



## NFRMPO Technical Advisory Committee (TAC)

### Hybrid Meeting Agenda

June 18, 2025

**In Person:** Larimer County Loveland Campus, 200 Peridot Avenue, Loveland, CO

**Virtual: Call-in Number:** (224) 501-3412 **Access Code:** 115-932-509

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

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Introductions	Nicole Hahn, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-
3	Approval of May 21, 2025 Meeting Minutes	Nicole Hahn	3	1:05

### Work Session

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	MMOF Funding Reconciliation	All	8	1:10

### Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Regional Air Quality Council (RAQC) Updates	Tom Moore, RAQC	-	2:10
6	Air Pollution Control Division (APCD) Updates	Brendan Cicione, APCD	-	2:15

### Metropolitan Planning Organization Agenda

#### Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
7	2025 Coordinated Public Transit/Human Services Transportation Plan	Aaron Hull	19	2:20
8	NFRMPO 10-Year Prioritization List Scoring	Becky Karasko	Handout	2:40



### ***Outside Partner Reports***

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
9	NoCo Bike & Ped Collaborative	Written Report	Handout	-
10	Regional Transit Agencies	Verbal Report	-	-
11	Mobility Updates	Tanya Trujillo-Martinez	-	2:50

### ***Reports***

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
12	June Planning Council Meeting Summary Draft	Written Report	30	-
13	Mobility Committee Updates	Written Report	32	-
14	Legislative Updates Report	Written Report	37	-
15	NFRMPO Air Quality Program Updates	Written Report	42	-
16	Roundtable	All	-	2:55

### ***Meeting Wrap Up:***

- Next Month's Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: July 16, 2025

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
Hybrid Meeting  
May 21, 2025  
1:09 – 2:30 p.m.**

**TAC MEMBERS PRESENT:**

Nicole Hahn, Chair – Loveland  
Dana Hornkohl – Fort Collins  
Kim Koivuniemi – Timnath  
Omar Herrera - Windsor  
Victoria Leonhardt – Greeley  
Shani Porter – Severance  
Josie Thomas – CDOT R4

**NFRMPO STAFF:**

Becky Karasko  
Mykayla Marek  
Jerome Rouser  
Paul Sizemore  
Jonathan Stockburger  
Tanya Trujillo-Martinez

**TAC MEMBERS ABSENT:**

Evan Pinkham, Vice Chair – Weld County  
Aaron Bustow - FHWA  
Brendan Cicione – CDPHE-APCD  
Mazedur Hossain – Evans  
Tawn Hillenbrand – Berthoud  
Pepper McClenahan – Milliken  
Tom Moore – RAQC  
Town of Garden City  
Town of Johnstown  
Town of LaSalle

**IN ATTENDANCE:**

AnnaRose Cunningham - Loveland  
Hanna Feldmann - Greeley  
Candice Folkers - COLT  
Carlos Tamayo – CEO  
Russ Sands - CEO  
Michael Snow - CDOT  
Joshua Ma - Transfort  
Katrina Klobberdanz - CDOT  
Dee McIntosh - CDOT R4  
Scott Pearson - Windsor  
Gina Fox - CDOT  
Luke Seeber- Berthoud  
Spencer York - CDOT  
Cameron Parrott – Weld County

**CALL TO ORDER**

Chair Hahn called the meeting to order at 1:09 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE APRIL 16, 2025 TAC MINUTES**

Hornkohl moved to approve the April 16, 2025 TAC Minutes. Herrera seconded the motion, which was approved unanimously.

## **DISCUSSION ITEM**

**MMOF Updates** – Michael Snow, CDOT, provided an update to the reductions in MMOF FY2025 funding. As part of settling a \$1.2B statewide budget deficit for FY2026, the Colorado General Assembly pulled back \$71.4M in existing funding in the local MMOF program. After an increase of \$18.2M with reconciled revenues, the net reduction of local MMOF funding 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. The years with overprogrammed MMOF funding include FY2023 to FY2025. Options for achieving compliance include delaying a project, reducing the funding for a project, or canceling a project. CDOT will allow projects to proceed when ready, advancing up to two years of MMOF awards to help minimize project delays, leverage unspent MMOF budgets, and reduce ongoing MMOF fund balances to reduce the likelihood of future legislative reductions.

Snow provided a spreadsheet to show the exact amounts that need to be reduced for the NFRMPO region as well as a list of all the MMOF projects awarded in the region from 2019 through 2024. NFRMPO staff and TAC will need to adjust the existing MMOF awards to ensure the region is in line with the new funding constraints. For local MMOF funding in the NFRMPO region specifically, FY2023 is overprogrammed by \$2,018,107, FY2024 is overprogrammed by \$790,061, and FY2025 is overprogrammed by \$1,285,759. Including the positive programmed amounts in FY2027 through FY2029, the NFRMPO has a total of \$2,262,205 in overprogrammed MMOF funds.

Karasko asked for the timeline of when the NFRMPO and the TAC need to know what adjustments they are making to the MMOF projects. Snow responded that it depends on the urgency of some projects. Karasko then asked if Snow and CDOT Region 4 should be a part of the MMOF project decision making process. Snow said it would be a good idea to have CDOT's input. Karasko stated that an MMOF review will be a Discussion item at the June TAC meeting.

Porter requested a memo of the MMOF information shared at this meeting to help relay the MMOF back to staff and officials. Snow said that it can be provided along with the presentation from the meeting.

## **AIR QUALITY AGENDA**

**Regional Air Quality Updates** – No update was provided.

**Air Pollution Control Division Updates** – No update was provided.

## **METROPOLITAN PLANNING ORGANIZATION AGENDA**

### **Consent Agenda**

No items this month.

### **ACTION ITEMS**

No items this month.

## **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 that extends beyond state requirements. Local governments and Colorado's two federally recognized tribes are eligible to apply for the grant. The two ways to apply for the grant are for policy adoption funding or for policy adoption with project funding. Policy funding is for stakeholder outreach, consultant support for technical analysis, studies that inform policy adoption, or small pilot projects. Project funding is for equipment purchases, rebate programs, reduced fee programs, consultant support for project implementation, studies that proceed or advance project implementation, larger pilot projects, or other incentives to increase policy impact.

The suggested maximum per grant for policy is \$200,000 and \$1.8M for projects. The CEO will consider requests that exceed these amounts. Applicants are asked to submit a constrained, standard, and vision budget. Eligible policies for buildings include promoting energy codes that exceed the forthcoming Model Low Energy and Carbon Code, energy performance standards, and energy efficiency initiatives. Eligible policies for land use include promoting compact housing, parking management, EV charging, renewable energy, and discouraging greenfield development. Eligible transportation policies include encouraging high quality active transportation infrastructure, transit prioritization, transportation demand management, and fee-based vehicle registration services. Eligible waste policies include increasing waste diversion, promoting reuse, and helping to convert trucks to zero-emission vehicles.

The application process starts with a letter of intent, then the agency will submit the full application if 'encouraged' by CEO, then have a kick-off meeting with CEO in 2026. Program guidance and FAQs will be published on June 2, 2025, and Round 1 opens on June 16, 2025. The second round will open on October 1, 2025.

### **DISCUSSION ITEM**

**NFRMPO 10-Year Priority List Scoring** – Karasko discussed the 10-Year Priority List Scoring. She received nine complete scoring sheets from TAC members and provided the average scores for each project.

There was discussion around how the scoring should work if one community is unfamiliar with specific parts of another community's project. Two errors were noted in the data from CDOT that was sent about each project to help TAC members rank them. Katrina Klobberdanz, CDOT, said she will review the data for those projects.

Hahn asked for a GIS tool during call for projects to be able to compare problems in the region. Leonhardt added that there needs to be a more future focused way of being able to measure projects instead of being reactionary. Karasko explained the status of the Regional Travel Demand Model update and noted it will likely take a couple months to have any kind of tool like the TAC is requesting.

After continued discussion, it was determined the TAC would have a remote workshop to work through the scoring as a group on May 23, 2025 to allow the ranked list to be discussed at the June Planning Council meeting.

## **OUTSIDE PARTNER REPORTS**

**NoCo Bike and Ped Collaborative** – Written report was provided.

**Regional Transit Agencies** – No reports were provided.

**Mobility Updates** – Trujillo-Martinez talked about the work on The 2025 Coordinated Plan and mentioned that Hull will be at the TAC meeting next month to discuss progress on the plan. Hull will be back at the October TAC meeting to present the final plan before it is presented at the following Planning Council meeting. For RideNoCo updates, between January 1<sup>st</sup> and May 19<sup>th</sup> of 2025 there have been 140 calls and 2,348 website visits. Trujillo-Martinez also provided updates on the Mobility team's outreach season.

