



## North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda--**REVISED**

April 3, 2025

**In Person:** Riverside Library & Cultural Center, 3700 Golden Street, Evans, CO 80620

**Virtual:** Call-in Number: (872) 240-3212 **Access Code:** 187-535-685

**Weblink:** <https://meet.goto.com/NFRMPO/2025nfrmcouncil>

For assistance during the meeting, please contact [staff@nfrmpo.org](mailto:staff@nfrmpo.org)

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

### Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
3	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – March 6, 2025	Johnny Olson, Chair	9	6:05

### Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Air Pollution Control Division (APCD)	Written	Handout	-
5	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	Handout	6: 10
6	Regional Air Quality Council (RAQC)	Kristin Stephens, Vice Chair	13	-
7	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-



## Metropolitan Planning Organization Agenda

### Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	Report of the Chair	Johnny Olson, Chair	-	6:25
9	Executive Director Report New NFRMPO Staff: <ul style="list-style-type: none"> <li>• Tonja Burshek, Controller</li> <li>• Tanya Trujillo-Martinez, Mobility Director</li> </ul>	Paul Sizemore, Executive Director	-	6:30
10	Finance Committee	Written	18	-
11	Legislative Updates Report	Written	Handout	-
12	TAC	Written	19	-
13	Mobility	Written	Handout	-

### Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	March 2025 TIP Amendment <b>Resolution 2025-11</b>	Jonathan Stockburger, Transportation Planner I	Handout	6:45

### Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	2025 NFRMPO Title VI Plan Update	Becky Karasko, Transportation Planning Director	24	6:50
16	FY2026-2027 UPWP Tasks	Becky Karasko	25	7:00
17	FY2026-2027 UPWP FY2026 Budget	Paul Sizemore	26	7:15

### Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
18	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	7:30
19	STAC Report	Written Report	31	-
20	Colorado Transportation Investment Office (CTIO)	Written Report	33	-



21	I-25 Coalition	Scott James, Weld County Commissioner	-	-
22	US34 Coalition	Julie Cline, Mayor, Town of Windsor	-	-
23	Front Range Passenger Rail District	Tricia Canonico, City of Fort Collins Councilmember Jon Mallo, Past Chair	-	-
24	Host Council Member Report	Mark Clark, Mayor, City of Evans	-	7:25

***Meeting Wrap Up:***

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: May 1, 2025 – Hosted by the Town of Milliken

Dedicated to protecting and improving the health and environment of the people of Colorado

## March 2025 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, April 3, 2025

### Air Pollution Control Division (Division) Public Participation Opportunities:

- **[Air toxics health-based standards and permitting report:](#)** The Air Quality Control Commission chose five priority air toxics in January 2025. Next, the division will propose health-based standards for the five priority air toxics. The division is also developing a report on the scope of a potential air toxics permitting program. After receiving public input, this report will go to the General Assembly. Join an upcoming public meeting to learn more and share your thoughts on health-based standards and the permitting report. The division is also offering an information session for community members to learn about air toxics in an accessible and plain language format. Register to join the upcoming public meeting to learn more and share your thoughts on health-based standards and the permitting report. [Register to join the April 8 meeting](#) from 6p.m. to 8p.m.
- **[Hearings on emergency generator use at military installations:](#)** The division is hosting online public comment hearings on changes related to emergency generators at military installations. The rule changes are part of House Bill 22-1372: Emergency Engine Exemption Emission Regulation. These public comment hearings will provide an overview of the state law and a discussion on how the law could impact nitrogen oxide emissions from emergency generators at military installations. Nitrogen oxides are air pollutants that contribute to ground-level ozone pollution. The public comment hearings will be held virtually. Spanish interpretation will be provided upon request. Register for the [Monday, April 21 from 6p.m. to 8 p.m.](#) or register to join [Saturday, April 26 from 10 a.m. to 12 p.m.](#)
- **[Ozone public meetings:](#)** The CDPHE Air Pollution Control Division is holding public meetings in April, May, and June addressing ground-level ozone pollution. These meetings are set before a request for a hearing by the Air Quality Control Commission for proposed updates to Colorado's State Implementation Plan. Join an upcoming public meeting to learn more and share your thoughts on ozone pollution reduction efforts. The division is also offering 101 public information sessions for community members to learn about ozone in an accessible and plain language format. [Register for the April 29 meeting from 11a.m. to 12p.m.](#)

## [Air Quality Control Commission](#) (Commission) Updates:

The Commission did not meet in March 2025

### April 16-18, 2025 Commission Meeting

- **Regulation Number 31 request for rulemaking hearing:** The Division will request that the Commission set a hearing to consider establishing a new Regulation Number 31 to address municipal solid waste landfill greenhouse gas control and monitoring requirements.
- **Regulation Number 3 and Regulation Number 7 rulemaking hearing:** The Commission will consider revisions to Regulation Number 3 and Number 7 to address emission reporting, in response to HB 22-1244. The Commission will consider revisions to fee provisions in Regulation Number 3
- **(April 24, 2025) Holly Energy Partners - Operating, L.P. - Denver Products Terminal:** The AQCC will hold a public hearing to elicit and record comments on the proposed modifications of the Title V Operating Permit for the Denver Products Terminal located at 8581 East 96th Avenue, Henderson, 80640, in Adams County, Colorado.



Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 3/31/25

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**Introduction:**

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council for their April 3, 2025 Meeting.

