

North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

August 7, 2025

In Person: Eaton Town Board Room, 224 First Street, Eaton, CO 80615

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

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

For assistance during the meeting, please contact staff@nfrmpo.org

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

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
3	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – July 10, 2025	Johnny Olson	9	6:05

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Air Pollution Control Division (APCD)	Written Report	Handout	-
5	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	15	6:15
6	Regional Air Quality Council (RAQC)	Kristin Stephens, Vice Chair	22	-
7	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-



Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	Report of the Chair	Johnny Olson	-	6:25
9	Executive Director Report	Becky Karasko Elizabeth Relford	-	6:30
10	Finance Committee	Written	26	-
11	TAC	Written	27	-
12	3 rd Quarter FY2025 TIP Modifications	Written	29	-
13	Mobility	Written	Handout	-

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	GoNoCo34 TMO Presentation and Discussion	Jaclynn Streeter, Executive Director	Handout	6:40

Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	NFRMPO 10-Year Priority List of Projects	Becky Karasko	30	7:00

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
16	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	7:05
17	STAC Report	Liz Heid, NFRMPO STAC Representative	-	-
18	Colorado Transportation Investment Office (CTIO)	Written Report	32	-
19	Front Range Passenger Rail District	Tricia Canonico, City of Fort Collins Councilmember Jon Mallo, Past Chair	-	-
20	Host Council Member Report	Liz Heid, Mayor Pro Tem, Town of Eaton	-	7:15

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: September 4, 2025 – Hosted by the City of Greeley



MPO Planning Council

City of Greeley and Greeley Evans Transit (GET)

Johnny Olson, Councilmember –Chair

Alternate- Brett Payton, Mayor Pro Tem

Larimer County

Kristin Stephens, Commissioner – Vice Chair

Alternate- Jody Shaddock-McNally, Commissioner

City of Loveland

Jon Mallo, Mayor Pro Tem – Past Chair

Town of Berthoud

William Karspeck, Mayor

Alternate- Mike Grace, Mayor Pro Tem

Town of Eaton

Liz Heid, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor

City of Fort Collins

Tricia Canonico, Councilmember

Alternate- Melanie Potyondy, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Town of Johnstown

Andrew Paranto, Councilmember

Town of LaSalle

Paula Cochran, Trustee

Town of Milliken

Dan Dean, Trustee

Alternate- Elizabeth Austin, Mayor

Town of Severance

Matt Fries, Mayor

Alternate- TBD

Town of Timnath

Bill Jenkins, Councilmember

Town of Windsor

Julie Cline, Mayor

Alternate- Ron Steinbach, Mayor Pro Tem

Weld County

Scott James, Commissioner

Alternate- Perry Buck, Commissioner

CDPHE- Air Pollution Control Division

Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission

Cecil Gutierrez, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

§5303 & §5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
§5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
§5309	FTA program funding for capital investments
§5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
§5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
§5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
§5337	FTA program funding to maintain public transportation in a state of good repair
§5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
4P	CDOT Project Priority Programming Process
7th Pot	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ARPA	American Rescue Plan Act of 2021
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BIL	Bipartisan Infrastructure Law (federal legislation, signed November 2021)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CAC	Community Advisory Committee (of the NFRMPO)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CEO	Colorado Energy Office
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COG	Council of Governments
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA §5303 planning funds)
CFY	Calendar Fiscal Year
CRP	Carbon Reduction Funds

GLOSSARY (cont'd)

CTIO	Colorado Transportation Investment Office (formerly High-Performance Transportation Enterprise (HPTE))
DOLA	Department of Local Affairs
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency
EV	Electric Vehicle
FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FRPR	Front Range Passenger Rail District (Replaced SWC&FRPRC)
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GHG	Greenhouse Gas
GOPMT	Goals, Objectives, Performance Measures, and Targets
GVMPO	Grand Valley MPO (Grand Junction/Mesa County)
HOV	High Occupancy Vehicle
HSIP	Highway Safety Improvement Program (FHWA Safety Funds)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
IACT	State Interagency Consultation Team (for GHG)
ICG	Inter-Agency Consultation Group for Ozone Nonattainment Area
IGA	Intergovernmental Agreement
IIJA	Infrastructure Investment and Jobs Act (also known as BIL)
IMW MPO	Intermountain West MPO Group
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
LUAM	Land Use Allocation Model (of the NFRMPO)

GLOSSARY (cont'd)

MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Transportation and Mitigation Options Funds (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAPME	Nonattainment Area Air Pollution Mitigation Enterprise
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NCMC	Northern Colorado Mobility Committee (also known as the Joint Mobility Committee)
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOFO	Notice of Funding Opportunity
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
OIM	Office of Innovative Mobility, division of CDOT
PACOG	Pueblo Area Council of Governments
PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPACG	Pikes Peak Area Council of Governments (Colorado Springs)
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RATC	Regional Active Transportation Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTDM	Regional Travel Demand Model (of the NFRMPO)
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle

GLOSSARY (cont'd)

SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
SS4A	Safe Streets and Roads for All Funding Program
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (<i>previously STP-Metro</i>)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission (2017-2022)
SWMPO	Statewide MPO Committee
SWP	Statewide Plan (CDOT)
TAC	Technical Advisory Committee (of the NFRMPO)
TA (<i>previously TAP</i>)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TERC	Transportation Environmental Resource Council
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally designated place >200,000 population)
TMO	Transportation Management Organization, also known as TMA – Transportation Management Association
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
UrbanSIM	Land Use model software licensing company used by the NFRMPO for the LUAM
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

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

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 MPOF 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

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 7/29/25

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 August 7, 2025 meeting.

Summary:

In July 2025, TRE tracked activities at the Regional Air Quality Council (RAQC) and Air Quality Control Commission (AQCC), and the AQCC set a November 2025 rulemaking hearing regarding revisions to Colorado's Ozone State Implementation Plan (SIP), and associated control strategies being considered for rule adoption. The RAQC put forth a Blueprint of additional control strategies that may be developed to secure additional ozone precursor pollutant reductions over the next 5-7 years. Further, an Ozone Forum scheduled for late July 2025 was postponed. This forum was scheduled to share information about what is contributing to ozone levels at individual monitors in the nonattainment area and how ozone is predicted to change with proposed control strategies.

Air Quality Activities:

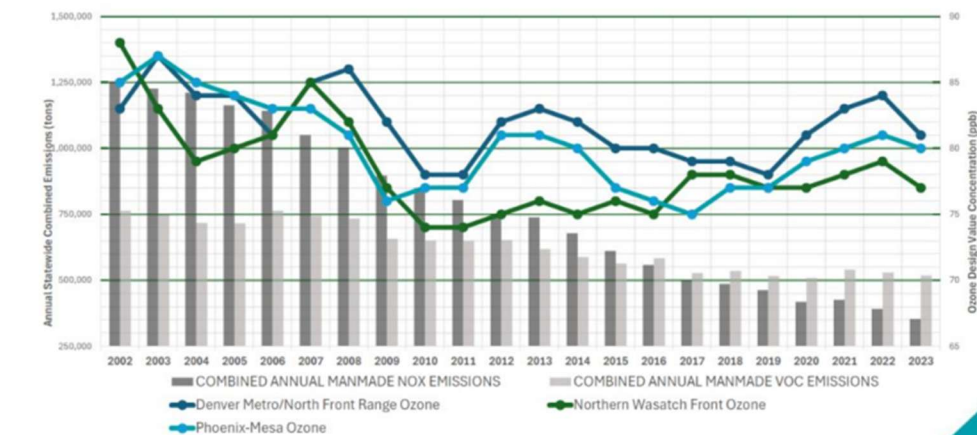
AQCC Activities:

In June, the AQCC set a rulemaking hearing for November 2025 on the Severe Ozone SIP under the 2015 Ozone National Ambient Air Quality Standard. Initially, APCD referenced information that the Intermountain West MPO Air Quality Workgroup has been raising, that Colorado is not alone in experiencing a disparity between reduced precursor pollutants compared to monitored ozone levels over time and monitors are experiencing high background levels. See presentation slides below.



Regional trends in emissions and ozone concentrations

SAME PATTERN OBSERVED ACROSS THE INTERMOUNTAIN WEST

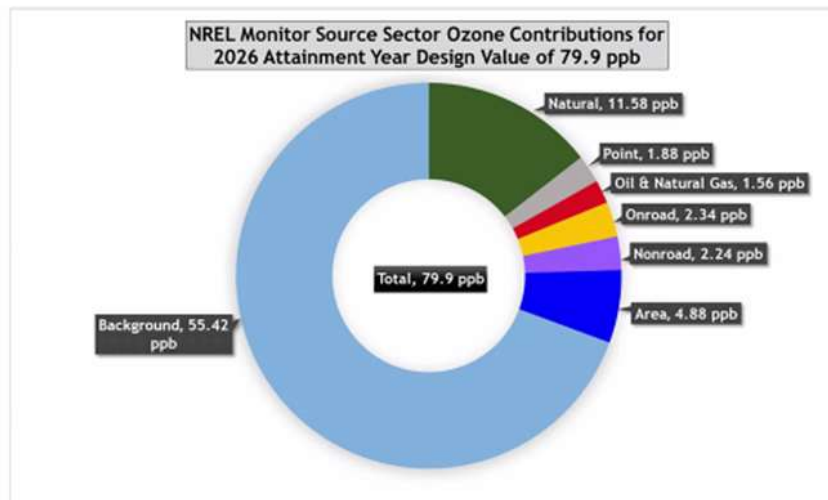


© 2024, All Rights Reserved

7

COLORADO
Department of Public
Health & Environment

Photochemical modeling results, cont.



