

Meeting Minutes of the North Front Range Transportation and Air Quality Planning Council

July 10, 2025 Hybrid Meeting in Johnstown, CO

Voting Members Present:

Johnny Olson - Chair	-Greeley
Jon Mallo – Past Chair	-Loveland
Cecil Gutierrez	-Transportation Commission
Melanie Potyondy (Alternate)	-Fort Collins
Andrew Paranto	-Johnstown
Ron Steinbach (Alternate)	-Windsor
Matthew Fries	-Severance
Will Karspeck	-Berthoud
Liz Heid	-Eaton
Scott James	-Weld County
Mark Clark	-Evans
Paula Cochran	-LaSalle
Bill Jenkins	-Timnath

Voting Members Absent:

Kristen Stephens – Vice Chair	-Larimer County
Fil Archuleta	-Garden City
Dan Dean	-Milliken
Jessica Ferko	-APCD

MPO Staff: **Becky Karasko**, Acting Executive Director; **Tanya Trujillo-Martinez**, Mobility Director; **Tonja Burshek**, Controller; **Jonathan Stockburger**, Transportation Planner I; **Mykayla Marek**, Transportation Planner I; **Aaron Hull**, Mobility Planner.

In Attendance: Dan Betts; Brad Buckman; Nancy Burke; Ray Cundiff; Gina Fox; Omar Herrera; Tim Hoos; Matt LeCerf; Chris Lemay; Suzette Mallette; Dee McIntosh; Evan Pinkham; Justin Stone; Bonnie Saust; Eric Tracy; Keith Wakefield; Dena Wojtach

Chair Olson called the MPO Council meeting to order at 6:00 p.m.

PUBLIC COMMENT

None.

CONSENT AGENDA

James moved to *APPROVE THE MINUTES*. The motion was **seconded** by Heid 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)

A written report was provided.

NFRMPO Air Quality Program Updates

Dena Wojtach, Two Roads Environmental, noted the APCD held an Ozone Reduction Planning Meeting on June 4th. From this meeting, she noted specific discussion around a pie chart from the Chatfield ozone monitor showcasing what is causing ground-level ozone formation. She mentioned the RAQC is holding an Ozone Forum meeting on July 25th which members of the public can attend. She mentioned the meeting will discuss new tools to look at monitors in non-attainment areas. Wojtach noted the APCD is developing a State Implementation Plan (SIP) to address challenges meeting federal standards. The hearing about the Serious SIP will be in July. Wojtach noted the SIP documents and control strategy materials are currently posted on the APCD website. Wojtach specifically noted there have been no changes with the Motor Vehicle Emissions Budgets. Wojtach noted Senate Bill 321, which raised fees for vehicle emissions testing and addressed how to deal with high emitters. It was recently determined that the term 'regularly operated' in the bill refers to driving past an emissions sensor four times within a year. Lastly, Wojtach noted ozone monitors in the NFRMPO region are starting to see higher readings, as is typical during hot summer days.

Mallo asked when the recently installed ozone monitor in Loveland will start reporting data. Wojtach responded data can be pulled from the monitor, but three calendar years will have to pass to get reference to the max numbers.

James asked for clarification on how the monitors are installed. He noted monitors in Weld County did not get approved by the Federal Reference Standard.

Regional Air Quality Council (RAQC) – Karasko noted the RAQC emission reduction programs are coming to the North Front Range region. The Non-Attainment Area Air Pollution Mitigation Enterprise (NAAPME) Board approved \$1.5M for the RAQC to expand its emission reduction programs to Larimer and Weld counties beginning in 2026. Karasko noted the RAQC is holding Control Strategy Blueprint Workshops for developing a strategic framework for air pollution control strategy options over the next five years. The first workshop is this month in Denver and the second one will be on August 18th from 9:30 am to 3:30 pm in Fort Collins. The exact location details in Fort Collins are still being determined and the registration deadline is August 11th.

