drive
SR46606.108	CDOT R4	$640,000	I-25 & CO392 Intersection Imp.
SR46606.112	CDOT R4	$780,000	CO 56 and 9th St. VRU Improvements
SR46606.113	CDOT R4	$3,700,000	CO 14 Pedestrian Crossing Improvements
SR46600.138	CDOT R4	$522,000	US 287 & Berthoud Pkwy CFI
SR46606.116	CDOT R4	$120,000	US287 Coal Creek Guardrail Replacement

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FAS	**$6,791,218**	$0	$0	$20,652	$0	$6,770,566	$0	$0
State	FAS	**$4,234,093**	$572,311	$1,493,000	$761,348	$0	$1,407,434	$15,979,689	$0
Local	L	**$5,032,311**	$572,311	$429,100	$4,030,900	$0	$0	$109,689	
Local	LOM	**$0**	$0	$0	$0	$0	$0	$947,000	$0
	Total	**$9,266,404**	**$1,144,622**	**$1,922,100**	**$4,792,248**	**$0**	**$1,407,434**	$17,036,378	**$0**

Revision #	Revision Description
2026-a11	Add $8,178,000 ($6,770,566 Federal / $1,407,434 State) in FY29 (SR46606.138 - US 287 & Berthoud Pkwy CFI)
	Remove CO-14 Safety Improvements Project - becomes own separate TIP entry

PREVIOUS ENTRY

Title: **Region 4 Surface Treatment**
Sponsor: CDOT Region 4
STIP ID: SR45218
TIP ID: P-13
Type: Surface Treatment
Air Quality: Exempt from conformity analysis
Description: Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:

STIP ID:	Sponsor	Total Project Cost	Title:
SR45218.250	CDOT R4	$754,412	CO60: Campion East Chips
SR45218.251	CDOT R4	$4,211,380	CO402: CR7 to I-25
SR45218.257	CDOT R4	$7,911,710	Centerra Parkway East

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG/NHPP	**$25,748,538**	$3,516,997	$9,674,990	$6,550,105	$6,006,446	$0	$58,212,315	$0
State	SHF	**$5,212,012**	$1,211,283	$1,390,532	$1,361,605	$1,248,592	$0	$9,819,860	$0
	Total	**$30,960,550**	**$4,728,280**	**$11,065,522**	**$7,911,710**	**$7,255,038**	**$0**	$68,032,175	**$0**

NEW ENTRY

Title: **Region 4 Surface Treatment**
Sponsor: CDOT Region 4
STIP ID: SR45218
TIP ID: P-13
Type: Surface Treatment
Air Quality: Exempt from conformity analysis
Description: Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:

STIP ID:	Sponsor	Total Project Cost	Title:
SR45218.250	CDOT R4	$754,412	CO60: Campion East Chips
SR45218.251	CDOT R4	$4,211,380	CO402: CR7 to I-25
SR45218.257	CDOT R4	$7,911,710	Centerra Parkway East

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG/NHPP	**$35,935,470**	$3,516,997	$9,674,990	$6,550,105	$6,006,446	$10,186,932	$58,212,315	$5,755,038
State	SHF	**$5,936,790**	$1,211,283	$1,390,532	$1,361,605	$1,248,592	$724,778	$9,819,860	$0
	Total	**$41,872,260**	**$4,728,280**	**$11,065,522**	**$7,911,710**	**$7,255,038**	**$10,911,710**	$68,032,175	**$5,755,038**

