



BOARD OF TRUSTEES
September 15, 2026
6:30 PM

Leeper Center, 3800 Wilson Avenue, Wellington, CO

Work Session Agenda

The Zoom information below is for online viewing and listening only.

Please click the link below to join the webinar:

<https://us06web.zoom.us/j/84871162393?pwd=UkVaaDE4RmhJaERnallEK1hvNHJ5Zz09>

Or One tap mobile :

US: +17207072699,,84871162393# or +17193594580,84871162393#

Webinar ID: 848 7116 2393

Passcode: 726078

A. ITEMS

1. North Front Range Metropolitan Planning Organization (NFRMPO) Overview and Wellington's Role in Regional Transportation Planning
 - Presentation: Elizabeth Relford, Executive Director
2. Cleveland Avenue Construction Update
 - Presentation: Lucas Flax, Project Manager; Bob Gowing, Director of Public Works

The Town of Wellington will make reasonable accommodations for access to Town services, programs, and activities and special communication arrangements. Individuals needing special accommodation may request assistance by contacting at Town Hall or at 970-568-3380 ext. 110 at least 24 hours in advance.



Board of Trustees Meeting

Date: September 15, 2026
Subject: North Front Range Metropolitan Planning Organization (NFRMPO) Overview
and Wellington's Role in Regional Transportation Planning

- **Presentation: Elizabeth Relford, Executive Director**

BACKGROUND / DISCUSSION

Elizabeth Relford, Executive Director, will present on the North Front Range Metropolitan Planning Organization and Transportation Planning Region.

STAFF RECOMMENDATION

For Board discussion purposes.

ATTACHMENTS

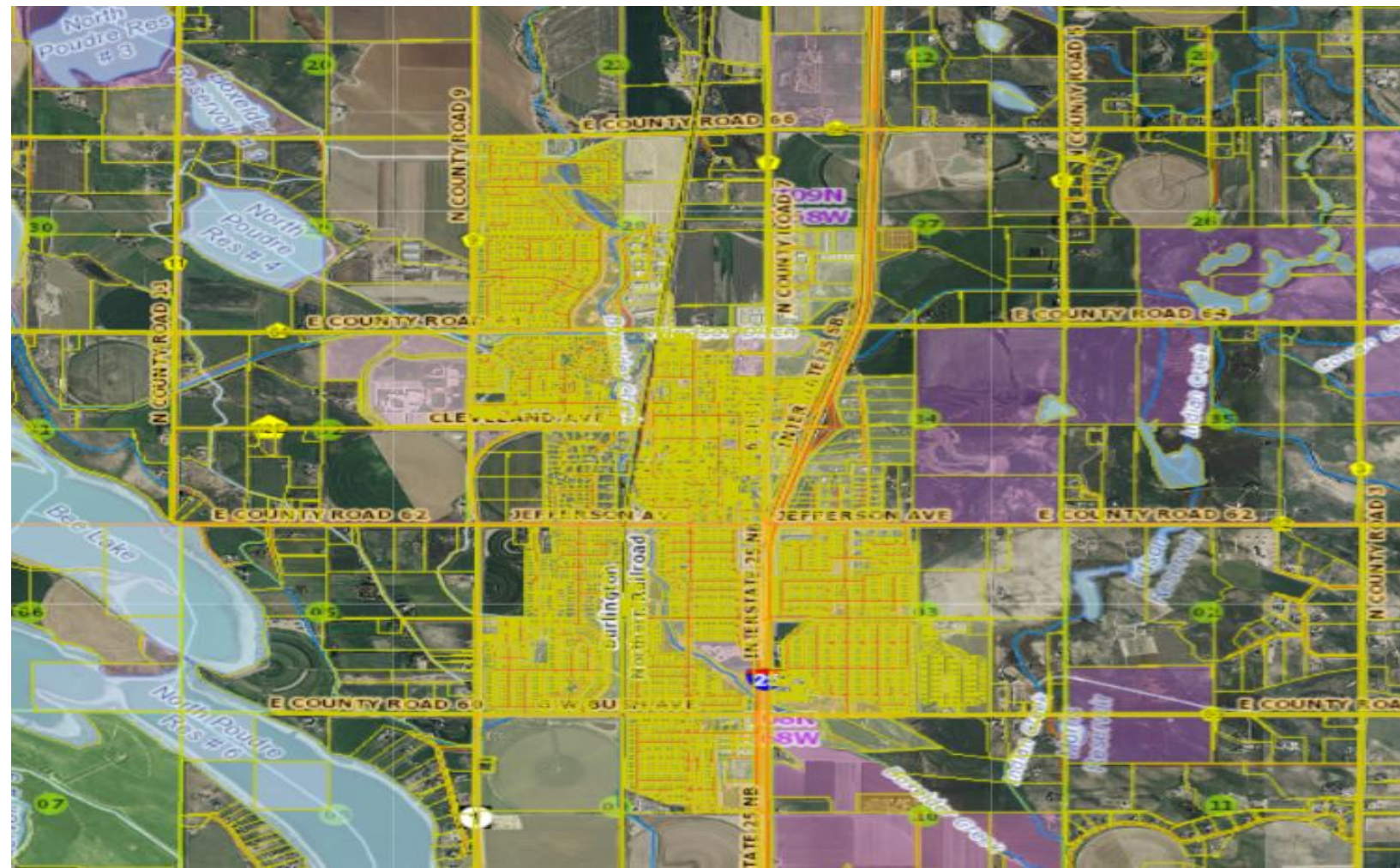
1. Wellington MPO Overview 9.15.26

Town of Wellington

September 15, 2026



North Front Range
Metropolitan
Planning
Organization



TOWN OF
WELLINGTON

LOCAL LAND USE ENABLING ACT, 1974



North Front Range
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Organization



- Granted counties and municipalities the authority to **plan for and regulate land use** within their jurisdictions.



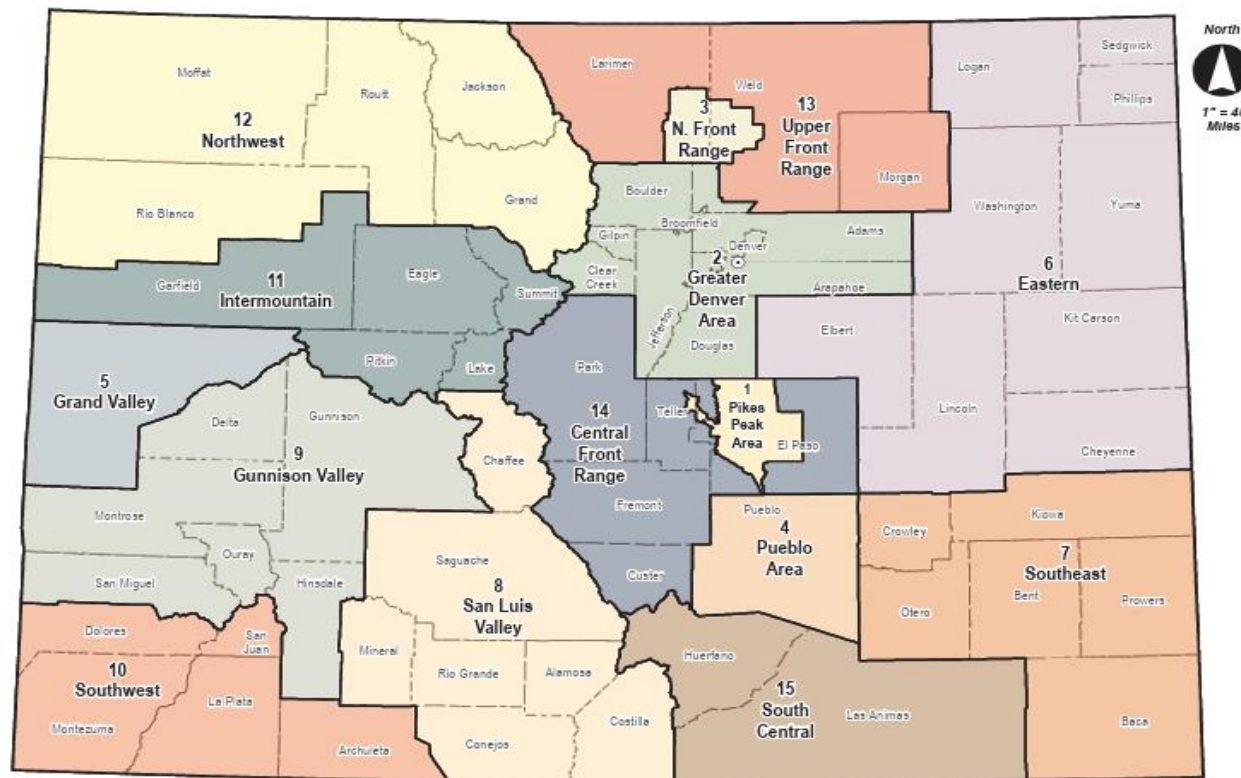
- MPOs **do not build** anything.