**Summary:**

In March 2025, TRE tracked activities at the Regional Air Quality Council (RAQC), state legislative activities, and as federal activities. The RAQC staff continued to explore emissions control strategies for the upcoming Serious Ozone State Implementation Plan (SIP), focusing discussions on electrified forklifts and mobile source emission targets of mobile emissions at their monthly Control Strategy Committee meeting. RAQC staff also continued discussions exploring regulating indirect sources associated with warehouses, entertainment and recreation, and airports and universities.

**Air Quality Activities:**

AQCC Activities:

The AQCC did not meet in March.

RAQC Activities

The RAQC held a 3/19/25 Control Strategies Committee Meeting discussing control strategies relating to forklift emissions and setting Mobile Source Emissions Targets.<sup>1,2</sup> Both strategies were suggested to be adopted and/or implemented in 2025-2026 timeframe. Specifically, forklift emissions from large spark-ignition forklifts would be reduced through a production and sale ban. Diesel or compression-ignition forklifts are not addressed through this control strategy.

Separately, the Mobile Source Emission Targets (MSET) strategy sets maximum annual average daily NO<sub>x</sub> and VOC emissions per on-road and off-road equipment class based on 2026 levels, which then must be reduced by 10% beginning in 2030, and by 10% again every five years through 2050. Example classes of on-road vehicles include: passenger cars, light duty trucks, buses, refuse trucks, short/long-haul trucks, etc. Example classes of non-road equipment include: lawn maintenance equipment, construction equipment, pleasure craft, and equipment used in industrial, commercial, recreational and agricultural settings. The RAQC anticipates that the APCD would administer this program and consult with stakeholders in developing the emission reduction programs.

RAQC staff explained that this MSET approach differed from Motor Vehicle Emission Budgets set in Ozone SIPs, by addressing both on-road and non-road vehicles. NFRMPO staff inquired about these targets and MPOs role in setting and/or implementing strategies to meet these

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<sup>1</sup> See RAQC's 10/28/24 – Version 2 “Control Concept for Forklift Emissions”, here:

<https://raqc.egnyte.com/dl/s1rhv6PnXI>

<sup>2</sup> See RAQC's 1/21, 2025 – Version 5 “Control Concept: Mobile Source Emissions Targets”, here:

<https://raqc.egnyte.com/dl/ovNmdZ17tQ>



targets. Mike Silverstein invited MPOs input on this strategy. TRE recommends that the NFRMPO actively engage with the RAQC on the development of this strategy as soon as possible.

The RAQC announced the upcoming 2025 Ozone Forum to be held remotely on 4/16/25. It is anticipated that updated 2026 emission inventories, along with information about the sources contributing to ozone formation and potential sensitivity analyses, and additional information about ozone formation in the Denver Metropolitan North Front Range will be discussed during this meeting.

#### ISR Workgroup update:

This subcommittee continued discussing potentially regulating indirect sources associated with warehouses, entertainment/recreation, universities and airports. Staff shared recommended options for regulating each of these categories.<sup>3</sup> During this meeting RAQC staff indicated a willingness to administer any regulation that moved forward from this process. APCD staff shared concerns over administering any rule, given the broad scope of the rule options put forward. While these rule options are modeled after California adopted rules, the applicability and thresholds identified were not based on data that was shared with stakeholders. Questions also about legal authority for the AQCC to adopt related rules and fees, only to direct the RAQC staff to implement and receive those fees.

#### Other Air Quality Initiatives:

##### *EPA Actions*

TRE continues tracking at a high level recent Presidential Executive Orders being issued for potential air quality rule, regulation, policy or administrative impacts. Many of these Executive Orders and federal actions will affect the federal staffing, funding and services, leading to broader implications which cannot be fully understood yet. De-regulation is a primary focus, including rescinding regulations that are already in place. EPA Administrator Zeldin is currently reviewing a host of regulations that may be reconsidered, creating regulatory uncertainty and potentially leading to unintended consequences, including increases in emissions. Administrator Zeldin included the PM<sub>2.5</sub> National Ambient Air Quality Standard set in early 2024 in the list. Additionally, EPA announced plans to share guidance intended to broadly increase flexibility in implementing all NAAQS, address permitting of new and modified facilities and more in the context of “cooperative federalism” in partnership with states and local agencies.

Administrator Zeldin also announced plans to shut down the Office of Research and Development (ORD).

##### *Colorado General Assembly Actions*

Several air quality-related bills have been signed into law, including several transportation related bills, including:

- HB25-1054 repealing audits of CDPHE’s Air Program (aka vehicle inspection and maintenance program);

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<sup>3</sup> See RAQC’s 3/24/25 - draft “Indirect Source Emission Reduction Strategies: Draft Recommendation Options,” posted here:

[https://raqc.egnyte.com/dl/eo1krEe6G6/Indirect\\_Source\\_Emission\\_Reductions\\_Draft\\_Options\\_Mar2025.pdf](https://raqc.egnyte.com/dl/eo1krEe6G6/Indirect_Source_Emission_Reductions_Draft_Options_Mar2025.pdf)



- HB25-1076 addressing motor vehicle administration and was an outgrowth of the 2024 Transportation Legislative Review Committee; and
- SB25-051 changing the way RTD calculates operating costs.

Transportation related air quality bills that lost, include:

- HB25-1046 increasing the number of transportation planning regions;
- SB25-024 addressing registration of off-highway vehicles; and
- SB25-117 reducing transportation costs by reducing fees imposed on fuels, passenger rides, short-term rentals.