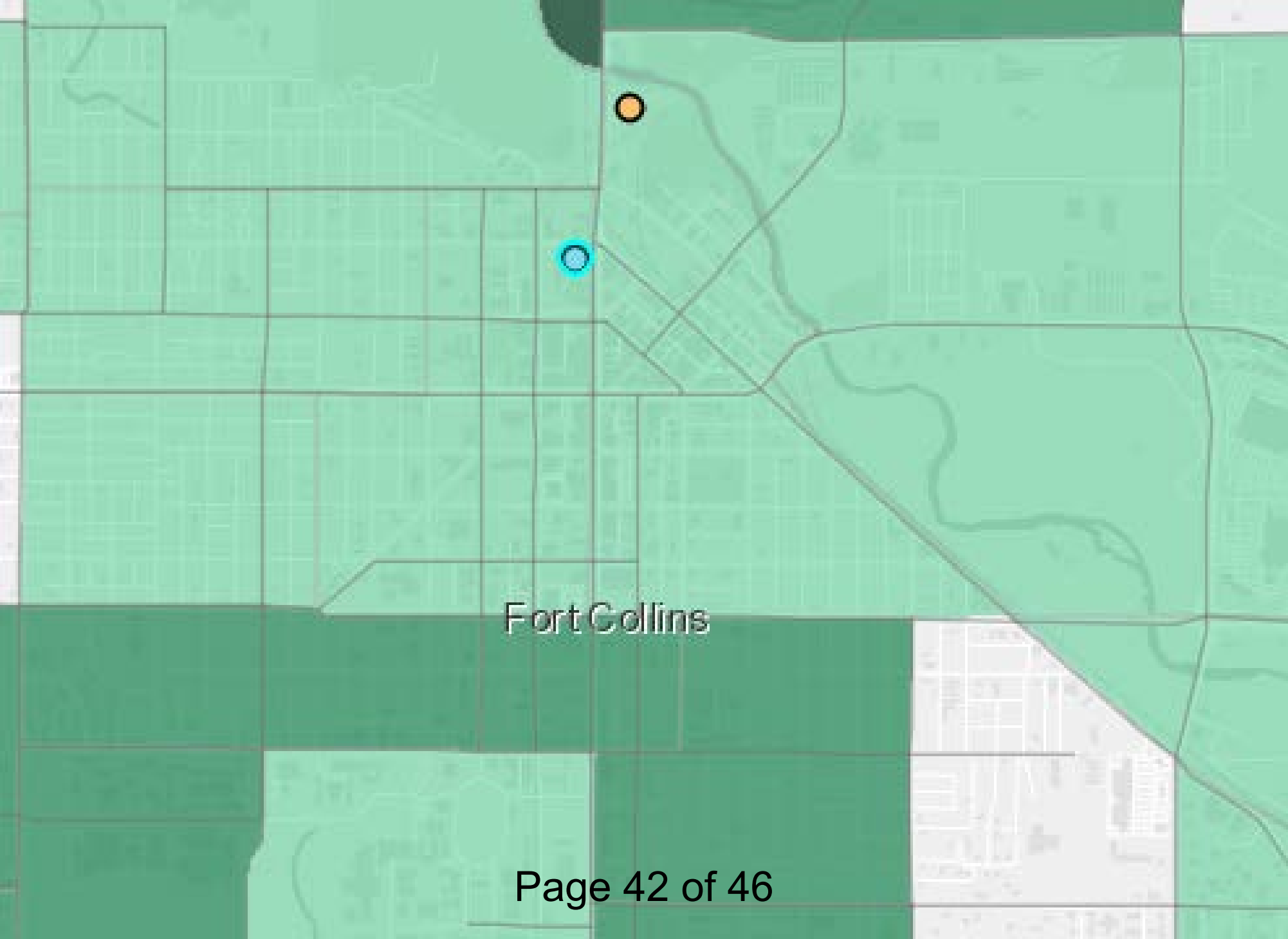
Revision #	Revision Description
2026-a11	Add funding $10,955,368 ($5,200,330 - 100% Federal) in FY29 and ($5,755,038 - 100% Future Funding) to STIP ID SR45218.251.

NEW ENTRY

Title: **Transfort DTC HVAC Replacement**
Sponsor: Fort Collins
STIP ID:
TIP ID: 2026-017
Type: Capital
Air Quality: Excluded from conformity analysis
Description: Replace the HVAC system at the Downtown Transit Center

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
State	FASTER	**$400,000**	$0	$0	$400,000	$0	$0	$0	$0
Local	L	**$100,000**	$0	$0	$100,000	$0	$0	$0	$0
	Total	**$500,000**	**$0**	**$0**	**$500,000**	**$0**	**$0**	$0	**$0**

