



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

June 5, 2025

In Person: Severance Town Hall, 3 S. Timber Ridge Parkway, Severance, CO 80550

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

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 – May 1, 2025	Johnny Olson, Chair	10	6:05
4	2024 Quarter 4 Unaudited Financials	Tonja Burshek, Controller	15	

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, APCD-CDPHE	Handout	6:10
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	24	6:15
7	Regional Air Quality Council (RAQC)	Kristin Stephens, Vice Chair	-	-
8	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 800.9560
nfrmpo.org



Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	Report of the Chair	Johnny Olson, Chair	-	6:25
10	Executive Director Report	Becky Karasko, Acting Executive Director	31	6:30
11	Executive Director Recruitment Process	Suzette Mallette, Compass Consulting	-	6:40
12	Finance Committee	Written	33	-
13	Legislative Updates Report	Written	34	-
14	TAC	Written	39	-
15	Mobility	Written	Handout	-

Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
16	CDOT Region 4 10-Year Plan List	Heather Paddock, Region 4 RTD	Handout	6:50
17	NFRMPO 10-Year Priority List of Projects	Nicole Hahn, TAC Chair Evan Pinkham, TAC Vice Chair	40	7:10
18	Regional Active Transportation Corridors (RATC) Updates for 2025 Active Transportation Plan (ATP)	Jerome Rouser, Transportation Planner II	42	7:30

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
19	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	8:00
20	STAC Report	Written Report	44	-
21	Colorado Transportation Investment Office (CTIO)	Written Report	46	-
23	Front Range Passenger Rail District	Tricia Canonico, City of Fort Collins Councilmember Jon Mallo, Past Chair	-	-
24	Host Council Member Report	Matt Fries, Mayor, Town of Severance	-	8:10



Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: July 10, 2025 – Hosted by the Town of Johnstown



MPO Planning Council

City of Greeley and Greeley Evans Transit (GET)

Johnny Olson, Councilmember –Chair

Alternate- Brett Payton, Mayor Pro Tem

Larimer County

Kristin Stephens, Commissioner – Vice Chair

Alternate- Jody Shaddock-McNally, Commissioner

City of Loveland

Jon Mallo, Mayor Pro Tem – Past Chair

Town of Berthoud

William Karspeck, Mayor

Alternate- Mike Grace, Mayor Pro Tem

Town of Eaton

Liz Heid, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor

City of Fort Collins

Tricia Canonico, Councilmember

Alternate- Melanie Potyondy, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Town of Johnstown

Andrew Paranto, Councilmember

Town of LaSalle

Paula Cochran, Trustee

Town of Milliken

Dan Dean, Trustee

Alternate- Elizabeth Austin, Mayor

Town of Severance

Matt Fries, Mayor

Alternate- TBD

Town of Timnath

Bill Jenkins, Councilmember

Town of Windsor

Julie Cline, Mayor

Alternate- Ron Steinbach, Mayor Pro Tem

Weld County

Scott James, Commissioner

Alternate- Perry Buck, 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

GLOSSARY (cont'd)

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
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)

GLOSSARY (cont'd)

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 (also known as the Joint 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)
O₃	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)
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

GLOSSARY (cont'd)

SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	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 (<i>previously STP-Metro</i>)	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 (<i>previously TAP</i>)	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

May 1, 2025
Hybrid Meeting in Milliken, CO

Voting Members Present:

Johnny Olson - Chair	-Greeley
Kristen Stephens – Vice Chair	-Larimer County
Jon Mallo – Past Chair	-Loveland
Tricia Canonico	-Fort Collins
Mark Clark	-Evans
Dan Dean	-Milliken
Julie Cline	-Windsor
Paula Cochran	-LaSalle
Matthew Fries	-Severance
Cecil Gutierrez	-Transportation Commission
Liz Heid	-Eaton
Scott James	-Weld County
Bill Jenkins	-Timnath

Voting Members Absent:

Fil Archuleta	-Garden City
Jessica Ferko	-APCD
Andrew Paranto	-Johnstown

MPO Staff: **Paul Sizemore**, 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; **MyKayla Marek**, Transportation Planner I; **Aaron Hull**, Mobility Planner.

In Attendance: Brad Buckman; Harold Collins; AnnaRose Cunningham; Michelle Edgerley; Jim Eussen; Nicole Hahn; Omar Herrera; Will Jones; Victoria Leonhardt; Suzette Mallette; Pepper McClenahan; Dee McIntosh; James Newberry; Heather Paddock; Evan Pinkham; Lynette Peppler; Melanie Potyondy; Mark Peterson; Caree Rinebarger; Eric Tracy; Mindy Wakeman; Dena Wojtach.

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

PUBLIC COMMENT

None

CONSENT AGENDA

James **moved** to *APPROVE THE MINUTES*. The motion was **seconded** by Mallo and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Olson opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

NFRMPO Air Quality Program Updates

Wojtach noted the state will be requesting a voluntary reclassification to Severe under the 2015 standard due to concerns that the state will not be able to show attainment due to modeled ozone levels not decreasing as anticipated. Wojtach stated the voluntary reclassification will give the state more time to demonstrate attainment and will avoid more stringent requirements and possible rescinding of federal highway funding. Council discussed other strategies to minimize impacts to the North Front Range.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens noted NAAPME did not meet in April. Stephens stated the Community Clean Transportation Systems Grant Funding Program applications are closed, and NAAPME will be reviewing applications at the May meeting. The Call for Projects for the larger grant program is anticipated to begin in the fall.

Metropolitan Planning Organization (MPO) Agenda

Chair Olson opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Chair Olson stated Executive Director Paul Sizemore will be leaving the NFRMPO due to personal family reasons. The Executive Director provided a four-week notice, and his last day will be May 23rd. Becky Karasko will serve as the Acting Executive Director until the position is filled. The NFRMPO has an existing contract with Suzette Mallette to provide support for MPO operations as well as assist with Executive Director recruitment. The Executive Committee has asked Sizemore to prepare a transition outline that lists out all the key things that need to be handed off over the next four weeks.

Executive Director Report

Sizemore noted the US34 Coalition wrote a letter to Planning Council to highlight key aspects of the US34 corridor and the corridors' importance to the region and is requesting the US34 Coalition to be prioritized in the NFRMPOs 10-Year Priority List. Sizemore stated VanGo Operations and Fleet Manager Shane Armstrong was given an award from CSU for sustainability. Sizemore noted MMOF reductions will likely be for FY2023, FY2024, and FY2025 funds, and the NFRMPO will need to develop a strategy to address these reductions for impacted projects.

Finance Committee: FY2024-2025 UPWP Budget Modification Memo

A written report was provided.

Legislative Report

A written report was provided.

TAC

Nicole Hahn, TAC Chair, Loveland, and Evan Pinkham, TAC Vice Chair, Weld County, noted TAC members held a work session on April 23rd to discuss and define the scoring criteria for the NFRMPO 10-Year Prioritization List. TAC recommends US34 and I-25 projects be the highest priority; however, TAC members will be scoring all the projects on the Tier 1 list. TAC anticipates providing Planning Council with a scored and prioritized list at the June Planning Council meeting.

Q1 2025 TIP Modifications

A written report was provided.

Mobility

A written report was provided.

ACTION ITEM:

April 2025 Off-Cycle TIP Amendment –

Stockburger noted the April 2025 Off-Cycle TIP Amendment included the addition of the Fort Collins and Larimer County Taft Hill Road Corridor project with \$653,440 in MMOF, the Greeley Neighborhood Safety Program with \$500,000 Federal EAR funding and \$103,938 local EAR funding, and the Greeley GET US34 Bus Expansion 80/20 with \$3,508,404 Federal FTA 5339 funding and \$877,101 local funding.

Canonico **moved to** approve *RESOLUTION 2025-12 APPROVING THE OFF-CYCLE APRIL 2025 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by James and **passed** unanimously.

2025 NFRMPO Title VI Plan Update– Karasko noted the Title VI Plan is updated every three years. Updates to the 2025 Title VI Plan include incorporating the 2022 Public Involvement Plan (PIP), updating the Limited English Proficiency (LEP) Plan, updating demographic information and strategies for ensuring non-discrimination in primary program areas, and includes procedures for identifying potential discrimination.