Source apportionment chart showing breakdown of ozone contributions to the NREL monitor from various source sectors



COLORADO
Department of Public
Health & Environment



While APCD staff continue to advocate for a voluntary reclassification under the 2015 Ozone NAAQS to Severe, Colorado must still revise its SIP accordingly. The proposal includes revised SIP documents, and rule revisions that secure additional emissions reductions.

Control strategies included in this current proposal include:

Oil and Gas Operations

- 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;
- Best management practices for disposal of oil and gas waste; and
- Seasonal restrictions on oil and gas separator maintenance (as state-only measures).

Vehicle Inspection and Maintenance

- Increased vehicle inspection fees;
- Identification of high emitting vehicles operating in the ozone nonattainment area (as a state-only measure and related to SB25-321, signed into law in May 2025).

Other

- VOC content limitation for coatings used in aerospace manufacturing
- NOx control requirements for combustion equipment and engines at specific sources
- 2026 Motor Vehicle Emission Budgets of 4.0 tons/day (VOC) and 3.9 tons/day (NOx)

APCD staff also identified 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 at existing facilities
- 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

Subsequently, staff also indicated needing to develop more control strategies in the coming years in order to demonstrate attainment with the 70 ppb standard.

More information will become available during the rulemaking process, including modeling outputs on source apportionment – or what is contributing to ozone at each ozone monitor in the nonattainment monitor – sensitivity runs – or how the control strategies are projected to reduce ozone levels. TRE will track these activities, and alert the NFRMPO on key rulemaking milestones in case there is an interest in participating either formally or informally in this rulemaking hearing.

The AQCC was also briefed on Colorado's status on fleet electrification and authority to regulate such, given Congress' withdrawal of Clean Air Act waivers granted to California to regulate on-road and off-road engines. Colorado's authority to regulate these engines is based upon these waivers. Staff from Colorado's Energy Office and APCD highlighted Colorado electric vehicle

sales exceeding California sales, beginning in 3rd Quarter 2024, tax credits and incentives that are still currently in place, and Colorado's intent to maintain existing rules, while pursuing legal challenges on removal of California's waivers.

RAQC Activities

The RAQC held a 7/22/25 Control Strategy Blueprint Workshop, seeking reactions from a variety of different individuals with differing opinions on potential control strategies to be developed to reduce ozone.¹ The July 22, 2025 Blueprint identifies familiar control strategies, and several new control strategies that have not been fleshed out before. See table below. Staff indicated that concept papers would be developed for each strategy listed in the Blueprint, and that as a result the Blueprint would evolve over time. Notably, the cap on on-road emissions is not listed, nor is the related concept paper, however a cap on non-road vehicles is listed.

Emission Control Strategies by Proposed Action Timeframe	
Effective May 2027	<ol style="list-style-type: none"> 1) Oil & Gas Wellsite Venting & Blowdowns 2) APCD-planned Landscape Maintenance Round 1a & 1b initial reductions by 2025 & 2026 3) Adopt Indirect Source (trip attractors and generators) data reporting 4) Assess and recommend changes to stationary source control stringency to limit increases in emissions 5) Free transit across 9-county NAA by 2027 Ozone season (June through August), continuing each subsequent year 6) Enhanced license plate registration enforcement to increase emissions testing compliance
Effective May 2028	<ol style="list-style-type: none"> 1) Round 2 additional Landscape Maintenance reductions by 2029 (95% effectiveness during Ozone season): <ul style="list-style-type: none"> o Electric-only equipment sales within NAA and/or electric-only seasonal use restriction within NAA 2) Assess and recommend emission control strategy approaches for commercial cooking 3) Indirect Source emissions reductions accounting for SIP strengthening / Weight of Evidence, examples: <ul style="list-style-type: none"> o Active voluntary emission reductions: <ul style="list-style-type: none"> ▪ Implement use of Best Management Practices list for designated facilities and evaluate efficacy 4) Consumer Products VOC reductions 5) Adopt stationary source control changes stringency to increase emission reduction effectiveness 6) Assess / recommend summer ozone season strategy for daily total plant NOx emission caps for at fossil-fueled EGUs impacting the NAA, via permit revision 7) Assess / recommend for new oil and gas wells - electric drilling & fracking only during summer ozone season 8) Require retirement of NAA Simple Cycle EGU gas turbine units or SCR installed / operational by May 2030 9) Nonroad Engines Emission Targets for 2030 reductions, declining 10% each subsequent 5 years to 2050 <ul style="list-style-type: none"> o Green infrastructure construction project requirements, public followed by private sector o Ozone season use limitations through best management plans/practices 10) Expand vehicle Inspection & Maintenance program: <ul style="list-style-type: none"> o Reduce no-test requirement from 7 to 3 years o Larger portion of NAA o Diesel testing for NOx compliance o Increase repair rate for failures