Revision #	Revision Description
2026-a11	New project


Fort Collins

Criteria		
Project Title	DTC HVAC Replacement	
Project previously included in TIP	No	
TIP ID #	N/A	
Project located 1/4 mile of an Index Area: https://open-data-nfrmpo.hub.arcgis.com/search?tags=environmental%2Cdemgraphics	Block Group 3: GEOID 080690001003	
Project Sponsor	Fort Collins	
Project Type	Capital	
Funding Source	CDOT FASTER	
Call Awarded	N/A	
Burdens	**Short Term (Construction)** Yes	**Long Term (Post Construction)** No
Bodily impairment, infirmity, illness, or death	No	
Air, noise, and water pollution and soil contamination	No	
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	
Adverse impacts on community cohesion or economic vitality	No	
Noise and vibration	No	
Increased traffic congestion, isolation, exclusion, or separation	No	
Additional Anticipated Burdens *Detail any additional anticipated project burdens*	None	
Benefits		
Decrease in travel time	No	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	
Additional Anticipated Benefits *Detail any additional anticipated project burdens*	Improve employee working conditions and rider comfort at a primary transit hub.	
Outreach – *Describe any outreach completed in selection of project or future anticipated outreach*		
Before work begins the public will be notified through signage, social media, Transfort's app, website and email. All work will take place during the daytime and normal working hours.		

North Front Range Metropolitan Planning Organization

RESOLUTION NO. 2026-25
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE NOVEMBER 2026 AMENDMENT TO THE
FY2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive ("3C") multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, transportation projects programmed in the current TIP for FY2026-2029 are consistent with the 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2026-2029 were positive and this TIP Amendment does not change the positive conformity findings on the FY2026-2029 TIP; and

WHEREAS, the November 2026 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

WHEREAS, the FY2026-2029 TIP remains fiscally constrained.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2026-2029 TIP by adding and revising the following projects:

- Modifying the CDOT and Greeley project *US34 Regional Mobility Hub*. Adding Legislative Funding approved by the Transportation Commission ($13,200,000 in FY27, $3,000,000 in FY29 and $6,000,000 in Future Funding).
- Modifying the CDOT R4 project *I-25 and CO14 Interchange Improvements*. Adding $10,000,000 Legislative Transportation Commission funding to FY27. Reduces Future Funding by $6,000,000.
- Modifying the CDOT R4 project *US85 and US34 Interchange*. Adding $10,000,000 Legislative Transportation Commission funding to FY27.
- Modifying the CDOT R4 Pool *Region 4 Safety Pool*. Adding $8,178,000 ($6,770,566 Federal / $1,407,434 State) in FY29 of FASTER Safety funding to the project *US 287 & Berthoud Pkwy CFI.*
- Modifying the CDOT R4 Pool *Region 4 Surface Treatment*. Adding Federal NHPP - $5,200,330 in FY29 and $5,755,038 in Future Funding.
- Adding the Transfort new project *Transfort DTC HVAC Replacement* with $400,000 State FASTER Transit funding and $100,000 Local funding in FY27.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3rd day of December 2026.

_____
Liz Heid, Vice Chair

ATTEST:

_____
Elizabeth Relford, Executive Director

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: **NFRMPO Planning Council**

From: **Jerome Rouser**

Date: **December 3, 2026**

Re: **Discussion Item – Connected Communities 2055 RTP RSCs**

Summary

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

- New Regional Transit Corridor (RTC) along CO402 between Loveland and Evans;
- New RTC on Colorado Boulevard between Johnstown and WCR74;
- New RSC along 1st Street/LCR20E/Ronald Reagon Boulevard in Loveland and Johnstown;
- Extending RSC 28 (Prospect Road) eastward to RSC 11 (CO257) and westward to RSC 18 (Taft Hill Road);
- Extending RSC 18 (Taft Hill Road/ Wilson Ave/ LCR19) southward to RSC 13 (CO402/Freedom Parkway); and
- Extending RSC 13 (CO402/Freedom Parkway) westward to RSC 18 (Taft Hill Road/ Wilson Ave/LCR19).

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

- Extend RSC 20 (WCR17) northward to its northern terminus at RSC 12 (CO392); and
- Extend RSC 17 (LCR17/Shields Street) eastward to RSC 16 (LCR7/LCR9/Timberline Road).