Stephens asked if the NFRMPO seeks out groups for public comment. Karasko noted NFRMPO staff posts online and on social media. Stephens recommended discussing the Plan with the NFRMPO region's three mobility committees.

James moved **to** approve *RESOLUTION 2025-13 ADOPTING THE 2025 TITLE VI PLAN*. The motion was **seconded** by Stephens and **passed** unanimously.

FY2026-2027 UPWP and FY2026 Budget – Sizemore addressed concerns raised during the April Planning Council meeting discussion. Sizemore confirmed the vast majority of the NFRMPO's consulting budget is going towards the Regional Travel Demand Model update and the Land Use Allocation Model. Sizemore noted the NFRMPO signed the current lease on the NFRMPO office in 2022 and will begin evaluating the lease and engaging with the landlord well in advance of the end of the current lease in 2027. Karasko noted the TAC recommended Planning Council approve the FY2026-2027 UPWP tasks.

James **moved to** approve *RESOLUTION 2025-14 APPROVING THE FY2026-2027 UNIFIED WORK PROGRAM (UPWP) TASKS AND FY2026 BUDGET*. The motion was **seconded** by Jenkins and **passed** unanimously.

DISCUSSION ITEMS:

CDOT Region 4 10-Year Plan Discussion – Heather Paddock, CDOT Region 4, gave an overview of the history of the 10-Year Plan. Paddock noted 100 percent of the projects in the first four years of the plan are complete or under construction, and over half of the current 10-Year Plan is now complete or in progress. Paddock described major completed or in-progress Region 4 projects, including the I-25 North Express Lanes and Mobility Hubs. Paddock noted Bustang saw a significant increase in ridership on the North line after the Mobility Hubs opened, and there has been a 41 percent reduction in crash rates on I-25 between Fort Collins and Berthoud since the completion of the North I-25 Express Lanes project. Paddock noted CDOT is anticipating \$225M for the FY2027-2036 10-Year Plan which is about a 50 percent reduction from the current 10-Year Plan. Paddock noted Region 4 will receive 23.87 percent of the \$225M over the 10-year period. Paddock stated Region 4's draft 10-Year Project Lists are due to CDOT Headquarters on July 11, 2025.

COUNCIL REPORTS:

Transportation Commission – Gutierrez noted the April Transportation Commission meeting was brief. The Commission discussed the Bridge and Tunnel Enterprise and elected to put bonds on hold due to uncertainty in the bond market. CDOT held a town hall meeting for SB24-230.

STAC Report – A written report was provided. Olson noted Mayor Pro Tem Heid has replaced Olson as the NFRMPO representative on the STAC.

Colorado Transportation Investment Office (CTIO) – A written report was provided.

I-25 Coalition – James the I-25 Coalition did not meet this month and will be moving to quarterly meetings. The I-25 Coalition will be creating a funding subcommittee.

Front Range Passenger Rail District – Canonico noted the alternatives analysis has been submitted to the Federal Rail Administration. Canonico stated there will be an online open house beginning on May 15th, and the Front Range Passenger Rail District will be hosting a stakeholder meeting on May 8th.

Jenkins asked if the FRPR District Board has discussed Representative Boebert's comments recommending allocated federal funding to be pulled. Canonico noted there has been no response yet.

Host Council Member Report – Dean noted the Via Mobility program has been valuable to Milliken residents. The WCR23.75 rehab project is complete and will improve stormwater quality and will allow for safer pedestrian access. The Center Drive Rehab Project is underway and will significantly reduce flooding on Center Drive and will provide additional pedestrian connectivity to Downtown and the Senior Center.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – 2025 Legislative Session Overview.

The meeting was adjourned at 8:20 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff

MEMORANDUM

To: NFRMPO Council

From: Tonja Burshek

Date: June 5, 2025

Re: CY 2024 4th Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statement for the 4th Quarter of Calendar Year 2024 is attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

MPO Highlights

- Cash flow has become more consistent due to timely CDOT invoicing and subsequent payment. However, CDOT is still significantly behind in reimbursements. Many issues were resolved in May 2025. Improvements expected for 2025.
- In Q4 of 2024, the Consolidated Planning Grant (CPG) funds are being expended first with Surface Transportation Block Grant (STBG) funds being used next. Moving forward, based on Finance Committee guidance, STBG funding will be applied to Mobility operations in place of the MMOF funding.
- Payroll expenses trended lower than budgeted for the remainder of 2024 due to fewer employees on staff.
- Notes on Consultant expenditures are itemized on the financials.
- 2025 indirect cost rate of 39.37% was approved by CDOT. The new IDC is reflected on 4Q 2024 CDOT invoices.

VanGo™ Highlights

- Credit Card payment fees are over budget. Plans to audit entire process in 2025.

Note 1:

The NFRMPO operates on an accrual basis of accounting for the for reporting financial records. Accrual basis of accounting means that revenues are recognized when earned and expenses when incurred.

Note 2:

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2024 indirect cost rate was calculated using the 2022 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

ASSETS

Cash and Cash Equivalents	\$244,738
Investments	1,407,396
Receivables	695,475
Prepays	9,688
Due From Other Funds	1,759,027
Capital Assets, net	8,082
Long Term Liabilities	<u>918,041</u>
Total Assets	<u><u>5,042,447</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued	
Liabilities	1,115,722
Deferred Revenue	(152,949)
Advances From Other Funds	3,302,744
Long-Term Liabilities	
Accumulated Leave	<u>30,403</u>
Total Liabilities	<u><u>4,295,920</u></u>

FUND BALANCE

Unreserved	778,616
Current Year Revenue over	
(under) Expenditures	<u>(32,089)</u>
Total Fund Balance	<u><u>746,527</u></u>

Total Liabilities and Fund	
Balance	<u><u>5,042,447</u></u>

Metropolitan Planning Organization
Revenue, Expenditures Changes in Fund Balance-MPO
For the Twelve Months Ending Tuesday, December 31, 2024

	2024 Quarter 4	2024 Year to Date	2024 Budget	Variance	% Complete
REVENUE					
FHWA-Federal Income-CPG	\$278,378	\$936,759	\$1,058,808	\$122,049	88.47% (A)
FHWA-Federal Income-STBG	15,314	15,314	254,528	239,214	6.02%
FTA-Federal Income-405C					
FTA-Federal Income-Section 5304					
FTA-Federal Income-5310	42,699	152,231	247,600	95,369	61.48%
Federal Pass Through					
State Funds_MMOF	89,575	415,685	378,304	(37,381)	109.88%
State Planning Funds		7,496		(7,496)	0.00%
State-CDPHE	11,688	25,728	35,000	9,272	73.51%
State-SB 228			56,232	56,232	0.00%
State-FASTER					
State TSV					
<i>Subtotal Grant Revenue</i>	<i>437,654</i>	<i>1,553,213</i>	<i>2,030,472</i>	<i>477,259</i>	<i>76.50% (B)</i>
Local Match-Member Entities	51,941	436,730	727,372	290,642	60.04%
100% Local			1,970	1,970	0.00%
Transfer from VanGo			(310,000)	(310,000)	0.00%
<i>Subtotal Local - All Sources</i>	<i>51,941</i>	<i>436,730</i>	<i>419,342</i>	<i>(17,388)</i>	<i>104.15%</i>
Other Funds					0.00%
City of Fort Collins Funds	23,369	23,369	20,000	(3,369)	116.85% (C)
<i>Subtotal Revenue from Other Sources</i>	<i>23,369</i>	<i>23,369</i>	<i>20,000</i>	<i>(3,369)</i>	<i>116.85%</i>
Miscellaneous Revenue					
Interest Earned	17,101	72,089		(72,089)	0.00%
Use of Reserves					
<i>Subtotal Other Revenue Sources</i>	<i>17,101</i>	<i>72,089</i>		<i>(72,089)</i>	<i>0.00%</i>
Total Revenue- Combined Sources	530,064	2,085,400	2,469,814	384,414	84.44%
EXPENDITURES/EXPENSES					
Administration	(9,688)	86,465	173,581	87,116	49.81%
Transportation Planning	208,018	864,501	998,244	133,743	86.60%
Mobility Management	48,381	110,299	276,555	166,256	39.88%
<i>Subtotal Payroll Expense</i>	<i>246,711</i>	<i>1,061,265</i>	<i>1,448,380</i>	<i>387,115</i>	<i>73.27% (D)</i>
Professional Services & Consulting	172,299	801,564	585,107	(216,457)	136.99%
<i>Subtotal professional Services & Consulting</i>	<i>172,299</i>	<i>801,564</i>	<i>585,107</i>	<i>(216,457)</i>	<i>136.99% (E)</i>
Fleet Expense	11,156	11,156		(11,156)	0.00%
Insurance Expense	1,484	5,934	3,800	(2,134)	156.16% (F)
Office Furniture/Equipment (non-cap)		685	54,800	54,115	1.25%
Office Supplies	342	941	1,000	59	94.13%
Communications (phone/data/fax)	3,059	10,593	10,311	(282)	102.74%
Postage	180	660	439	(221)	150.31% (G)
Printing					
Rent	46,983	179,933	184,000	4,067	97.79%