Jenkins asked for clarification on who enforces the new regulations around small engines with 10 horsepower or less with government agencies or commercial vendors who work for government agencies. Wojtach responded that it is administered and enforced by the APCD and she mentioned they are starting off soft on enforcement to give affected groups more time to make the necessary changes.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Karasko noted the June NAAPME meeting where board members selected five fully funded projects and one partially funded project from the North Front Range region. There were 11 total projects selected from the state.

Metropolitan Planning Organization (MPO) Agenda

Chair Olson opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Chair Olson noted the NFRMPO Executive Director interviews are complete and announced that Elizabeth Relford has preliminarily accepted the Executive Director position. Olson noted the decision was unanimous amongst council members and NFRMPO staff. Instead of waiting for the next NFRMPO Planning Council meetings, Olson mentioned there will likely be a special Planning Council session to codify Relford so she can start on August 4th.

Executive Director Report

Karasko noted updates to the MMOF reconciliation process. There was a workshop at the June TAC meeting and there will be another workshop at the July TAC meeting. She noted the new Transportation Modeler will start on Monday, July 14th.

Finance Committee

A written report was provided.

TAC

A written report was provided.

Mobility

A written report was provided.

PRESENTATION ITEMS:

Front Range Passenger Rail District Update – Nancy Burke, Front Range Passenger Rail District, provided an update on progress with the Front Range Passenger Rail. Burke discussed what the Front Range Passenger Rail District is and walked through the reasons why and how it was created. Burke noted where the initial and future stops are located. She noted why the creation of the rail is important, citing population growth, congestion, economic costs, and personal impacts as reasons. Burke discussed the benefits the rail would have, including connectivity, job creation, local economic impacts, sustainability, and safety. Burke noted that every town will not have a station with the initial start to the service to help compete with automobile travel times, to ensure compliance with federal “intercity” classification, and to ensure stations are located in downtown areas for walkability. Burke did note that even the towns without stations can still benefit from the rail, including increased construction, infrastructure, maintenance, and operations jobs, eased congestion, and increased transit connections to the places with stations. The initial service is anticipated to begin in 2029 between Denver and Fort Collins. The service will run entirely on existing freight rail lines and the speed will be approximately 79

mph with 10 round trips per day. The long-term vision has future service connecting Wyoming and New Mexico.

Burke noted progress with the Service Development Plan. This is a comprehensive planning document which defines a full-build vision and outlines the implementation steps for rail service along the Front Range, which is a key step to help secure Federal funding. The information in this plan will include the route, major markets for stations, service frequency, onboard amenities, fare structure, infrastructure improvements, cost and financing plan, and an implementation plan. The Plan is anticipated to be completed by the end of the year. Burke recapped the 2025 Online Open House, which had over 2,100 total attendance and around 600 total comments. Burke noted progress with the joint service agreement with RTD to leverage resources from rail taxes they have been collecting. Burke also noted the list of partnerships for the First Phase Starter Service. Burke ended with noting the next steps, which include a stakeholder briefing and a public comment opportunity in fall 2025. Work will be continued with NEPA, the Service Development Plan, the Joint Service Agreements, and the Financial Plan.

Olson asked when the District is planning on going to the ballots. Burke responded that it is still being determined. Mallo mentioned this will be discussed at the District's next meeting. Gutierrez noted the negotiations with BNSF are likely to go by quickly now that an IGA has been signed with the other partner organizations. Karspeck asked if there would be a plan for a train to go to every stop with there also being an express train. Burke responded there are no plans for that right now, but she is also unsure since the IGA was just signed. Karspeck noted his resignation from the district was in large part due to Louisville losing population but still being included in future FRPP plans whereas Berthoud continues to be excluded. Karspeck asked if there is still a Secondary Stop Program. Burke responded that she is unsure of the details. Karspeck noted Berthoud has thrown out the option of funding a stop with their own money, but there has been no response from the District.

ACTION ITEMS:

Emergency Off-Cycle June TIP Amendment – Stockburger noted the Emergency Off-Cycle June 2025 TIP Amendment included the addition of the CDOT Region 4 new project ER CO60 East of Johnstown with \$750,000 State TCC funding.