Additional transportation-related bills still under consideration include:

- HB25-1039 addressing Commercial Vehicle Muffler Requirements;
- HB25-1112 allows local authorities to enforce vehicle registration requirements;
- HB25-1118 allows for EPA approved alternative catalytic converters to be installed in limited cases. As amended, this bill requires vehicles retrofit with alternative catalytic converters be tested within 30 days to verify that the vehicle achieves the necessary emissions standards, regardless of being proximate to vehicle emissions testing centers that are only located in the Denver Metro North Front Range;
- HB25-1127 allows owners of surplus military vehicles to register vehicles to drive on highways;
- HB25-1189 reforms motor vehicle registration, including the setting of fees, vehicle registration expiration dates, shipping fees, and addressing salvage vehicles;
- HB25-1197 addressing the sale and labeling of e-bikes;
- HB25-1198 establishes a new 15 member Regional Planning Commission, establishing a state-wide authority in coordinating housing, land use and other planning;
- HB25-1267 directs the adoption of rules that govern retail electric vehicle charging equipment and methods of sale;
- HB25-1277 requires labeling of fuel products regarding the combustion of which emits GHGs;
- HB25-1281 allows small Japanese KEI vehicles to be treated as a motor vehicle, but not allowed on roads with greater than 55 mph speed limits;
- HB25-1291 was just introduced, setting consumer protections for transit riders to be established by transportation network companies;
- HB25-1292 addressing transit developers and CDOT, requiring a study on transit highway corridors and utility corridors;
- SB25-052 addressing RTD Operating Costs defines operating costs to mean all operating expenditures,
- SB25-160 addressing motor vehicle sales by manufacturer's affiliates; and
- SB25-161 addressing Transit Reform outlines study, planning and coordination requirements for RTD.

There are two bills addressing different air quality related enterprises to watch: SB25-030 – Increase Mode Choice Reduce Emissions and Nonattainment Area Air Pollution Mitigation Enterprise and SB25-126 – Reducing Costs of State Regulation. This last bill repeals substantial air quality statutes in recent years.

Other air quality-related bills still being considered include:





- HB25-1269 directs compliance with 2040 building energy performance standards set by the AQCC.
- HB25-1280 directs the PUC to adopt pipeline leak detection and repair requirements.
- HB25-1042 relating to Air Quality Control Regulation Workforce Impact; HB25-1046 relating to Increase Maximum Number of Transportation Planning Regions;
- HB25-1280 directing the PUC's development of advanced leak detection technology rules for pipelines; and
- SB25-039 - Agricultural Buildings Exempt from Energy Use Requirements defines "agricultural buildings," and exempts them from energy efficiency mandates.

Note that the following air quality-related bills lost:

- HB25-1119 required reporting of owned or operated sources of GHG emissions, based on revenue exceeding \$1,000,000,000 in the previous year. The deadline for reporting these emissions depends on the activity that generated those emissions (i.e. burning fossil-fuels, use/purchase of electricity) and includes emissions from a reporting entity's supply chain, business travel, employee commutes, procurement, waste, water use, regardless of location.

Other notable bills still being considered include:

- HB25-1069 addressing stakeholder participation, creating a process to publish bills that may be introduced to General Assembly in the upcoming session;
- HB25-1093 addressing limitations on local anti-growth laws;
- HB25-1126 addressing membership of the Public Utilities Commission;
- HB25-1170 addressing lobbying by nonprofit entities; and
- HB25-1175 addressing smart meter opt-in requirements;

There are two bills relating to energy code requirements. SB25-141 – Municipal Government Exemption from Energy Code Requirements and SB25-156 – Reducing Costs of State Regulation both reduce or repeal certain energy code requirements.

Further, the General Assembly has formulated a plan to address Colorado's budget shortfall that includes significant cuts to funding for programs that support alternative transportation methods and electrifying school buses.

#### *Other State Actions, Court Actions and More*

The Intermountain West MPO Air Quality Workgroup continues to research air quality studies that improve the understanding of air quality in the intermountain west. Arizona shared information about a partnership between federal, state and local air agencies and academia research efforts exploring the divergence between monitored ozone levels and reductions in precursor pollutants. It should be noted that shutting down EPA's ORD, will hinder the IMW MPO Air Quality Workgroup's request for assistance in understanding the unique ozone challenges experienced in the intermountain west. Utah shared information about a partnership researching winter-time ozone in the Unita Basin (aka the Unita Basin Ozone Study).

#### **Upcoming Activities:**

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

Meetings TRE Plans to Attend (or screen)

- 4/1/25 Air Quality Enterprise Meeting
- 4/2/25 South Coast Air Quality Management District's Exceptional Events App Training
- 4/3/25 NFRMPO Council Meeting
- 4/4/25 RAQC Board Meeting
- 2/25/25 ISR Subcategory Work Group Meetings
- 4/16/25 RAQC Control Strategy Committee Meeting
- 4/16/25 RAQC 2025 Ozone Attainment Forum
- 4/16-18/25 AQCC Meeting
- 4/21/25 APCD Stakeholder Meeting on Emergency Generators
- 4/22/25 RAQC ISR Control Strategy Subcommittee Meeting
- 4/29/25 APCD Ozone 101 Stakeholder Meeting
- 5/1/25 NFRMPO Council Meeting
- 5/2/25 RAQC Board Meeting

Other Anticipated Air Quality Activities

- RAQC Board Discussion of Mobile Source Emission Targets in May
- EPA's NAAQS Guidance
- EPA's Ozone NAAQS Reconsideration
- EPA's Reconsideration of the PM2.5 NAAQS

Recommendations:

- NFRMPO staff should provide comments on the RAQC's Mobile Source Emissions Targets concept paper as soon as possible.