Metropolitan Planning Organization
Revenue, Expenditures Changes in Fund Balance-MPO
For the Twelve Months Ending Tuesday, December 31, 2024

	2024	2024	2024		%
	Quarter 4	Year to Date	Budget	Variance	Complete
Credit Card Fees (VanGo)					
Other Office Operating (Facility, Repairs, Furniture move	6,478	8,521	1,900	(6,621)	448.48% (H)
Dues, Licensing, Subscriptions and IT Backups	1,470	16,620	21,834	5,214	76.12%
Maintenance Contracts & Website Hosting	2,255	8,472	78,595	70,123	10.78%
Software maintenance	3,258	32,717	71,915	39,198	45.49%
Outreach	488	7,029	18,920	11,891	37.15%
Other Operating Costs	416	3,541	1,400	(2,141)	252.91% (H)
Bad Debt (VanGo)					
Event/Meeting Expense	630	2,593	4,315	1,722	60.09%
Indirect Costs	(14,114)	(53,264)	(110,889)	(57,625)	48.03%
Travel/Conference/Training Expense	3,739	18,529	42,451	23,922	43.65%
Capitalized Equipment /Vehicles					
Interest Expense					
Loan Payments					
Pass through Expenses					0.00%
<i>Subtotal Other Expenses</i>	<i>67,824</i>	<i>254,659</i>	<i>384,791</i>	<i>130,132</i>	<i>66.18%</i>
Total					
Expenditures/Expenses	486,834	2,117,489	2,418,278	300,789	87.56%
Excess(Deficiency) of Revenue over Expenditures)	43,231	(32,089)	51,536	83,625	-62.26%

A) Utilizing CPG funds first before using other grants (STBG).

B) CDOT significantly behind in reimbursements. Some issues finally resolved May 2025. Should begin to see those revenues soon.

C) Fort Collins exchange higher than anticipated

D) Annual payroll expenses for 2024 less than budget due to fewer actual employees than forecasted

E) Consulting/Professional Fees:

HDR Engineering \$191k for MMOF/Transit

Steer, Davies, & Gleave \$68k for OIM & MMOF-TMO

Envision \$38k for 5310 Urban

Edge Fish \$38k, Care A Van \$42k, Full Path \$44k for 009 Grant (MMOF)

Two Roads \$28k for CDPHE

MHP \$32k for audit

Go Figure \$58k for accounting services (additional hours due to increased workload/covering Financial Manager responsibilities)

Greystone Technology \$17k for IT

F) Insurance costs above forecasted budget estimate

G) Purchase at the end of the year for 2025

(H) Employment advertising over 100% budget due to extended search

ASSETS

Cash and Cash Equivalents	\$152,589
Investments	4,439,941
Receivables	375,749
Advances to Other Funds	3,302,744
Prepays	19,343
Capital Assets, net	<u>384,439</u>
Total Assets	<u><u>8,674,805</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued	
Liabilities	15,455
Deferred Revenue	2,708
Due to Other Funds	1,759,027
Accumulated Leave - Due in less than one year	10,530
Long-Term Liabilities	
Accumulated Leave - Due in more than one year	<u>2,497</u>
Total Liabilities	<u><u>1,790,217</u></u>

FUND BALANCE

Unreserved	6,347,862
Current Year Revenue over (under) Expenditures	<u>536,726</u>
Total Fund Balance	<u><u>6,884,588</u></u>

Total Liabilities and Fund

Balance	<u><u>8,674,805</u></u>
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Metropolitan Planning Organization
Revenue, Expenditures Changes in Fund Balance-MPO
For the Twelve Months Ending Tuesday, December 31, 2024

	2024 Quarter 4	2024 Year to Date	2024 Budget	Variance	% Complete
Program Revenue - Fares	(\$1,868)	\$112,632	\$185,000	\$72,368	60.88%
Sale of Vehicles	(96,720)		60,000	60,000	0.00% (A)
City of Fort Collins Funds	346,227	346,227	327,512	(18,715)	105.71%
Subtotal VanGo Revenue-All Sources	247,639	458,859	572,512	113,653	80.15%
Interest Earned	53,948	244,115		(244,115)	0.00% (B)
Gain on Sale of Fixed Assets	134,418	134,418		(134,418)	0.00%
Subtotal Other Revenue Sources	188,366	378,533		(378,533)	0.00%
Total Revenue- Combined Sources	436,005	837,392	572,512	(264,880)	146.27%
EXPENDITURES/EXPENSES					
Fleet Expense					
Fleet Insurance	17,232	57,743	93,000	35,257	62.09%
Fleet Motor Fuel & Oil	10,015	38,825	60,000	21,175	64.71%
Fleet Repairs & Maintenance	18,421	46,856	75,500	28,644	62.06%
Fleet Repairs & Maintenance-Insurance Deductible	500	1,500	5,000	3,500	30.00%
Guaranteed Ride Home		67	200	133	33.50%
Fleet Other	480	5,208	3,100	(2,108)	168.00% (C)
Depreciation	156,220	156,220		(156,220)	0.00%
Subtotal Fleet Expense	202,868	306,419	236,800	(69,619)	129.40%
VanGo Payroll	34,806	119,291	134,202	14,911	88.89%
Professional Services and Consulting			500	500	0.00%
Office Furniture/Equipment (non-cap)		1,875		(1,875)	0.00%
Postage		15	50	35	30.00%
Credit Card Fees	3,015	12,057	8,000	(4,057)	150.71% (D)
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)			520	520	0.00%
Dues, Licensing, Subscriptions & IT Backups	3,688	14,708	4,704	(10,004)	312.67%
Maintenance Contracts & Website Hosting	90	265	25,508	25,243	1.04%
Rideshare Promotion	5,304	26,770	35,350	8,580	75.73%
Indirect Costs	14,114	53,264	110,891	57,627	48.03%
Travel/Conference/ Training	19	2,062	5,500	3,438	37.49%
Interest Expense					
Capitalized Equipment/Vehicles	(221,490)		399,494	399,494	0.00% (E)
Transfer to MPO			(225,901)	(225,901)	0.00%
Budget Only - Use of Rserve			(111,570)	(111,570)	0.00%
Subtotal Other Expenses	(195,260)	111,016	252,546	141,530	43.96%
Total Expenditures/Expenses	42,414	536,726	624,048	87,322	86.01%
Excess(Deficiency of Revenue over Expenditures)	393,591	300,666	(51,536)	(352,202)	-583.41%

A) At the end of a year, the sale of vehicles item is transferred to the Gain on sale section of the balance sheet

B) Interest earned on funds in Colorado Trust investment account

C) Rider Gift Cards/Incentives, Van Tolls, Cost to Wrap New Vans

D) Fees for accepting card payments from riders. I am looking into why these are so high

E) At the end of a year, the Capitalized vehicles item is transferred to the balance sheet

North Front Range Transportation and Air Quality Planning Council
Cash and Investment Institution Listing
As of December 31, 2024