TRANSPORTATION PLANNING REGIONS (TPRs_s)



North Front Range
Metropolitan
Planning
Organization



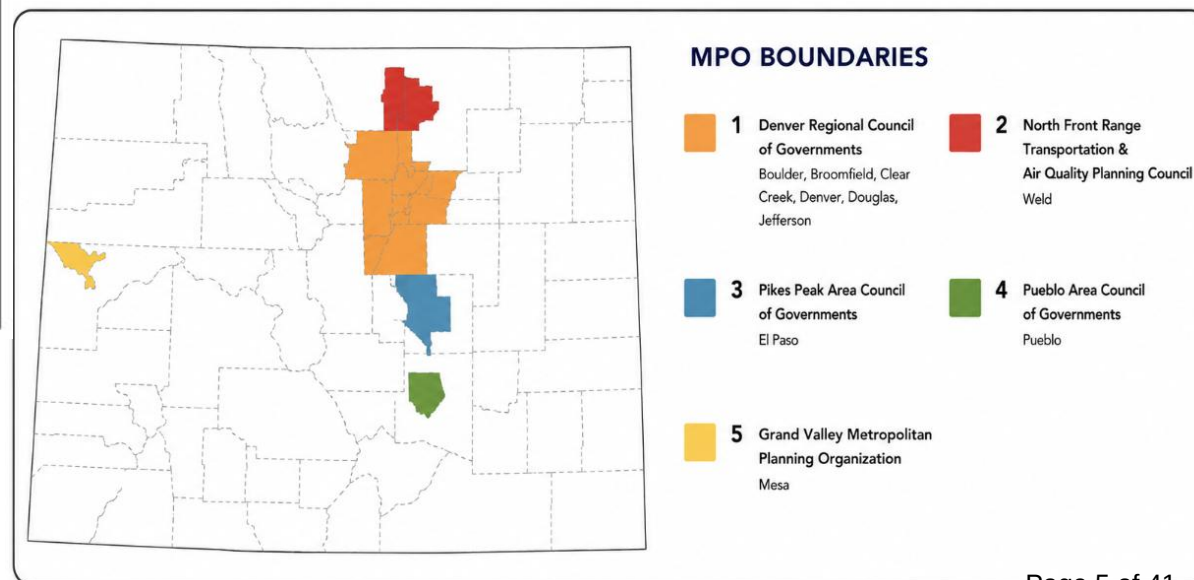
Data Source: CDOT 2022
Published: September 2023
codot.gov

Transportation Planning Regions



• 15 Transportation Planning Regions

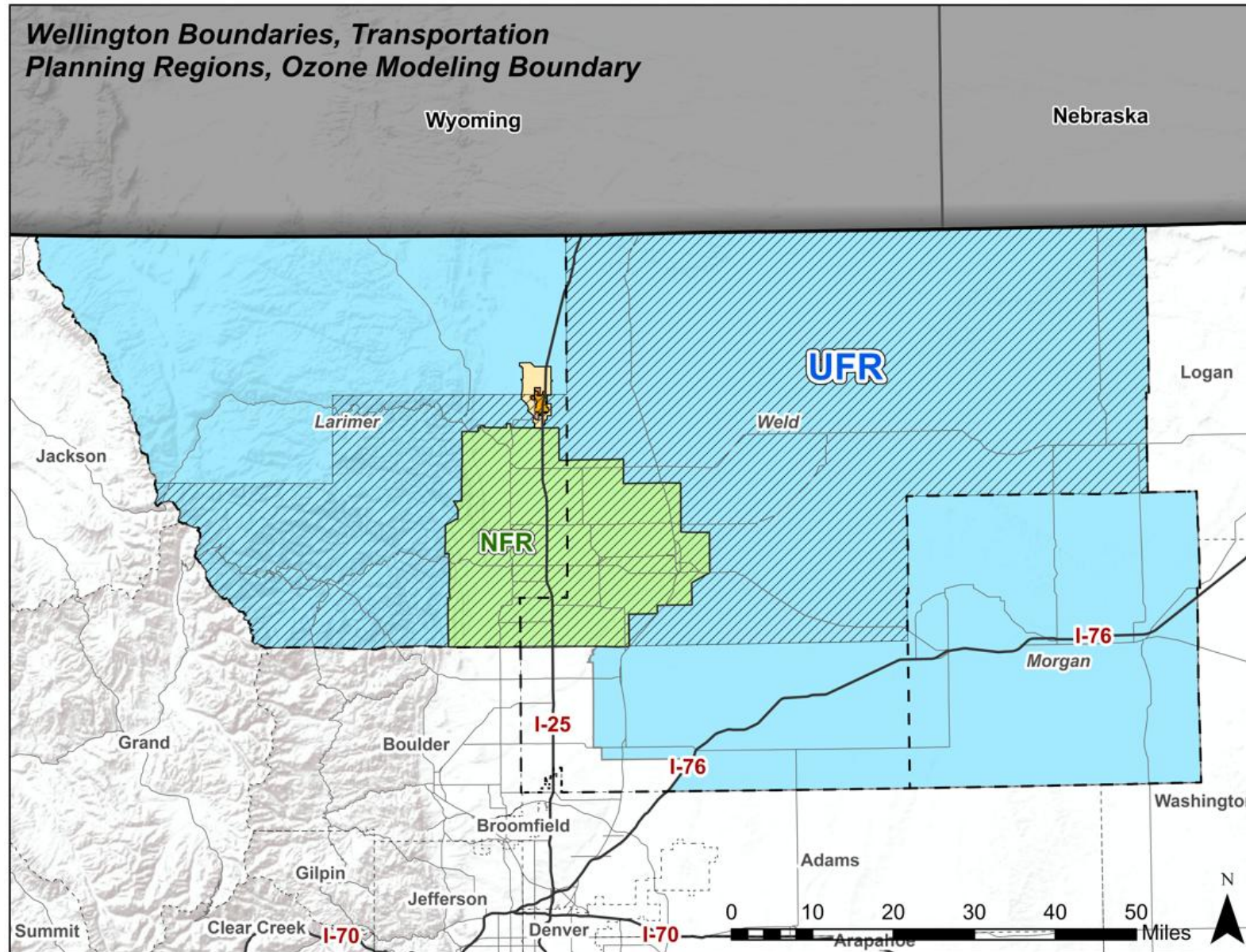
- 10 Rural
- 5 MPOs



Wellington Boundaries, Transportation Planning Regions, Ozone Modeling Boundary



North Front Range
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Organization



Legend

Wellington Boundaries

- Urban Area
- City Limits
- Growth Management Area

Transportation Planning Region

- North Front Range (NFR)
- Upper Front Range (UFR)

Ozone Modeling Boundary

- Counties
- Interstates
- Highways

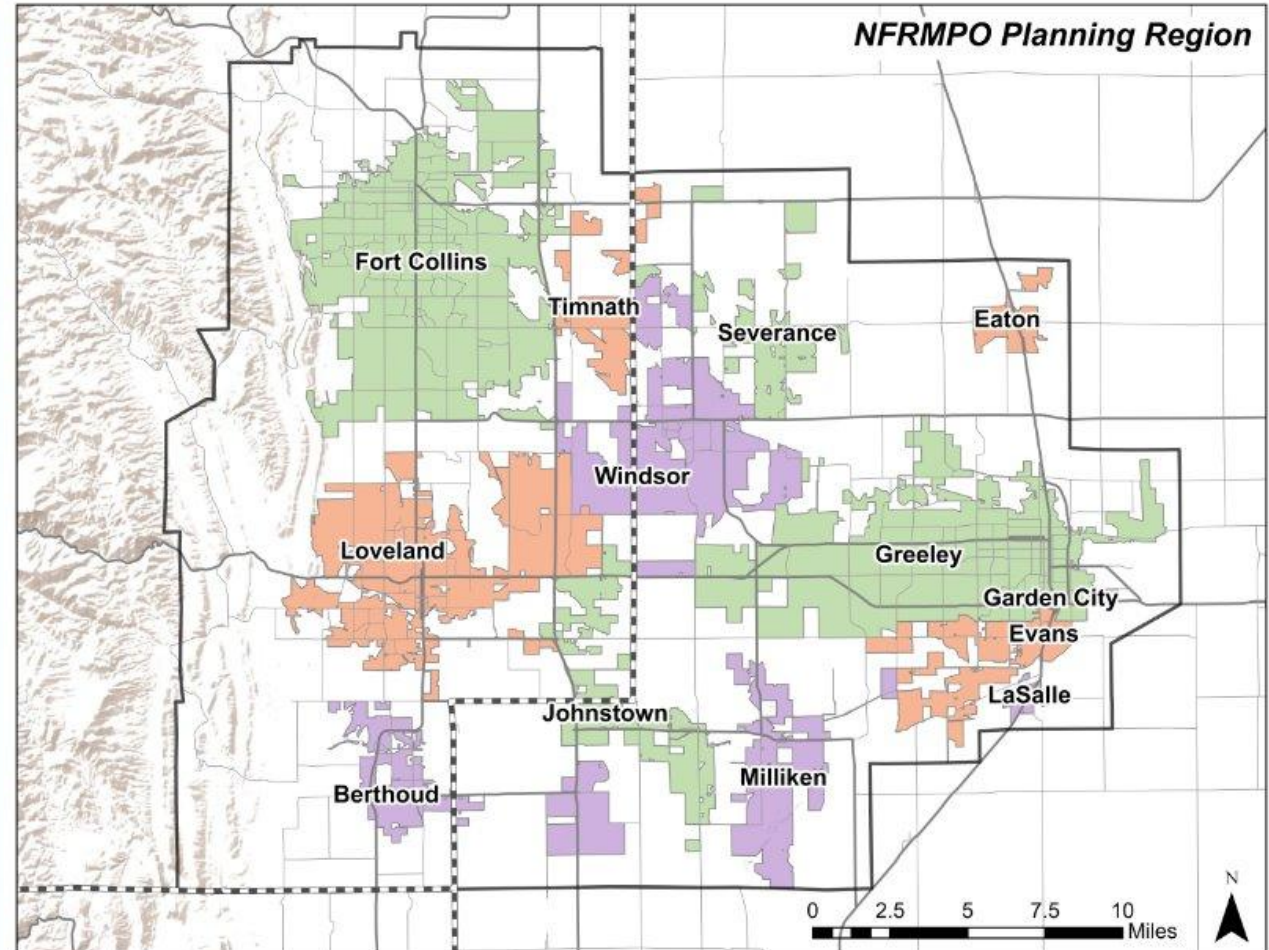
August 2026
Sources: CDOT, NFRMPO, Town of Wellington
Weld County, Larimer County



North Front Range
Metropolitan
Planning
Organization

NFRMPO BOUNDARY

- Formed in 1988 –
 - Expanded to its current boundaries in 2007
- Population is **574,000** people
- Covers approximately **675** square miles
- **15** member communities: 2 counties and **13** municipalities
- MPO's reflect urbanized areas with populations greater than or equal to **50,000** people.
- Greeley Urbanized Area (UZA), Johnstown UZA, Severance UZA, Eaton UZA, & Fort Collins Transportation Management Area (TMA)
- Federally designated Transportation Management Area (TMA) with a population => **200,000**. Not all MPO's are a TMA.