## **REPORTS**

**May Planning Council Meeting Summary Draft** – Written report provided.

**Mobility Committee Updates** – Written report provided.

**Legislative Updates Report** - Written report provided.

**Air Quality Related Activities Report** – Written report provided.

## **ROUNDTABLE**

Hornkohl asked when the next CDOT inactives list will be sent to TAC. Karasko responded CDOT is not providing those anymore, it will be a quarterly update from FHWA. Hornkohl mentioned improvements on College and Trilby have begun construction. Trilby Road will be closed at College Ave starting June 2<sup>nd</sup>. The Power Trail Underpass project has just been advertised.

Hahn mentioned LCR 30 is closed toward the frontage road for Amazon facility improvements. She also mentioned there will be a full closure of Madison and 47<sup>th</sup> St. for an intersection project. The intersection of Taft and US 34 is closed on the north side until the end of July for an intersection project.

Rouser mentioned the state legislative session for 2025 is over. He mentioned questions received about SB25-030, the mode-choice bill, and stated that he will reach out to the communities in the region to gather necessary inventories to comply with the bill over the next several months.

Porter mentioned a new stoplight on WCR 19 and WCR 74. She also discussed a study at Ponderosa and WCR 74. Lastly, Porter mentioned Severance's park update with the community park and a future park master plan update.

Sizemore mentioned this is his last TAC meeting and that his last day is on May 23, 2025. Karasko will be the acting Executive Director of the NFRMPO.

Marek reminded the TAC of the Crash Dashboard meeting on May 23, 2025.

Gina Fox, CDOT, mentioned an RFP that was put out for the traffic analysis on US 34. CDOT is currently in the process of selecting the consultant for the project. Fox also mentioned the I-25 and Mulberry project is hoping to begin looking at grants.

Herrera mentioned that 7<sup>th</sup> Street in Windsor is closed for a bridge rehab project during the summer.

#### **MEETING WRAP-UP**

**Next Month's Agenda Topic Suggestions:** – MMOF Reconciliation discussion.

**Meeting adjourned at 2:30 p.m.**

**Meeting minutes submitted by:** Jonathan Stockburger, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, June 18, 2025, as a hybrid meeting.**

## **Multimodal Transportation & Mitigation Options Fund (MMOF) Budget Reductions & Award Reconciliation Spring 2025**

The following guidance is intended for Local MMOF awarding agencies, MMOF awardees, and CDOT staff in response to the MMOF program funding reductions implemented in the Spring of 2025.

### **Background**

Facing a \$1.2 Billion budget shortfall for Fiscal Year 2026 (FY26), which spans July 1, 2025 - June 30, 2026, the State Legislature made necessary budget cuts that impact every state agency. The adopted FY26 state budget and related Senate Bill 2025-264 included the following specific impact to the Multimodal Transportation and Mitigation Options Fund (MMOF):

- The return (“sweep”) of \$71,400,000 from previously appropriated MMOF revenues.

Ongoing revenues to the MMOF program, including the dedicated Retail Delivery Fee Revenues and the \$10.5 Million annual statutory General Fund transfers in FY26 and beyond, remain unchanged.

The reduced program revenues translate to cuts to the Transportation Planning Region’s (TPR) Local MMOF allocations, most of which have already been awarded to local projects. In response, the awarding agencies in these regions must now reduce, delay or cancel certain awards of MMOF funds to constrain to the new, reduced allocations.

### **Revenue Reconciliation**

Prior publications of Local MMOF allocations to the TPRs identified actual revenues collected in FY19-23 and estimated revenues for FY24-32. In preparing the updated TPR allocations based on this budget cut, CDOT staff has reconciled current actual revenues while also realizing increased future projections and other previously unallocated revenues. This reconciliation identified a total of \$18.2 million, which offsets the \$71.4 million budget cut resulting in a net reduction of \$53.2 million to the Local MMOF program.



## Local MMOF Reductions

The full revenue adjustments above result in a net **\$53.2 million reduction** from previous allocations of state MMOF funds through FY25. Reductions were applied to each TPR using the most recent MMOF distribution formula approved by the Transportation Commission. **Table 1** below shows the new **Updated Allocations** of state funds for the combined FY2020-2025 period as a result of this reduction.

## Award Adjustments

In addition to the new FY20-25 allocations, the next column in Table 1 shows the **Amount Awarded** (aka, “programmed”) to local projects by the TPR in this period, and in the next column, the resulting amount (in red) that these awards are over-programmed beyond the new updated allocations. The combined existing project awards in this period must be reduced to the new fiscal year allocations. Utilizing FY26-29 allocations, TPRs may choose to keep existing FY20-25 award amounts whole by delaying all or a portion to a later fiscal year. However, depending on how much of a TPR’s FY26-29 allocations are already awarded, the net **FY26-29 Amount Remaining** may be insufficient to backfill all previous awards.

The last column in Table 1 shows the combined **Amount Remaining or Over-programmed** throughout the entire FY20-29 period. Amounts shown over-programmed (in red) indicate the net amount of existing FY20-29 awards that TPRs must rescind, either through reduced awards or cancelled awards.

The Metropolitan Planning Organizations (MPO) and Region Planning Commissions (RPC) that award MMOF in each TPR are requested to complete award modifications and fully constrain awards to each fiscal year allocation by October 2025. Depending on the timelines and potential impact on individual projects, awarding agencies, with the support of CDOT staff, may need to make award update decisions sooner in order to mitigate that impact.

An Excel-based Award Reconciliation workbook has been provided to the awarding agencies in each TPR that details their updated annual allocations, a summary of allocations versus current awards, and information on current awarded projects. The workbook is set up as an active tool for TPRs and CDOT staff to use in coordinating award-making decisions by the TPR.

Table 1. Summary Analysis of Updated Local MMOF Allocations and Awards through Fiscal Year 2029

(June 2025)

	2020-2025 State Funds			2026-2029 State Funds			Total, 2020-2029
TPR	Updated Allocations	Amount Awarded*	Amt <b>Over</b> <b>-programmed</b>	Updated Allocations	Amount Awarded	Amount Remaining	Amount Remaining or <b>Over-programmed</b>
Pikes Peak Area	\$13,048,793	\$17,824,288	<b>-\$4,775,495</b>	\$7,344,099	\$5,926,518	\$1,417,581	<b>-\$3,357,914</b>
Denver Area	\$91,904,925	\$120,400,485	<b>-\$28,495,560</b>	\$44,190,179	\$20,593,000	\$23,597,179	<b>-\$4,898,381</b>
North Front Range	\$10,968,097	\$14,908,666	<b>-\$3,940,569</b>	\$5,850,105	\$4,171,741	\$1,678,364	<b>-\$2,262,205</b>
Pueblo Area	\$3,870,691	\$5,441,707	<b>-\$1,571,016</b>	\$2,246,367	\$23,926	\$2,222,441	\$651,425
Grand Valley	\$3,272,588	\$4,040,176	<b>-\$767,588</b>	\$1,939,150	\$0	\$1,939,150	\$1,171,562
Eastern	\$2,152,827	\$2,424,776	<b>-\$271,949</b>	\$1,187,010	\$0	\$1,187,010	\$915,061
Southeast	\$1,627,465	\$2,089,624	<b>-\$462,159</b>	\$936,037	\$0	\$936,037	\$473,878
San Luis Valley	\$2,121,351	\$2,591,248	<b>-\$469,897</b>	\$1,200,095	\$0	\$1,200,095	\$730,198
Gunnison Valley	\$4,510,418	\$6,094,489	<b>-\$1,584,071</b>	\$2,263,595	\$1,614,182	\$649,413	<b>-\$934,658</b>
Southwest	\$2,788,601	\$3,235,728	<b>-\$447,127</b>	\$1,359,943	\$0	\$1,359,943	\$912,816
Intermountain	\$6,661,335	\$8,914,465	<b>-\$2,253,130</b>	\$3,219,659	\$1,336,839	\$1,882,820	<b>-\$370,310</b>
Northwest	\$1,873,892	\$2,216,682	<b>-\$342,790</b>	\$865,085	\$0	\$865,085	\$522,295
Upper Front Range	\$3,150,124	\$4,164,797	<b>-\$1,014,673</b>	\$1,449,940	\$1,033,959	\$415,981	<b>-\$598,692</b>
Central Front Range	\$3,151,984	\$3,391,630	<b>-\$239,646</b>	\$1,479,519	\$0	\$1,479,519	\$1,239,873
South Central	\$856,147	\$1,046,919	<b>-\$190,772</b>	\$481,441	\$0	\$481,441	\$290,669

\*Total awarded to projects, less completed project savings

### **Impact to Existing Projects: Award Delays**

Any portion of awarded state MMOF funds may be delayed to a later fiscal year, as necessary, regardless of the status of project agreements. In most cases this will have no impact on the project schedule.