Institution	Account Number	Balance as of December 31, 2024		
		MPO	VanGo	Total
Cash				
1st National Bank	8629	240,551		240,551
1st National Bank	7343		152,589	152,589
Petty Cash		75		75
Total Cash		240,626	152,589	393,215
Investments				
COLOTRUST	8001	1,407,396	4,439,941	5,847,337
Total Investments		1,407,396	4,439,941	5,847,337
Total Savings and Investments		1,648,022	4,592,530	6,240,553

<i>Operating Reserves</i>		<i>Capital Reserve</i>	<i>Reserved for Specific Use</i>	<i>Other</i>	<i>Other</i>	<i>Total</i>
<i>MPO</i>	<i>VanGo</i>	<i>VanGo</i>	<i>VanGo</i>	<i>MPO</i>	<i>VanGo **</i>	
				240,551		240,551
					152,589	152,589
				75		75
0	0	0	0	240,626	152,589	393,215
1,149,634	161,972	467,959	653,731	257,763	3,156,279	5,847,337
1,149,634	161,972	467,959	653,731	257,763	3,156,279	5,847,337
1,149,634	161,972	467,959	653,731	498,389	3,308,869	6,240,553

** Funds in excess of required reserves, the majority of which are capital funds exchanged for local sales tax.

North Front Range Transportation & Air Quality Planning Council
Schedule of Expenditures of Federal Awards
As of December 31, 2024

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-through Entity Identifying Number	Grant Total	Total Expenditures	Remaining Funds
<u>U.S. Department of Transportation</u>					
Passed through Colorado Department of Transportation					
<i>Highway Planning and Construction Cluster:</i>					
Highway Planning and Construction	20.205	FY25 25-HTD-ZL-00102	1,349,872	267,247	1,082,625 CPG ¹
Highway Planning and Construction	20.205	22-HTD-ZL-00171-M0002	207,043	15,314	191,729 STP
Total Highway Planning and Construction Cluster			1,556,915	282,561	1,274,354
<i>Transit Services Programs Cluster:</i>					
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	24-HTR-ZL-00202	152,490	152,490	0 5310 Urban
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	24-HTR-ZL-00205	36,935	29,510	7,425 5310 Rural ²
Total Transit Services Programs Cluster			189,425	182,000	7,425
Total U.S. Department of Transportation			1,746,340	464,561	1,281,779
Total Federal Financial Assistance			1,746,340	464,561	1,281,779

¹ Began the new fiscal cycle in October 2024

² Resolved issues with CDOT. Being paid out hopefully May 2025

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 5/27/25

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 June 5, 2025, meeting.

Summary:

In May 2025, TRE tracked activities at the Regional Air Quality Council (RAQC), Air Quality Control Commission (AQCC), Air Pollution Control Division (APCD), along with state legislative and federal activities. Notably, Colorado's General Assembly adopted several transportation related bills, including SB25-030 and SB25-321. The APCD held an Ozone 101 and a separate Ozone Reduction Planning meeting, providing insights on ozone levels and their anticipated summer proposed reduction strategies being considered for inclusion in Colorado's Ozone State Implementation Plan (SIP) as a Serious nonattainment area under the 2015 Ozone National Ambient Air Quality Standard (NAAQS). Proposed Motor Vehicle Emission Budgets were also identified. The APCD's identified control strategies differ from those being developed by the RAQC. EPA took action to approve Colorado's Contingency Measures and defer offsets and federal highway funding sanctions this year. Congress adopted resolutions and voted to revoke California authorization to regulate vehicles and vehicle emissions more stringently than under federal law, calling into question Colorado's Clean Car and Clean Trucks rules incorporating related California rules.

Air Quality Activities:

AQCC Activities:

In May, the AQCC set two rulemaking hearings for Regulation 28 – Building Performance Standards and Regulation 30 - Air Toxics Health Based Standards for Priority Toxic Air Contaminants, both scheduled for September 2025. The AQCC was also briefed on updates to their Procedural Rules Guidebook and Greenhouse Emissions and Energy Management for Industrial Manufacturers, as well as Energy and Carbon Management Commission updates.

APCD Activities

The APCD held a 5/6/25 Ozone 101 public meeting. During this meeting the APCD staff recognized that 2/3 of what's contributing to high ozone levels at the problem monitors comes from background and that monitors at higher elevation experience more intense sunshine which can drive ozone formation faster than at lower elevations. TRE inquired about Colorado's collaboration with other intermountain west states experiencing similar ozone challenges.

A separate 5/17/25 Ozone Reduction Planning public meeting was held, during which APCD identified the following potential reduction strategies to be proposed for inclusion as part of the Serious SIP revision under the 2015 Ozone NAAQS:

Oil and Gas Operations

- Seasonal restrictions on oil and gas separator maintenance;
- Expanded best management practices for oil and gas storage tanks;

- Expanded NOx intensity program requirements for oil and gas operations;
- Leak detection and repair requirements for transmission and storage facilities in Northern Weld County;

Vehicle Inspection and Maintenance

- Increased vehicle inspection fees;
- Identification of high emitting vehicles (related to SB25-321, discussed in Colorado's General Assembly Activities section below)

Other


- VOC content limitation for coatings used in aerospace manufacturing

During this meeting, the APCD also identified the Motor Vehicle Emission Budgets they intend to propose in this slide:

2026 Motor Vehicle Emission Budgets

- The State Implementation Plan includes limits on transportation-related pollution from cars and trucks. Projects must stay within these limits.
 - Ensures transportation projects (like highways or transit systems) don't worsen air pollution in areas already struggling to meet clean air standards.
 - Federal, state, and local agencies worked together using EPA guidance to propose an area-wide and two sub-area budgets.
 - The budgets were developed considering the expected mobile source emissions in 2026.

Motor Vehicle Emission Budgets (TPD)	2015 Boundary	
	2026 VOC	2026 NOx
Northern Subarea Budget (NFRMPO)	4.0	3.9
Southern Subarea Budget (DRCOG)	23.2	24.8
Total Nonattainment Area Budget	27.2	28.8



TRE request that NFRMPO staff review these new Motor Vehicle Emission Budgets for concurrence.

APCD staff also indicated potential revisions to existing programs, including:

- Emission Reduction Credit Program – banking, trading of emission reductions needed for offsets under the Nonattainment New Source Review Program
- New Source Review Program - minor modifications
- Permitting in Disproportionately Impacted Communities
- References to Environmental Justice Mapping Tools
- Clean Air Act Section 185 Penalty Fee Program
- Removal of federal applicability of pneumatic control regulations
- Removal of requirements for sources that are no longer major sources

RAQC Activities



While the RAQC intended to discuss its updated control strategy specific to on-road and off-road mobile emission targets during the May RAQC Board Meeting, this topic was deferred to their 6/6 Board Meeting.¹ TRE recommends that NFRMPO staff prepare comments to share with the RAQC on this updated concept.

The RAQC's Control Strategies Committee did not meet in May. They will hold a 5/27/25 Indirect Source Workgroup meeting.

Other Air Quality Initiatives:

EPA Actions

The EPA is anticipated to announce actions that repeal and/or rescind current federal greenhouse gas emission limits for coal and natural gas-fired power plants in the coming weeks. Notably, much of Colorado's more stringent emission requirements at these power plants are anticipated to remain in effect, being required through a variety of laws and regulations, including Colorado's Renewable Fuels Portfolios, Regional Haze requirements, Clean Energy Plans, Clean Heat Plans and more.

On 5/8/25, EPA proposed to approve Colorado's Contingency Measures included in the Serious SIP under the 2008 Ozone NAAQS and simultaneously defer sanctions.² EPA's determination defers sanctions, that may have otherwise taken effect triggering application of more stringent stationary source permit offsets as of June 7, 2025 and withholding of highway funding as of December 7, 2025. While EPA's action takes effect immediately, they are accepting comments through 6/9/25.