Legend

- NFR Region
- - - County Line

April 2026
Sources: CDOT, NFRMPO

MPO PURPOSE



North Front Range
Metropolitan
Planning
Organization

3C Process: MPOs were created in order to ensure that existing and future expenditures for transportation projects and programs are guided by the 3C process, which means that it is Cooperative, Continuous, and Comprehensive.



Cooperative - The NFRMPO works with state and local stakeholders, including interested individuals and special interest groups.

Continuous - Key documents are continuously reviewed and updated as needed.

Comprehensive - Multiple transportation modes are considered, such as: *transit, personal vehicle, biking, walking, freight, air, and more.*

FEDERAL REQUIREMENTS MPOs MUST FOLLOW



FEDERAL LAWS

MPOs must follow federal laws and regulations, including the Infrastructure Investment and Jobs Act (IIJA).



PUBLIC INVOLVEMENT

MPOs must provide citizens, affected public agencies, and other stakeholders reasonable opportunities to be involved.



EQUITY & NONDISCRIMINATION

MPOs must promote equity and ensure nondiscrimination in all programs, policies, and activities.



PERFORMANCE MANAGEMENT

MPOs must track progress toward national performance goals to improve the transportation system.



FISCAL CONSTRAINT

MPOs must develop plans and programs that are fiscally constrained—realistic and affordable.



MPOs ensure federal transportation funds are used responsibly and address the region's priorities.



Collaboration
with partners



Data-driven
decisions



A better
transportation
system for all

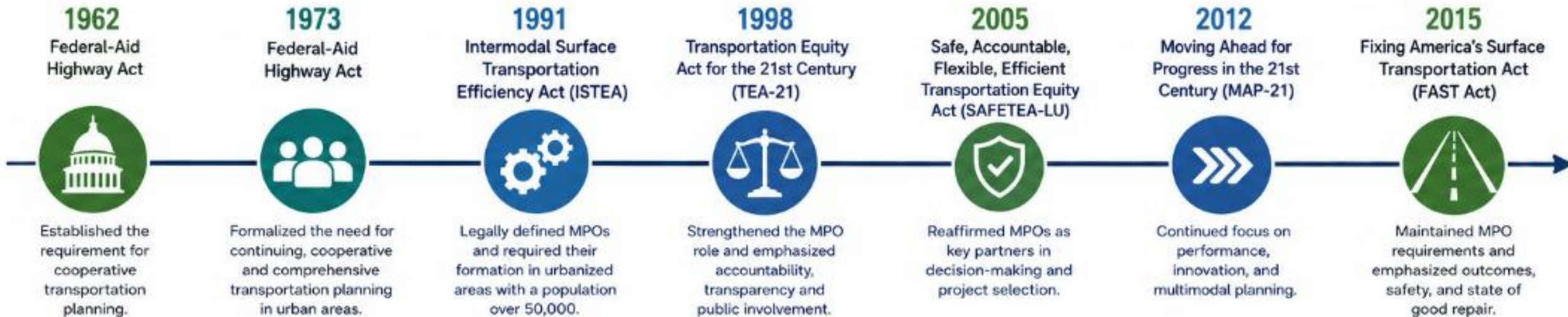
HOW MPO'S ARE CREATED



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THE HISTORY OF MPOs

MPOs were created to ensure that federal transportation investments are based on a cooperative, continuous, and comprehensive planning process.



SURFACE TRANSPORTATION REAUTHORIZATION BILL



\$580 BILLION
Surface Transportation
Reauthorization

BUILD AMERICA 250 ACT

(Building Unrivaled Infrastructure and Long-term Development for America's 250th)

The BUILD America 250 Act is a bipartisan, **\$580 billion** surface transportation reauthorization bill. Introduced in the House, it sets five-year funding guidelines for highways, bridges, public transit, and passenger rail.



KEY PRIORITIES AND PROVISIONS



1 HISTORIC BRIDGE INVESTMENTS

Allocates over **\$50 billion** for the largest-ever investment in America's bridge infrastructure, including higher funding for formula-based repairs and the Bridge Completion Program.



2 AUTONOMOUS TRUCKING

Establishes the first federal regulatory framework for Automated Driving System-equipped commercial motor vehicles to set safety and incident-reporting standards.



3 HIGHWAY TRUST FUND SOLVENCY

Directs states to collect annual fees on electric vehicles (**\$130**) and plug-in hybrids (**\$35**) to ensure all users contribute to roadway maintenance.



4 PROJECT STREAMLINING

Speeds up project delivery by clarifying environmental review exemptions (NEPA) for certain nonpublic land purchases and rehabilitations.



5 PROGRAM CONSOLIDATIONS

Prioritizes core infrastructure programs by repealing or realigning several specialized climate and equity-focused grant initiatives (such as the Carbon Reduction Program) from previous legislation.



NFRMPO RESPONSIBILITIES



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- **Regional Transportation Planning**

Develop and update the regional transportation plan to improve mobility and connectivity.



- **Regional Air Quality Planning, Modeling, and Coordination**

Conduct air quality planning and emissions modeling to support clean air goals.



- **Regional Mobility Coordination**

Coordinate transportation services and programs to enhance mobility options.



- **VanGo Vanpool and Ride Matching Services**

Provide commuter options through vanpool and ride matching programs.



- **Public Participation**

Engage the public and stakeholders in decision-making and plan development.



NFRMPO PLANNING PROCESS



MPO GOVERNANCE ROLES



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Organization

Member Agencies



Berthoud, Eaton, Evans,
Fort Collins, Garden City,
Greeley, Johnstown,
LaSalle, Loveland, Milliken,
Severance, Timnath,
Windsor, Larimer & Weld
Counties

