



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

October 2, 2025

In Person: Colorado River Room, 222 LaPorte Avenue, Fort Collins, CO 80521

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 <i>(accepted on items not on the Agenda)</i>	<i>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.</i>	-	-
3	Councilmember Announcements	Johnny Olson	-	6:05

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – September 4, 2025	Johnny Olson	10	6:10

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Air Pollution Control Division (APCD)	Written Report	Handout	-
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	15	6:10
7	Regional Air Quality Council (RAQC)	Kristin Stephens, Vice Chair	21	-
8	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
9	Report of the Chair	Johnny Olson	-	6:20
10	Executive Director Report	Elizabeth Relford, Executive Director	-	6:25
11	Finance Committee	Written	Handout	-
12	TAC	Written	28	-
13	Mobility	Written	Handout	-

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	FY2025 TIP Delay Review Resolution 2025-18	Jonathan Stockburger	Handout	6:35
15	MMOF Funding Reconciliation Resolution 2025-19	Becky Karasko	30	6:50

Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
16	NFRMPO Executive Director Policies	Elizabeth Relford	35	7:05
17	GHG Transportation Report	Becky Karasko	Handout	7:20

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
18	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	7:40
19	STAC Report	Liz Heid, NFRMPO STAC Representative	43	-
20	US34 Coalition	Julie Cline, Mayor Town of Windsor	-	-
21	I-25 Coalition	Scott James, Weld County Commissioner	-	-
22	Colorado Transportation Investment Office (CTIO)	Written Report	45	-
23	Front Range Passenger Rail District	Tricia Canonico, City of Fort Collins Councilmember	-	-



		Jon Mallo, Past Chair		
24	Host Council Member Report	Tricia Canonico, City of Fort Collins Councilmember	-	7:50

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: November 6, 2025 – Hosted by the City of Loveland



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- Brittany Vandermark, Mayor Pro Tem

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

September 4, 2025
Hybrid Meeting in Greeley, CO

Voting Members Present:

Johnny Olson - Chair	-Greeley
Kristen Stephens – Vice Chair	-Larimer County
Jon Mallo – Past Chair	-Loveland
Tricia Canonico	-Fort Collins
Paula Cochran	-LaSalle
Dan Dean	-Milliken
Britney Vandermark-	-Severance
Alternate	
Cecil Gutierrez	-Transportation Commission
Liz Heid	-Eaton
Scott James	-Weld County

Voting Members Absent:

Fil Archuleta	-Garden City
Mark Clark	-Evans
Julie Cline	-Windsor
Jessica Ferko	-APCD
Bill Jenkins	-Timnath
Will Karspeck	-Berthoud
Andrew Paranto	-Johnstown

MPO Staff: Elizabeth Relford, Executive Director; Becky Karasko, Transportation Planning Director; Tanya Trujillo-Martinez, Mobility Director; Tonja Burshek, Controller; Jerome Rouser, Transportation Planner II, Jonathan Stockburger, Transportation Planner I; Mykayla Marek, Transportation Planner I; Tahjiba Tarannum, Transportation Modeler; Aaron Hull, Mobility Planner.

In Attendance: Dan Betts; Brad Buckman; Richard Christy; Bill Cruise; Michelle Edgerley; Jim Eussen; Hanna Feldmann; Nicole Hahn; Dana Hornkohl; Omar Herrera; Will Jones; Evan Pinkham; Dee McIntosh; Bonnie Saust; Dena Wojtach; J Thomas; Eric Tracy

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

Wojtach provided an update on Planning Council's concerns about Regulation 11. Wojtach clarified Regulation 11 does not include any revision reducing the seven-year exemption for newer vehicles from inspection and maintenance testing to three years. She noted the RAQC held a Control Strategy Blueprint Workshop in Fort Collins on August 18th and provided an updated version of the Blueprint. The updated document included additional details on some of the recommended control strategies. RAQC has postponed the July modeling update to later this fall. Wojtach noted ozone monitors 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. Wojtach noted two grant opportunities: The Colorado Clean Fleet Enterprise, and the Air Quality Enterprise.