¹ See RAQC's "Control Strategy Blueprint Workshop – July 22, 2025 for the Blueprint itself, include a table of control strategies listed on p.9-10, and presentations made during that workshop, at: <https://raqc.org/event/control-strategy-blueprint-workshop-july-22-2025/>



Effective in 2030	<ol style="list-style-type: none">1) 2030 – all coal-fired EGUs close or switch to gas2) 2027-30 implementation effects of adopted Clean Cars and Trucks regulations3) 2030 effects of midstream/upstream O&G NOx intensity rule4) Cumulative effect of all strategies by 2030 from 1-3 above and previous 2 strategy groups adopted by 20285) Indirect Sources: Require Regulatory Facility Emission Reduction Plans based on efficacy result in #3 for 2028 above6) Zero Emission Forklifts implementation for emission reductions required to begin
--------------------------	---

Separately, the RAQC canceled their Summer 2025 Ozone Forum scheduled for today. Apparently, some errors were found that may change the modeling outputs. Staff seem to think that the nonattainment area will still be unable to model attainment with the 70 ppb NAAQS, but want to shore up info before going public. The RAQC issued a formal postponement of this meeting, alluding to issues with how SMOKE-MOVES was run.² TRE will continue to track these activities.

2025 Ozone Season Monitoring Data:

Ozone concentrations in the nonattainment area ozone monitors for the summer to date have experienced high maximum daily 8-hour averages, including at the Fort Collins West, Fort Collins, Fossil Creek, Greeley Weld County, LaSalle Tower, Mehaffey Park and Timnath monitors in Larimer and Weld Counties. As of 7/27/25, the Fort Collins West, Greeley and Timnath monitors already have 4th max daily 8-hour averages of 72, 71 and 73 ppb, respectively, above the 70 ppb standard.³ Note that the Timnath monitor has not been running for 3 years, and thus the data cannot be averaged over three years as required in comparison to the 70 ppb and 75 ppb standards. Also note that this data does include flagged data that may have been influenced by wildfire smoke.

Other Air Quality Activities:

TRE is tracking EPA actions that directly or indirectly impact Colorado's air quality and its overall SIP: 1) a proposed rule partially approving and partially disapproving Colorado's Regional Haze Plan ([90 FR 31926, 7/16/25](#)); a proposed rule approving Colorado's Reasonably Available Control Technology requirements under the 2008 Ozone SIP ([90 FR 25960, 6/18/25](#)); 3) a proposed rule approving Utah's Interstate Transport of Air Pollution under the 2008 Ozone NAAQS ([90 FR 25918, 6/18/25](#)); 4) a proposed rule approving Colorado's Serious Attainment Plan Contingency Measures ([90 FR 19447, 5/8/25](#)); 5) an interim final determination staying and deferring sanctions in the Denver Metro/North Front Range 2008 Ozone Nonattainment Area ([90 FR 19424, 5/8/25](#)).

EPA's action partially disapproving Colorado's Regional Haze SIP, specifically disapproved incorporating the closure date for the Nixon coal-fired power plant owned and operated by Colorado Springs Utilities based on concerns over grid reliability. This action means that the closure date will not be federally enforceable, however Colorado statutes still require coal-fired power plants to reduce carbon emissions and document those reductions in Clean Energy

² See RAQC's July 27, 2025 Postponement of July 25, 2025 Ozone Forum, here:

https://raqc.egnyte.com/dl/3tqCp3qqd47b/Ozone_Forum_Delay_Release_DM-NFR_Modeling_v2.pdf

³ See RAQC's Current 8-Hour Ozone Summary, "Ozone Summary through July 27th, 2025", downloaded 7/28/25 here: <https://raqc.org/current-8-hour-ozone-summary/>

Plans.⁴ The coal-fired power plant is currently slated to close by the end of 2029, according to their 2020 Integrated Resource Plan.⁵ Delays in retirement also delay reductions in emissions, including ozone precursor pollutants, particulate matter, air toxics and carbon emissions in the area.

EPA announced replacing it's Office of Research and Development (ORD) with an Office of Applied Science and Environmental Solutions." Among many other responsibilities, ORD has been on point in investigating wildfire contributions to ozone, intermountain west ozone levels, and more.