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

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

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NFRMPO Staff is preparing a presentation to be included in the Handouts Packet which will be sent out on December 2, 2026.

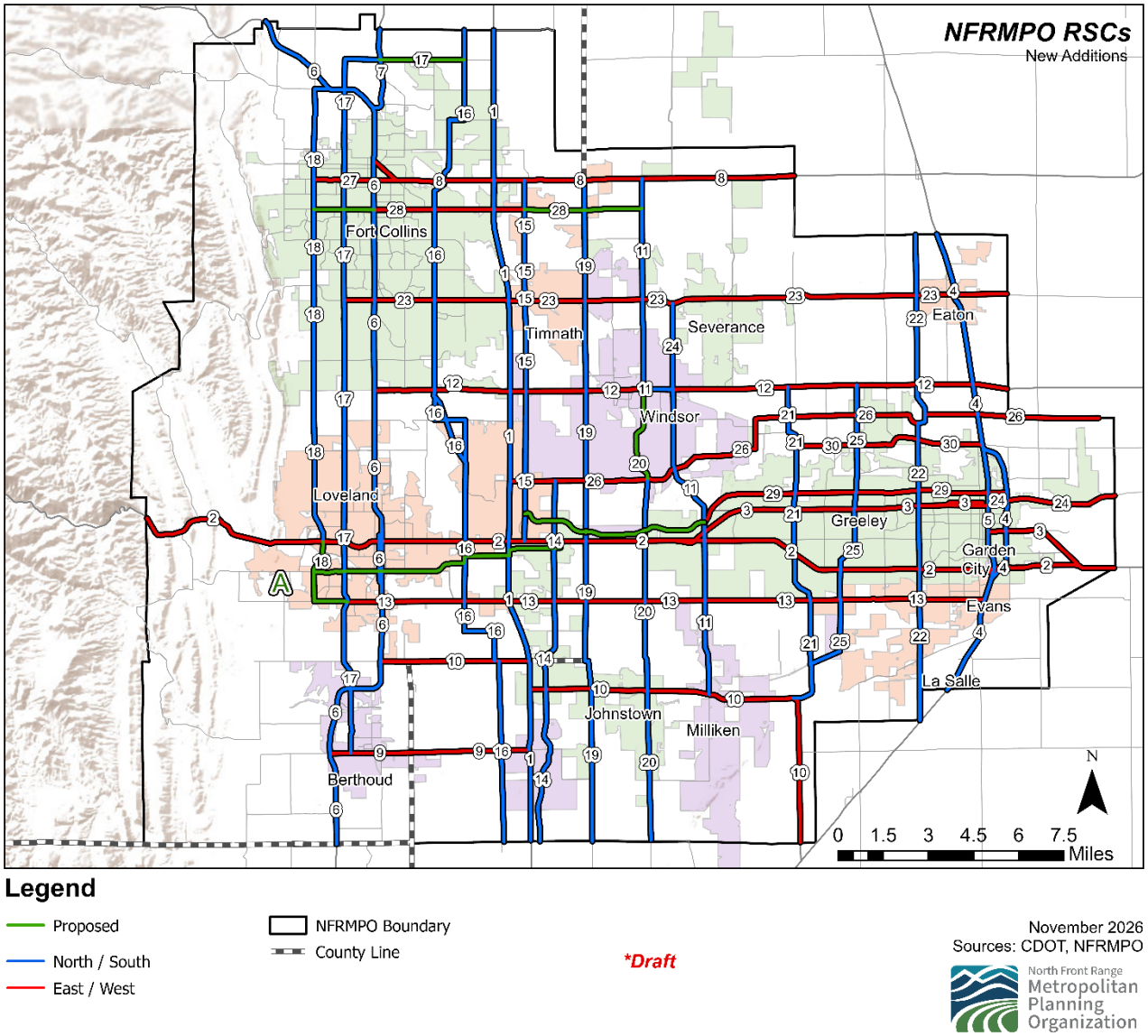
Recommendation

NFRMPO Staff requests Planning Council members review the proposed RSCs and provide comments.

Attachments

- Proposed RSC Map

Proposed RSC Map



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