

NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda

August 20, 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 July 16, 2025 Meeting Minutes	Nicole Hahn	3	1:05

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Regional Air Quality Council (RAQC) Updates	Tom Moore, RAQC	-	1:10
5	Air Pollution Control Division (APCD) Updates	Brendan Cicione, APCD	-	1:20

Metropolitan Planning Organization Agenda

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	Clean Transit Enterprise (CTE) SB230 Formula Grant Program NOFA	Craig Secrest, CTE	7	1:25

Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
7	August 2025 Off-Cycle TIP Amendment	Jonathan Stockburger	13	1:35



Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	2050 RTP Amendment	Becky Karasko	17	1:40
9	FY2026-2029 Transportation Improvement Program (TIP)	Jonathan Stockburger	Handout	1:45
10	FY2025 TIP Delay Review	Jonathan Stockburger	Handout	1:55
11	GHG Transportation Report	Becky Karasko	Handout	2:05
12	NFRMPO TDM Call for Projects	Aaron Hull	Handout	2:15
13	MMOF Funding Reconciliation	Becky Karasko	Handout	2:45

Outside Partner Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	NoCo Bike & Ped Collaborative	Written Report	Handout	-
15	Regional Transit Agencies	Verbal Report	-	-
16	Mobility Updates	Tanya Trujillo-Martinez	-	3:00

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	August Planning Council Meeting Summary Draft	Written Report	22	-
18	Mobility Committee Updates	Written Report	23	-
19	NFRMPO Air Quality Program Updates	Written Report	26	-
20	Roundtable	All	-	3:05

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: September 17, 2025

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
July 16, 2025
1:08 p.m. – 3:14 p.m.**

TAC Members Present

Nicole Hahn, Chair – Loveland
Evan Pinkham, Vice Chair – Weld County
Aaron Bustow – FHWA
Omar Herrera – Windsor
Tim Hoos – Johnstown
Dana Hornkohl – Fort Collins
Kim Koivuniemi – Timnath
Victoria Leonhardt – Greeley
Tom Moore – RAQC
Shani Porter – Severance
Eric Tracy – Larimer County

NFRMPO Staff:

Aaron Hull
Becky Karasko
Mykayla Marek
Jerome Rouser
Jonathan Stockburger
Tanya Trujillo-Martinez
Tahjiba Tarannum

TAC Members Absent:

Brendan Cicione – CDPHE-APCD
Tawn Hillenbrand – Berthoud
Pepper McClenahan – Milliken
Town of Garden City
Town of LaSalle

In Attendance:

Medora Bornhoft – CDOT
AnnaRose Cunningham – Loveland
Geoff England - Steer
Candice Folkers – COLT
Gina Fox – CDOT
Tamara Keefe – FHU
Joshua Ma – Fort Collins
Annareli Morales – Weld County
Drew Pearson – Wilson & Company
Scott Pearson – Windsor
Michael Snow- CDOT
Keith Wakefield- Loveland
Spencer York- CDOT

Call to Order

Vice- Chair Pinkham called the meeting to order at 1:08 p.m.

Public Comment

There was no public comment.

APPROVAL OF THE JUNE 18, 2025 TAC MINUTES

Hornkohl moved to approve the June 18, 2025 TAC Minutes. Koivuniemi seconded the motion, which was approved unanimously.

Air Quality Agenda

Regional Air Quality Updates

Moore provided an update on the Control Strategy Blueprint Workshop. RAQC will be hosting a Blueprint Workshop in Fort Collins on August 18th from 9:30-3:30 at the Fort Collins Senior Care. Moore outlined the workshop format and encouraged any interested TAC members to attend. Moore noted the July 25th Ozone Forum agenda topics include air quality planning updates, Serious Plan 2026 modeling results, and 2026 source apportionment results.

APCD Updates

No update provided.

Metropolitan Planning Organization Agenda

Action Items

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 the 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, which include reducing congestion, promoting regional connectivity, advancing accessibility for all, improving air quality, and encouraging 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 include 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. 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 Agenda

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, reducing funding to existing awards, or canceling 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.

Outside Parter Reports

NoCo Bike and Ped Collaborative

Rouser stated the July NoCo Bike & Ped Collaborative meeting was held at the River Bluffs and Kyger Open Spaces in Windsor. The group discussed wayfinding, bridge construction, and best practices for building and maintaining trails that are nearby to rivers and other waterways.

Regional Transit Agencies

No update was provided.

Mobility Updates

No Updates.

Reports

July Planning Council Meeting Summary Draft

Written report provided.