CDOT is implementing a cash management process for MMOF that will minimize schedule delays on projects whose awards are pushed out to FY27 or later. In this process, projects that are ready to initiate a phase of their project *may be allowed* to advance up to two years of future year's awards. CDOT's ability to do this is entirely dependent upon the amount of unencumbered funds available in the current fiscal year, and award advances will be considered and approved by CDOT on a case-by-case basis only. Currently, CDOT anticipates projects that had planned to initiate phases with the execution of an Option Letter or grant in FY26 but whose awards are delayed to FY27 or FY28, will be able to stay on schedule and access those funds in FY26.

However, awards that are delayed to FY29 may in fact require a delay to the intended initiation of the affected project phase(s).

### **Impact to Existing Projects: Award Reductions and Cancellations**

Any portions of awards budgeted to project phases that have not yet gone to advertisement or been given a notice-to-proceed may be reduced or cancelled altogether, even if an IGA is executed. These decisions are the authority of the TPR organization alone. Project sponsors are strongly encouraged to stay engaged with their TPR organizations to be apprised of their regions' individual award-making schedules and to participate in those award-making discussions as needed.

Generally, projects that have made less progress toward implementation are more likely to see delays, reductions or cancellation of awards, especially those that have not yet executed an IGA or grant agreement. However, projects with an executed IGA or grant agreement whose awards are reduced or cancelled will require a contract amendment signed by the local agency.

TPR organizations (TPRs, MPOs), with the support of CDOT staff, are seeking to make the award modifications that minimize contractual risk or financial impact, while still balancing that with a goal of maintaining a competitive basis to its decisions, as much as possible.

## **FAQs:**

### **Does this affect MMOF awards of federal ARPA/SLFRF funds?**

- No. ARPA/SLFRF funds allocated to the MMOF program must be used for the projects to which they are currently awarded, and cannot be repurposed to any other uses. The state budget cut does not affect any TPR allocations of ARPA or awards of ARPA to projects, including those ARPA funds that were refinanced under HB24-1466.

### **If I have an executed IGA or Grant Agreement, are the MMOF awards safe from changes?**

- No. Any portions of project awards that are in an executed agreement but not yet encumbered in an option letter or grant may have award quantities reduced or cancelled by the TPR, subject to an agreement amendment. As mentioned above, projects without an executed agreement are more likely to be affected. However, many TPRs must make a significant amount of reductions and cancellations and may therefore need to reduce or cancel awards to projects with executed agreements.

### **If my project has already begun implementation and expenditures, can my MMOF award still be reduced or cancelled?**

- CDOT does not anticipate any award decisions by TPRs to affect the availability of funds for phases of projects that have already been encumbered in an Option Letter or grant and received a notice to proceed. In some rare cases, however, it's possible that a project that has initiated an earlier phase may experience an impact to the remaining award for a latter phase that has not been encumbered or given a notice to proceed.

### **Is there a pause on new IGAs & Grant Agreements?**

- Generally, no. Progress on all current MMOF award agreements (i.e., IGAs/Grants) should continue accordingly. However, CDOT staff may identify particular projects in regions that could potentially be impacted by award changes and therefore may recommend to pause an agreement action or phase initiation until the TPR completes its award-making. In these cases, the TPR, the local agencies and CDOT program staff will coordinate decisions that are more urgent - with the ultimate goal of minimizing risk and impact to the program or project.

### **How will TPRs determine which awards to delay, reduce, or cancel?**

- Generally, TPRs should approach the identification of potential award modifications starting with the path of least resistance, considering decisions

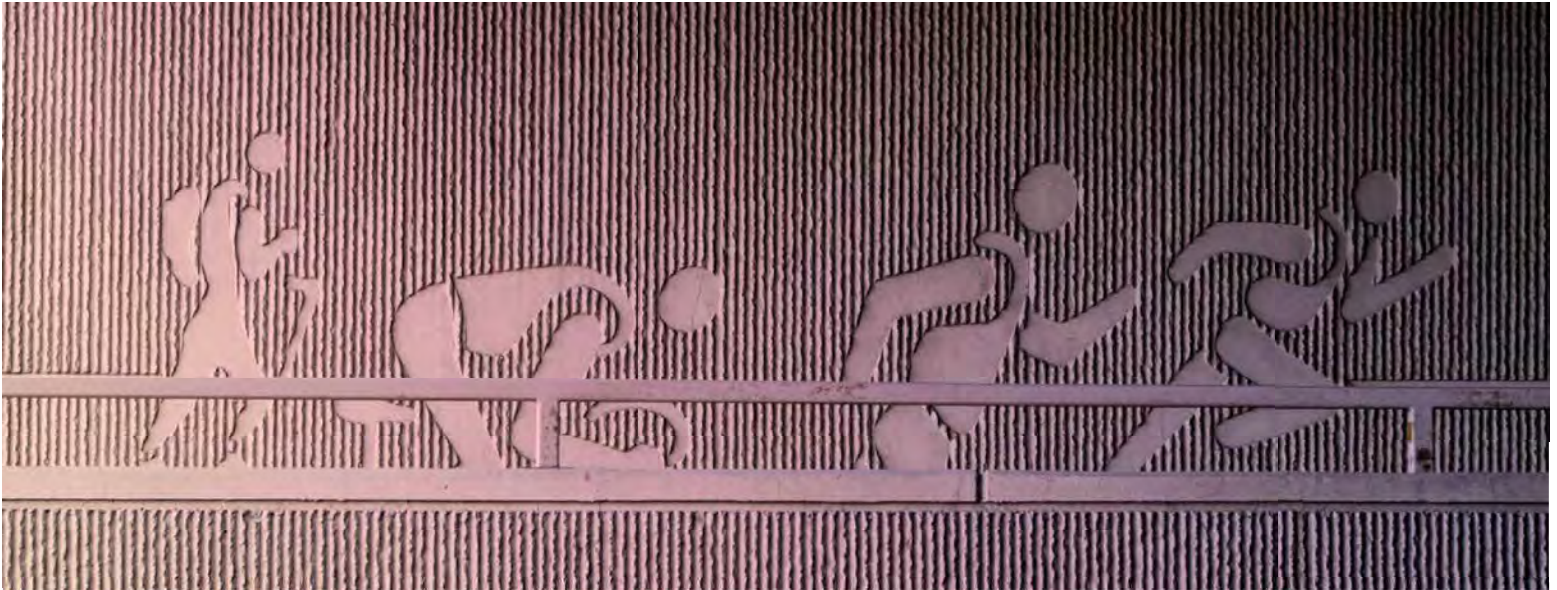
that will have the least contractual, financial and schedule impact. This includes identifying those awards that are not yet committed in an agreement and those that are not yet encumbered in an Option Letter or grant agreement and have been issued a notice to proceed on the phase. When modifying these awards, consider first delaying all or a portion of the award to the earliest fiscal year possible based on the local agency's anticipated implementation schedule.

- When reductions or cancellations are unavoidably required, the TPR should balance their decisions based on the competitive merits of the projects themselves and the contractual risk or financial impact of doing so.
- TPRs are advised to make its award modification decisions in a transparent and cooperative manner, with the involvement of local agencies and CDOT staff, in order to arrive at a solution that's mutually acceptable to the affected Local Agencies.
- When a TPR anticipates having to make award modifications that will impact project budgets or schedules, it is recommended that TPRs consider first requesting local agencies to voluntarily delay, reduce, or cancel their award. When or if the TPR must ultimately decide on impacting award changes, the project implementation status and the contractual status of the funding should be considered prior in addition to the competitive merits of the projects.
- CDOT is providing TPRs with Excel-based Award Reconciliation workbooks that identify updated annual allocations, a summary of allocations versus current awards, and information on current project awards. CDOT program staff and those familiar with the projects will advise on project status and may also make suggestions for the TPR to consider in its award modifications.

**Should TPRs be awarding all allocations through FY29, considering there could be risk of losing additional program revenues in the future?**

- Yes - TPRs are encouraged to award all allocations through FY29. While it might seem sensible to be conservative in awarding funds too far in the future given the possibility that revenue could again be reduced, postponing the award of those future funds will likely result in more funds remaining unspent when awardees have less time to prepare for project implementation. It is because the MMOF program has significant unspent balances that the legislature took the opportunity to draw back funding to balance the state budget. Programming (awarding) and spending MMOF funds more quickly means there will be reduced risk of losing future funding.