At a Spring Meeting of the Association of Air Pollution Control Agencies, western states highlighted challenges in meeting air quality standards and asked EPA for help. Several of these agencies include Intermountain West MPO Air Quality Workgroup partners.³

EPA issued waivers to allow E15 gasoline – gasoline that uses a 15% ethanol blend – to continue to be sold this summer.⁴ The waivers began 5/1/25 and lasts through 6/9/25. Beginning in 2024, the Denver Metropolitan Area as a Severe Ozone Nonattainment Area triggered more stringent fuel requirements during the summer months. Given the fuel supply in the area is limited, Colorado air officials have been concerned that demand may exceed supply. Holly Energy is exploring options to increase supply of the required fuel in the area to ease

¹ See RAQC's April 24, 2025 – Version 8, "Control Concept: On-Road Vehicles and Non-Road Equipment Emission Targets" paper, downloaded 5/1/25, here: <https://raqc.egnyte.com/dl/ovNmdZ17tQ>

² See EPA's "Air Plan Approval; Colorado; Interim Final Determination To Stay and Defer Sanctions in the Denver Metro/North Front Range 2008 Ozone Nonattainment Area," 90 Fed. Reg. 19424, May 8, 2025. Downloaded 5/26/25 here: <https://www.govinfo.gov/content/pkg/FR-2025-05-08/pdf/2025-07938.pdf>

³ See Inside EPA's 5/8/25 article, "Western States Ask EPA to Ease Air Law Compliance as Pollution Worsens." Posted here: <https://insideepa.com/weekly-focus/western-states-ask-epa-ease-air-law-compliance-pollution-worsens>

⁴ See EPA's 2025 Fuel Waivers, published 4/28/25 and 5/19/25, posted here: <https://www.epa.gov/gasoline-standards/fuel-waivers#2025>

concerns.⁵ Communities near their bulk terminal in Henderson, Colorado have raised separate concerns about increased exposure to air toxics and other air pollutants from increased supply to the terminal.

Congress

Both the House and Senate have taken actions that roll back waivers allowing California to regulate emission standards for new motor vehicles and new motor vehicle engines under Clean Air Act Section 177.⁶ ⁷These actions jeopardize California's authorization to regulate vehicle emission standards, including electric vehicle mandates. Accordingly, this jeopardizes other states' electric vehicle rules, like Colorado's Clean Cars Program and Colorado's Clean Trucks Rule, that incorporate similar California rules.

Colorado General Assembly Actions

Numerous transportation-related and other notable bills came out of this legislative session; not all of which have been signed into law.

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

- HB25-1054 repealing audits of CDPHE's Air Program (aka vehicle inspection and maintenance program);
- HB25-1039 addressing Commercial Vehicle Muffler Requirements HB25-1076 addressing motor vehicle administration and was an outgrowth of the 2024 Transportation Legislative Review Committee;
- 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;
- HB25-1292 addressing transit developers and CDOT, requiring a study on transit highway corridors and utility corridors;
- SB25-030 requires CDOT and MPOs to improve transportation options by increasing mode choice targets;
- SB25-051 changing the way RTD calculates operating costs;
- SB25-052 addressing RTD Operating Costs defines operating costs to mean all operating expenditures; and
- SB25-161 addressing Transit Reform outlines study, planning and coordination requirements for RTD.

Additional transportation-related bills, passed and are awaiting signatures on the final act, including:

- HB25-1112 allows local authorities to enforce vehicle registration requirements;

⁵ Phillips, Noelle. Denver Post 3/30/25 article, "Energy company wants to nearly double amount of gas it pipes into Adams County, bringing more air pollution." <https://www.denverpost.com/2025/03/30/holly-sinclair-pipeline-fuel-storage-title-v-permit-adams-county-colorado-pollution/>

⁶ Barczewski, B.; Kynett, K; Lattanzio, R.; Peterson, E. "California and the Clean Air Act (CAA) Waiver: Frequently Asked Questions" 5/9/25. Downloaded 5/26/25, here: <https://www.congress.gov/crs-product/R48168>.

⁷ Domonoske, C. National Public Radio article, "Upending norms, the Senate votes to undo California's EV rules." 5/22/25. Posted here: <https://www.npr.org/2025/05/22/nx-s1-5387729/senate-california-ev-air-pollution-waiver-revoked>

- 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;
- HB25-1291 sets consumer protections for transit riders to be established by transportation network companies;
- SB25-286 allows for assessment of civil penalties for violations of fuel quality standard for reformulated gasoline;
- SB25-300 makes typographical/numbering changes to transportation statutes; and
- SB25-321 addresses high emitting Colorado registered vehicles and provides express authority to pursue enforcement and assess civil penalties in these situations and allows the AQCC to develop implementing rules.

Transportation related air quality bills that lost, include:

- HB25-1046 increasing the number of transportation planning regions;
- HB25-1118 allows for EPA approved alternative catalytic converters to be installed in limited cases;
- HB25-1127 allows owners of surplus military vehicles to register vehicles to drive on highways;
- HB25-1277 requires labeling of fuel products regarding the combustion of which emits GHGs;
- SB25-024 addressing registration of off-highway vehicles;
- SB25-117 reducing transportation costs by reducing fees imposed on fuels, passenger rides, short-term rentals; and
- SB25-160 addressing motor vehicle sales by manufacturer's affiliates; HB25-1046 relating to Increase Maximum Number of Transportation Planning Regions.

Other notable bills that have been signed into law or are awaiting signatures include:

- HB25-1093 addressing limitations on local anti-growth laws;
- HB25-1175 addressing smart meter opt-in requirements; HB25-1269 directing compliance with 2040 building energy performance standards set by the AQCC;
- HB25-1280 directing the PUC's development of advanced leak detection technology rules for pipelines (passed and waiting on signatures); and
- HB25-1321 appropriates \$4 million in funding to respond to federal actions that impact funding to Colorado;
- SB25-039 defines "agricultural buildings," and exempts them from energy efficiency mandates (signed into law);
- SB25-182 allows tax credits for industrial embodied carbon improvements;
- SB25-202 repealing the Climate Change Markets Grant Program; and
- SB25-254 transfers \$5 million from General Fund to the Stationary Sources Control Fund (specific to the APCD) in 2025-2026 only.

Notable bills that lost, include:

- HB25-1042 relating to Air Quality Control Regulation Workforce Impact;

- HB25-1069 addressing stakeholder participation and creating a process to pre-publish bills that may be introduced to General Assembly in the upcoming session;
- HB25-1126 addressing membership of the Public Utilities Commission;
- HB25-1170 addressing lobbying by nonprofit entities;
- SB25-120 establishing a nuclear workforce development and education program;
- SB25-126 repealing substantial air quality statutes in recent years;
- SB25-141 addressing municipal government exemption from energy code requirements; and
- SB25-156 addressing state governments requirements to meet certain energy code requirements.

Colorado Air Quality Enterprise

The Colorado Air Quality Enterprise announced the next Request for Information, soliciting interested parties to help define the scope for a potential request specific to “aggregate, integrate, and improve public accessibility to diverse air quality datasets across Colorado...”⁸ Ultimately, the AQE intends that this RFI to develop a Colorado Air Quality Data Center. The deadline to response to the RFI is 6/13/25. Based on previous meetings, data center is envisioned to include criteria pollutants, air toxics, ozone and methane datasets. The RFP amount is anticipated to be at least \$4.5 million, and \$500,000 in annual operations and maintenance costs.

Notably, the AQE’s 5/6 meeting included presentations from academia and the APCD seeking additional funding to supplement current aerial and supplementary monitoring programs that touch upon ozone. Data from 2024 monitoring is anticipated to be posted by the end of July 2025. While the AQE did not revise their current RFI to entertain this request, they seemed open to developing a separate RFI, depending on funding available after the data center RFI moves forward. TRE recommends tracking AQE opportunities to further understanding of ozone in Colorado.

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)

- 5/27 RAQC Indirect Source Workgroup Meeting
- 6/6/25 RAQC Board Meeting

Other Anticipated Air Quality Activities

- EPA’s NAAQS Guidance
- EPA’s Ozone NAAQS Reconsideration
- EPA’s Reconsideration of the PM2.5 NAAQS

⁸ Colorado’s Air Quality Enterprise Request for Information, RFI_2025000001: Air Quality Data Center, downloaded 5/26/25 from: <https://drive.google.com/file/d/1y-06raPi94NGk5DjqiHDVo2rW1l2mHnE/view>

Recommendations:

- NFRMPO staff should engage RAQC staff on their Mobile Source Emissions Targets concept paper as soon as possible
- NFRMPO staff should review the APCD identified Motor Vehicle Emission Budgets for concurrence.
- NFRMPO staff prepare comments on the RAQC's April 24, 2025 Control Concept: On-Road Vehicles and Non-Road Equipment Emission Targets" paper to share with the RAQC on this updated concept.