Mobility Committee Updates

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

3rd Quarter FY2025 TIP Modifications

Written report provided.

Roundtable

Karasko noted Elizabeth Relford will be the new NFRMPO Executive Director and will be starting on August 4th.

Rouser stated he will be reaching out to TAC members in August or September to begin gathering active transportation and transit projects for the Active Transportation and Transit inventories required by SB25-030.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

None.

Meeting adjourned at 3:14 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, August 20, 2025, as a hybrid meeting.



Clean Transit Enterprise: Update to NFRMPO TAC

August 20, 2025

1

1



Clean Transit Enterprise Overview

- Transit Vehicle Electrification Support
 - HB21-260 Created a Retail Delivery Fee and the CTE
 - Provide EV planning, facility, charging infrastructure & bus replacement grants
 - To date grant awards: 8 planning and 11 capital
 - 2nd round of planning grants pending award, Capital grant NOFA in fall



- Transit and Passenger Rail Support
 - HB24-230 Created Oil & Gas Production Fee under the CTE
 - Currently working to stand up SB24-230 programs

2

2



SB24-230 Formula Program Goals

- Optimize program impacts on GHG reduction
- Improve the extent, quality, and effectiveness of transit services throughout Colorado
- Achieve an equitable balance of support for, and appreciation of, the diversity of transit providers throughout Colorado
- Maintain full transparency for all CTE funding allocation and grant activities
- Limit the administrative burden on CTE customers while ensuring full accountability for how program resources are used
- Adhere to a level of transparency and accountability that exceeds legislative compliance and ensures fidelity to program mandates
- Manage and minimize the impact of program funding volatility from year to year

3

3



Formula Program Implementation Progress

- Board approved program goals
- Conducted virtual town halls with transit agencies to inform program development
- Established program eligibility requirements
- Created a formula development model
- CTE Board approved formula for FY 26
- Requested for Letters of Intent
- Released program NOFA on July 17th



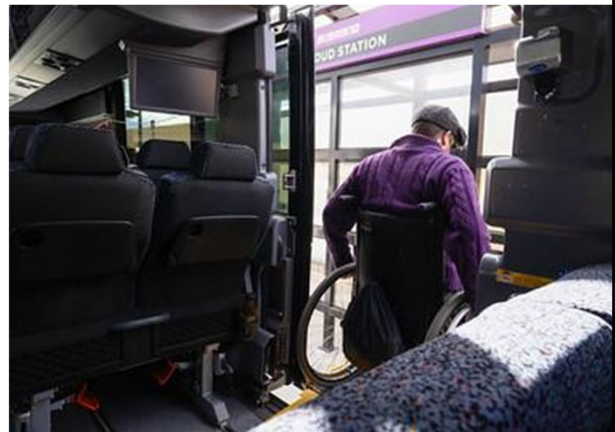
4

4



Agency Eligibility

- Must provide “Open Door” transit services
- Satisfy standard DTR administrative/institutional capacity requirements
- Submit an acceptable Comprehensive Operational Analysis (COA); 2 options:
 - Full COA - Submit with NOFA response, move directly to grant execution
 - Deferred COA - Establish program qualification/grant amount, submit COA when ready



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Eligible Use of Funds

- Focus on activities that increase ridership and decrease GHG
- Examples: operating costs for new/expanded routes and increased hours/frequency
- Can include marketing and promotions
- Vehicle purchases allowed, other capital, facilities and planning likely won't be eligible costs
- 20% local match requirement, agencies can request relief



6

6



Funding Availability

- \$38M in FY 26
- Estimate \$75M - \$80M in FY 27
- Will need to limit quarterly reimbursement levels
- Considering hold back to develop contingency funding



7

7



SB230 Formula Program NOFA

- Submission requirements:
 - Cover Letter - Verify approvals, COA approach
 - Comprehensive Operational Analysis (COA)
 - Baseline data
 - Local zoning & planning questionnaire
 - Other documentation
- Local match relief request process
- Award process
 - Responses reviewed on rolling basis
 - Hope to approve 2-year SOWs; use options letter for FY27 awards
 - May revise requirements/process as we learn more

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Next Steps for SB 230 Implementation

- Formula Program
 - Hope to release program NOFA by end of June
 - Plan to review submission on a rolling basis
 - Working on consultant support contract to help agencies develop COAs
- Discretionary Program
 - Beginning to define program objectives and guidelines
 - Not sure when first NOFA will be
- Passenger Rail Program
 - CTE Director is a member of the Joint Service Executive Oversight Committee
 - Will seek CTE board approval to sign an IGA at June meeting

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Clean Transit Enterprise Information