Separately, the NFRMPO may want to track local efforts to put forth ballot measures to redirect funds away from transit projects, impacting both transportation planning and air quality in the ozone nonattainment area.⁶

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)

- 8/1/25 RAQC Board Meeting
- 8/7/25 NFRMPO Council Meeting
- 8/12/25 RAQC Indirect Sources Technical Workgroup Meeting
- 8/18/25 RAQC Blueprint Workshop; register here: <https://raqc.org/event/control-strategy-blueprint-workshop-aug-2025/>
- 8/20/25 RAQC Control Strategy Committee Meeting
- 8/21-8/22/25 AQCC Meeting
- Rescheduled RAQC Ozone Summer 2025 Modeling Forum; register here: <https://raqc.org/event/summer-2025-ozone-forum/>
-

Other Anticipated Air Quality Activities

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

Recommendations:

⁴ Colorado Revised Statutes, Section 40-2-125.5.

⁵ See Colorado Springs Utilities "2020 Electric Integrated Resource Plan," approved portfolio discussion on p. 12. Downloaded 7/28/25 here: <https://www.csu.org/hubfs/Document-Library/EIRP.pdf>

⁶ Colorado Newline article by Wilson, Sara; "Proposed Colorado transportation measure would redirect funds from electrification to roads" published 7/24/25, found here: https://www.newsbreak.com/share/4130219111078-proposed-colorado-transportation-measure-would-redirect-f-unds-from-electrification-to-roads?s=a7&share_destination_id=Njk5MDgyMDUtMTc1MzM4NzgwNjgzMg==&pd=04iKJhAp&hl=en_US&send_time=1753387806&actBtn=topBar&f=app_share&trans_data=%7B%22platform%22%3A1%2C%22cv%22%3A%225.29.1%22%2C%22languages%22%3A%22en%22%7D&sep=ns_foryou_recall_exp_25q3-v6%2Cns_foryou_model_exp_25q2_v2-v1%2Cns_foryou_blend_exp_25q2-v8%2Cns_foryou_rank_exp_25q2-v9



- NFRMPO should continue to track the AQCC Ozone SIP Rulemaking for transportation related control strategies and analysis and decide how to engage
- NFRMPO should continue to track the evolution of the RAQC's "Control Concept: On-Road Vehicles and Non-Road Equipment Emission Targets"
- NFRMPO should continue to engage the RAQC on other transportation related control strategies listed the most current Blueprint document