Planning & Air Quality Council



Elected Officials
Oversight/Policy
Guidance



1st THU
6:00 PM



COLORADO
Department of Transportation



COLORADO
Department of Public
Health & Environment

Technical Advisory Committee



Technical Staff
and Project Guidance



MPO Staff

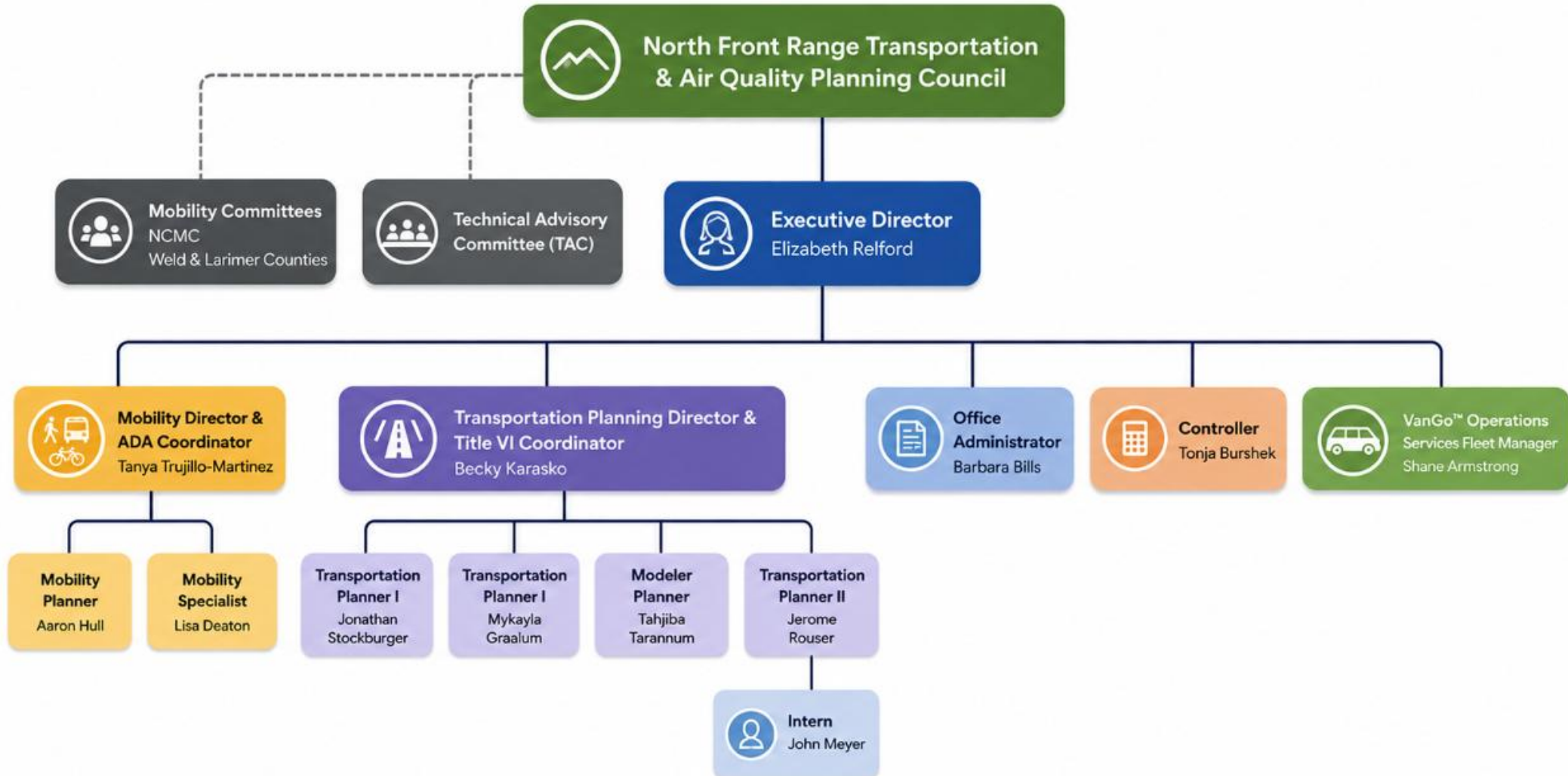


Planning Coordination
and Studies



MEDIUM SIZE MPO

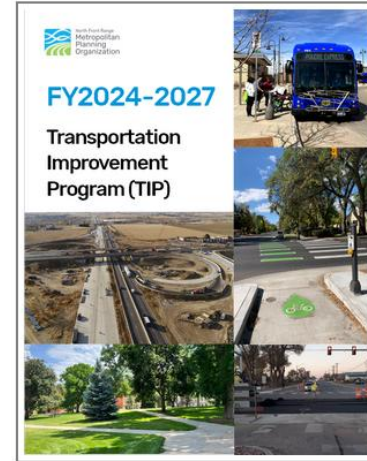
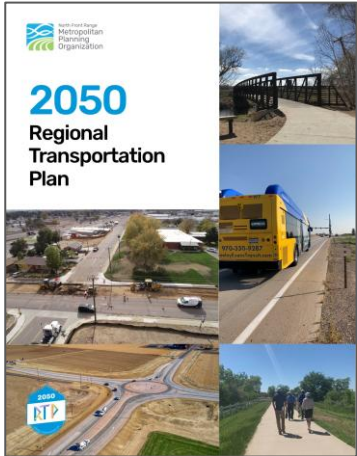
NFRMPO ORGANIZATIONAL CHART



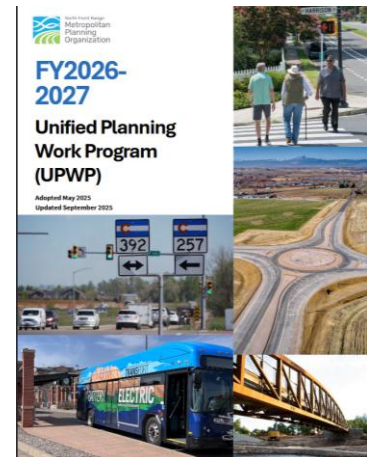
MPO CORE PRODUCTS

Four Federally-Required Core MPO Products:

1. Long Range Transportation Plan (MTP, LRTP, RTP)
2. Transportation Improvement Program (TIP)
3. Public Involvement/Participation Plan (PIP/PPP)
4. Unified Planning Work Program (UPWP)



Federally, MPOs are required to carry out a continuous, cooperative, and comprehensive transportation planning process for their metropolitan areas. This includes developing a [long-range transportation plan](#) (at least 20 years), a shorter-term [Transportation Improvement Program](#) (TIP), and ensuring a public participation process. MPOs are also responsible for managing the distribution of federal transportation funds, and must ensure that their plans meet federal requirements, such as those related to air quality conformity in non-attainment areas.



Live/Work Inflow and Outflow for Wellington



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Metropolitan
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Organization