Regional Air Quality Council (RAQC) – a written report was provided.

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

Metropolitan Planning Organization (MPO) Agenda

Chair Olson opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Chair Olson had no report.

Executive Director Report

Relford noted the NFRMPO has opened a Chase Business Account and will be transitioning to the new account gradually. The NFRMPO is also transferring financial systems to Acumatica. The NFRMPO signed onto a letter with other Colorado MPOs to USDOT concerning the Transportation Reauthorization Bill. This letter encourages USDOT to allocate additional funds to Colorado due to the state's rapid population growth. The NFRMPO also signed a letter for RAQC expressing concerns with some of the recommended Control Strategies and requested additional details. Relford noted the NFRMPO is facing a significant server problem and will come to the October Planning Council meeting with some potential next steps.

Finance Committee

A written report was provided.

TAC

A written report was provided.

Mobility

A written report was provided.

ACTION ITEM:

August 2025 Off-Cycle TIP Amendment– Stockburger noted the Off-Cycle August 2025 TIP Amendment includes one additional project and one project revision. The project addition is Harmony Road Mobility Hub with \$500,000 State SB-267 funding. The project revision is an update to the Region 4 Surface Treatment pool with the project Centerra Parkway East with \$6,550,105 Federal STBG funds and \$1,361,605 SHF in FY27 and \$6,006,446 Federal STBG funds and \$1,248,592 SHF in FY28.

James **moved to** approve *RESOLUTION 2025-16 APPROVING THE OFF-CYCLE AUGUST 2025 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Stephens and **passed** unanimously.

Amended FY2026-2027 UPWP FY2026 Budget– Relford noted the revised funding amounts are due to modified federal funding amounts from CDOT. The amended budget will better reflect the amount of funds that will be contracted. The amended budget includes a \$93,746 dollar reduction in Consolidated Planning Grant (CPG) funds, a \$396,963 increase in Surface Transportation Block Grant (STBG) funds, a \$9,438 increase in Multi-modal Transportation & Mitigation Options Fund (MMOF), and a \$908 increase in \$5310 Exchange Funds.

James **moved to** approve *RESOLUTION 2025-17 AMENDING THE FY2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP) FY2026 BUDGET*. The motion was **seconded** by Canonico and **passed** unanimously.

2024 NFRMPO Audit– Michelle Edgerley, GoFigure Accounting, discussed the process of accepting the audit and the audit results. Robert Dahill, MHP, LLC, discussed the Schedule of Findings from the 2024 Audit and stated they issued an Unmodified opinion, also known as a clean opinion, on the audit. Dahill noted there were some minor issues with reconciliation due to turnover in the accounting department.

Stephens noted the new software should help with future reconciliation efforts. Stephens **moved to** accept the NFRMPO AUDIT as presented. The motion was **seconded** by James and **passed** unanimously.

DISCUSSION ITEM:

2050 RTP Amendment – Karasko noted Weld County submitted a locally funded capacity project during the NFRMPO FY2026-2029 TIP Project Submission Call. This project met the NFRMPO's definition of a regionally significant air quality project and required a 2050 RTP Amendment as well as a Conformity Determination Analysis and an updated GHG Transportation Report. This amendment also includes an update to the West Elizabeth BRT Project. Karasko noted the 2050 RTP Amendment passed conformity. NFRMPO staff will present on the Conformity and GHG Transportation Reports in October.

FY2026-2029 Transportation Improvement Program (TIP) – Stockburger noted that the only additional item added from the FY2024-2027 TIP Narrative is instructions on how to fill out TIP Amendment and Modification forms. Stockburger walked through the updated Project Tables and Financial Plan. The public comment period opens on September 4th and closes on October 5th.