Home Travel News Safety Performance Business Programs Projects About CDOT Site Directory Search Translate Our Site

COLORADO
Department of Transportation

<https://www.codot.gov/programs/innovativemobility/cte>

Programs

Home / Programs / Innovative Mobility / Clean Transit Enterprise

Resources

- Clean Transit Enterprise
- Electrification
- Jobility Services
- Jobility Technology
- Transit and Rail
- Job Grants
- Previous CTE Board Meeting Documents

Clean Transit Enterprise

The Clean Transit Enterprise supports public transit electrification planning efforts, facility upgrades, fleet vehicle replacements and the purchase and installation of electric vehicle charging and fueling infrastructure through the clean transit retail delivery fee; and invests in public transit, including vehicles, infrastructure, equipment, materials, supplies, maintenance, and operations and staffing through the oil and gas production fee.

About the Clean Transit Enterprise

The Clean Transit Enterprise (CTE) was initially created within the Colorado Department of Transportation (CDOT) under SB21-240 to support public transit electrification planning efforts, facility upgrades, fleet motor vehicle replacement, as well as construction and development of electric motor vehicle charging and fueling infrastructure. SB21-240 allows the enterprise to impose a clean transit retail delivery fee to fund its operations, and to issue grants, loans or rebates to support electrification of public transit.

The business purpose of CTE was expanded with the passage of SB24-230 to include reducing and mitigating the adverse environmental and health impacts of air pollution and greenhouse gas emissions produced by oil and gas development by investing in public transit, including vehicles, infrastructure, equipment, materials, supplies, maintenance, and operations and staffing to achieve the level of frequent, convenient, and reliable transit that is known to increase ridership by replacing car trips with bus and rail trips and forms of transit known to support denser land use patterns that further reduce pollution due to shorter trip lengths and greater vehicle and cycling mode share. SB24-230 requires the CTE to impose a production fee for clean transit to be paid quarterly by every producer of oil and gas in the state effective July 1, 2025.

CTE Capital Grant Program Awards

Selected Projects

Projects Not Selected

Contact Us

Contact Us

Resources

- Clean Transit Enterprise Dashboard
- Clean Transit Enterprise 10 Year Plan
- 2021 Transit Zero Emission Vehicle (ZEV) Roadmap
- Previous CTE Board Meeting Documents
- 2022 CTE Annual Report
- 2023 CTE Annual Report

Upcoming Meetings

Board Meeting
Tuesday, October 29, 2024 10:30-12:00
Zoom Link

Board Packet

Subscribe for CTE Updates

* indicates required

Email Address *

First Name

Last Name

Organization/Affiliation

Subscribe

* indicates required

Email Address *

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Thank You

- For questions or comments, please contact:
 - Email: craig.secrest@state.co.us
 - Phone: 703-973-0841



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MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Jonathan Stockburger
Date: August 20, 2025
Re: Action –Off-Cycle August 2025 TIP Amendment

Objective

To recommend Planning Council approval of the Off-Cycle August 2025 Transportation Improvement Program (TIP) Amendment to the *FY2024-FY2027 TIP*.

Summary

The Off-Cycle August 2025 TIP Amendment includes 1 revision from CDOT Region 4 and one addition from CDOT DTR:

- Adding the new project *Harmony Road Mobility Hub* with \$500,000 State SB-267 funding.
- Revising the *Region 4 Surface Treatment* by adding the project *Centerra parkway East* with \$6,550,180 Federal STBG/NHPP funding and \$1,361,605 State SHF funding in FY27.

The 30-day Public Comment period for the Off-Cycle August 2025 TIP Amendment will begin when Impact Analysis materials are received from CDOT.

Funding Types and Uses

SB-267 enacted during the 2017 legislative session, authorizes \$1.8B over four years to transportation projects. Funding must be used on Tier 1 projects on the CDOT 10-Year Development Program, 25 percent must be spent on projects in rural counties, and 10 percent of funding is dedicated to transit projects.

Surface Treatment Block Grant (STBG) is a flexible funding program with many eligible project types, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads.

NHPP/SHF – National Highway Performance Program (NHPP) provides federal funds and the State Highway Funds (SHF) provide state funds for the condition and performance of the National Highway System (NHS) and the construction of new facilities on the NHS.

Analysis

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

Recommendation

Staff support adding the Off-Cycle August 2025 TIP Amendment to the FY2024-2027 TIP.