**Live and Work in
Wellington**

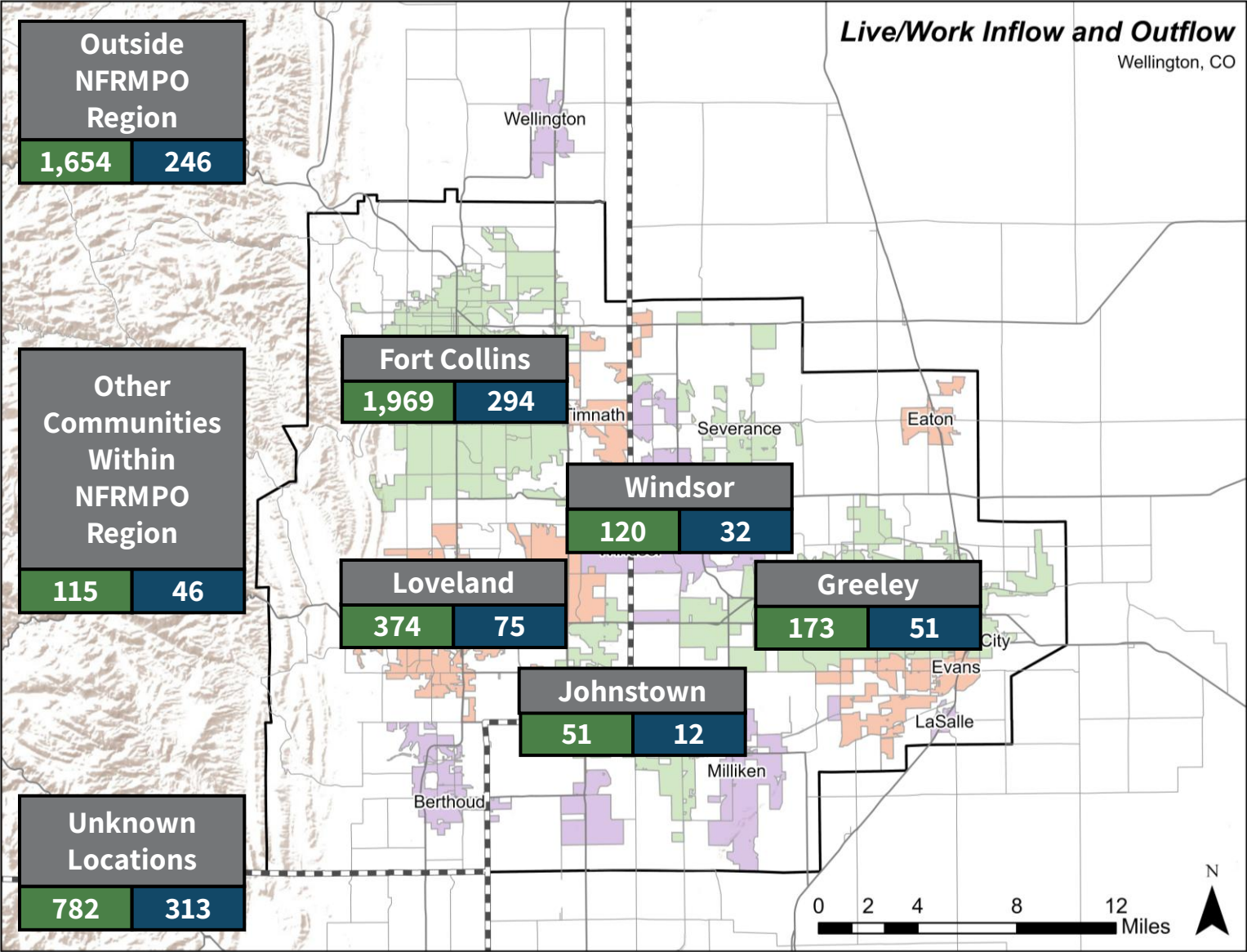
370

**Total Commuters
from Wellington**

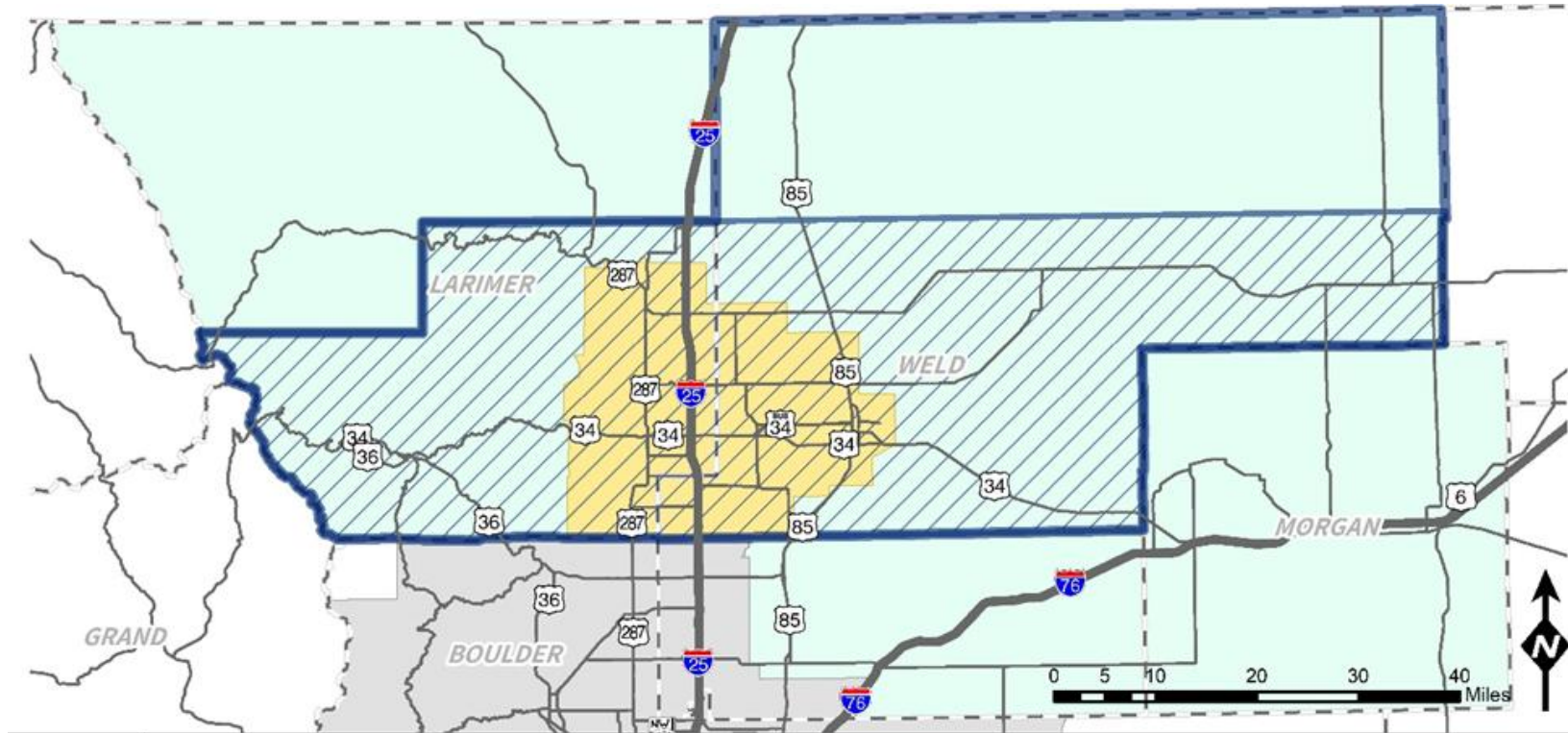
5,238

**Total Commuters
to Wellington**

1,069



NFRMPO MODELING AREA



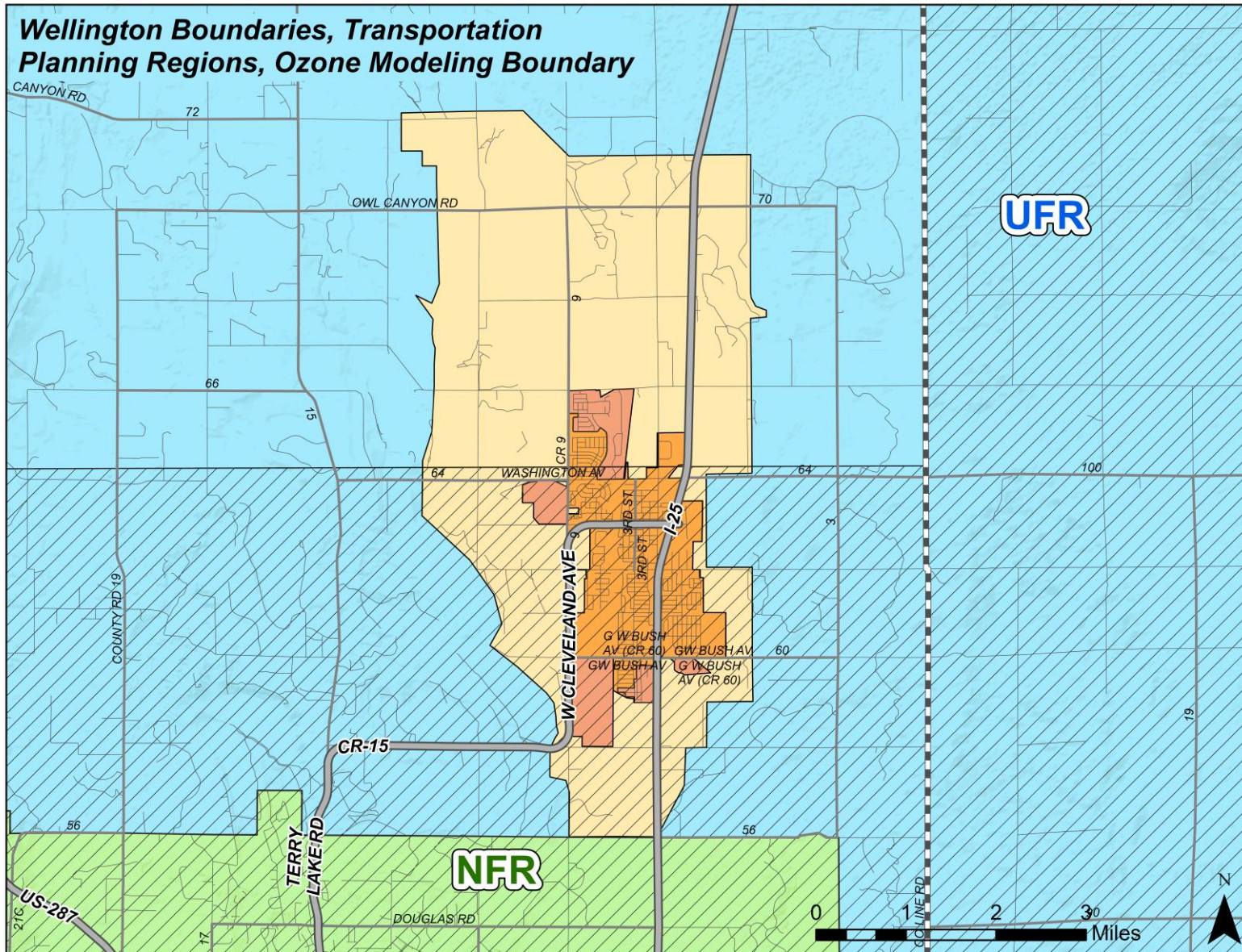
Legend

-  Northern Subarea, 2008 NAAQS
-  Northern Subarea, 2015 NAAQS
-  NFRMPO
-  Upper Front Range TPR
-  DRCOG
-  County Boundaries

July 2022

Sources: CDOT, NFRMPO

Wellington Boundaries, Transportation Planning Regions, Ozone Modeling Boundary



Legend

Wellington Boundaries

- Urban Area
- City Limits
- Growth Management Area

Transportation Planning Region

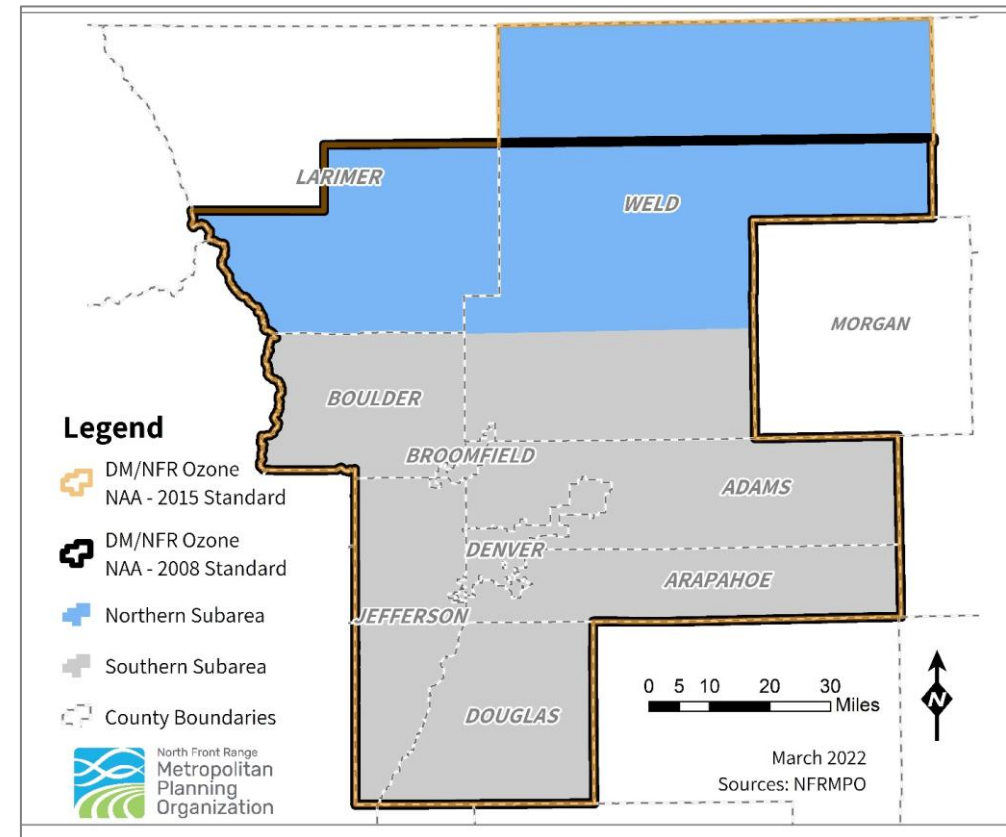
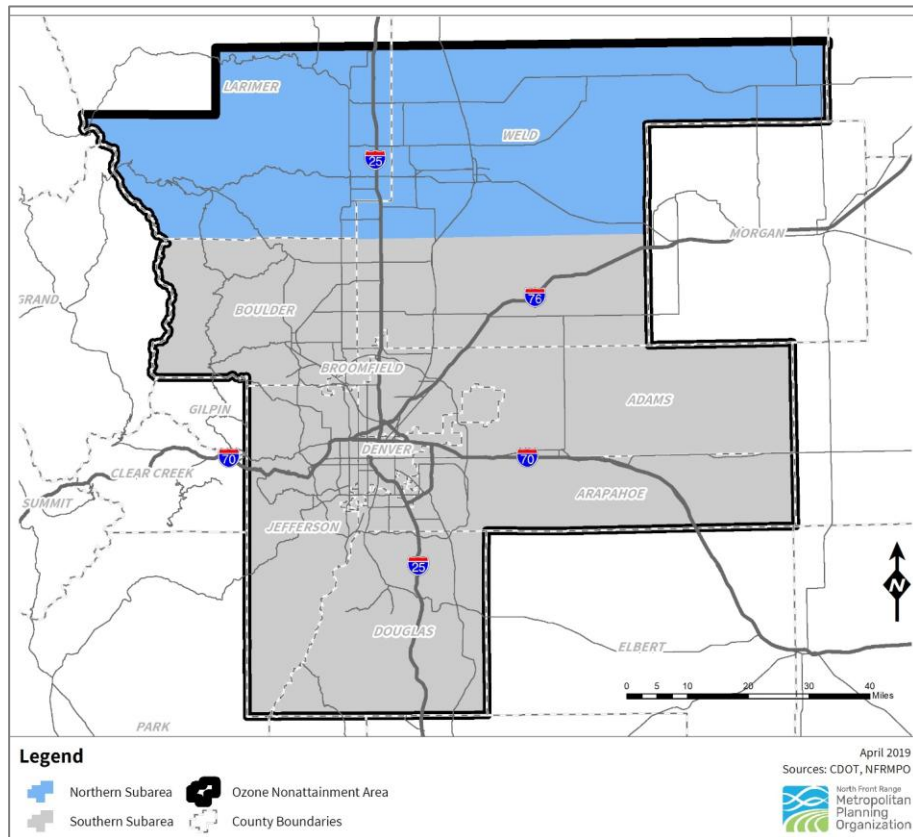
- North Front Range (NFR)
- Upper Front Range (UFR)