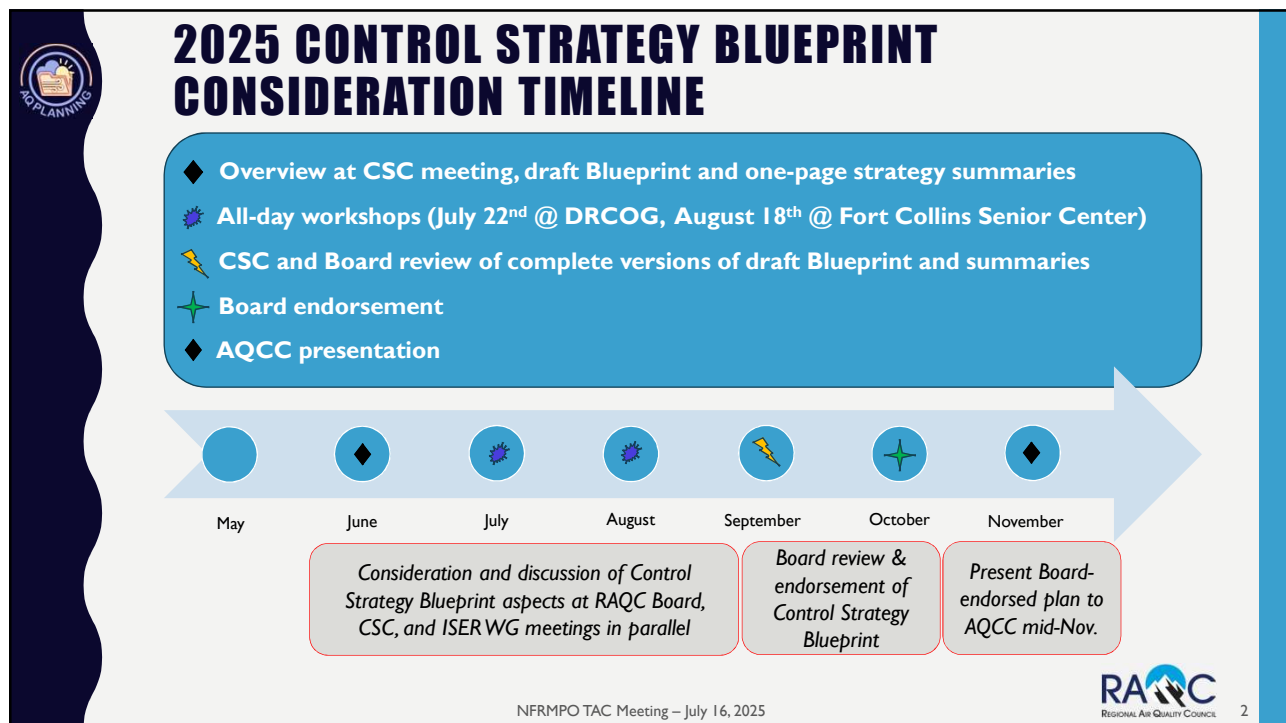



NFRMPO TAC – JULY 16

RAQC UPDATE

DEVELOPMENT OF CONTROL STRATEGY BLUEPRINT

1



2



**NORTH FRONT RANGE
BLUEPRINT WORKSHOP
AUGUST 18TH**

Goal for TAC outreach:
*involve air quality and
transportation planning
staff from NFR region cities
& counties*

RAQC
REGIONAL AIR QUALITY COUNCIL

AQ PLANNING

3



**CONTROL STRATEGY BLUEPRINT
WORKSHOPS**

Denver workshop

- July 22, 9:30am-3:30pm
- Open to interested parties
- Denver Regional Council of Governments (DRCOG) office, downtown Denver
- Registration now closed
- Materials before and after workshop will be added here: <https://raqc.org/event/control-strategy-blueprint-workshop-july-22-2025/>

Lunch will be provided at both workshops.


Fort Collins workshop

- Monday, August 18, 9:30-3:30pm
- Open to interested parties
- Fort Collins Senior Center
- Sign up to participate in-person or to listen in virtually here:
<https://raqc.org/event/control-strategy-blueprint-workshop-aug-2025/>
 - Registration open through August 11th
 - We will continue to update this link with more details as the workshop approaches

RAQC
REGIONAL AIR QUALITY COUNCIL

NFRMPO TAC Meeting – July 16, 2025


4



FORT COLLINS WORKSHOP AGENDA OVERVIEW

- Welcome & introductions
 - professional facilitation provided
- Brief foundational background presentations, followed by Q&A:
 - RAQC
 - NFRMPO
 - Air Pollution Control Division
- Dive into the Blueprint, followed by brainstorming and input:
 - Small group discussion format
 - “Buckets” of strategies with brief overviews of existing information,
 - Evaluation methods for emissions, air quality benefits, costs, etc.; and
 - Timeline(s) to adequately have rules/programs in place and effectively reducing emissions by 2030
- Wrap-up & next steps

NFRMPO TAC Meeting – July 16, 2025



5

5




JULY 25TH OZONE FORUM

6



JULY 25 OZONE FORUM

- Friday, July 25th, 2025, 10am-12pm MDT, virtual
- Agenda topics will include:
 - air quality planning updates;
 - recently completed Serious Plan 2026 modeling results,
 - 2026 source apportionment results;
 - decoupled direct method description and applications of results; and
 - availability of reports and dashboards
- Register here: <https://raqc.org/event/summer-2025-ozone-forum/>

NFRMPO TAC Meeting – July 16, 2025



7

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

July 17, 2025
3:00 p.m.
Microsoft Teams

Members	Staff
Kristin Stephens	Becky Karasko
Bill Jenkins	Tonja Burshek
Jon Mallo	Barbara Bills
	Tanya Trujillo-Martinez

The meeting was called to order by Stephens at 3:01 p.m.

Approval of Minutes:

Mallo made the motion to approve the June 19, 2025, meeting minutes, and Jenkins seconded. The motion passed by acclamation.

Financial Software (UPDATE):

Burshek informed the Committee the Acumatica software had been purchased and implementation would begin next week.

Servers-Forced Upgrade:

Karasko explained Greystone informed MPO staff the VMware downloaded on our servers would no longer be supported because Broadcom, who recently purchased VMware, no longer wanted to service small companies. The solution is to either remove the software from the servers, which could cause considerable downtime, or purchase new servers and transfer the files over, which would take a weekend. The servers would cost between \$3,000-\$4,000. Some of the benefits from purchasing new are that the modeling computer could be transfer to the old server, give the old modeling tower to the Planner Modeler, and give the Modeler's current computer to the intern.

During a robust discussion, Jenkins brought up the possibility of using NAS, Network Accessible Storage, in place of the servers, as a less expensive option. Karasko stated she would inquire about this possibility.

Bank Review and Change Suggestion:

Due to excessive bank fees from FNBO, Burshek suggested the MPO move its accounts to a different bank. Staff are currently paying between \$300-\$500 a month in fees. Chase Bank does not charge fees for non-profit organizations who keep a minimum balance of \$100,000 in their combined accounts. The credit cards can earn up to \$1,500 a year in cash back, which MPO staff does not have with the current credit cards.

The Committee was in favor of exploring the MPO's options.