Attachments

- Off-Cycle August 2025 Policy Amendment Form

NEW ENTRY

Title: Harmony Road Mobility Hub
Sponsor: CDOT DTR
STIP ID:
TIP ID: 2026-011
Type: Mobility Hub
Air Quality: Excluded from conformity analysis
Description: Design and construction for transit improvements of Harmony Road Mobility Hub, including curb ramp improvements, striping, and miscellaneous repairs.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	SB-267	\$500,000	\$0	\$0	\$0	\$0	\$50,000	\$450,000	\$0	\$0
	Total	\$500,000	\$0	\$0	\$0	\$0	\$50,000	\$450,000	\$0	\$0

Revision # Revision Description
2025-A8 New Project

PREVIOUS ENTRY

Title: Region 4 Surface Treatment
Sponsor: CDOT Region 4
STIP ID: SR45218
TIP ID: P-13
Type: Surface Treatment
Air Quality: Exempt from conformity analysis
Description: Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:

STIP ID:	Sponsor	Total Project Cos	Title:
SR45218.211	CDOT R4	\$4,500,000	SH257 Windsor Resurfacing
SNF5788.045	CDOT R4	\$1,125,000	SH257 & Eastman Park Drive Intersection
SR45218.232	CDOT R4	\$5,600,000	US 85 5th to O St. Business Surface
SR45218.234	CDOT R4	\$5,764,000	SH257 Windsor Resurfacing Eastman to 34
SR45218.250	CDOT R4	\$754,412	CO60: Campion East Chips
SR45218.251	CDOT R4	\$4,211,380	CO402: CR7 to I-25
SR45218.253	CDOT R4	\$6,100,000	CO52A Resurfacing I-25 to US85

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	STBG/NHPP	\$33,909,282	\$0	\$9,091,292	\$4,986,000	\$10,157,000	\$9,674,990	\$0	\$37,495,000	\$0
State	SHF	\$5,598,675	\$0	\$1,926,143	\$614,000	\$1,668,000	\$1,390,532	\$0	\$6,823,000	\$0
	Total	\$39,507,957	\$0	\$11,017,435	\$5,600,000	\$11,825,000	\$11,065,522	\$0	\$44,318,000	\$0

NEW ENTRY

Title: Region 4 Surface Treatment
Sponsor: CDOT Region 4
STIP ID: SR45218
TIP ID: P-13
Type: Surface Treatment
Air Quality: Exempt from conformity analysis
Description: Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:

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SR45218.234	CDOT R4	\$5,764,000	SH257 Windsor Resurfacing Eastman to 34
SR45218.250	CDOT R4	\$754,412	CO60: Campion East Chips
SR45218.251	CDOT R4	\$4,211,380	CO402: CR7 to I-25
SR45218.257	CDOT R4	\$7,911,710	Centerra Parkway East

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	STBG/NHPP	\$34,895,577	\$0	\$9,091,292	\$4,986,000	\$10,157,000	\$4,111,180	\$6,550,105	\$37,495,000	\$0
State	SHF	\$6,424,090	\$0	\$1,926,143	\$614,000	\$1,668,000	\$854,342	\$1,361,605	\$6,823,000	\$0
	Total	\$41,319,667	\$0	\$11,017,435	\$5,600,000	\$11,825,000	\$4,965,522	\$7,911,710	\$44,318,000	\$0

Revision # Revision Description
2025-A8 New Project - Centerra Parkway East



MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Becky Karasko

Date: August 20, 2025

Re: 2050 RTP Amendment

Summary

During the NFRMPO FY2026-2029 TIP Project Submission Call held in December 2024, a locally funded capacity project from Weld County was submitted. This project met the NFRMPO's definition of a regionally significant air quality project (definition below) and required a 2050 RTP Amendment and the Conformity Determination Analysis as well as an update GHG Transportation Report. In March, a request to update the West Elizabeth BRT Project in the 2050 RTP was also received and was combined with the previous request for the 2050 RTP Amendment.

NFRMPO Air Quality Significant Project Definition for Conformity:

- Adding at least two (2) through lane miles or completing a regional connection along a regionally significant corridor (RSC);
- Adding a new intersection on principal arterials or above; Adding new interchanges or grade-separated intersections; Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, taking into account existing service levels.

Recommendation

NFRMPO Staff requests TAC members review the 2050 RTP Amendment Requests and provide feedback at the TAC meeting.