- Ozone Modeling Boundary
- County Line
- Highways
- Major Roads
- Local Roads

August 2026
Sources: CDOT, NFRMPO, Town of Wellington
Weld County, Larimer County

CONFORMITY OVERVIEW

The NFRMPO region is included in the nine (9) county Denver-North Front Range
8-hour Ozone Nonattainment Area
2008 Ozone Standard Geography
Serious



MPO Boundary Changes

HOW A COMMUNITY THAT DOESN'T MEET THE CENSUS UZA REQUIREMENT CAN BE ADDED TO AN EXISTING MPO IN COLORADO

In Colorado, a community does not need to meet the Census Urbanized Area (UZA) requirement to be part of an MPO. The community can be added through a boundary amendment, with coordination between the MPO, CDOT, the Governor, and the TPR.

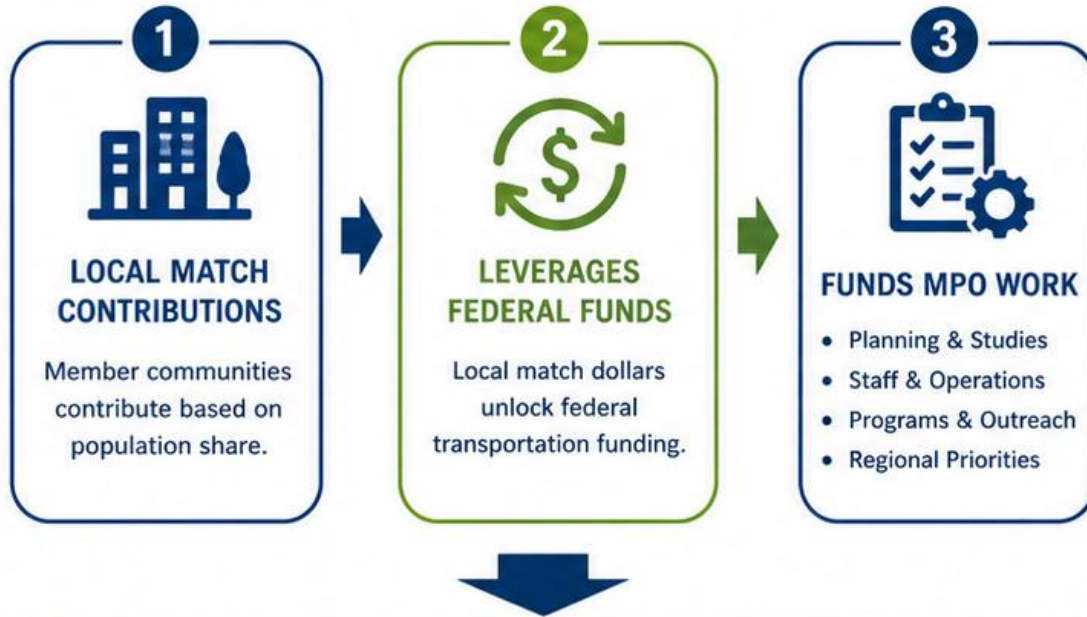


This process ensures compliance with federal law, Colorado state requirements, and coordination between the MPO, CDOT, the Governor, and the TPR.

(23 CFR § 450.312 – MPO boundary established by agreement between the MPO and the Governor; FHWA/FTA notified for informational purposes.)

HOW LOCAL MATCH DOLLARS SUPPORT NFRMPO

Local match dollars from member communities make MPO planning and programs possible.



STRONGER REGION. BETTER FUTURE.



Improved
Mobility



Connected
Communities



Better Air
Quality



Smart
Investments

LOCAL MATCH COMMUNITY PORTION CALCULATION

	Local Match per Population Estimates—DOLA	Local Match Population %	2026 UPWP Budget	2027* UPWP Budget	Increase (Decrease) from 2026 to 2027
	2024 (Pop est)				
Berthoud	12,785	2.25%	\$1,304	\$7,297	\$5,993
Eaton	5,769	1.02%	\$588	\$2,921	\$2,333
Evans	22,869	4.03%	\$2,332	\$11,533	\$9,201
Ft. Collins	172,442	30.40%	\$17,584	\$87,005	\$69,421
Garden City	253	0.04%	\$26	\$112	\$86
Greeley	116,732	20.58%	\$11,903	\$58,901	\$46,998
Johnstown	19,886	3.51%	\$2,028	\$10,048	\$8,020
Larimer City	48,904	8.62%	\$4,987	\$24,670	\$19,683
LaSalle	2,314	0.41%	\$236	\$1,175	\$939
Loveland	80,146	14.13%	\$8,173	\$40,441	\$32,268
Milliken	9,205	1.62%	\$939	\$4,635	\$3,696
Severence	11,570	2.04%	\$1,180	\$5,839	\$4,659
Timnath	9,434	1.66%	\$962	\$4,749	\$3,787
Weld City	13,653	2.41%	\$1,392	\$6,899	\$5,507
Windsor	41,228	7.27%	\$4,204	\$20,808	\$16,604
TOTAL	567,190	100%	\$57,838	\$344,869	\$287,031

	STBG LM (17.21%)	\$51,969
	5310R LM (20%)	\$9,797
	5310U LM (20%)	\$11,000
	5310 FTC Exchange (20%)	\$11,000
	CPG LM (17.21%)	\$271,277

TOTAL 2026	\$57,838
TOTAL 2027*	\$344,869
INCREASE (DECREASE)	\$287,031
TOTAL	\$344,043

*2027 based on anticipated award amounts



Your investment. Our region. A better tomorrow.

nfrmpo.org

NFRMPO CALL FOR PROJECTS PROCESS

A competitive process that ensures limited federal funds are invested in projects that advance our regional priorities.



**OUR GOAL:
INVEST IN
PROJECTS THAT
MAKE AN IMPACT**



TRANSPARENT
Clear, open process for all members.



FAIR & COMPETITIVE
Projects are evaluated using the same criteria.



FOCUSED ON RESULTS
Investing in projects that deliver the greatest regional benefit.



RESPONSIBLE STEWARDSHIP
Maximizing limited federal funding through strong local partnerships.



STRONGER REGION
Building a safer, more connected, and resilient Northern Colorado.

REGIONAL TRANSPORTATION FUNDING



CONTACT INFORMATION

North Front Range Metropolitan Planning Organization

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Executive Director
erelford@nfrmpo.org
(970) 381-2017



**REGISTRATION
NOW OPEN**

**October 26-28, 2026
Loveland, Colorado**

INTERMOUNTAIN WEST MPOs

**THE
OZONE
EXCHANGE**

Down to Earth About Ozone.



Follow the QR Code or
Visit ozoneexchange.org

North Front Range
Metropolitan
Planning
Organization

Intermountain MPOs

Pikes Peak Area
Council of Governments
Communities Working Together

IMW MPO OZONE EXCHANGE



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CONFERENCE GOALS



Audience: We encourage attendance from people concerned about ozone in the intermountain west (IMW), people wanting to better understand our current challenges in meeting ozone standards, and people wanting to share research findings and solutions that could help with IMW ozone.