Sub Account #	Agency	Project Name	Current Amt Awarded (state\$)	Amt in IGA (state\$)	EXPENDITURES		New Amt Awarded (state\$)	Reallocated Funds (state)	FY20(state)		FY22(ARPA)		FY23(state)		FY24(state)		FY25(state)		FY26(state)		FY27(state)		FY28(state)		FY29(state)		NOTES/Recommendations
					ARPA\$	State\$			Current	New	Current	New	Current	New	Current	New	Current	New	Current	New	Current	New	Current	New	Current	New	
25299	Greeley/CDOT	MERGE US34 Regional Mobility Hub	\$ 5,406,273	\$ -	\$ -	\$ -	\$ -						\$ 5,000,000		\$ 406,273												Working on IGA with City
23018	CDOT/NFRMPO	North I-25 WCR38 to SH402	\$ -	\$ -	\$ 2,952,981	\$ -	\$ -				\$ 2,952,981	\$ 2,952,981															
23925	City of Evans	Evans Transportation Master Plan	\$ 150,000	\$ 150,000	\$ -	\$ 149,893	\$ 150,000		\$ 150,000	\$ 150,000																	Project completed
23926	Town of Windsor	7th Street Multimodal Transportation Study & Early Action	\$ 150,000	\$ 150,000	\$ -	\$ 83,925	\$ 150,000		\$ 150,000	\$ 150,000																	Project completed
23927	City of Loveland	US287 West Sidewalk Gap (Centerra Trail)	\$ 292,500	\$ 292,500	\$ -	\$ -	\$ -		\$ 292,500																		Project is out to advertisement for construction
23932	Larimer County	Poudre River Regional Trail Windsor to Timnath Connector	\$ 399,417	\$ 399,417	\$ -	\$ -	\$ -		\$ 399,417																		Project delayed and asking for an extension
23933	City of Greeley	Greeley Comprehensive Transportation Plan	\$ 325,000	\$ 750,000	\$ -	\$ 212,341	\$ 325,000		\$ 325,000	\$ 325,000																	Project completed
23934	City of Fort Collins	West Elizabeth Corridor Design	\$ 750,000	\$ 750,000	\$ -	\$ 619,221	\$ 750,000		\$ 750,000	\$ 750,000																	Final invoice is in for processing
23944	Town of Berthoud	Berthoud Pkwy Trail Gap Elimination Project	\$ 200,000	\$ 200,000	\$ -	\$ 176,806	\$ 200,000		\$ 200,000	\$ 200,000																	Working on project closeout
23945	City of Greeley	Greeley #3 Canal Trail	\$ 350,000	\$ 350,000	\$ -	\$ 350,000	\$ 350,000		\$ 350,000	\$ 350,000																	Working on project closeout
23948	Town of Severance	WCR 23/Great Western Trail Connection	\$ 75,000	\$ 75,000	\$ -	\$ 74,997	\$ 75,000		\$ 75,000	\$ 75,000																	Project completed
23949	City of Loveland	Centerra Trail	\$ 500,000	\$ 500,000	\$ -	\$ 459,302	\$ 500,000		\$ 500,000	\$ 500,000																	Project completed
24128	CDOT/NFRMPO	North I-25 WCR38 to SH402	\$ -	\$ -	\$ 500,000	\$ -	\$ -				\$ 500,000	\$ 500,000															
24304	CDOT/NFRMPO	North I-25 WCR38 to SH402	\$ -	\$ -	\$ 1,547,019	\$ -	\$ -				\$ 1,547,019	\$ 1,547,019															
24984	City of Loveland	Willow Bend Trail	\$ 1,200,000	#####	\$ -	\$ -	\$ 1,200,000						\$ 1,200,000	\$ 1,200,000													Project in construction
25296	Johnstown	CO60 and Carlson Blvd - Intersection Imp	\$ -	\$ -	\$ 250,000	\$ -	\$ -				\$ 250,000	\$ 250,000															Project completed
25297	Town of Windsor	11th St Multimodal Imp. - Greeley No.2 to Sagewood	\$ -	\$ -	\$ -	\$ -	\$ -				\$ 450,000	\$ 450,000															Working on project closeout
25298	Larimer County	Phemister Safe Access Bridge/Trail Project	\$ 466,677	\$ 466,677	\$ -	\$ -	\$ 466,677						\$ 466,677	\$ 466,677													Project in construction
25890	City of Fort Collins	Laporte Avenue Improvements - Fishback to Sunset	\$ 250,000	\$ 250,000	\$ -	\$ 61,996	\$ 250,000		\$ 250,000	\$ 250,000																	Project in construction
26006	City of Fort Collins	West Elizabeth Corridor Design	\$ -	\$ -	\$ 807,945	\$ -	\$ -				\$ 1,232,248	\$ 1,232,248															This is a combo project with 23934
26714	City of Fort Collins	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	\$ 707,926	\$ 707,926	\$ -	\$ -	\$ 707,926		\$ 500,000	\$ 500,000	\$ 346,643	\$ 346,643	\$ 207,926	\$ 207,926													Construction contractor being awarded
26932	City of Loveland	US 34 Transit Sidewalk Connectivity Project	\$ 1,388,297	\$ -	\$ -	\$ -	\$ -														\$ 139,807		\$ 1,248,490				Working on IGA with City
26939	City of Fort Collins	Foothills Transit Station and Roundabout	\$ 317,669	\$ -	\$ -	\$ -	\$ -									\$ 107,504		\$ 210,165									Working on IGA with City
26940	Larimer County	Taft Hill Road Corridor Project	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -											\$ 653,440		\$ 1,046,560							Working on IGA amendment to add Larimer County funds in order to go to advertisement
			\$ -				\$ -																				
NEW-18	City of Greeley	Greeley Active Modes Plan	\$ 117,661	\$ -	\$ -	\$ -	\$ -												\$ 117,661								
23978	NFRMPO	Expansion of the Mobility Program / RideNoCo Sustainable Funding	\$ 600,000	\$ 600,000	\$ -	\$ 585,299	\$ 600,000		\$ 600,000	\$ 600,000																	
23990	NFRMPO	North Front Range Premium Transit Analysis	\$ 125,000	\$ 125,000	\$ -	\$ 125,000	\$ 125,000		\$ 125,000	\$ 125,000																	
23993	City of Fort Collins	Transfort Bus Procurement	\$ 908,091	\$ 908,091	\$ -	\$ 908,091	\$ 908,091		\$ 908,091	\$ 908,091																	
25643	NFRMPO	North Front Range Premium Transit Analysis	\$ -	\$ -	\$ 105,040	\$ -	\$ -				\$ 125,000	\$ 125,000															
25720	Weld County	Weld County On Demand Transit Operations	\$ -	\$ -	\$ 232,055	\$ -	\$ -				\$ 342,900	\$ 342,900															
25733	City of Loveland	COLT Route Expansion	\$ 461,592	\$ 461,592	\$ -	\$ 121,158	\$ 461,592						\$ 461,592	\$ 461,592													
26677	NFRMPO	RideNoCo Sustainable Funding	\$ 300,000	\$ 130,000	\$ -	\$ -	\$ -										\$ 130,000		\$ 170,000								
NEW-12	FT. Collins (Transfort	On-Route Battery Electric Bus Chargers –	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -										\$ 1,000,000										
NEW-16	Weld County	Weld County On-demand Transit Program	\$ 567,661	\$ -	\$ -	\$ -	\$ -												\$ 152,250		\$ 201,930		\$ 213,481				
NEW-17	City of Greeley	10th Street Transit Vision	\$ 450,000	\$ -	\$ -	\$ -	\$ -								\$ 383,788		\$ 48,255		\$ 17,957								
25875	NFRMPO	TMO Startup Funds	\$ 75,000	\$ 75,000	\$ -	\$ 19,726	\$ 75,000						\$ 75,000	\$ 75,000													
Current Awards									\$ -	\$ 5,575,008		\$ 7,746,791		\$ 7,411,195		\$ 790,061		\$ 1,285,759		\$ 1,321,473		\$ 1,388,297		\$ 1,461,971		\$ -	
May2025 Allocation									\$ 153,357	\$ 5,575,009		\$ 7,746,791		\$ 5,393,088		\$ -		\$ -		\$ 1,321,473		\$ 1,420,712		\$ 1,506,560		\$ 1,601,360	
Updated Award									\$ -	\$ 4,883,091		\$ 7,746,791		\$ 2,411,195		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
Remaining									\$ 153,357	\$ 691,918		\$ -		\$ 2,981,893		\$ -		\$ -		\$ 1,321,473		\$ 1,420,712		\$ 1,506,560		\$ 1,601,360	



# Multimodal Transportation & Mitigation Options (MMOF) Updates

June 5, 2025

1



## Overview - State Budget Reductions

- Legislative sweep (reduction) of \$71.4M from the existing Local MMOF fund balance
- TPR Allocations are reduced proportionally based on the TC-approved MMOF distribution formula:
  - Eliminates 2025 and 2024 allocations, and some of 2023 allocation
  - Existing awards in excess of these reduced allocations must be modified to maintain fiscal constraint
- Determining which projects may face delays, reductions, or cancellations is the purview of the TPR.