West Elizabeth BRT Project

Original Route in the current 2050 RTP:

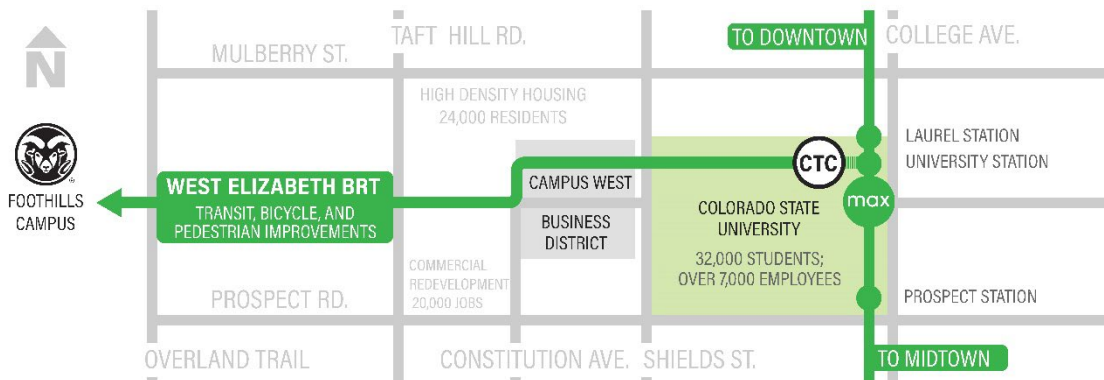
- Starts at CSU Transit Center
- Goes down W Plum St.
- Turns onto Shields St.
- Turns onto W. Elizabeth St. down to the Foothills Transit Center.

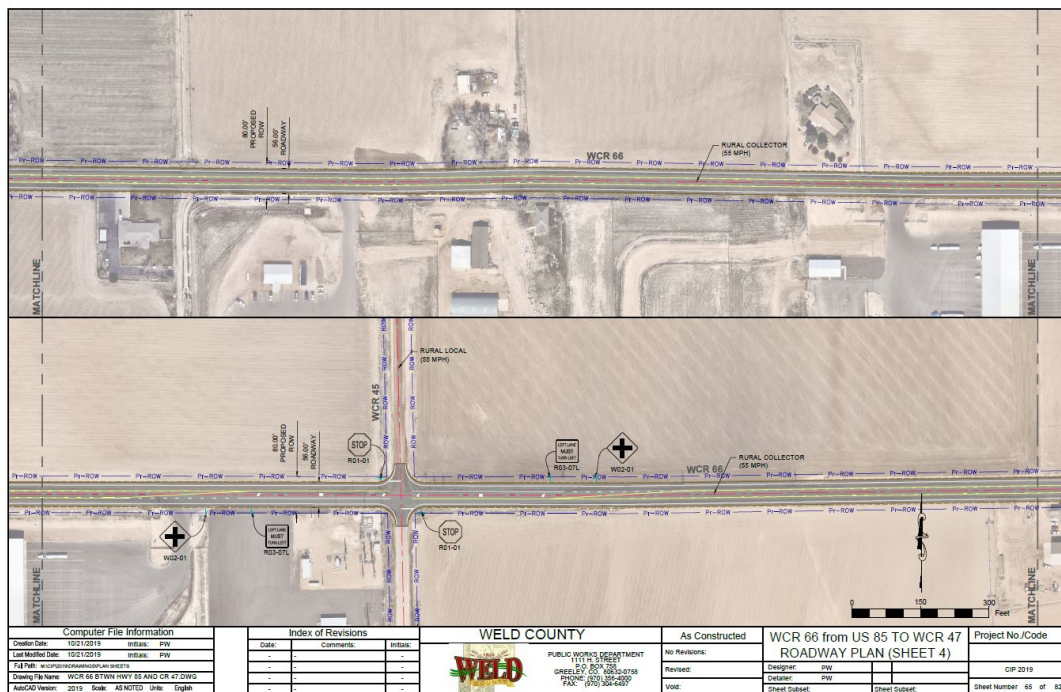
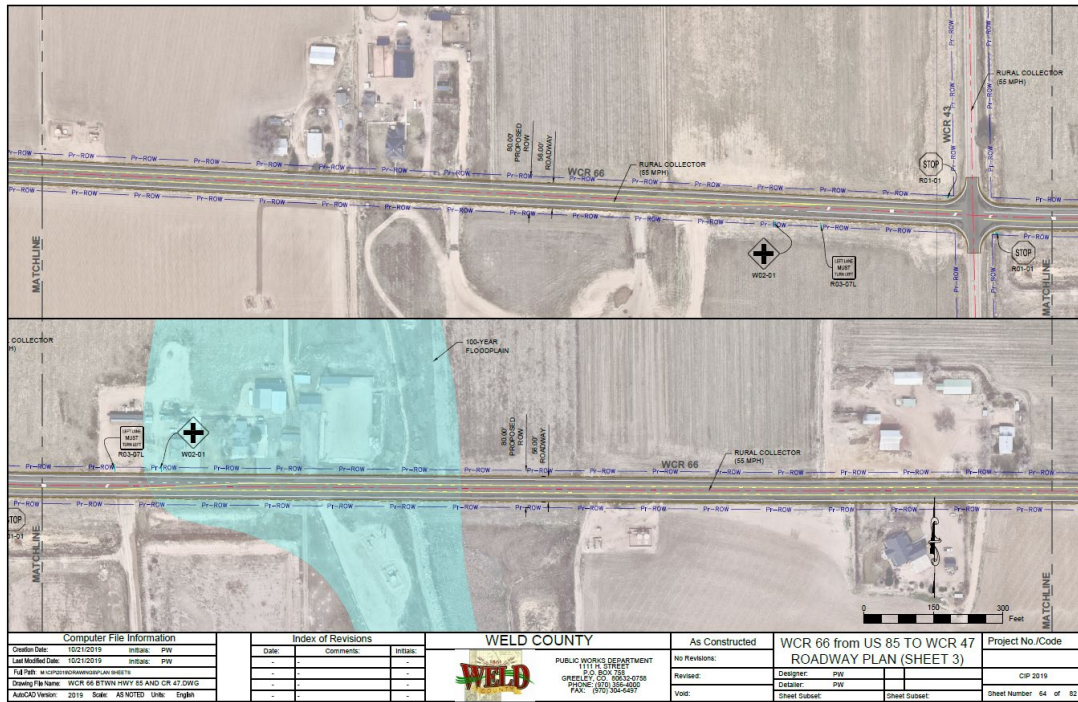