## Legislative Report

April 2025

### Direct NFRMPO Impact:

<b>Title</b>	<a href="#">SB25-030</a> : Increase Transportation Mode Choice Reduce Emissions
<b>Description</b>	Concerning measures to increase transportation mode choice to reduce emissions.
<b>Summary</b>	<ul style="list-style-type: none"><li>• Requires MPOs to create a transit and active transportation project inventory and address gaps in transit, bicycle, and pedestrian infrastructure.</li><li>• Requires MPOs to provide a report on the transit and active transportation project inventory to the Transportation Legislative Review Committee (TLRC).</li><li>• Requires local governments in MPOs with populations over 5,000 to submit planned transit, bicycle, and pedestrian projects in their current plans to their MPOs.</li><li>• Encourages local communities to<ul style="list-style-type: none"><li>○ Identify unfinished transit, bicycle, and pedestrian projects.</li><li>○ Prioritize projects in DI communities tat reduce pollution and improve safety for vulnerable road users.</li><li>○ Establish transit, walking and biking targets in collaboration with CDOT, MPOs, and transit agencies.</li><li>○ Submit additional local Transportation Demand Management strategies to their MPO.</li></ul></li></ul>
<b>Status</b>	<ul style="list-style-type: none"><li>• 3/12/2025: Transportation &amp; Energy Discussion; Referred to Appropriations</li><li>• 1/08/2025: Introduced in Senate – Assigned to Transportation &amp; Energy</li></ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"><li>• Require the NFRMPO to create a transit and active transportation project inventory.</li><li>• Require all local governments in the region, with the exception of Garden City and La Salle, to submit planned transit, bicycle, and pedestrian projects to the NFRMPO.</li></ul>

<b>Title</b>	<a href="#">HB25-1144</a> : Repeal Retail Delivery Fees
<b>Description</b>	Concerning the repeal of retail delivery fees.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Eliminates the retail delivery fees.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>2/18/2025: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely</li> <li>1/29/2025: Introduced in House – Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Limit funding opportunities through NAAPME and other enterprises formed by SB21-260.</li> </ul>

<b>Title</b>	<a href="#">HB25-1044</a> : Local Funding for Vulnerable Road User Protection
<b>Description</b>	Concerning authorization for local governments to generate additional fee-based funding for local vulnerable road user protection strategies.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Authorizes a county, municipality, or a TABOR exempt enterprise created by a local government to generate additional fee-based funding for vulnerable road user protection strategies.</li> <li>Authorizes local governments to impose additional local motor vehicle registration fees.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>2/12/2025: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely</li> <li>1/08/2025: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Allow local communities to generate additional revenue for eligible safety projects.</li> </ul>

<b>Title</b>	<a href="#">HB25-1007</a> : Paratransit Services
<b>Description</b>	Concerning paratransit services.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Requires any political subdivision of the state, public entity, or nonprofit corporation that provides paratransit services to <ul style="list-style-type: none"> <li>Establish, in coordination with local emergency services, a plan to communicate information and provide paratransit services during emergencies</li> </ul> </li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>3/25/2025: Passed the Senate</li> <li>3/19/2025: Transportation &amp; Energy Discussion; Referred to the Senate</li> <li>2/28/2025: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>2/25/2025: Passed the House</li> <li>2/18/2025: Transportation, Housing, &amp; Local Government Discussion; Referred to House</li> <li>1/08/2025: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Requires Transfort, COLT, GET, and other agencies that provide paratransit services to establish a plan to continue services during an emergency and to consult with affected community members when changing the service area.</li> </ul>

<b>Title</b>	<a href="#">HB25-1198</a> : Regional Planning Roundtable Discussion
<b>Description</b>	Concerning the creation of a Regional Planning Roundtable Commission.
<b>Summary</b>	<p>Creates the Regional Planning Roundtable Commission within the Department of Local Affairs. The purposes of the commission include:</p> <ul style="list-style-type: none"> <li>Assisting local government in complying with statutory housing, land use, or other planning requirements;</li> <li>Assisting local governments in accessing state and federal resources and technical assistance for complying with statutory housing, land use, or other planning requirements;</li> <li>Assisting local governments in establishing a regional roundtable to address regional housing, land use, or other planning challenges and opportunities.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>3/25/2025: Transportation, Housing &amp; Local Government Discussion; Referred to Appropriations</li> <li>2/10/2025: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Regional roundtables can be used to assist local communities with planning requirements and assist local governments in accessing state and federal resources and technical assistance.</li> </ul>