Conference Goals:



- Share information among IMW air quality agencies, metropolitan planning organizations, academic researchers, industry, local governments, community groups, and members of the public



- Educate on the EPA's State Implementation Plan process and Clean Air Act requirements and provisions



- Understand unique regional challenges and considerations faced in the IMW



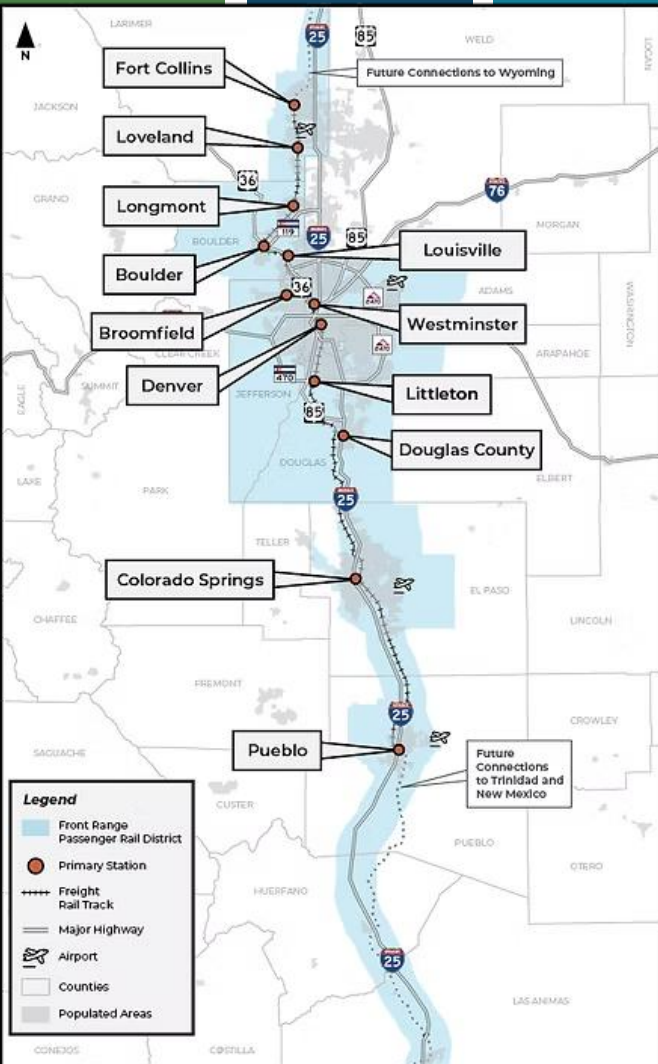
- Discuss public communications challenges and ideas for improvements



- Discuss near-term and long-term solutions and identify research gaps



FRONT RANGE PASSENGER RAIL



Joint Service:

- Three daily round trips by 2029
- Temporary 370' platforms, minimal station facilities
- Shared track operation with BNSF

- Fort Collins
- Loveland
- Longmont
- Boulder
- Louisville
- Broomfield
- Westminster
- Denver



Board of Trustees Meeting

Date: September 15, 2026
Subject: Cleveland Avenue Construction Update

- **Presentation: Lucas Flax, Project Manager; Bob Gowing, Director of Public Works**

BACKGROUND / DISCUSSION

Town staff will provide an update on the progress of the Cleveland Avenue Construction Project. Please see the attached presentation for more information.

STAFF RECOMMENDATION

N/A

ATTACHMENTS

1. 2026-09-15 CACP WS

Cleveland Avenue Construction Project

Work Session Presentation
September 15th, 2026



Introductions

Lucas Flax, Town of Wellington Project Manager

Bob Gowing, Director Public Works

Liz Magargel, Business Development Manager

Matt Coulson, VP Coulson Excavating

Agenda Overview

Project Goals

Funding and Milestone Recap

Current Status

Next Steps / Schedule

Businesses / Residents

Questions

Project Vision and Goals

The Cleveland Avenue Construction Project is a signature, legacy project intended to transform our downtown main street corridor. The project's primary goals include:

- Improve pedestrian and vehicular safety
- Provide accessibility that meets modern standards
- Improve street and sidewalk lighting
- Expand on-street parking to support downtown businesses
- Construct a new storm drainage system in Cleveland Avenue and 5th Street
- Replace and enhance existing landscaping and irrigation systems
- Support the Town's strategic initiative for economic development
- Support the ideals and recommendations of the Town's Safe Routes to School (SRTS) program.

Recap of Funding and Past Milestones

- 2023 - The Town successfully secured several federal and state grants administered through the Colorado Department of Transportation (CDOT) .
 - \$1,800,000 - Revitalizing Main Street grant (RMS) - *To be spent by 12/31/2026
 - \$1,349,462 - Multi-Model Opportunity grant (MMOF) - *To be spent by 12/31/2026
 - \$294,624 - Highway Safety Improvement grant (HSIP)
 - \$1,000,000 - National Highway Performance Program (NHPP)
 - \$4,444,086 - Total
- 12/7/2023 – An Intergovernmental Agreement (IGA) was executed between the Town and CDOT.
- 4/9/2024 – **JUB Engineers** awarded for engineering, survey, environmental services, landscape, etc.
 - *Including Construction Management (CM)*
- 2/19/2026 – The Town received final CDOT clearances to begin the construction phase; advertised for bid.
- 3/20/2026 – **Coulson Excavating** awarded project at bid opening.
- 4/14/2026 – Board of Trustee consideration of the construction contract award
- 5/26/2026 – Construction Begins

Current Status

- 78 of 150 working days
- \$1,452,912 of \$6,237,678.85 Invoiced
 - \$578,743 Paid
 - \$279,375 Reimbursed
 - 18% of \$3,149,462 Spent
 - *Through August



- Construction Status / Accomplishments
 - Phase 0 Completion
 - Cleveland Ave Waterline improvements – passed all bacteria/pressure tests
 - 5th Street to be completed by end of month
 - 3 waterline lowerings (passed testing)
 - Misc. utility lowerings
 - All Reinforced Concrete Pipe installed
 - Inlets constructed
 - Mill and Overlay (added scope)
 - Cleveland Avenue
 - Traffic Switch
 - Trees removed
 - Storm trench path milled
 - Safety – no accidents

Current Status – cont.

- Construction Challenges
 - Concrete not testing to strength, delaying next steps
 - XCEL scheduling/employee turnover/missing paperwork issues
 - Gas relocation incorrect
 - Gas relocation missed
 - Unmarked Centurylink communication lines
 - Sanitary services at different elevations
 - Rain delays
 - Waterline lowerings - testing requirements and shutdown limits
 - Abandoned Asbestos Concrete (AC) lines in conflict



Construction Challenges

Sanitary Sewer Service Conflicts



Crews repairing a sanitary sewer service line after a strike; the service was later lowered to allow the Storm Drain install to continue.

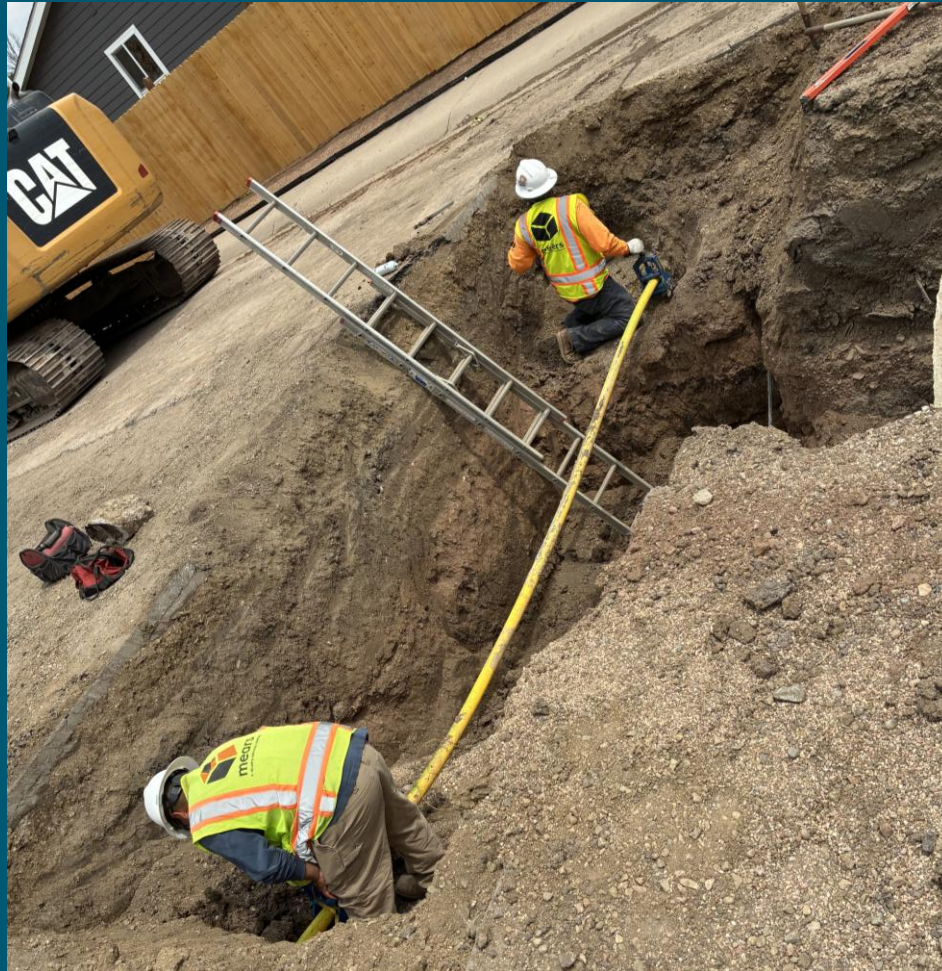
XCEL Conflicts



Crews found Xcel power lines that were never lowered due to issues with paper work/communication with Xcel. Power lines were found direct buried below empty conduit.