The meeting was adjourned at 3:28 p.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
July 16, 2025**

ACTION ITEM

NFRMPO 10-Year Priority List of Projects – Karasko gave an overview of the June 23rd Joint Planning Council/TAC workshop. She noted Planning Council ranked the priority corridors in the following order: US34, SH392 I-25, US287, SH14, US85. Karasko stated the 10-Year Priority List as well as the six priority corridors will be revisited during the 2055 Regional Transportation Plan (RTP) planning process. Hornkohl moved to recommend the Planning Council approve NFRMPO 10-Year Priority List of Projects. Leonhardt seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

Weld County STBG Project Scope Change Request – Pinkham gave an overview of the WCR13 & WCR50 intersection project. The project will realign the south leg of WCR13 to line up with the north leg of WCR13 while improving traffic operations, truck movement, and safety. The original project was a four-way intersection with a two-lane south leg. Due to increased cost estimates, Weld County is requesting a scope change. The new proposed project is a roundabout with a two-lane south leg. Karasko noted the TAC must determine if this is a major or minor scope change. TAC agreed this is a minor scope change and approved the request.

TDM Call for Projects – Hull noted the goals of the Transportation Demand Management (TDM) Call for Projects. The goals are to reduce congestion, promote regional connectivity, advance accessibility for all, improve air quality, and to encourage local commitment. There is a total of \$400,000 available for this call and the local match is 17.21 percent. The minimum award limit per funding year is \$62,500 and the maximum award limit per funding year is \$125,000. Eligible applicants for this call are Non-profit Transportation Management Organizations (TMO), non-profit organizations, and local government agencies. Eligible project types include TMO ongoing management, TDM projects, and pilots to promote expanded or new transit services or transportation options. Hull outlined the project requirements and scoring criteria. TAC members expressed concerns with the project criteria and funding amounts. Karasko requested TAC members to review the TDM Guidebook and provide comments to Hull prior to the August TAC meeting.

NFRMPO Call for Projects Federal Funds Reduction – Karasko noted there is a reduction in federal formula funds for FY2025 and FY2026. The impacted federal funding programs are Congestion Mitigation & Air Quality (CMAQ) funds and Surface Transportation Block Grant (STBG) funds. Karasko noted there

was an increase in Transportation Alternatives (TA) funds. She stated impacted projects may need to be delayed and funding will need to be shifted to later fiscal years, but no projects will lose their funding.

WORK SESSION

MMOF Funding Reconciliation – Michael Snow, CDOT, gave an overview of the Multimodal Transportation and Mitigation Options Fund (MMOF) funding reduction. Snow noted CDOT used the same formula that determines the amount of MMOF each MPO receives to determine MMOF reductions. He outlined some potential solutions to make the necessary reductions, including reallocated existing awards to later funding years, reduce funding to existing awards, or cancel projects. Karasko requested agencies with multiple impacted projects determine which projects are their priority. Karasko will meet with impacted agencies prior to the August TAC meeting to discuss potential solutions.



MEMORANDUM

To: NFRMPO Planning Council
From: Jonathan Stockburger
Date: August 7, 2025
Re: Report – Q2 2025 TIP Modifications

Summary

In the second quarter of 2025 (April - June), the NFRMPO processed two Administrative Modifications to the FY2024-2027 Transportation Improvement Program (TIP). The modifications are listed and linked below.

- May 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2025-m5-tip-modification.pdf>
- June 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2025-m6-tip-modification.pdf>

The most recent TIP tables including all Policy Amendments and Administrative Modifications can be found at www.nfrmpo.org/tip.

For any questions about the Q2 TIP Modifications please contact Jonathan Stockburger at jstockburger@nfrmpo.org.

Recommendation

None

Attachments

- None



MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: August 7, 2025

Re: Action – NFRMPO 10-Year Priority List Update

Objective

Planning Council approval of the prioritized NFRMPO 10-Year Priority List of projects.

Summary

On June 23, 2025, the NFRMPO Planning Council held a second joint workshop with TAC members and NFRMPO staff to prioritize projects for the NFRMPO's 10-Year Priority List. During the workshop, it was determined that the six priority corridors would be ranked by Planning Council Members, with the results of the voting being:

1. US34
2. SH392
3. I-25
4. US287
5. SH14
6. US85

Following the ranking of the six priority corridors, it was determined to list the projects for each corridor in rank order from the previous TAC Scoring Workshop. Attached is the list of projects in ranked order in the corridor priority order. At their July 16 meeting, TAC recommended Planning Council approve the list of projects.

Recommendation

TAC recommends Planning Council approve the NFRMPO 10-Year Priority List at their August 7 meeting.