#### Transportation-Related Bills – Limited NFRMPO Impact

- [HB25-1110](#): Railroad Crossing Maintenance Costs

- Requires the public utilities commission to adopt rules requiring that, unless the applicable road authority is a local government, the total costs to maintain an existing railroad crossing are shared equally between the railroad, railroad corporation, rail fixed guideway, transit agency, or owner of the track and the applicable road authority.
- [SB25-137](#): Greenhouse Gas Credits for Water Quality Projects
  - Authorizes the owner or operator of a water quality green infrastructure project to sell or trade any greenhouse gas credits created by the project in the GHG credit trading program that is established by the air quality control commission by rule.
- [HB25-1228](#): Best Value Design-Build Transportation Contracts
  - Adds additional evaluation factors for design-build contracts administered by CDOT, including project schedule, innovative solutions, improved quality, sustainability, environmental impact, initial cost, long-term life-cycle cost of the transportation projects, resilience, increased scope, and aesthetics.
- [SB25-052](#): Railroad Investigative Report Confidentiality
  - Repeals the current legal requirement that requires investigative reports of railroads made for the public utilities commission to be kept confidential and replaces it with a grant of rule-making authority to make ongoing investigations and security information confidential.
- [SB25-161](#): Transit Reform
  - Makes a variety of changes for the purpose of improving the performance of the Regional Transportation District.
- [SB25-187](#): Sunset Motorcycle Operator Safety Training Program
  - Implements the recommendations of the Department of Regulatory Agencies regarding the Motorcycle Operator Training (MOST) Program. Recommendations include continuing the MOST program for 9 years, until September 1<sup>st</sup>, 2034.
- [HB25-1230](#): Changes Violation Driver Overtaking School Bus
  - Permits the state, a county, a city and county, or a municipality (with approval from the school district) to install and utilize automated vehicle identification systems on school buses to detect a driver of a vehicle that overtakes a stopped school bus in violation of current law.

## Weld County Mobility Committee (WCMC) —MINUTES

March 25, 2025

1:00 p.m. – 3:30 p.m.

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### Call Meeting to Order, Welcome, and Introductions

- Ashley McClain, 60+Ride
- Ernest Cienfuegos-Baca, United Way Weld County
- Jill Matlock, Weld County Health Department
- Jaclynn Streeter, GoNoCo34 TMO
- Robin Rocke, CDOT
- Robyn Upton, Community Member
- Lisa Bitzer, Via Mobility Services
- Margie Martinez, Community Member
- Nichole Seward, Weld County Area Agency on Aging
- Steve Teets, WAND
- Adriana Torres, Via Mobility Services

NFRMPO staff: Aaron Hull, Lisa Deaton, Paul Sizemore

**Approval of Last Meeting's Minutes:** September 24, 2024 meeting minutes were approved by Seward and seconded by Bitzer.

### Activity

#### Group Introductions

Both virtual and in-person attendees introduced themselves and their organizations.

#### Announcement of Co-Chair Elections

Hull announced that it was time to elect new co-chairs. Sizemore discussed the role of the co-chairs and the bylaws. Bitzer nominated Torres of Via Mobility Services, and Seward said that she would run for a second term. Teets motioned to approve the nominees, Bitzer seconded the motion, and by unanimous acclamation, Torres was elected co-chair, and Seward will continue to serve a second term.

Teets asked if the WCMC could be changed to a hybrid meeting. He said that not everyone has access to a computer for virtual meetings. Bitzer suggested bringing it up at the next meeting so that people can think it over and find a location. Hull said that he would add this to the next meeting's agenda.





## Transportation Planning Updates

Rouser introduced the 2025 Active Transportation Plan (ATP). The ATP serves as the bike and pedestrian element of the Regional Transportation Plan. He discussed that the focus of the plan is to look at the regional bike and pedestrian network and provide resources for our local agencies to assist in their bike and pedestrian planning efforts. The MPO considers all types of active transportation, such as walking, biking, scooters, and the use of other mobility devices. He discussed outreach strategies, survey responses, and the overall ATP themes from the surveys. Rouser shared the Regional Active Transportation Corridors (RATC's) maps, visioning, and next steps. Teets asked about accidents along the Platte Trail and the Big Thompson River corridor and if there is information available, Rouser said that he can find out. Teets also suggested that the public survey should have been out longer and the MPO should have conducted more outreach. Rouser said the survey was available all summer and that they gave out survey cards for people to take at outreach events.

## RideNoCo Update

Deaton gave a 2024 year-in-review for the RideNoCo call center, including record-breaking calls and website visits. Teets asked about the gaps between Loveland and Fort Collins and suggested that the transportation providers join together to fill the gap instead of being divided. Deaton said the gaps between cities is an issue that some providers are trying to figure out how to expand to meet the needs. Hull talked about the GoNoGo34 TMO that is focusing on bridging the gap between Larimer and Weld counties. Hull said that the issue with most transportation providers is tied to funding and operational costs.

Hull discussed how RideNoCo is focused on helping the entire region, and one of those ways is the Way to Go platform. Way to Go is a trip-planning platform that DRCOG uses where you can enter a starting and an ending address, and it will give you different routes such as vanpooling, carpooling, school polling, etc. He talked about the expansion of the TDS program and connecting additional agencies. An example of this expansion is DRCOG mimicking our TDS program, they call it Ride Alliance. The hope is that both systems can be interwoven and help connect the two different regions better. Hull mentioned gaps in services in places like Red Feather Lakes, Windsor, and Severance and the rural portions of Larimer and Weld County and how we can expand current services to those areas. Teets asked for more information about the school pools and stated how beneficial it would be to cut down on traffic around the schools with parents dropping off and picking up their kids.