MMOF Updates - June 5, 2025

2





## Roles & Responsibilities

- TPR/MPO:
  - o Lead a transparent award modification process to constrain to the new, reduced fiscal year allocations
  - o Coordinate with local agencies and CDOT in decision making
- CDOT Staff:
  - o Guidance, tools and support for TPR/MPOs
  - o Supply needed project information: Contracting status, spending, planned implementation schedules, etc.
  - o Advice & suggestions, where needed or requested

MMOF Updates - June 5, 2025

3



## Reconciling Existing Awards

	<u>FY20</u>	<u>FY23</u>	<u>FY24</u>	<u>FY25</u>	<u>FY26</u>	<u>FY27</u>	<u>FY28</u>	<u>FY29</u>
Updated Allocations	\$76.1M	\$75.8M	\$.0M	\$.0M	\$17.2M	\$18.5M	\$19.6M	\$20.8M
Currently Awarded	\$76.0M	\$106.1M	\$6.6M	\$10.6M	\$14.4M	\$14.8M	\$3.9M	\$1.6M
Remaining or (Over-programmed)	\$.1M	(\$30.3M)	(\$6.6M)	(\$10.6M)	\$2.7M	\$3.7M	\$15.7M	\$19.2M

- Amounts *over-programmed* in FY23-25 must be delayed or reduced to constrain to the updated allocations:
  - Utilize remaining allocations through FY29 to backfill (delay) existing awards
  - In some TPRs, awards must be permanently reduced or cancelled

MMOF Updates - June 5, 2025

4





## Minimizing the Impact - Award Delays

- Any amounts that are not encumbered or given notice to proceed may be delayed to future years; requires no contract changes
  - Example - \$200k for Design phase is encumbered, but remaining \$800k Construction funds are not
- When possible, delay awards out to fiscal years that will not impact intended project schedules
- Whenever possible, CDOT will allow projects to proceed when ready, advancing up to two (2) years' of Awards
  - For example, project phases may begin in FY26, using FY27-28 awards

MMOF Updates - June 5, 2025

5



## Minimizing the Impact - Reduction/cancellations

- Minimize contractual risk and financial impact as much as possible:
  - Lead a transparent, cooperative process:
    - Invite agencies to voluntarily reduce or cancel
    - Seek a solution that's mutually agreeable to local agencies
  - First, consider those awards not yet in an agreement
  - Balance award decisions on both the projects' competitive merits and the status of implementation or contracting
  - Avoid partial reductions that cause a long delay to spending the remaining award

MMOF Updates - June 5, 2025

6

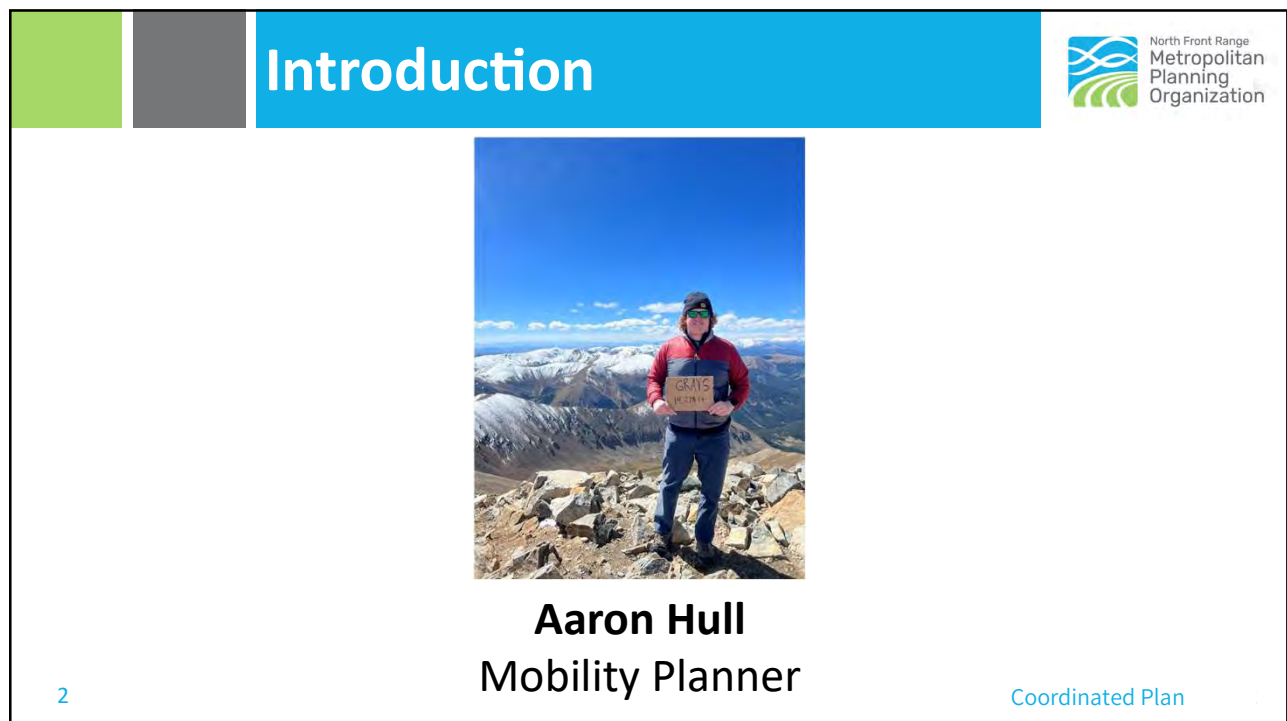
## Questions

---

- For MMOF inquiries, please contact:  
Michael Snow  
Transportation Planning Specialist  
[michael.snow@state.co.us](mailto:michael.snow@state.co.us) | 303.512.4123



1



2

## Presentation Overview



1. Introduction & Presentation Overview
2. Overview of the Mobility & RideNoCo Program
3. 2025 Coordinated Plan Background & Demographics
4. 2025 Coordinated Plan Gaps in Service, Example Strategies, & Public Survey
5. 2025 Coordinated Plan Discussion
6. Conclusion

3

Coordinated Plan

3

## NFRMPO Mobility Program



- **RideNoCo – One-Call/One-Click Center**
  - Information Hub – website & call center
  - *MyWayToGo* – Trip Planning Platform
  - Data for Planning Processes
- **Mobility Committees**
  - Joint Northern Colorado Mobility Committee
    - Larimer County Mobility Committee
    - Weld County Mobility Committee
- **Subrecipient Program & Technical Assistance**
  - Connecting partners to State and Federal Funding
  - Coordinating service expansions in areas where gaps have been identified
- **Community Outreach, Education, and Engagement**
- **Planning Efforts**
  - Coordinated Public Transit/Human Services Transportation Plan
    - ***Mobility Action Plan (MAP)*** to guide implementation of Coordinated Plan
  - Strategize for Multi-Partner Coordination and Transportation Management Organizations services
  - Feedback to other NFRMPO Planning Processes



4

Coordinated Plan

4

# RideNoCo Program



**RideNoCo** embodies two overarching goals:

1. Improving **individual mobility** for older adults, individuals with disabilities, low-income individuals, and underserved communities.
2. Improving **regional mobility** through enhanced coordination and collaboration among regional public and private transportation providers, especially in rural areas of Larimer & Weld counties.



5

Coordinated Plan

5

# RideNoCo Website



The screenshot displays the RideNoCo website interface. The top navigation bar includes links for Home, About, Explore Providers, DriveNoCo, and Get Involved. The main heading is 'Connecting You & Northern Colorado', followed by a description of the program as a central hub for transportation options. Below this, there are three circular icons representing different user groups: Public Transit, Older Adults, and Wheelchair Accessible. A hand holding a smartphone is shown displaying the RideNoCo app interface. To the right, a map view shows a route from Walmart Supercenter to University of Northern Colorado, with a travel time of 1hr 32min. The map also displays various transit lines and stops.