OFFICE OF AIR AND RADIATION

WASHINGTON, D.C. 20460

May 20, 2025

Mr. Andrew Gruber
Executive Director
Wasatch Front Regional Council
41 North Rio Grande Street
Salt Lake City, Utah 84101

Via Electronic Mail: agruber@wfrc.org

Dear Mr. Gruber:

Thank you for your February 21, 2025, letter to the U.S. Environmental Protection Agency (EPA) Administrator Lee Zeldin on behalf of the Wasatch Front Regional Council and nine other executive directors of the Intermountain West Metropolitan Planning Organizations in Arizona, Colorado, Idaho, Nevada, and Utah. In your letter, you made Administrator Zeldin aware of a previous request for the EPA to lead academic studies about the science of ozone formation in the Intermountain West. I am responding on behalf of the Administrator.

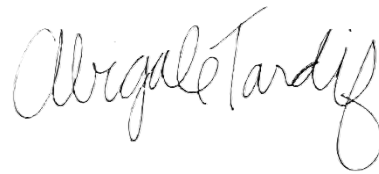
The EPA has been both a partner and a leader in working with state and local air agency and academic researchers to advance the nation's understanding of the science of ozone formation. We view this understanding as essential to identifying new challenges and to evolving our air quality management strategies to meet these challenges. The EPA is currently reviewing its research priorities. However, the EPA has participated in important work in recent years that has advanced our understanding and improved our tools for addressing ozone air quality management challenges, including those in the West. This work has contributed to:

- Updating chemical mechanisms to improve the accuracy of ozone air quality model predictions.
- Improving representation of the impact of stratospheric ozone intrusion and treatment of nitrogen oxide emissions from lightning on ozone especially in the mountainous Western states.
- Developing a consistent historical set of modeled meteorology, emissions, air quality and pollutant deposition spanning the years 2002 through 2019, to improve our understanding of changes in ozone-related atmospheric composition over time.
- Improving ammonia and organic carbon emissions inventories to increase the accuracy of air quality model predictions.

- Improving understanding of the emissions from wildfires and their impact on ozone importantly, under Administrator Zeldin's leadership the EPA intends to recognize cooperative federalism and give due consideration to new understandings that air agencies bring forward in their ozone attainment planning efforts. As the EPA reviews its support for current and future research efforts, I welcome the thoughts of the Intermountain West Metropolitan Planning Organization leadership on the most productive and promising research activities to advance our collective understanding of western ozone.

Thank you again. Please contact me or Scott Mathias, Director of the Air Quality Policy Division in the EPA's Office of Air Quality Planning and Standards, at mathias.scott@epa.gov or (919) 541-5310.

Sincerely,

A handwritten signature in black ink, reading "Abigale Tardif". The signature is written in a cursive, flowing style.

Abigale Tardif
Principal Deputy Assistant Administrator

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

May 15, 2025
3:00 p.m.
Microsoft Teams

Members	Staff
Kristin Stephens	Paul Sizemore
Bill Jenkins	Becky Karasko
Jon Mallo	Michelle Edgerly, Go Figure
Mark Clark	Tonja Burshek
	Tanya Trujillo-Martinez
	Barbara Bills

The meeting was called to order by Stephens at 3:00 p.m.

Approval of Minutes:

Jenkins made the motion to approve the April 24, 2025, meeting minutes, and Mallo seconded. The motion passed by acclamation.

Q4 Unaudited Financial Statements:

Burshek briefly discussed the MPO financials highlighting the negative amount on the Q4 Administrative Expenses attributing it to end of year accruals. She also touched on the increased payments coming in from CDOT.

For the VanGo financials, the majority of the discussion surrounded the Credit Card Fees. Burshek discovered that we were paying about 15% in fees for our VanGo credit card payments. She declared that this was unacceptable and has been looking into alternatives that would yield 3-5% fees instead.

Jenkins moved to recommend the Q4 Unaudited Financials to the Planning council for approval and Mallo seconded. The motion passed unanimously.

Financial Software:

There was quite a robust discussion concerning the acquisition of new accounting software. Burshek learned that our current software, Great Plains, was sunseting and would be unsupported by 2027 and nonexistent by 2029. She has been arranging demonstrations from various vendors to determine which would be the best fit.

MMOF Update:

Sizemore explained that the MMOF funds programmed for 2024 and 2025 have been eliminated in the state budget. This impacts funds committed to community partners and for mobility programming. CDOT will be providing more detail soon so the Finance Committee can consider alternatives for funding these activities.

The meeting was adjourned at 3:47 p.m.

Legislative Report

June 2025

Direct NFRMPO Impact:

Title	SB25-030 : Increase Transportation Mode Choice Reduce Emissions
Description	Concerning measures to increase transportation mode choice to reduce emissions.
Summary	<ul style="list-style-type: none"> Requires MPOs to create a transit and active transportation project inventory and address gaps in transit, bicycle, and pedestrian infrastructure. Requires MPOs to provide a report on the transit and active transportation project inventory to the Transportation Legislative Review Committee (TLRC). 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. Encourages local communities to <ul style="list-style-type: none"> Identify unfinished transit, bicycle, and pedestrian projects. Prioritize projects in DI communities tat reduce pollution and improve safety for vulnerable road users. Establish transit, walking and biking targets in collaboration with CDOT, MPOs, and transit agencies. Submit additional local Transportation Demand Management strategies to their MPO.
Status	<ul style="list-style-type: none"> 5/13/2025: Signed by Governor Polis 5/1/2025: Passed the House 4/28/2025: Transportation, Housing, and Local Government Discussion, Referred to the House 4/22/2025: Passed the Senate; Introduced in House – Assigned to Transportation, Housing, and Local Government 4/11/2025: Appropriations Discussion; Referred to Senate 3/12/2025: Transportation & Energy Discussion; Referred to Appropriations 1/08/2025: Introduced in Senate – Assigned to Transportation & Energy
NFRMPO Impact	<ul style="list-style-type: none"> Require the NFRMPO to create a transit and active transportation project inventory. 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.

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

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

Title	HB25-1007 : Paratransit Services
Description	Concerning paratransit services.
Summary	<ul style="list-style-type: none"> Requires any political subdivision of the state, public entity, or nonprofit corporation that provides paratransit services to <ul style="list-style-type: none"> Establish, in coordination with local emergency services, a plan to communicate information and provide paratransit services during emergencies
Status	<ul style="list-style-type: none"> 4/17/2025: Signed by Governor Polis 3/25/2025: Passed the Senate 3/19/2025: Transportation & Energy Discussion; Referred to the Senate 2/28/2025: Introduced in Senate- Assigned to Transportation & Energy 2/25/2025: Passed the House 2/18/2025: Transportation, Housing, & Local Government Discussion; Referred to House 1/08/2025: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> 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.

Title	HB25-1198 : Regional Planning Roundtable Discussion
Description	Concerning the creation of a Regional Planning Roundtable Commission.
Summary	<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"> • Assisting local government in complying with statutory housing, land use, or other planning requirements; • Assisting local governments in accessing state and federal resources and technical assistance for complying with statutory housing, land use, or other planning requirements; • Assisting local governments in establishing a regional roundtable to address regional housing, land use, or other planning challenges and opportunities.
Status	<ul style="list-style-type: none"> • 5/2/2025: Passed the Senate • 4/30/2025: Appropriations Discussion; Referred to Senate • 4/24/2025: Local Government & Housing Discussion; Referred to Appropriations • 4/22/2025: Introduced in Senate – Assigned to Local Government & Housing • 4/21/2025: Passed the House • 4/15/2025: Appropriations Discussion; Referred to House • 3/25/2025: Transportation, Housing & Local Government Discussion; Referred to Appropriations • 2/10/2025: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • 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.