## Introduction of the 2025 Coordinated Plan

Hull introduced the 2025 Coordinated Plan and discussed the plan's background and how the plan sets up mobility for older adults, individuals with disabilities, low-income people, and underserved communities in our region. The plan allows projects to be funded by the FTA 5310 funds, and an example of this is the creation of the one-call, one-click center known today as RideNoCo. Hull discussed the growing population in the region and specifically the growth of aging adults and individuals with disabilities in the years ahead. He talked about the transportation gaps in the region, new neighborhoods being built that do not have transportation options, and rural areas that need more support. Hull brought up that another gap is the area's awareness and outreach; there are services out there, but many do not know they exist. Additionally, the mobility committees, technical assistance, subrecipient programs, grant writing, marketing materials, outreach, and travel training are all different strategies of the coordinated plan, with the biggest outcome being the creation of RideNoCo. Hull asked if there were any other gaps that people have noticed. Bitzer said people want weekend service because you do not just go places Monday through Friday. Teets pointed out that there is no Sunday bus service. Bitzer said that Via Mobility has applied for funding for weekend service during the Zero Fare for Better Air during the summer months. She will have more information next week. Streeter offered Bitzer her assistance with events and outreach. McClain put in the chat that 60+ Ride provides weekend rides that are provided by volunteer drivers. Seward said that she has a client who has a disability and is very passionate about transportation and wants to know how she can get involved. Hull suggested coming to the mobility meetings, local municipality meetings, council meetings, and transportation board meetings if they have them. Seward said she lives in Windsor and does not have transportation to get to these meetings. Hull said she could reach out to the Windsor City clerk via a phone call or an email and make a public comment or meet with a council member. Bitzer shared an example of a group of people who created a petition and wrote a heartfelt letter describing how important transportation was for them. The commissioners listened and are bringing back service in their area. Hull discussed the next steps for the coordinated plan and the public survey that will be available for the next six months.



### **Wrap-Up + Member Updates**

Hull discussed a letter-writing campaign to present to the Planning Council that we can discuss in more detail at the next meeting.

Streeter announced that GoNoCo34 will host a lunch and learn for the US34 corridor on April 17<sup>th</sup>, 12-1 at High County Beverage. She asked those who want to attend to send her an email to get them on the schedule and count them for lunch. [jaclynn.streeter@steergroup.com](mailto:jaclynn.streeter@steergroup.com)

### **Greeley Evans Transit News & Updates**

None

Seward motioned to adjourn, seconded by Torres

### **Upcoming Meetings:**

- a. Weld County Mobility Committee (WCMC): June 24, 2025
- b. Northern Colorado Mobility Committee (NCMC): May 27, 2025

## MEMORANDUM - **REVISED**

**To: NFRMPO Planning Council**

**From: Jonathan Stockburger**

**Date: April 3, 2025**

**Re: Action – March 2025 TIP Amendment**

### **Objective**

To approve the March 2025 Transportation Improvement Program (TIP) Amendment for the *FY2024-FY2027 TIP*.

### **Summary**

The March 2025 TIP Amendment includes 4 additions and 3 revisions from various regional agencies:

- Revising the Greeley *US34 and 35<sup>th</sup> Ave Interchange* project by adding \$14,719,972 Federal RURAL grant in FY25.
- Revising the Greeley *US34 and 47<sup>th</sup> Ave Interchange* project by adding \$14,719,972 Federal RURAL grant in FY25.
- Adding the Greeley new project *10<sup>th</sup> Street Transit Vision* with \$432,043 State MMOF funding and \$145,000 Local funding in FY25, \$17,957 State MMOF funding and \$5,000 Local funding in FY26.
- Revising the Fort Collins *Foothills Transit Station & Roundabout* project by adding \$107,504 State MMOF funding in FY25 and \$210,165 State MMOF funding in FY26.
- Adding the Greeley new project *Greeley Active Modes Plan* with \$117,661 State MMOF funding, \$50,000 Local funding, and \$32,339 Local Overmatch funding in FY26.
- Adding the Loveland new project *US34 Transit Sidewalk Connectivity* with \$139,807 State MMOF funding in FY27 and \$1,248,490 State MMOF funding, \$462,766 Local funding, and \$500 Local Overmatch funding in Future Funding (FY28).
- Adding the Weld County new project *Weld County On-demand Transit Program* with \$152,250 State MMOF funding and \$54,693 Local funding in FY26, \$201,930 State MMOF funding and \$54,693 Local funding in FY27, and \$213,581 State MMOF funding, \$54,693 Local funding, and \$63,500 Local Overmatch funding in Future Funding (FY28).

The 30-day Public Comment period for the March 2025 TIP Amendment began on March 13, 2025, and concludes on April 11, 2025.

### ***Funding Types and Uses***

The **Rural Surface Transportation Grant Program (RURAL)** program was created in the Bipartisan Infrastructure Law (BIL) to fund projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth, and improve quality of life. It is a highly competitive program.

**Multimodal Transportation and Mitigation Options Fund (MMOF)** is a funding source established by the State through Senate Bill (SB) 18-001 and amended with SB21-260 with the goal to complete an integrated multimodal system. Projects eligible for MMOF include operating and capital cost for fixed-route or on-



demand transit, Transportation Demand Management (TDM) programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, bicycle and pedestrian projects, modeling tools, and greenhouse gas mitigation projects.

### **Analysis**

- **Advantages:** Approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the *FY2024-2027 TIP* remains fiscally constrained.
- Disadvantages: None

### **Recommendation**

TAC recommended Planning Council approval of the March TIP Amendment to the FY2024-2027 TIP at their meeting on March 19, 2025.