6

Coordinated Plan

6



## RideNoCo Call Center

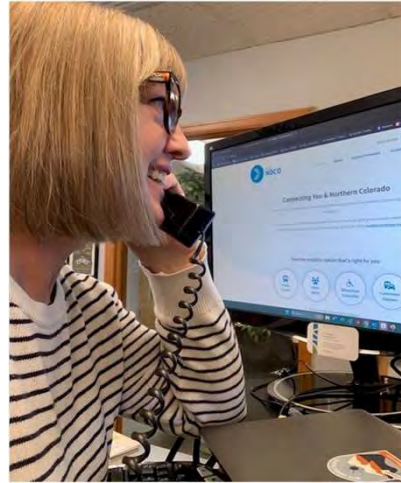


**(970) 514-3636**

**Monday – Friday  
8 am to 5 pm**

Callback within one business day

Over-the-phone interpretation in  
100+ Languages through  
*LanguageLink*



Coordinated Plan

7

7

## RideNoCo Call Center & Website Stats



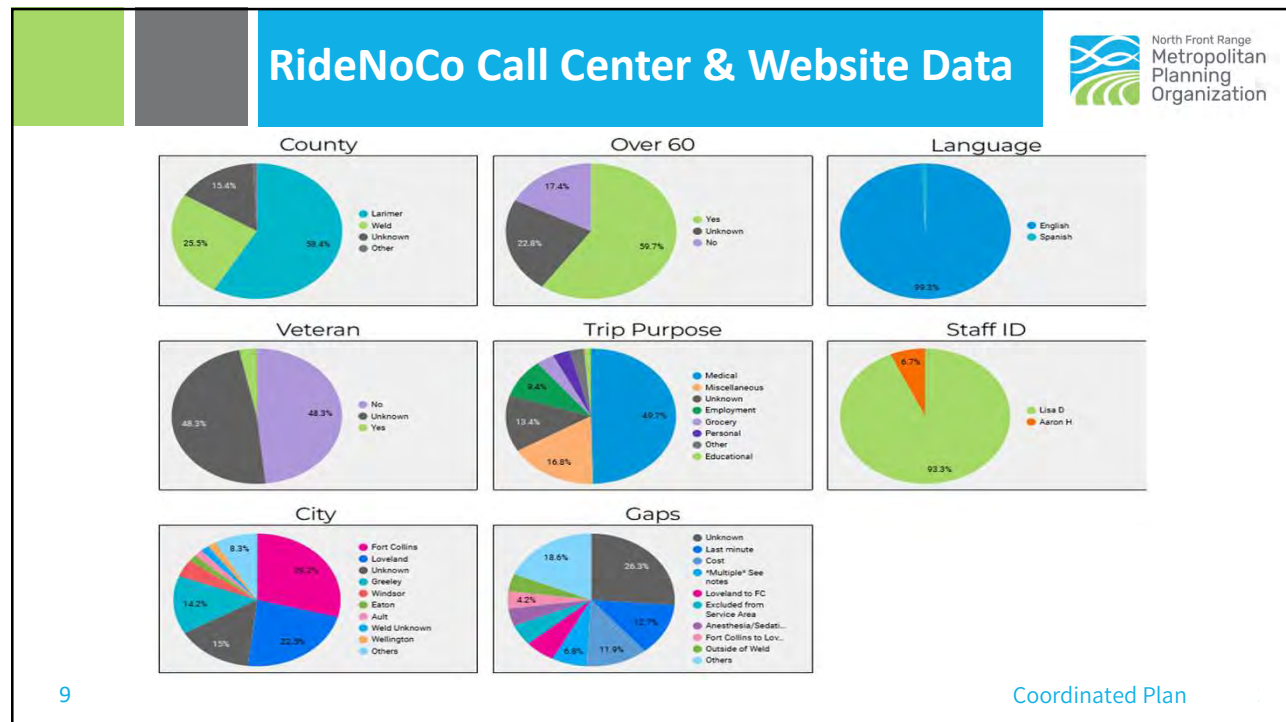
Year	Calls/Emails	Website Visits
2021	94	772
2022	143	1,986
2023	261	3,865
2024	368	4,968
<b>Total</b>	<b>866</b>	<b>11,591</b>
<b>2025 year to date</b>	<b>149</b>	<b>2,685</b>



Coordinated Plan

8

8



9

## 2025 Coordinated Plan Background





**Coordinated Public Transit/Human Services Transportation Plan**  
From July 2007



10

- Updated every four years.
- Strategic plan for Coordinated Transit (Mobility) in the region
- Mobility for older adults, individuals with disabilities, low-income persons, and underserved communities
- Sets up project priorities for the next 5 – 10 years
- Allows for projects to be funded by FTA \$5310 funds
  - Example: RideNoCo program
- Four Parts of the Plan:
  - Analyze existing conditions/options;
  - Evaluating socioeconomic and ridership data;
  - Identify mobility gaps; and
  - Strategize improvements

Coordinated Plan

10

## Older Adult Population (2023 - 2045)



### 2023 Older Adult Population

Population	Larimer County (all)	Weld County (all)	NFRMPO Region
<b>Total Population</b>	363,561	340,711	549,237
<b>60 and Above</b>	82,228	62,419	91,014
<b>Percent of total population</b>	22.62%	18.32%	16.57%

Source: 2023 ACS

### 2045 Older Adult Population

Population	Larimer County (all)	Weld County (all)	NFRMPO Region
<b>Total Population</b>	506,604	634,300	906,510
<b>60 and Above</b>	130,155	125,752	163,594
<b>Percent of total population</b>	25.7%	19.8%	18.0%

Source: DOLA, NFRMPO LUAM

11

Coordinated Plan

11

## Individuals with Disabilities (2023)



Population	Larimer County (all)	Weld County (all)	NFRMPO Region
<b>Total Noninstitutionalized Population</b>	360,991	338,632	473,109
<b>Percent with Disability</b>	10.3%	11.3%	11.0%
<b>Percent Under 18 with Disability</b>	4.7%	6%	1%
<b>Percent 18-64 with Disability</b>	16.4 %	18.6%	6%
<b>Percent 65+ with Disability</b>	59%	74.7%	4%

Source: 2023 ACS

12

Coordinated Plan

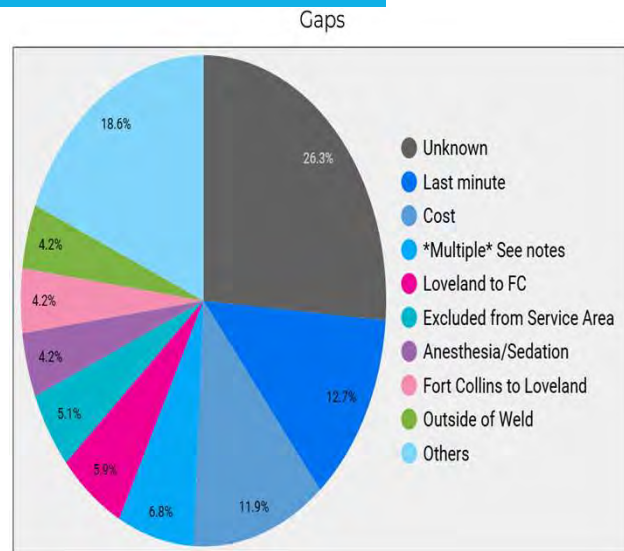
12



## Gaps in Service



- New Neighborhoods not served by transit
- Between communities
- Rural areas need more support
- Temporary Disabled
- Affordable transportation
- Funding is limited, so service is limited
- Awareness/Outreach (RideNoCo, Poudre Express, Bustang, 60+ Ride, United Way, Etc.)



13

Coordinated Plan

13

## Ideas/Strategies/Projects



### Suggested Ideas/Strategies/Project

- Volunteer Pool program
  - Idea of having a centralized website for grassroots volunteers.
- Medical Chaperone Program
  - Idea for Medical Chaperones to help temporarily disabled individuals.
- Emergency Fund Program
  - Idea to provide one-time trips to individuals who need help.
- Earn-a-Bike-Workshops for Adaptive Bikes
  - Idea to help individuals acquire adaptive bikes.
- RideNoCo Expansion and Optimizations




14

Coordinated Plan


14

## 2025 Coordinated Plan Public Survey



# 2025 Coordinated Plan Public Survey

You can take the 2025 Coordinated Plan Public Survey at the following link:  
<https://arcg.is/1rirDP0> or using the QR code below.




15

Coordinated Plan

15

## Discussion Questions




- What are the mobility gaps you or your clients have noticed?
- What ideas, projects, and/or strategies would be helpful to address these mobility gaps?
- Any other questions, comments, or suggestions?

16

Coordinated Plan

16


**Thank you! Connect with the RideNoCo Team!**




**Aaron Hull**  
Mobility Planner  
[ahull@nfrmpo.org](mailto:ahull@nfrmpo.org)  
(970) 672-0677

**Tanya Trujillo-Martinez**  
Mobility Director  
[ttrujillo-martinez@nfrmpo.org](mailto:ttrujillo-martinez@nfrmpo.org)  
(970) 999-0072

**Lisa Deaton**  
Mobility Specialist  
[lideaton@nfrmpo.org](mailto:lideaton@nfrmpo.org)  
(970) 300-1076

**2025 Coordinated Plan  
Public Survey**  


**RideNoCo**  
8 am - 5 pm, Monday-Friday  
[mobility@nfrmpo.org](mailto:mobility@nfrmpo.org)  
(970) 514-3636

**RideNoCo Website**  


17

Coordinated Plan

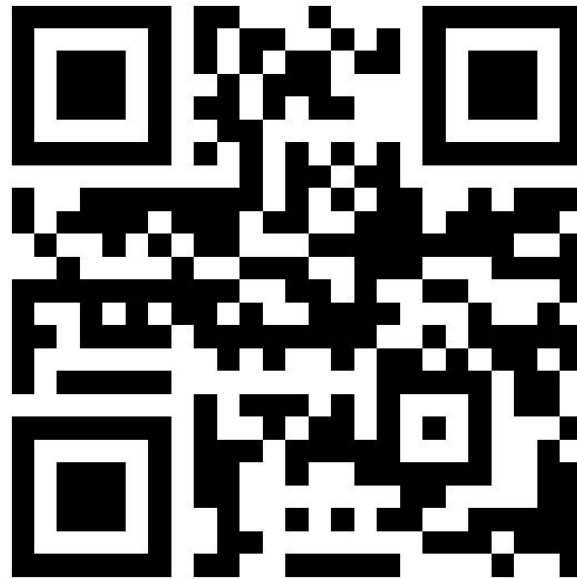
## 2025 COORDINATED PLAN PUBLIC FEEDBACK SURVEY

**This survey is part of the North Front Range Metropolitan Planning Organization's public involvement in creating the 2025 Coordinated Plan.**

The 2025 Coordinated Plan brings together representatives from the public, human service agencies, and transit agencies to set strategies, goals, and objectives for the next four years. It focuses on mobility for older adults, individuals with disabilities, low-income adults, and underserved communities.

