

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

October 2, 2025 Hybrid Meeting in Fort Collins, CO

Voting Members Present:

Kristin Stephens – Vice Chair	-Larimer County
Tricia Canonico	-Fort Collins
Dan Dean	-Milliken
Cecil Gutierrez	-Transportation Commission
Julie Cline	-Windsor
Will Karspeck	-Berthoud
Mark Clark	-Evans
Paula Cochran	-LaSalle
Liz Heid	-Eaton
Bill Jenkins	-Timnath
Andrew Paranto	-Johnstown
Matthew Fries	-Severance
Scott James	-Weld County

Voting Members Absent:

Johnny Olson - Chair	-Greeley
Jon Mallo – Past Chair	-Loveland
Fil Archuleta	-Garden City
Jessica Ferko	-APCD

MPO Staff: Elizabeth Relford, Executive Director; Becky Karasko, Transportation Planning Director; Tanya Trujillo-Martinez, Mobility Director; Jerome Rouser, Transportation Planner II, Jonathan Stockburger, Transportation Planner I; Mykayla Marek, Transportation Planner I; Tahjiba Tarannum, Transportation Modeler; Aaron Hull, Mobility Planner; Shane Armstrong, VanGO™ Operations and Fleet Manager.

In Attendance: Brad Buckman; Richard Christy; Nicole Hahn; Dana Hornkohl; Katrina Klobberdanz; Heather Paddock; Scott Pearson; Lynette Peppler; Evan Pinkham; Tom Moore; Bonnie Saust; Justin Stone; Josie Thomas; Eric Tracy; Dena Wojtach.

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

PUBLIC COMMENT

None.

AGENDA MODIFICATIONS

Canonico **moved** to APPROVE THE AGENDA MODIFICATIONS. The motion was **seconded** by Jenkins and **passed** unanimously.

CONSENT AGENDA

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

Lead Planning Agency for Air Quality Agenda

Vice Chair Stephens opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD) - A written report was provided.

NFRMPO Air Quality Program Updates - Wojtach noted the new health-based benchmarks for five priority air toxic contaminants that were approved by the Air Quality Control Council (AQCC). These will be used for screening purposes to see whether or not they need to look more closely at better controlling those pollutants. She also noted the AQCC's Ozone SIP will have a rulemaking hearing in November and noted the deadline has passed for members to file an intent to file an alternative proposal, although no alternatives came from that process. She noted there was general support for the division's original proposal. She reminded Planning Council that comments on that rulemaking hearing are due on November 4th. She noted the Region Air Quality Council (RAQC) rescheduled their ozone forum from July to October 30th, which will discuss source apportionment monitor findings in non-attainment areas. She noted there was a low number of ozone exceeding days in the non-attainment area this summer, likely due to it being overall cooler and wetter. Lastly, she provided an overview of H.R. 4218 and its impact on the Clean Air Act, specifically with a change from a 5-year to 10-year NAAQS rotation. She also discussed new definitions and guidelines on Exceptional Events and the EPA's role in these changes and demonstrations.

Stephens noted H.R. 4218 could be good for the region since it focuses on events specific to the Rocky Mountains. Stephens asked if the vehicle inspection fees are being increased as part of the SIP. Wojtach noted she would look into it further but did note there is a maximum amount that can be taken from these fees. Stephens asked about the motor vehicles emissions budgets from the AQCC and how they work. Wojtach noted the AQCC went to the state MPOs to seek projected budgets.

Relford noted the NFRMPO Executive Committee will review comments for the blueprint for the SIP.

Regional Air Quality Council (RAQC) – Stephens noted there is an updated blueprint which the RAQC is discussing. Wojtach noted the RAQC Board adopted a process for approving the blueprint. She noted the blueprint likely won't be completed until 2026.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens noted there was no September meeting.

Metropolitan Planning Organization (MPO) Agenda

Vice Chair Stephens opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Vice Chair Stephens had no report.

Executive Director Report

Relford noted the NFRMPO is in the process of switching its financial software. She noted a kick-off meeting for the VanGO™ Trip Spark contract, which will be used to make a new VanGO™ app. She also noted the NFRMPO is in the process of transferring the server to the cloud. She noted the NFRMPO successfully submitted its 2024 Audit to the Clearing House. She noted continued work on the 2026 and 2027 NFRMPO budgets. She noted she has been appointed to the Region Planning Roundtable Commission as a regional representative on behalf of the NFRMPO. Lastly, she noted ongoing Freight Planning efforts and asked Councilmembers and TAC representatives to email the contact information of freight stakeholders to Stockburger so they could be provided with the NFRMPO's 2026 Freight Northern Colorado Stakeholder Survey.

Finance Committee

A written report was provided.

TAC

A written report was provided.