### **Attachments**

- March 2025 Policy Amendment Form

PREVIOUS ENTRY

Title: US34 and 35th Ave Interchange  
Sponsor: Greeley  
STIP ID: SR45218.209  
TIP ID: 2025-006  
Type: Interchange  
Air Quality: Included in Conformity Analysis  
Description: Construction of interchange at 35th Ave and US 34.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RAISE	\$0	\$0	\$0	\$0	-	\$0	\$0	\$0	\$0
State	SB1	\$29,892	\$0	29,892	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$37,080,000	\$0	\$0	\$0	4,800,000	21,540,000	10,740,000	\$0	\$0
	Total	\$37,109,892	\$0	\$29,892	\$0	\$4,800,000	\$21,540,000	\$10,740,000	\$0	\$0

NEW ENTRY

Title: US34 and 35th Ave Interchange  
Sponsor: Greeley  
STIP ID: SR45218.209  
TIP ID: 2025-006  
Type: Interchange  
Air Quality: Included in Conformity Analysis  
Description: Construction of interchange at 35th Ave and US 34.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RURAL	\$14,719,972	\$0	\$0	\$0	14,719,972	\$0	\$0	\$0	\$10,800,000
State	SB1	\$29,892	\$0	29,892	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$37,080,000	\$0	\$0	\$0	4,800,000	21,540,000	10,740,000	\$0	\$0
	Total	\$51,829,864	\$0	\$29,892	\$0	\$19,519,972	\$21,540,000	\$10,740,000	\$0	\$10,800,000

Revision # Revision Description  
2025-A3 Adding \$14,719,972 to Federal RAISE for the FY25-26 RURAL award

PREVIOUS ENTRY

Title: US34 and 47th Ave Interchange  
Sponsor: Greeley  
STIP ID: SR45218.210  
TIP ID: 2025-007  
Type: Interchange  
Air Quality: Included in Conformity Analysis  
Description: Construction of interchange at 47th Ave and US 34.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RAISE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,700,000
State	SB1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$33,080,000	\$0	\$0	\$0	4,300,000	19,240,000	9,540,000	\$0	\$0
	Total	\$33,080,000	\$0	\$0	\$0	\$4,300,000	\$19,240,000	\$9,540,000	\$0	\$9,700,000

NEW ENTRY

Title: US34 and 47th Ave Interchange  
Sponsor: Greeley  
STIP ID: SR45218.210  
TIP ID: 2025-007  
Type: Interchange  
Air Quality: Included in Conformity Analysis  
Description: Construction of interchange at 47th Ave and US 34.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RURAL	\$14,719,972	\$0	\$0	\$0	14,719,972	\$0	\$0	\$0	\$9,700,000
State	SB1	\$0	\$0	-	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$33,080,000	\$0	\$0	\$0	4,300,000	19,240,000	9,540,000	\$0	\$0
	Total	\$47,799,972	\$0	\$0	\$0	\$19,019,972	\$19,240,000	\$9,540,000	\$0	\$9,700,000

Revision # Revision Description  
2025-A3 Adding \$14,719,972 to Federal RAISE for the FY25-26 RURAL award



**NEW ENTRY**

**Title:** 10th Street Transit Vision  
**Sponsor:** Greeley  
**STIP ID:**  
**TIP ID:** 2025-014  
**Type:** Multimodal Transportation Study  
**Air Quality:** Excluded from conformity analysis  
**Description:** Study, envision the long-range goals of, and plan next steps for the 10th Street Premium Transit Corridor.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$450,000	\$0	\$0	\$0	432,043	\$17,957	\$0	\$0	\$0
Local	L	\$150,000	\$0	\$0	\$0	145,000	5,000	\$0	\$0	\$0
	<b>Total</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$577,043</b>	<b>\$22,957</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Revision #**      **Revision Description**  
2025-A3      New Project

**PREVIOUS ENTRY**

**Title:** Foothills Transit Station & Roundabout  
**Sponsor:** Fort Collins  
**STIP ID:** SST7084.002  
**TIP ID:** 2024-014  
**Type:** Transit Capital  
**Air Quality:** Excluded from conformity analysis  
**Description:** Construct new Foothills Transit Station and a roundabout at the station's adjacent intersection.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RAISE	\$10,714,000	\$0	\$0	\$10,714,000	\$0	\$0	\$0	\$0	\$0
State	FASTER	\$400,000	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0
Local	L	\$1,693,000	\$0	\$0	\$1,693,000	\$0	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$12,807,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,807,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**NEW ENTRY**

**Title:** Foothills Transit Station & Roundabout  
**Sponsor:** Fort Collins  
**STIP ID:** SST7084.002  
**TIP ID:** 2024-014  
**Type:** Transit Capital  
**Air Quality:** Excluded from conformity analysis  
**Description:** Construct new Foothills Transit Station and a roundabout at the station's adjacent intersection.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RAISE	\$10,714,000	\$0	\$0	\$10,714,000	\$0	\$0	\$0	\$0	\$0
State	MMOF	\$317,669	\$0	\$0	\$0	\$107,504	\$210,165	\$0	\$0	\$0
State	FASTER	\$400,000	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0
Local	L	\$1,693,000	\$0	\$0	\$1,693,000	\$0	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$13,124,669</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,807,000</b>	<b>\$107,504</b>	<b>\$210,165</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Revision #**      **Revision Description**  
2025-A3      Adding MMOF awards \$107,507 in FY25 and \$210,165 in FY26

**NEW ENTRY****Title:** Greeley Active Modes Plan**Sponsor:** Greeley**STIP ID:****TIP ID:** 2026-007**Type:** Multimodal Transportation Study**Air Quality:** Excluded from conformity analysis**Description:** Build off 2045 Transportation Master Plan and Greeley Safe Streets for All Vision Zero Planning efforts to develop Greeley's active modes network.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$117,661	\$0	\$0	\$0	\$0	\$117,661	\$0	\$0	\$0
Local	L	\$50,000	\$0	\$0	\$0	\$0	50,000	\$0	\$0	\$0
Local	LOM	\$32,339	\$0	\$0	\$0	\$0	\$32,339	\$0	\$0	\$0
	<b>Total</b>	<b>\$167,661</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Revision #** **Revision Description**