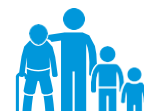
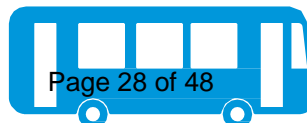
It also considers mobility in all its forms, so it aims to look holistically and support the public, providers, advocates, and stakeholders in improving at all levels.

**Please provide Public Feedback at the below QR code:**



**Please contact Aaron Hull, Mobility Planner at the North Front Range Metropolitan Planning Organization, with any questions or comments at (970) 672-0677 or [ahull@nfrmpo.org](mailto:ahull@nfrmpo.org).**

Transportation empowers freedom, giving everyone the ability to live, work, and explore without limits.



## ENCUESTA DE RETROALIMENTACIÓN PÚBLICA DEL PLAN COORDINADO 2025

**Esta encuesta es parte de la participación pública de la Organización Metropolitana de Planificación de la Franja Norte del Frente en la creación del Plan Coordinado 2025.**

El Plan Coordinado 2025 reúne a representantes del público, agencias de servicios humanos y agencias de transporte para establecer estrategias, metas y objetivos para los próximos cuatro años. Se centra en la movilidad de los adultos mayores, personas con discapacidades, adultos de bajos ingresos y comunidades desatendidas.

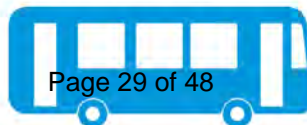
También considera la movilidad en todas sus formas, por lo que tiene como objetivo un enfoque integral y apoyar al público, proveedores, defensores y partes interesadas en mejorar a todos los niveles.

**Por favor, proporcione su retroalimentación pública en el código QR a continuación:**



**Por favor, contacta a Aaron Hull, Planificador de Movilidad en la North Front Range Metropolitan Planning Organization, para cualquier pregunta o comentario al (970) 672-0677 o [ahull@nfrmpo.org](mailto:ahull@nfrmpo.org).**

El transporte empodera la libertad, brindando a todos la capacidad de vivir, trabajar y explorar sin límites.





EXECUTIVE SUMMARY of the  
North Front Range Transportation and Air Quality Planning Council  
June 5, 2025

CONSENT AGENDA

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

AIR QUALITY AGENDA

*Air Pollution Control Division (APCD)* – Ferko noted an upcoming public meeting for the Guzman Energy Clean Energy Plan. The APCD released the draft report for public review and feedback on the Clean Energy Plan for Guzman Energy. The APCD will be holding an outreach meeting on June 11, 2025. Ferko also provided updates from the Air Quality Control Commission (AQCC). The AQCC met in May and heard updates from the Energy and Carbon Management Commission and held a briefing on Regulation 27, which focuses on maintenance and manufacturing greenhouse gas requirements. The AQCC also held a discussion on their updated procedural rules guidebook. There have also been two requests for hearings: a modification to the building benchmarking and performance standards regulations and the proposal of health-based standards for the five priority air toxics to Regulation 30. A rulemaking meeting will be requested in July for the Serious State Implementation Plan (SIP).

*NFRMPO Air Quality Program Updates* – Karasko noted two key transportation and air quality bills. She mentioned the RAQC’s control strategies concept paper on setting goals for on-road vehicles and off-road equipment. She also noted Congress has withdrawn the California authority to regulate on-road vehicles and engines. Lastly, she noted there is an EPA action on Colorado elements to the previous SIP due to the voluntary reclassification.

*Regional Air Quality Council (RAQC)* – Stephens noted a meeting that will be held to discuss on-road and off-road emissions. Stephens also noted the RAQC is continuing to work on a blueprint for control strategies as part of the voluntary reclassification to severe non-attainment.

*Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)* – Stephens noted NAAPME discussed funding applications at their last meeting. Stephens noted the high number of applications for NAAPME funding from the North Front Range. Final recommendations will be approved at the June meeting.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

REPORTS:

*Report of the Chair* – Chair Olson noted his attendance at the Region 4 TPR Chair meeting.

*Executive Director Report* – Karasko noted a response from the EPA regarding a letter from the Intermountain West Metropolitan Planning Organizations. She noted MPO staff and TAC members will be going through the MMOF reconciliation at the June TAC meeting. Karasko noted progress with the NFRMPO’s Safety Dashboard. She highlighted several bills from the legislative report, including SB 25-030, HB 10-07, and HB 25-1198. Karasko noted new MPO staff, including a new intern who started the previous week and a new modeler who starts mid-June.

*Executive Recruitment Process* – Mallette noted that the Executive Director job posting time has been reduced from 45 days to 30 days. Mallette noted there are currently three good candidates. Mallette walked through the Executive Director hiring process and schedule.

#### DISCUSSION ITEMS:

*CDOT Region 4 10-Year Plan List* – Heather Paddock, CDOT Region 4, provided an overview of the CDOT 10-Year Plan. Paddock noted the vision, desired outcomes, and goals from the plan as well as the types of projects that are included in the plan. She discussed the distribution targets, which are 23.87 percent for the NFRMPO within Region 4. She also discussed the distribution budget, which is \$209M for Region 4. Paddock discussed the process of adding new projects to the 10-Year Plan. She then discussed the next steps and where the plan is currently at in the development process and discussed the draft list for the NFRMPO region.

*NFRMPO 10-Year Priority List Scoring* – Nicole Hahn, City of Loveland and TAC Chair, and Evan Pinkham, Weld County and TAC Vice Chair, walked through the TAC ranked recommendations for the NFRMPO 10-Year Priority Project List. Hahn noted the main factors the TAC reviewed, including safety, mobility, economic vitality, asset management, strategic importance, and regional priority. After discussion, it was determined that a second NFRMPO Priority List Workshop will be scheduled.

*Regional Active Transportation Corridors Update* – Rouser discussed updates to the 2025 Regional Active Transportation Corridors (RATCs). Rouser started by discussing the importance of RATCs. He showcased the proposed RATC network by itself and overlaid with job and household locations in the region. The first corridor Rouser discussed was the extension of RATC #8 to the Northern MPO boundary. The other corridor Rouser discussed was the inclusion of a new corridor along WCR 17. This corridor would start at the Little Thompson River Trail and end at SH14 in Severance. Rouser noted the other RATCs that are impacted with this proposed corridor along with the local plans this corridor would align with. Council concurred with the proposed changes.

**Northern Colorado Mobility Committee — MINUTES**  
**Month 27, 2025**  
**1:00 p.m. – 3:30 p.m.**

---

**1. Call Meeting to Order, Welcome and Introductions**

**In Person:**

- Aaron Hull, NFRMPO
- Lisa Deaton, NFRMPO
- Tanya Trujillo-Martinez, NFRMPO
- Jacque Penfold, Community Member
- Kristi Swasko, RAFT
- Celest Ewert, Envision
- Jaclynn Streeter, GoNoCo34 TMO
- Ty Lamm, United Way Weld County
- Nichole Seward, Weld AAA
- Robin Blakely, 60+ Ride
- Ari Edgely, Foothills Gateway
- Steve Teets, WAND
- Ernest Cienfuegos-Baca, United Way Weld County
- Katlyn Kelly, Transfort
- Megan Kalizcak, zTrip
- Steve Teets, WAND
- Margie Martinez, Community Member
- Robyn Upton, WAND

**Virtual:**

- Heidi Pruess, Larimer County
- Kimberly Aguilar-Pauli, Larimer County ARC
- Steve Conaway, RAFT

**Activity**

**Group Introductions and speed networking.**

Both virtual and in-person attendees introduced themselves and their organizations. The in-person group did a speed networking exercise to get to know each other and learn more about each other's respective organizations and services.





## **CASTA Recap**

Hull discussed the CASTA conference that RideNoCo attended earlier this month. He explained the purpose of the conference is to gather transportation providers in the state for training, networking, and learning from each other. RideNoCo presented during one of the sessions and discussed the Ride Alliance Project. He talked about how there are several counties and MPO's that are interested in creating similar versions of the RideNoCo one-call / one-click center model in their region. He mentioned that CASTA is creating a database and map of the coordinating councils on their website, which the NFRMPO is listed in. Hull talked about a firm in Washington that is developing a Volunteer Driver Handbook to help guide the future of volunteer driver programs. He also discussed the marketing session that RideNoCo attended and highlighted some of the things learned in the training about social media, AI, and photography.