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 1st, 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.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
May 21, 2025**

PRESENTATION

Colorado Energy Office (CEO) IMPACT Accelerator Grant Program – Russ Sands, CEO, and Carlos Tamayo, CEO, provided an update on the IMPACT Accelerator Grant Program, which is providing \$50M toward local government policy adoption in four sectors: Buildings, Transportation, Land Use, and Waste. The purpose of this grant is to build local resilience and reduce emissions through transformative policy adoption. Local governments and Colorado’s two federally recognized tribes are eligible to apply for the grant. The suggested maximum per grant for policy is suggested to be \$200,000 and \$1.8M for projects. Tamayo discussed eligible policies, eligible costs, the application process, and the timeline for the grant program. Program guidance and FAQs will be published on June 2, 2025, and Round 1 opens on June 16, 2025.

DISCUSSION ITEMS

MMOF Updates - Michael Snow, CDOT, provided an update to the reductions in MMOF funding. The state Legislature has pulled back \$71.4M in existing funding in the local MMOF program. After an increase of \$18.2M with reconciled revenues, the net reduction is \$53.2M. The retail delivery fee has been updated to show future funding of \$1.75M. The total local MMOF allocation through FY2029 will be updated to \$227.9M. NFRMPO staff and TAC need to adjust the existing MMOF awards to ensure the region is in line with the new funding constraints, specifically for FY2023 through FY2025. Options for achieving compliance include: delaying the projects, reducing the funding for a project, or canceling the project. To help minimize project delays, CDOT will allow projects to proceed when ready, advancing up to two years of MMOF awards. Snow provided a spreadsheet to show the exact amounts that need to be reduced for the NFRMPO region. Karasko stated this will be a Discussion item at the June TAC meeting.

NFRMPO 10-Year Priority List Scoring – Karasko discussed the 10-Year Priority List Scoring. She received nine completed scoring sheets from TAC members and provided the averaged scores for each project. After discussion, it was determined the TAC would have a remote workshop to work through the scoring as a group on May 23, 2025.



MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko, Acting Executive Director

Date: June 5, 2025

Re: NFRMPO 10-Year Priority List Scoring

Background

On January 30, 2025, the NFRMPO Planning Council held a joint workshop with TAC members and NFRMPO staff to score projects for the NFRMPO's 10-Year Priority List across three categories: roadway, transit, and non-motorized. Following the workshop, Planning Council requested the NFRMPO TAC score and rank the Tier 1 Roadway projects. At their March meeting, TAC members requested NFRMPO Staff develop scoring criteria and a workshop to refine the scoring criteria was held on April 23, 2025. Completed scoring matrices were due to NFRMPO staff on May 19, 2025. A follow up scoring work session was held on May 23, 2025, the finalized ranking of the Tier 1 projects is attached.

Action

NFRMPO staff and TAC members request Planning Council members review the results of the TAC scoring and to provide feedback at the Planning Council meeting.

NFRMPO 10-Year Prioritization List: 2025 Ranking

Rank	Corridor	Project	Total
1	US34	US34 and WCR 17	93
2	I-25/SH14	Interchange	87
3	SH392	WCR21 to WCR19	79
4	SH392	SH392/Timberline Road	72
5	I-25/Harmony Road	Interchange Study	67
	US34	US34/US287	67
7	SH392	I-25 to US287	65
	SH392	Highland Meadows Pkwy to Colorado Blvd.	65
	US34	Rocky Mountain to Centerra Parkway along US 34	65
10	US34	US34 and 35th Avenue to US34 and 47th Avenue	63
11	SH392	WCR23 to WCR21	62
12	US34	LCR3 to Centerra Pkwy	58
13	US287	US287 (College Ave) and Drake Rd	57
14	SH14	SH14 and WCR23	55
15	US287	SH287 and LCR17 (North Berthoud Parkway)	52
16	US34	US34 and 131st Street	50
17	US34	US34 Corridor within the NFRMPO boundary	48
18	US287	Trilby to Harmony	47
19	US34	US34 and 65th Ave	42
20	US287	US287 Bridge over Big Thompson River	38
21	US34	US34 and 83rd Ave	37

MEMORANDUM

To: NFRMPO Planning Council

From: Jerome Rouser

Date: June 5, 2025

Re: Regional Active Transportation Corridor (RATC) Update

Background

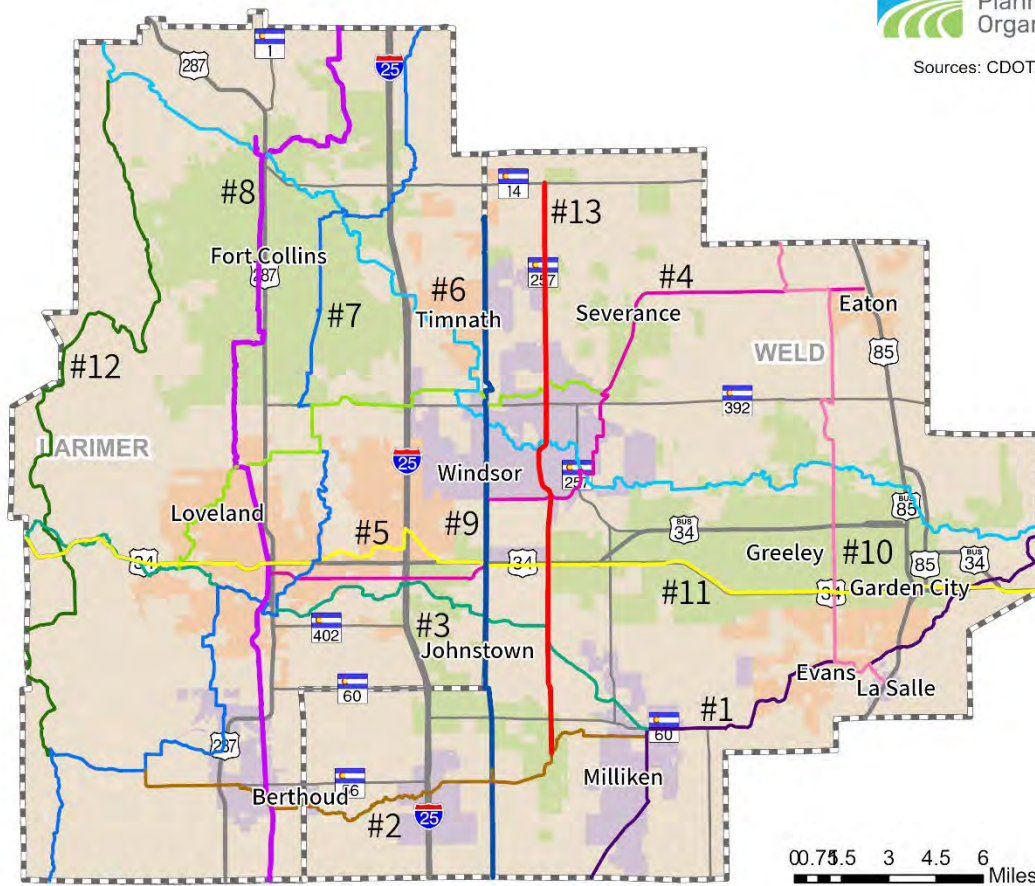
With each Active Transportation Plan (ATP) update, NFRMPO staff updates its regional active transportation corridors (RATC). During the RATC visioning process for the 2025 ATP update, NFRMPO staff met with local community staff to discuss the RATCs in their communities and make updates to the network. Communities submitted recommendations to update trail crossing needs, adjust trail alignments, and to add and remove strategic local connections. There are two major proposed changes to the RATC network:

- **Extension of RATC 8:** BNSF Fort Collins/Berthoud from its current northern terminus at the Poudre River Trail to the NFRMPO northern boundary. This corridor will continue into Wellington.
 - The new sections of this corridor are already included in the City of Fort Collins' draft Strategic Trails Plan. Larimer County and the Town of Wellington have met to determine the alignment between the NFRMPO's northern boundary and the Town of Wellington.
- **Creation of the new RATC 13:** Johnstown/Severance. This proposed corridor will be along WCR 17 from its southern terminus at the Little Thompson River Trail to its northern terminus at SH14.
 - The Town of Johnstown has a 10' detached sidewalk planned along WCR 17 and the City of Greeley has a trail planned along WCR 17 in their Trails Master Plan. The Town of Windsor has already made bike/ped improvements along WCR 17.

Action

Staff request Planning Council members provide feedback on the proposed RATC network.