ACTION ITEMS:

FY2025 TIP Delay – Stockburger provided a background of the TIP Delay process and noted the results of the FY2025 TIP Delay Review. There were 26 projects which were eligible for delay review for FY2025. Three projects were up for a 3rd Delay, one project was up for a 2nd Delay, six projects were up for a 1st Delay, and 16 projects were not delayed further. Stockburger noted projects included as part of the MMOF reconciliation efforts were not included in this TIP Delay cycle. All of the projects that would have been up for a 4th Delay met their AD Date. Stockburger also noted there is one less 3rd Delay project from the discussion at the last Planning Council meeting since it was found the 83rd Ave Roadway Improvements project from Greeley had achieved their Ad Date. TAC approved all 1st Delays at their September meeting. Communities with 3rd Delays provided presentations to the Planning Council about the location of their projects, why they are delayed, and how certain they are of the Ad Date.

Scott Pearson, Town of Windsor, presented on the WCR 13 Alignment Improvements project. He noted in 2024 the project was delayed due to FEMA Risk Map floodplain revisions. In 2025, the project was delayed due to ROW and Easement acquisitions and CDOT Clearances. The project is expected to go to Ad in Spring 2026. Cline noted a desire to have a partnership with Larimer County, Weld County, and Timnath for Phase II of this project.

Dana Hornkohl, City of Fort Collins, presented on the CR19 (Taft Hill Road) Improvements project. He noted this is a corridor widening project designed to increase mobility and safety. He noted the delays

on the project have been due to COVID staffing issues, cost inflation, real estate acquisition, and minor construction document changes. He noted the Ad date is anticipated to begin in a month.

Nicole Hahn, City of Loveland and TAC Chair, presented on the US-34 Widening: Boise to Rocky Mountain project. She noted the project aims to reduce congestion and improve safety along the corridor. She noted the project has been delayed due to staffing and budgeting issues with COVID and issues with ROW and environmental clearances. She noted the anticipated Ad Date is August 2026.

Karspeck noted Loveland's Construction Impact Fees. Hahn noted that is part of the funding package for this project.

Jenkins **moved to** approve *RESOLUTION 2025-18 APPROVING THE FY2025 2nd AND 3^d DELAYS*. The motion was **seconded** by Karspeck and **passed** unanimously.

VanGO™ Extenuating Circumstances Policy – Relford noted the purpose of this amendment policy is to provide Program flexibility for waiving or reducing fares for eligible essential employees facing unique or challenging circumstances beyond that create a barrier to accessing their vanpool. Examples of when it could be needed may include, but are not limited to, government shutdowns, natural disasters, public health emergencies, or any other types of emergency responses. Previously, VanGO™ only had a policy in place for public health emergencies, such as COVID. This policy amendment sets a clearer definition of what happens to finances and routes associated with the Vango™ program in the case of an extenuating emergency situation, noting that some costumers are current federal government employees affected by the government shutdown.

Jenkins **moved to** approve *RESOLUTION 2025-19 APPROVING THE VanGO™ EXTENUATING CIRCUMSTANCES POLICY*. The motion was **seconded** by Karspeck and **passed** unanimously.

PRESENTATION ITEM:

VanGO™ Program Update – Armstrong provided an update on VanGO™ Program operating in the region. He provided an overview of what vanpooling is and how the finances work for the program. He noted the vans operate from two to six passengers. Users pay a flat fare while VanGO™ covers maintenance and insurance. VanGO™ also provides a guaranteed ride home in the case of emergencies. He noted VanGO™ is beneficial to the region because it reduces ozone, GHG, and SOV and is also a visual representation of the MPO and the Planning Council. Armstrong walked through various statistics of the program comparing 2023, the last time he presented to Council, to 2025, including number of active routes, number of active participants, occupancy rate, and number of new routes added per year. All of the statistics showed higher numbers except for average occupancy rate, which was 0.1 lower. Armstrong noted there are 29 units as part of VanGO™ and 100% of the routes run Toyota hybrids. Armstrong noted the maintenance for the vehicles comes through the City of Fort Collins and the City of Greeley. Armstrong noted the results of the last annual survey, which includes a recent 100% Customer Satisfaction rate. He noted the top reason people chose to vanpool was to reduce personal vehicle costs. He noted the upcoming Annual Survey, the VanGO™ Safety Newsletter, and upcoming upgrades to the VanGO™ App and Online Portal.

Jenkins asked how long the average VanGO™ route is. Armstrong noted the longest route is currently Greeley to Lakewood. Jenkins noted a vanpooling program in the San Francisco area which features in-vehicle Wi-Fi. Armstrong noted they have investigated it before.

Relford noted the quarterly VanGO™ dashboard will be returning to the Planning Council packets.