2025-A3 New Project

**NEW ENTRY****Title:** US34 Transit Sidewalk Connectivity**Sponsor:** Loveland**STIP ID:****TIP ID:** 2027-003**Type:** Bicycle and pedestrian**Air Quality:** Excluded from conformity analysis**Description:** Provide safe bike and ped multi-use trail connectivity adjacent to US 34 to connect critical destinations.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$139,807	\$0	\$0	\$0	\$0	\$0	\$139,807	\$0	\$1,247,490
Local	L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$462,766
Local	LOM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
	<b>Total</b>	<b>\$139,807</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$139,807</b>	<b>\$0</b>	<b>\$1,710,256</b>

**Revision #** **Revision Description**

2025-A3 New Project

**NEW ENTRY****Title:** Weld County On-demand Transit Program**Sponsor:** Weld County**STIP ID:****TIP ID:** 2026-009**Type:** Operating costs**Air Quality:** Excluded from conformity analysis**Description:** Allows residents of Weld County to schedule fare free transportation locally/regionally.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$354,180	\$0	\$0	\$0	\$0	\$152,250	\$201,930	\$0	\$213,481
Local	L	\$109,386	\$0	\$0	\$0	\$0	\$54,693	\$54,693	\$0	\$54,693
Local	LOM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,500
	<b>Total</b>	<b>\$463,566</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$206,943</b>	<b>\$256,623</b>	<b>\$0</b>	<b>\$331,674</b>

**Revision #** **Revision Description**

2025-A3 New Project

**RESOLUTION NO. 2025-11**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE MARCH 2025 AMENDMENT TO THE**  
**FY2024-2027 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 FY2024-2027 are consistent with the 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

**WHEREAS**, the Air Quality Conformity Findings conducted on the FY2024-2027 were positive and this TIP Amendment does not change the positive conformity findings on the FY2024-2027 TIP; and

**WHEREAS**, the March 2025 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 FY2024-2027 TIP remains fiscally constrained.

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2024-2027 TIP by adding and revising the following project:

- Revising the Greeley *US34 and 35<sup>th</sup> Ave Interchange* project by adding \$14,719,972 Federal RURAL grant in FY25.
- Revising the Greeley *US34 and 47<sup>th</sup> Ave Interchange* project by adding \$14,719,972 Federal RURAL grant in FY25.
- Adding the Greeley new project *10<sup>th</sup> Street Transit Vision* with \$432,043 State MMOF funding and \$145,000 Local funding in FY25, \$17,957 State MMOF funding and \$5,000 Local funding in FY26.
- Revising the Fort Collins *Foothills Transit Station & Roundabout* project by adding \$107,504 State MMOF funding in FY25 and \$210,165 State MMOF funding in FY26.
- Adding the Greeley new project *Greeley Active Modes Plan* with \$117,661 State MMOF funding, \$50,000 Local funding, and \$32,339 Local Overmatch funding in FY26.
- Adding the Loveland new project *US34 Transit Sidewalk Connectivity* with \$139,807 State MMOF funding in FY27 and \$1,248,490 State MMOF funding, \$462,766 Local funding, and \$500 Local Overmatch funding in Future Funding (FY28).
- Adding the Weld County new project *Weld County On-demand Transit Program* with \$152,250 State MMOF funding and \$54,693 Local funding in FY26, \$201,930 State MMOF funding and \$54,693 Local funding in FY27, and \$213,581 State MMOF funding, \$54,693 Local funding, and \$63,500 Local Overmatch funding in Future Funding (FY28).

**Resolution No. 2024-06**

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3<sup>rd</sup> day of April 2025.

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Johnny Olson, Chair

ATTEST:

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Paul Sizemore, Executive Director



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Budget Process Overview

- **FY 2026 Budget matches the Calendar Year**
- Initial discussion with Finance Committee in March
- Discussion item with Council in April (today)
- Finance Committee Recommendation in April
- **Council adoption in May**

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## VanGo Budget



- Operates as enterprise fund.
- Revenue from fares, vehicle sales, and sales tax exchange funds.
- **Total FY2026 budget is approximately \$970,000**
- **2025 Budget was about \$695,000**
- **Increase of about \$275,000**, primarily due to purchasing 10 vans rather than 5.
- Other factors include inflation adjustment, salary benchmarking.

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## MPO Budget



- Three program areas: Planning, Mobility, and Administration
- Revenues from CPG, STBG, CDPHE, FTA 5310, MMOF, SPR, and local match.
- **Total FY2026 Budget is approximately \$2,420,000**
- **2025 Budget was approximately \$2,220,000**
- **Increase of about \$200,000** primarily due to update of Regional Travel Demand Model, triennial salary benchmarking.

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## Finance Committee Discussion



- 2026 will be the final year of CDOT applying “toll credits” to offset local match for CPG
- Use of STBG funds rolled over since 2022 for mobility operations in 2025; preserves more MMOF funding in 2026 for mobility program
- Will be seeking SPR funds for most of our travel model/licensing expenses to reduce reliance on other funding sources

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## Next Steps



- Discussion/Feedback tonight
- Seeking recommendation from Finance Committee later in April
- **Return to Council for adoption in May**
- Parallel process: will seek SPR allocation and if awarded may seek a Budget Amendment later in 2025

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