## **RideNoCo Updates**

Deaton shared the RideNoCo call center and website numbers to date. She compared numbers from 2024 YTD and there has been a significant jump in the website visits so far in 2025. Kelly asked if we could track how many callers get the rides they need. Deaton said that information is not tracked. Once the referral is given to the callers, we can only assume that they were able to get a ride; otherwise, they would call back. There have only been a few callbacks from people who were not able to find rides. Deaton shared the caller demographics, pointing out that most of the calls come from Larimer County, Fort Collins, people needing medical rides, and people over 60 years old.

Hull discussed upcoming events that RideNoCo and the NFRMPO will be at this year and ones that have been attended already. Teets mentioned that we should bring printed surveys to our events. Hull said that most printed surveys do not get filled out, Cienfuegos-Baca said that it would depend on the event if people wanted to fill out a survey. Kelly asked if when people call if they say how they heard about RideNoCo. Deaton said that in most cases people say that they were referred to us from other agencies that were not able to assist. Hull said that it would be a great item to add to the call center data collection sheet.

Hull discussed the expansion of My Way to Go and the Schoolpool platform into the North Front Range, adding additional agencies to the TDS platform, and the continuous effort to identify and address regional transportation gaps in Larimer and Weld Counties. Teets asked for more information about MyWaytoGo. Hull went into further details about the MyWaytoGo platform and how it helps incentivize different modes of transportation. The Schoolpool program is a carpooling platform for the parents of school-aged children to help with carpooling to school and other activities.



## **Presentation: NFRMPO Title IV Plan Presentation**

Karasko introduced the Title IV Plan and showed a map of the MPO's boundaries. She highlighted that there are thirteen communities and two portions of counties within the boundaries. She explained that the MPO is funded through federal, state, and local government sources, and that is why it is required to have the Title IV plan. She discussed the NFRMPO responsibilities and what the planning team does; transportation planning, air quality planning, regional collaboration, mobility coordination and VanGo Vanpooling service. She introduced all the plans that the MPO works on. She explained what the Title IV plan is and that it was enacted as a part of the Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. Everything the MPO does falls under Title IV. Krasko shared that there are three program areas under the plan that include Transportation Planning, Mobility and VanGo and six appendices.

## **2025 Coordinated Plan**

Hull gave an overview of the NFRMPO and the RideNoCo mobility program. He then went into a deeper explanation of the 2025 Coordinated Plan's background, demographics, and transit availability. He shared the gaps in service, example strategies, and the public survey. Hull offered some questions for discussion to the group.

Teets said that we should reach out to disability groups in Greeley, such as Connections to independent living, Frontier House, and Envision, as well as other groups in Loveland or Fort Collins.

Kaliczak said that she is thinking about temporarily disabled people, and that we should get in contact with the front desk staff at surgery centers to help them educate patients about ride options ahead of time of a surgery or those who may not be able to drive for several months after a surgery. In most cases, those people would qualify for temporarily disabled paratransit services.

Kelly suggested participating in resource fairs that are focused on medical facilities. Blakley said that they have a study they are doing this summer that will focus on what doctors and doctor's offices need to know about transportation. She asked for suggestions from people who should take the survey or be a part of the interview process. Blakley also mentioned that she has articles of what doctor's offices need to know about transportation if anyone is interested. Kaliczak said that it is great if the medical staff knows about the resources, but it is most important that the



front office staff know and they can share that information at checkout, it is like helping them schedule an appointment. Hull mentioned that RideNoCo presented to a group of medical professionals at UCHHealth and left rack cards with them to distribute to clinics. Penfold brought up that there is a constant rollover in staff but social service staff is more stable and most of the time extremely helpful. Aguliar-Pauli asked if hospitals are required to ask if patients have transportation needs. Cienfuegos-Baca said that they just have to provide resources. Trujillo-Martinez said that it would be beneficial for the case managers at the hospitals to be informed of the options because anytime someone is admitted, they ask those questions and do an assessment, but then what? Patients need transportation but they have no resources to offer them. Seward said that they used to give boxes of their help resources to the hospital social workers but they cannot financially do that anymore. She said that they were including this information in the discharge paperwork. She suggested reaching out to the hospital social workers to offer information that they can put into people's discharge paperwork. Kaliczak brought up the differences in procedure discharges and that sometimes people need to be signed out and other times people need to be with the person for 24 hours. Kaliczak brought up people who may not need transportation right now, but may need it in the future and asked how do we get them signed up for future procedures? She also asked if we could follow up on those calls to see if people got the help they needed.

### **Potential Mobility Project Ideas**

Hull presented some ideas for mobility projects and asked the group for feedback. He shared the volunteer pool program idea, RideNoCo optimizations, medical chaperone program, travel training, emergency fund idea, and a earn-a-bike workshops for adaptive bikes. He then asked Deaton to talk about how we are beginning to work on updating the RideNoCo website and the rider's guide. Deaton briefly discussed what she is working on and asked the group for input and she will send out a draft to get more suggestions. Cienfuegos-Baca pointed out that there are a lot of project ideas on the list and asked if RideNoCo wants input on all items or to focus on one or two. Ewert suggested that we partner with organizations that post needs for volunteers on their websites for carpooling. Martinez stressed that this type of thing would need driver background checks to avoid predators. The group discussed the logistics and legality of volunteer pools. Hull then went into further discussion about schoolpool and its history. Kaliczak talked about how our goal is to educate people how to use transportation in different ways and the best way to do that is to educate people when they are young. Hull said that it was suggested by CSU to reach out to K-12 schools to do travel training as well as first-year students coming into CSU. Teets recommended that RideNoCo do travel training for business for their employees. Hull explained that the MyWayToGo platform allows employers to create programs and incentives for employees to use alternative modes of transportation. He expanded how RideNoCo is thinking about hosting webinars for travel training. Lamm asked about the emergency fund and how that would work.



## **Mobility Case Studies**

Out of time

### **Wrap-Up + Member Round Table**

Kelly said that Transfort can be contracted to do advertisements on the buses again. She gave a shout out to Ari at Foothills Gateway who helped her get transportation set up for someone who needed to get to their summer internship. She also talked about Transfort's Public Survey and Optimization study.

Ewert announced the 5K in my Shoes at Envision and vendor fair at the event. They are still accepting applications for a booth.

Hull announced that GET is working on their Transportation Plan and updates for this year and their first BRT along HWY 34.

Kaliczak announced that GET is fare free June 1-August 31<sup>st</sup> including paratransit. COLT will be fare free for the month of August including paratransit. And Transfort is always free.

Lamm shared his appreciation to everyone who helped get a cancer patient help with finding transportation to their treatments.

### **Upcoming Meetings:**

- a. Weld County Mobility Committee (WCMC): June 24, 2025
- b. Larimer County Mobility Committee (LCMC): July 22, 2025
- c. Northern Colorado Mobility Committee (NCMC): August 26, 2025

## Legislative Report

June 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>5/13/2025: Signed by Governor Polis</li> <li>5/1/2025: Passed the House</li> <li>4/28/2025: Transportation, Housing, and Local Government Discussion, Referred to the House</li> <li>4/22/2025: Passed the Senate; Introduced in House – Assigned to Transportation, Housing, and Local Government</li> <li>4/11/2025: Appropriations Discussion; Referred to Senate</li> <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>4/17/2025: Signed by Governor Polis</li> <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>• 5/2/2025: Passed the Senate</li> <li>• 4/30/2025: Appropriations Discussion; Referred to Senate</li> <li>• 4/24/2025: Local Government &amp; Housing Discussion; Referred to Appropriations</li> <li>• 4/22/2025: Introduced in Senate – Assigned to Local Government &amp; Housing</li> <li>• 4/21/2025: Passed the House</li> <li>• 4/15/2025: Appropriations Discussion; Referred to House</li> <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.

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
<b>Total Nonattainment Area Budget</b>	<b>27.2</b>	<b>28.8</b>



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.<sup>1</sup> 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.<sup>2</sup> 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.<sup>3</sup>

EPA issued waivers to allow E15 gasoline – gasoline that uses a 15% ethanol blend – to continue to be sold this summer.<sup>4</sup> 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

---

<sup>1</sup> 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>

<sup>2</sup> 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>

<sup>3</sup> 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>

<sup>4</sup> 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.<sup>5</sup> 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.<sup>6</sup> <sup>7</sup>These 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;

<sup>5</sup> 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/>

<sup>6</sup> 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>.

<sup>7</sup> 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...”<sup>8</sup> 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

---

<sup>8</sup> 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.