Corridor	Project	Score
Corridor Planning Studies	I-25/Harmony Road Interchange Study	87
	US34 Corridor within the NFRMPO boundary	48
US34	US34 and WCR 17	93
	US34/US287	67
	Rocky Mountain to Centerra Parkway along US34	65
	US34 and 35 th Avenue to US34 and 47 th Avenue	63
	LCR3 to Centerra Pkwy	58
	US34 and 131 st Street	50
	US34 and 11th Ave	49
	US34 and 65 th Ave	42
	US34 and 83rd Ave	37
SH392	WCR21 to WCR19	79
	SH392/Timberline Road	72
	I-25 to US287	65
	Highland Meadows Pkwy to Colorado Blvd.	65
	WCR23 to WCR21	62
I-25/SH14	Interchange	79
US287	US287 (College Ave) and Drake Rd	57
	SH287 and LCR17 (North Berthoud Parkway)	52
	Trilby to Harmony	47
	US287 Bridge over Big Thompson River	38
SH14	SH14 and WCR23	55
US34/US85	Interchange	75
US85	US85 and O St/11 th Ave & connection to WCR 66	59



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

Held: Wednesday, June 18, 2025, 11:00 a.m.

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

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

- Karen Stuart, Chair (remote)
- Cecil Gutierrez, Vice-Chair (remote)
- Eula Adams (remote)
- Shelly Cook (remote)
- Gina Sacripanti (remote)

Roll Call Regular Meeting

All board members, except Director Moran, were present. The meeting began at 11:00 a.m.

Public Comment

There was no public comment.

Comments from Directors

Board members and CTIO staff thanked Chair Stuart and Director Adams for their service and leadership on the CTIO Board of Directors and wished them well for the future.

Director's Report

Piper Darlington, CTIO Director, also thanked Chair Stuart and Director Adams for their leadership, support, and service on the CTIO Board and wished them well in their future endeavors.

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

¹ The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise will refer to itself now and in the future, however, the HPTE name is retained for legislative and legal documents.

- Intragovernmental Agreement overview, and thanks to the Attorney General's staff for its drafting.
- Participation in a session on Mountain Rail at the Transportation Infrastructure Summit, which had the theme of “Charting the Future: Revolutionizing Project Delivery Across Air, Land, Sea, and Rail”. The conference was held in Philadelphia.

Consent Agenda

ACTION: Upon a motion by Vice-Chair Gutierrez and seconded by Director Sacripanti, a vote was conducted and Resolution #471, May 14, 2025 Minutes, was unanimously approved.

Annual Toll Rate Adjustment Approval

Nathaniel Benton, CTIO Toll Systems Specialist, provided a short overview to the board on the annual toll rate adjustments for all Express Lanes, noting that they had been provided in depth at the previous meeting.

ACTION: Upon a motion by Vice-Chair Gutierrez and seconded by Director Sacripanti, a vote was conducted and Resolution #472, Annual Toll Rate Adjustment Approval, was unanimously approved.

I-70 Peak Period Shoulder Lane Amended Memorandum of Understanding

Piper Darlington, CTIO Director, provided a high-level overview of the three-party MOU with the Federal Highway Administration (FHWA) and CDOT, expressing appreciation for the work that had gone into its development and support at the federal, state, and local levels.

Discussion

- CTIO staff and board members discussed the provisions of the MOU associated with financing. Chair Stuart expressed frustration that FHWA staff would no longer participate in the TC meetings due to directions from their headquarters.

ACTION: Upon a motion by Director Cook and seconded by Vice-Chair Gutierrez, a vote was conducted and Resolution #473, I-70 Peak Period Shoulder Lane Amended MOU, was unanimously approved.

Communications Update

Tim Hoover, Deputy Director of Communications, CDOT, provided a presentation to the board on communications and outreach efforts associated with the Safety and Toll Enforcement Program. The presentation included information on the following:

- Media and advertising update
- Plans for the remainder of 2025
- Text alerts
- Partnerships
- Creative production
- Website updates

Discussion

- CTIO staff and board members discussed coverage in the Loveland paper and complemented the CTIO and CDOT communications team on their robust outreach.

11:39 Break

The meeting continued at 12:09 in a joint session with the Transportation Commission.

Joint Workshop with TC, CTIO and CTE – Workshop on the Joint Service Intergovernmental Agreement (IGA)

Diane Barrett, Consultant, and Lisa Kaufmann, Senior Advisor to the Governor, provided a presentation on joint service, which included information on the following:

- Background
- Why an intergovernmental agreement
- Overview of the IGA

Discussion

- CTIO, CTE, and TC members discussed with staff what weighted voting involved, scrutiny of the IGA from stakeholders, possible funding for the future through ballot measure, and many TC and CTIO Board members voiced their support for the IGA and thanked all involved in its drafting.

ACTION: Upon a motion by Vice-Chair Gutierrez and seconded by Director Cook, a vote was conducted and Resolution #474, Joint Service Intergovernmental Agreement, was unanimously approved.

Adjournment

The CTIO Board adjourned at 12:41 p.m.