DISCUSSION ITEMS:

NFRMPO Executive Director Policies – Relford discussed NFRMPO Executive Director Policy 5.6, which limits contract signing to \$100,000. Relford brings up this policy because of CPG contract signing and noted the amounts that are being signed have already been approved through the 2026 NFRMPO budget process. After discussion, the consensus was that the policies are okay to be changed at a future Council meeting. Relford will bring back draft language at the November Council meeting.

Jenkins noted that if it is already approved by vote that the Executive Director should be able to execute any related item and there should not be a dollar limit. Various Planning Council members agreed.

Draft GHG Transportation Report – Karasko discussed the Draft GHG Transportation Report. She discussed the RTP Amendment which had two projects which required air conformity determination and a new GHG transportation report and analysis. She noted conformity was passed with no issues, although there have been issues with the modeling process. She noted Colorado's GHG Transportation Planning Standard. This standard was adopted in 2019 and says MPOs and CDOT must demonstrate reductions in GHG emission compared to "baseline plans." She discussed the strategies the region has used to be in compliance with GHG Standards, which includes active transportation, transit, signal timing improvements, and Transportation Demand Management (TDM). She noted that the region is passing the GHG standards for all five years that the NFRMPO examines (2025, 2029, 2030, 2040, and 2050). Lastly, she noted next steps, which include sending copies of the report to CDPHE (APCD), CDOT, and posting them on our website for public review.

Gutierrez noted the increased funding from HB 230 for local transit agencies and asked if that was taken into consideration in the modeling process. Karasko responded that they have not developed a plan yet and therefore are unsure of what those expansions will be. She noted that Bustang's service project is anticipated to double in the next 10 years and that was taken into consideration.

Stephens asked about places that are not expanding their transit services and whether or not the MPO is in contact with them. Karasko noted those are not going to impact the model in the same way that completely cutting a route would.

Canonico asked about passenger rail in the model. Karasko responded she is unsure how that would be represented in the model. Gutierrez noted the data will be shareable when it is further along in the development process.

COUNCIL REPORTS:

Transportation Commission – Gutierrez noted the Transportation Commission discussed the adoption of the 2050 Statewide Transportation Plan. Gutierrez noted this will help guide the 10-Year Plan. He noted the Transportation Commission and CTIO boards will be taking a tour of the Mountain Rail in Glenwood Springs. The Transportation Commission will meet again in November. He noted the CTIO Board held a retreat last Tuesday which was used to examine transit projects across the state. He also noted that tourism is down across the state, causing decreases in transportation spending as part of SB 24-184. Lastly, Gutierrez noted he is now the chair of the CTIO.

Karspeck asked about the process to get onto the Transportation Commission agenda to speak about rail. Gutierrez responded that there is public comment at the beginning of every meeting and told Karspeck to send an email to Herman Stockinger at CDOT. Gutierrez noted there is no way to get on the agenda besides the public comment period.

Stephens asked for clarification on what SB 18-184 gets revenue from. Gutierrez responded that it is from rental car fees. Gutierrez noted CTE will be lenient with how they distribute discretionary funding. Stephens noted that many communities are facing flat sales tax dollars and are struggling for funding with the federal government dropping certain programs.

STAC Report – Heid noted there was no STAC meeting.

US-34 Coalition – Cline noted there were two presentations at the coalition: one on the Railroad Elimination Project and one on the US-34 Corridor Preservation Study. Cline noted they will be electing a new chair in January.

I-25 Coalition – James noted there was a progress report from CDOT on Segment 5 at the last meeting. He also noted that CDOT Region 1 is in the process of creating a mobility hub.

Gutierrez noted there will be speed cameras on Segment 5 in December.

Jenkins noted CDOT is implementing a way to still ticket people if they are only slowing down for the speed cameras.

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

Front Range Passenger Rail District – Canonico noted the district discussed their annual retreat, which is being postponed. She noted the district's interim director is stepping down. She noted they are currently in the hiring process for a new general manager. Lastly, she discussed her tenure on the district ending in December.

Karspeck noted difficulties getting on the district's agenda and confusion around the secondary-stop program.

Host Council Member Report – Canonico noted the LaPorte Avenue Multimodal Improvements project which completed construction this summer. This project replaced two aging bridges and two sections of

sidewalk were redone. She noted the College and Trilby Intersection Improvements project which is currently under construction and will improve safety for all users. She noted the Siphon and UPRR Overpass. This project is waiting for the first week of the Xcel outage to move the bridge into place. She noted the Power Trail project, which will connect the trail across Harmony Road. She noted the College Avenue Signals project which installs new and replacement traffic signals along US-287. She noted the Bacon Elementary School project which uses Safe Routes to School funding to increase safety in the area. Lastly, she noted three other projects: the West Elizabeth Enhanced Travel Corridor, the Foothills Transit Center, and the Overland Trail Roundabout.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 7:47 p.m.

Meeting minutes submitted by: Jonathan Stockburger, NFRMPO Staff