Attachments: Proposed RATC Network Map



Legend

RATC_Name

7: Front Range Trail

11: US34 Parallel

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 800.9560
nfrmpo.org

Statewide Transportation Advisory Committee (STAC)

Meeting Summary

Date/Time: May 1; 2025, 8:30 a.m. - 11:30 a.m. - Meeting was hybrid format, meeting in-person at CDOT HQ with virtual option on Zoom provided.

Public Comment (3 minutes allotted per speaker, 45 minutes in total) - Gary Beedy, STAC Chair

- No public comments were received during the meeting in-person or online

Transportation Commission Report

- Worldwide Zoom outage on April 16 delayed the meeting by about 30 minutes.
- Bustang and Rural Mobility report highlighted substantial ridership increases on North, West, and South routes).
- TC members expressed their concern over Safe Routes to School (SRTS) applications that did not get awarded.

State Legislative Update

This was the last week of the 2025 Colorado Legislative Session.

- HB 1303 (Vulnerable Road User Fee and Grants) failed in the Senate Finance Committee.
- SB 030 (Mode Choice Bill) passed in the Senate, and was close to passing in the House.
- HB 1292 (Transmission Lines siting in State Right of Way) passed in the House, and Senate TBA.
- SB 069 (Tire Chain Traction assistance) passed both chambers, and the Governor should sign it.
- HB 1122 (Autonomous Commercial Vehicles) passed in the House, but the Administration opposes it.
- SB 320 (new JBC bill on Senate Consent Calendar to accelerate Bridge & Tunnel fee increase) won't cover all of this year's cuts, but will help offset.

Federal Legislative Update

- Congress is beginning to discuss the proposal for the next 5-year Federal Reauthorization Process (the first since IIJA).
 - The Highway Trust Fund is getting less from the gas tax, so a \$200/year EV fee is being proposed.
 - The next reauthorization bill is due September 30, 2026.

FY2026- 2029 Statewide Transportation Improvement Program (STIP) Adoption

- No major public comments were received during the public comment period for the FY 26-29 STIP, but MPOs confirmed that TIPs align with the STIP as is required.
- Coalition 4 Cyclists requested that STIP better show coordination between state plans.
- New STIP software (similar to Pikes Peak Council of Governments (PPACG's) should provide more linkages and consistency.

STAC Action: STAC approved the FY 2026-2029 STIP to present to the Transportation Commission.

Multimodal Transportation and Mitigation Options Fund (MMOF) Program Update

- \$1.2B state budget shortfall led to returning \$71.4M from current MMOF balance.
- Future Retail Fee revenue and \$10.5M annual General Fund transfers to MMOF will stay unaffected.
- FY26-29 TPR/MPO allocations could increase \$1.75M through more Retail Delivery Fee revenue.
- Over-programmed awards (\$10.6M in FY25) must be delayed or reduced.
- Legislature saw how much MMOF money was still in the bank, so it was an attractive target for budget cutting.
- CDOT took other significant cuts elsewhere, though, and back-filling is not an option.
- CDOT will work to minimize project delays and reduce ongoing MMOF fund balances.
- Suggestions were received for CDOT to provide(e.g.) dashboards, “more competitive” spend-downs, etc.
- An effort is in place in response to the budget cuts to “Amend existing awards to constrain to finalized FY allocations through FY29.”

Revitalizing Main Streets (RMS) Program Update

- The RMS program is “on indefinite pause,” but currently contracted and funded projects are still active.
- The remaining RMS program funds are being expended, and awarded, with no more RMS applications being accepted after April 30, 2025.
- More information regarding the last application cycle is coming soon through the RMS website and emails.

Freight Update

- Fuels Impact Enterprise extends Petroleum Storage Tank Fund fee schedule to Sep. 1, 2030.
- Local attorneys will help determine if this \$30M in awards must be included in local TIPs.

Policy Directive 1905 “Risk and Resilience Program” Update

- Clean up language for Accessibility, new program contacts, but no substantial changes to policy.
- STAC approved these changes.

Other Business

- Pueblo Area COG seeking update on Carbon Reduction Program formula funds.
- The next STAC meeting is scheduled for Thursday, June 5, 2025, 8:30 am (virtual).



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

Held: Wednesday, April 19, 2025, 10:00 a.m.

The CTIO meeting was broadcast on YouTube Live. A recording of the meeting can be found [here](#) for six months after it was held. After that time, it will be archived.

The regular meeting of the CTIO Board of Directors was convened in accordance with applicable statutes of the State of Colorado, with the following Directors present:

- Cecil Gutierrez, Vice-Chair (remote)
- Nellie Moran (remote)
- Eula Adams (remote)
- Shelly Cook (remote)
- Gina Sacripanti (remote)

Roll Call Regular Meeting

All board members, except Chair Stuart and Director Erickson, were present. The meeting began at 10:01 a.m.

Public Comment

There was no public comment.

Comments from Directors

Director Moran provided details of her recent travel on the Winter Park Express and the appreciation she heard from members of the public for expanding the service and making it more affordable.

Director's Report

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

- E-470 Board of Directors Retreat reflections.

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.

- Details of a potential joint briefing between the Colorado Clean Transit Enterprise, CTIO, and the Transportation Commission related to the Front Range Passenger Rail Inter-Governmental Agreement between various agencies at the next board meeting.

Discussion

- CTIO Board members and staff discussed the logistics associated with the joint meeting in May.

Construction/Operations/Maintenance updates and questions from Directors

There were no questions or discussions related to CTIO projects or operations.

Legislative Update

Emily Haddaway, CDOT Legislative Liaison, provided the legislative update to the board, which included details on the CDOT legislative priorities for the transportation bills and positions, with only 21 days left in the session.

Consent Agenda

ACTION: Upon a motion by Director Adams and second by Director Sacripanti, a vote was conducted and Resolution #467, March 19, 2025 minutes, was unanimously approved.

Globeville and Elyria Swansea (GES) Tolling Equity Program Research on additional benefits

Simon Logan, Special Projects Lead and Policy Analyst, provided a presentation on possible additional benefits that could be added to the GES Tolling Equity Program. The presentation included information on the following:

- Background
- Reminder of Results to Date
- Approved changes
- Analysis of additional benefits
- Recommendations and Next Steps

Discussion

- CTIO Board Members and staff discussed questions in an upcoming survey, federal funding, how the analysis was conducted, what areas the GES Connector covers, and what engagement staff had with the community.
- CTIO Board Members agreed that staff should proceed with an assessment regarding the extension of GES Connector's hours/days of operation as an additional benefit to the program and return with more information at a future meeting.

Proposed Express Lanes Operation Center

Alex Frank, Express Lanes Operations Manager, provided a presentation to the board on the CTIO Tolling Operations Center, which included information on the following:

- CTIO's Express Lanes Network growth
- What has changed
- Coming soon
- CTIO operations staff growth by year
- CTIO tolling operation center goals
- Peer agency tolling operations comparison
- CTIO operations center 3D model
- Key project details
- Next steps

Discussion

- CTIO board members and staff discussed the plan, growth of staff aligned with Express Lane mileage, the need for 24/7 coverage, and that staff were not requesting action yet and would return with a budget amendment associated with the new operations center for board review and approval.

US 36 and I-25 Central P3 Overview

Christian Guevara, Senior Vice President of Operations (Plenary Roads Denver - PRD) provided a presentation on the US 36 and I-25 Central Public Private Partnership between CTIO and PRD. The presentation included information on the following:

- Background on PRD
- Details of the US 36 project and concession agreement
- Operations and maintenance details
- Tolling trends
- Future work

Executive Session

CTIO Vice-Chair Gutierrez proposed a motion to convene the Board in an executive session for the purpose of receiving legal advice regarding CTIO's Safety & Toll Enforcement Program and the civil penalties for toll evasion. The executive session discussion is required to be kept confidential pursuant to Sections 24-6-402(3)(a)(II). Upon a motion by Director Adams and second by Director Sacripanti, the CTIO Board entered the Executive Session at 11:37 am. Members of the public were excused.

The CTIO Board exited the executive session at 12:26 p.m.

Adjournment

The CTIO Board adjourned at 12:26 p.m.