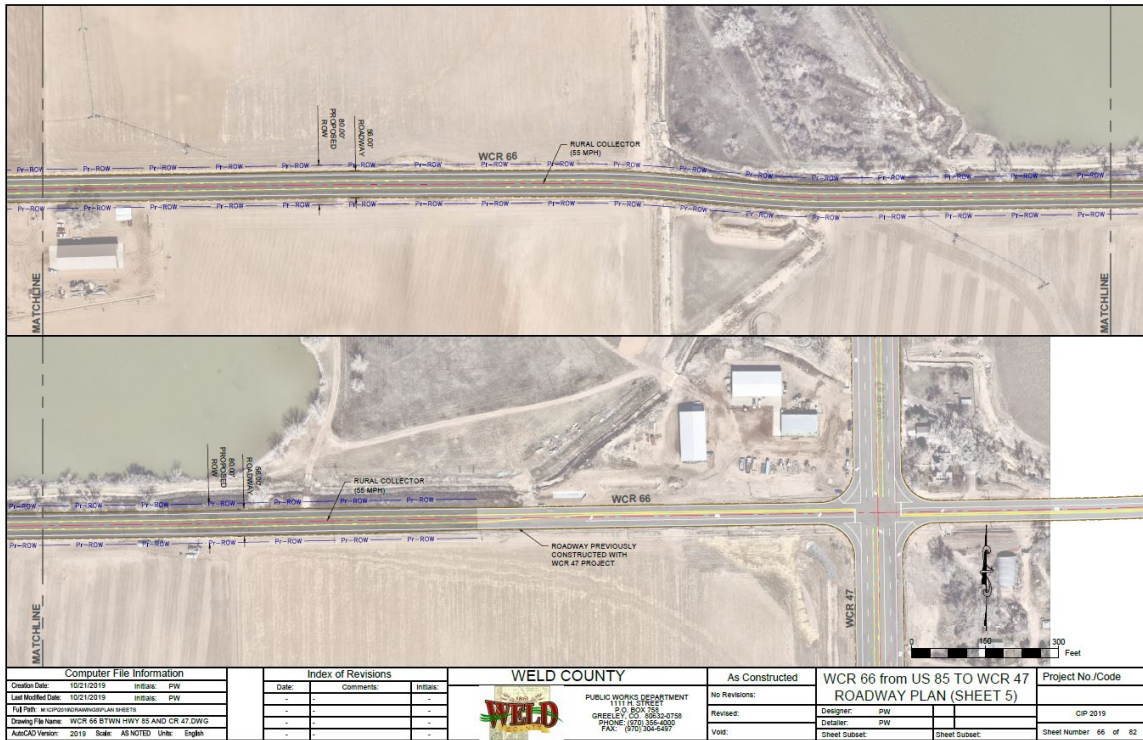
West Elizabeth Locally Preferred Alternative (Fort Collins)

New Route (Re-routing):

- Starts at CSU Transit Center
- Remains on W Plum St.
- Turns onto Constitution Ave
- Continues onto W. Elizabeth St. down to the Foothills Transit Center.







EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
August 7, 2025

CONSENT AGENDA

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

AIR QUALITY AGENDA

NFRMPO Air Quality Program Updates –Wojtach noted the upcoming State Implementation Plan (SIP) Hearing at the November 2025 Air Quality Control Commission (AQCC) meeting as well as the Regional Air Quality Council's (RAQC) Control Strategy Blueprints Workshops, including the upcoming August 18 workshop in Fort Collins. Council discussed writing a letter to AQCC requesting economic impact analyses and a cost-benefit analysis to be conducted for communities ahead of new regulations being implemented.

Regional Air Quality Council (RAQC)– Stephens noted she had nothing additional to add to the previous report.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens discussed the NAAPME Board's meeting last month to approve funding decisions regarding their Community Clean Transportation Assistance Program call for projects. Communities within the NFRMPO that received funding were Greeley, \$1.63 M for the Mobility Hub; Weld County, \$1.79 M; Fort Collins; Larimer County; and Loveland received partial funding. The RAQC also received \$1.5 M to expand their programs into the NFRMPO region.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA
REPORTS:

Report of the Chair – Chair Olson noted there is a \$2B deficit for 2026, which may impact transportation funding, and advised the Council should be prepared for a decrease in funding.

Executive Director Report –Karasko reported that due to the reduction of Federal funds, there will need to be a revised budget presented in September for FY2026 UPWP Budget for Council adoption. She also discussed the results of TAC's MMOF second work session to discuss projects and reductions. Those affected had an additional meeting to discuss the impact and future options. Karasko also noted she had attended an Intermountain West MPO meeting in Salt Lake City and discussed the potential opt-in option proposal for MPOs to become direct recipients of Federal Formula funds in the next reauthorization bill.

PRESENTATION:

G0NoCo34 TMO Presentation and Discussion – Jaclyn Streeter, G0N0C034 TMO, provided an update on the TMO, the history behind its creation, what it is, and how MPO communities can benefit.

ACTION ITEM:

NFRMPO 10-Year Priority List of Projects – Karasko discussed the results of the ranking, the scores, and how they evolved to TAC recommendations.

James **moved to** approve *NFRMPO 10-YEAR PRIORITY LIST OF PROJECTS*. The motion was **seconded** by Fries and **passed** unanimously.

Larimer County Mobility Committee (LCMC) MINUTES
July 22, 2025
1:00 p.m. – 3:30 p.m.

Call Meeting to Order, Welcome, Overview of Agenda, and Introductions

- Mayra Orozco, Health District
- Bridie Smith, COLT
- AnnaRose Cunningham, City of Loveland
- Melaine Royalty, Transfort
- Jenna Robinson, SAINT
- Willow Cooper- Bartan, ARC
- Steve Conaway, RAFT
- Katlyn Kelly, Transfort
- Lorye McLeod, PAFC
- Annabelle Phillips, Transfort
- JoAnn Herkenhoff, UCHealth
- Jaclynn Streeter, GoNoCo34 TMO
- Adriana Torres, VIA
- Jacque Penfold, Community Member
- Kelsey Baun, Larimer County

NFRMPO staff: Tanya Trujillo-Martinez and Aaron Hull.

Group Introductions and speed networking.

Attendees introduced themselves and their organizations, along with an icebreaker.

Public Comment

None

Approval of Last Meeting's Minutes

April 22, 2025, minutes approved by Robinson and seconded by Conaway.

Meeting Location Discussion

Discussion was sparked by the decision from the Weld County Mobility Committee to move to an in-person meeting. Hull went over the bylaws of the committee for review. Central locations were discussed for upcoming meetings, contingent upon a vote to change the meeting format. These



locations included – the MPO office in Ft. Collins, Larimer County Offices in Ft. Collins or Loveland, Libraries in Loveland or Ft. Collins, or rotating locations.

Robinson proposed a hybrid approach and identified pathways as a potential location. Many members like the idea of a hybrid for in-person engagement. Conaway made a motion to change meetings to hybrid; Kelly made a second to the motion, and Herkenhoff a third. A survey will be sent out after the meeting to vote on locations.

RideNoCo Updates

Hull provided YTD updates as of 7/22/25 for RideNoCo, along with upcoming outreach and engagement events.

Discussed the Riders Guide updates, English/Spanish, and ADA versions now available.

Coordinated Plan outreach is wrapping up.