Mallo asked for clarification on CDOT's "failing road" classification. Olson responded that for CDOT to use FHWA's Emergency Funding Program, the repair must be located on a significant route and must have damage costing over \$700,000.

James **moved to** approve *RESOLUTION 2025-15 APPROVING THE EMERGENCY OFF-CYCLE JUNE 2025 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Paranto and **passed** unanimously.

DISCUSSION ITEMS:

2025 Coordinated Public Transit/Human Services Transportation Plan – Hull provided an update on the 2025 Coordinated Plan. He provided an overview of the NFRMPO Mobility Program, including the One-Call/One-Click Center, the mobility committees in the region, how the program connects partners

to funding sources, outreach and education, and the overarching goals of the program. Those overarching goals include improving individual mobility and improving regional mobility. Hull walked through the RideNoCo website and showed how it is a tool that provides information on various mobility options to connect people of different needs to where they need to go throughout the region. Hull mentioned the creation of new Rack Cards, brochures, and an extensive PDF guide to help provide information to the public about the program. Hull noted the RideNoCo Call Center, which is available from 8 am to 5 pm Monday through Friday. The Center includes over-the-phone language interpretation. Hull showcased Call Center and Website data since 2021 to show how the program has been expanding and where people are needing mobility options most frequently.

Hull then discussed the 2025 Coordinated Plan. He noted it is a strategic plan for Coordinated Transit and Mobility in the region which is updated every four years. Hull noted the Coordinated Plan is guided by the Mobility Action Plan developed by the regional mobility committees. The Coordinated Plan is made to set up project priorities for the next 5 to 10 years. It also allows projects to be funded through FTA 5310 funding. The four parts of the plan include analyzing existing conditions, evaluating ridership data, identifying mobility gaps, and strategizing improvements. He showcased data about the percent of individuals with disabilities in Larimer and Weld Counties. He noted gaps in service that have been identified from calls received in the RideNoCo Call Center. Hull noted potential future ideas, strategies, and projects the Mobility Program will look into pursuing. These include a volunteer pool program, a medical chaperone program, an emergency fund program, earn-a-bike workshops, and RideNoCo expansion. He noted the 2025 Coordinated Plan Public Survey is available. Lastly, Hull walked through comments received from the June TAC meeting when he presented the 2025 Coordinated Plan update to them.

Karspeck mentioned RAFT and RideNoCo are currently in talks to merge, but there are difficulties with allowing a government entity and a nonprofit to work together.

NFRMPO 10-Year Prioritization List Scoring Workshop #2 Follow-Up – Karasko noted that on June 23rd a second NFRMPO Priority List Scoring Workshop was held. There were two exercises during this workshop: one to prioritize the corridors and the second to prioritize the projects based on score order within the corridors. Council did not have discussion around the list but requested TAC review and provide a recommendation.

COUNCIL REPORTS:

Transportation Commission – Gutierrez noted the approval of the IGAs by the five associated agencies. He also noted that the Bridge and Tunnel Enterprise was able to sell their bonds, except it cost them an additional \$22 million in interest.

STAC Report – Heid stated STAC did not meet due to the July 4th Holiday.

I-25 Coalition – James noted a conversation with the North Area Transportation Alliance, where a letter of agreement was created to work together. James also noted a letter of support sent to CDOT Region 4 of the coalition's 10-Year Plan. James noted the coalition is now meeting quarterly while the finance committee meets monthly.

US-34 Coalition – There was no update provided.

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

Front Range Passenger Rail District – Mallo did not provide an update. Karspeck noted any support for passenger rail in Berthoud is appreciated.

Host Council Member Report – Paranto noted a lot of growth in the Johnstown area. He noted various roads in Johnstown which he states will have a large impact on transportation in the region. He noted the recent successes of a \$4M grant for a trail project, a Denver Airport mobility award, the Carson Boulevard and Highway 60 intersection, and the Colorado Boulevard realignment.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None provided.

The meeting was adjourned at 7:29 p.m.

Meeting minutes submitted by: Jonathan Stockburger, NFRMPO Staff