Construction Challenges

Black Hills Gas Conflicts



Mears – a subcontractor to Black Hills, relocated a utility to allow the installation of the storm drain to continue.

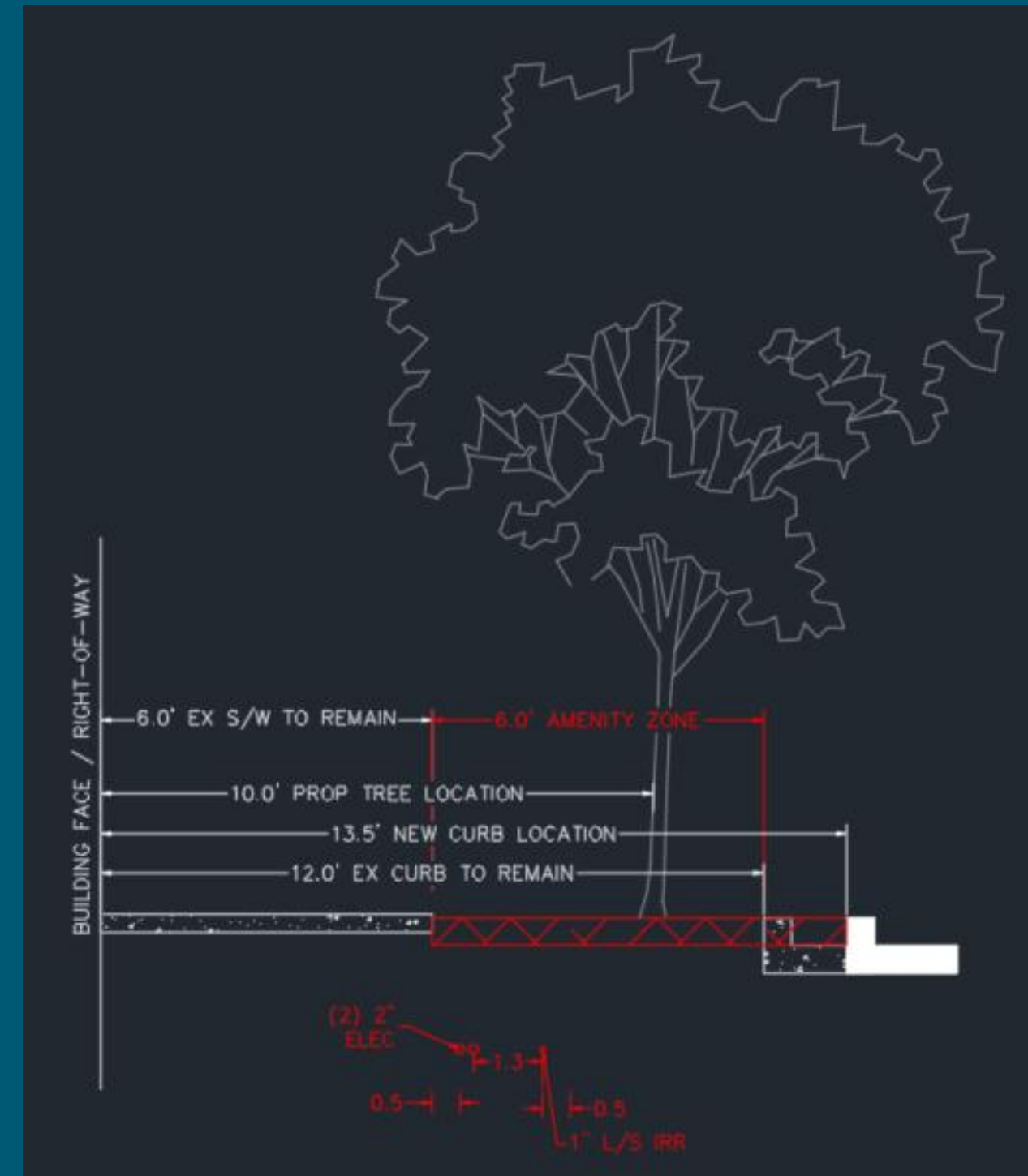
Abandoned Aesbestos Cement pipe in 5th Street conflict



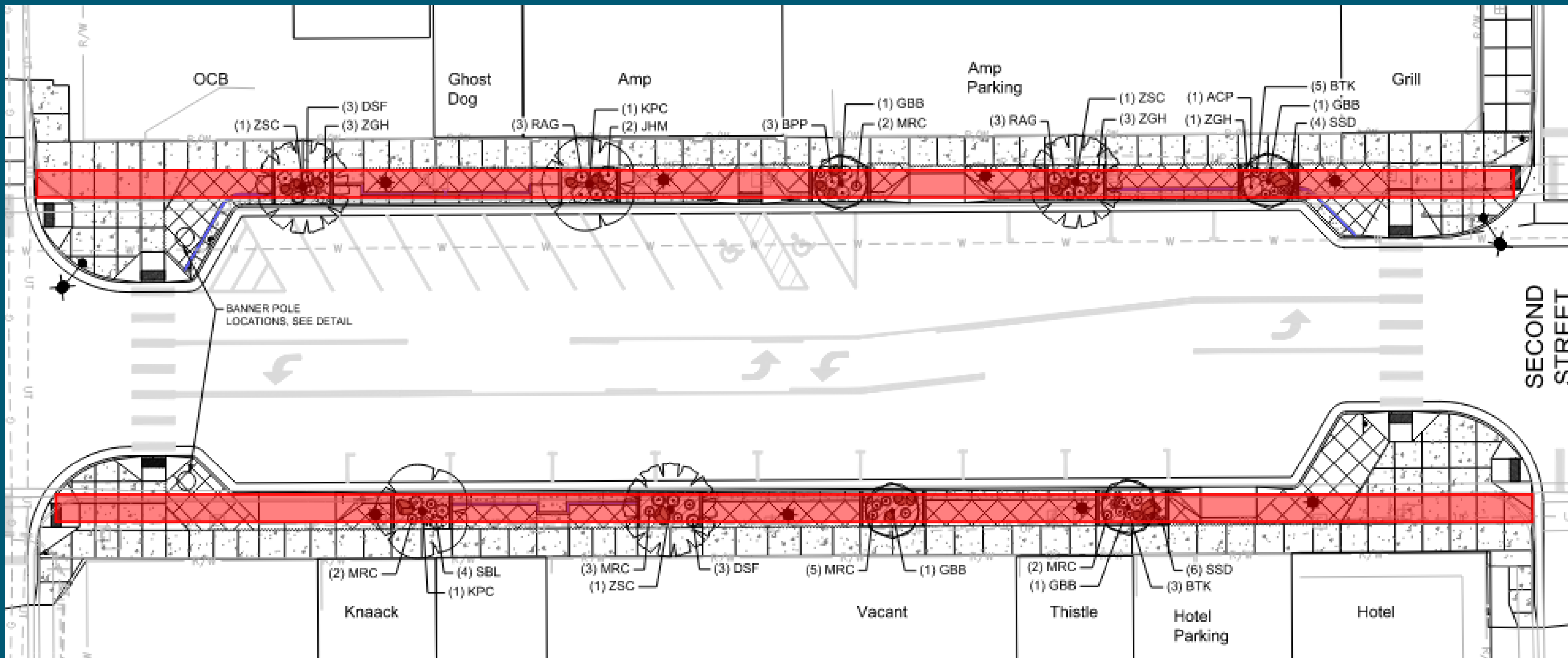
Aesbestos (abandoned) waterline required removal by hazardous waste abatement.

Next Steps / Schedule

- Construction:
 - Continued storm drain installation on Cleveland Avenue
 - Demo of existing 'amenity' hardscape
 - Installation of electrical and landscape irrigation
 - Traffic switch to north side
 - Inlets
 - Demo
 - Electrical / Irrigation
- Schedule (Proposed)
 - Winter Shutdown
 - Completion June 2027



Amenity Zone Work - Typical





Keeping Businesses Informed & Supported

Proactive, business-focused communication

- Regular public construction updates through Town communication channels
- Targeted emails and monthly meetings for businesses to share upcoming work, schedule changes, access information, and other relevant updates
- In-person business drop-bys to share information and hear feedback directly
- Construction-specific email provides businesses with a direct connection to the broader project team

Responsive, practical support

- Proactive conversations with businesses about potential operational impacts and possible mitigations
- Quick troubleshooting and follow-up when businesses raise concerns
- Direct coordination across Town staff, project teams, and contractors to mitigate impacts whenever possible
- Temporary and directional signage to reinforce that businesses remain open and accessible



What We're Hearing on the Ground - Businesses

- Businesses understand that a major community investment brings temporary disruption along with long-term improvements, and they value continued communication and responsiveness throughout construction
- Appreciation for regular communication, direct outreach, and quick responses when questions or issues arise
- Concern about revenue impacts during an already challenging period of softer demand and increased customer price sensitivity
- Businesses value having a single point of contact rather than having to determine who is responsible for a particular issue
- Construction crews are becoming part of the daily activity downtown — including stopping into local businesses for lunch and other purchases
- Businesses have noted a stronger sense of community and among downtown businesses
- There is recognition that conditions will continue to evolve throughout construction, with businesses looking forward to the completed project and the lasting benefits for downtown businesses and the community

What We're Hearing on the Ground - Residents

- 5th Street Residents are excited for a functioning storm drain system, understanding it will remove the 'river' that flows down the street during large rainstorms.
- Appreciation for keeping access to residential driveways and clear traffic direction.
- Recognition for continued communication during utility disruptions including water, sanitary, and electric relocations.
- Grateful for updated Cleveland Avenue alley work.



Questions and Discussion