Presentation

Transfort Optimization Plan Presentation and Discussion

Phillips gave a robust presentation from Transfort. The slides were provided in the packet. Time was then given for questions and comments. Both Kelly and Cunningham discussed their preference for scenario two, and Cunningham inquired about the current firmness of the micro transit boundaries. Phillips responded that they would still need to be dialed in. Herkenhoff discussed the need for potential service out west to the Mental Health Facility. It will be explored additionally in the future. Conaway asked if smaller routes were considered instead of larger routes or neighborhood loops. Phillips stated that they are exploring options for areas not currently represented on the map, focusing on those with the greatest need and potential for success. Cooper said she would love to see more affordable housing options available up north and on Trilby. Additionally, access through Vine would be appreciated by the individuals who live in that area.

What would you like to see in the perfect world of mobility hubs?

Wants: Indoor waiting area, water fountains, restrooms, secure bike parking

Access to additional modes of transportation

Mobility Case Study



The caller required rides for their 90-year-old father three times a week for medical appointments; however, the father lives outside the boundaries of free/ volunteer services.

Suggestions for the Mobility Case Study included: Dialysis Center- Is there a CM, get Lyft / Uber into the service area, is he a Veteran, Foothills Gateway?

Wrap-Up + Member Updates

- COLT & Transfort News & Updates – No updates other than what was covered from Transfort and None from COLT
- LCMC Member Updates & Roundtable - None
- Final Call for Public Comment – None

Motion to adjourn.

Motion by Kelly, Seconded by Orozco

Upcoming Meetings:

- Northern Colorado Mobility Committee (NCMC): August 26, 2025
- Larimer County Mobility Committee (LCMC): October 28, 2025
- Weld County Mobility Committee (WCMC): September 30, 2025

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:

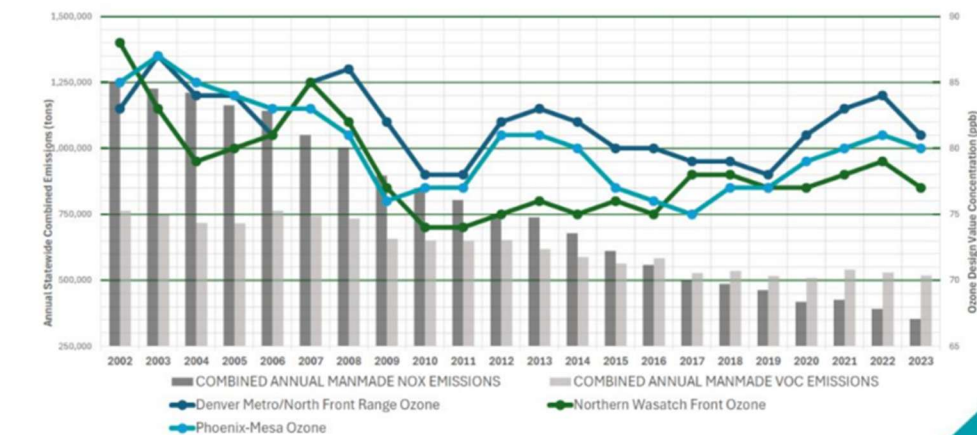
AQCC Activities:

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

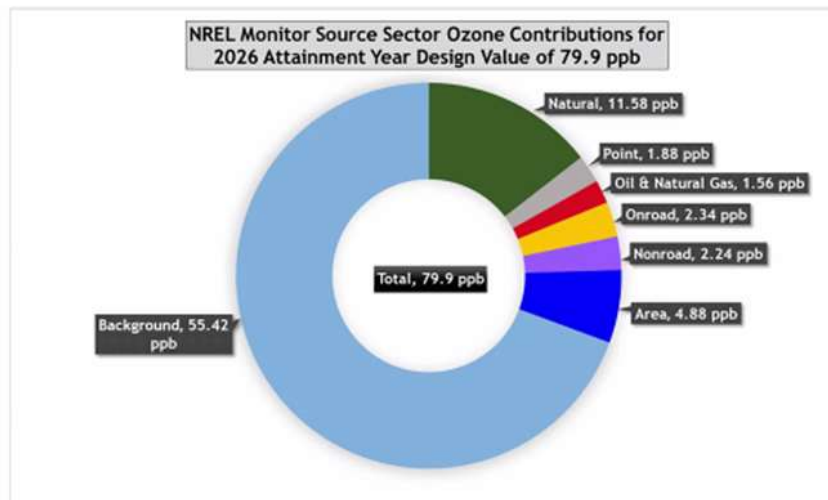


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Photochemical modeling results, cont.



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



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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
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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/>
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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=04jKJhAp&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