FY2025 TIP Delay Review – Stockburger noted the results of the FY2025 TIP Delay Review. There were 26 projects which were eligible for delay review for FY2025. Four projects are up for a 3rd Delay, one project is up for a 2nd Delay, six projects are up for a 1st Delay, and 11 projects are not delayed further. TAC will approve 1st Delays, while any subsequent delays are approved by the NFRMPO Planning Council. Stockburger noted the projects that are impacted by the MMOF reconciliation process were not subject to review. Olson noted the 83rd Ave Roadway Improvement project has gone to ad. Relford asked what happens if Council does not approve a delay. Karasko noted the funds would be removed from the TIP and would return to the pot to be reallocated to eligible waitlisted projects.

MMOF Funding Reconciliation – Karasko noted the Colorado General Assembly pulled back \$71.4 M in existing MMOF funding which resulted in FY2023 to FY2025 being overprogrammed. The NFRMPO options to get back in compliance is to delay projects, reduce funding for projects, or cancelling projects. Karasko stated the City of Fort Collins volunteered to remove the On-Route Battery Electric Bus Chargers project, and the NFRMPO will forgo \$170,000 from the RideNoCo Sustainable Funding project. Karasko outlined three scenarios. The first scenario includes removing the On-Route Battery Electric Bus Chargers project as well as reducing the RideNoCo Sustainable Funding project and reducing the remaining impacted projects by 19.32%. Scenario Two includes all the changes included in Scenario one but would allocate full funding to the Foothills Transit Station and Roundabout Project and all other impacted projects would have a 17.25% reduction. Scenario Three would include all the changes in Scenarios one and two as well as removing and waitlisting the 10th Street Transit Vision project and fully funding the MERGE US34 Regional Mobility Hub project. All other impacted projects would be reduced by 12.44%. Planning Council prefers Scenario Three. Karasko noted Planning Council will take action at the October meeting.

COUNCIL REPORTS:

Transportation Commission – Gutierrez noted the Transportation Commission discussed the budget cuts from the special legislative session. Gutierrez noted essential positions and some project management positions were exempt from the hiring freeze as well as the Enterprise positions. There were three new commissioners sworn in at the last meeting. Barbara McLachlan filled the District 8 seat. Juan Marcano filled the District 3 seat, and Elise Jones filled the District 4 seat. Governor Polis appointed Diane Barrett to the District 1 seat. Gutierrez stated tolling will begin on I-25 in Early December.

STAC Report – Heid noted STAC recommended the Transportation Commission adopt 2050 Statewide Transportation Plan.

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

Front Range Passenger Rail District – Canonico noted there was no meeting in August. Mallo noted there is a meeting scheduled on September 8th to discuss preparations for the November 2026 ballot initiative.

Host Council Member Report – Olson noted the 59th and O Street project is out to bid. The Design Team for the MERGE project is currently doing reviews and the City is working on an Environmental Assessment for the project. The 16th Street Project is halfway done. The City of Greeley is working with Weld County to finish establishing funding and design for the US34 and WCR17 intersection project. Olson stated there are around \$2.8 B in projects in Greeley over the next few years.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – VanGo.

The meeting was adjourned at 7:16 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 9/23/25

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 October 2, 2025 meeting.

Summary:

In September 2025, TRE tracked activities at the Air Quality Control Commission (AQCC), Air Pollution Control Division (APCD) and Regional Air Quality Council (RAQC), as well as at EPA, with a focus on air quality and transportation. Most notably, the AQCC's Ozone State Implementation Plan (SIP) Rulemaking Hearing is scheduled for November 2025. The RAQC shared a September 5 version of their Blueprint charting a course to developing additional control strategies that may secure additional ozone precursor pollutant reductions over the next five to seven years. TRE will continue to track and report back on the progress of this rulemaking hearing, and any ozone related activities.

There continue to be two funding opportunities available for the NFRMPO Council to consider, at the Clean Fleet Enterprise and Colorado Air Quality Enterprise discussed in Other Air Quality Activities section below.

Air Quality Activities:

AQCC Activities:

In September the AQCC adopted health-based benchmarks for the five priority air toxic contaminants (PTACs), intending that these be used for screening purposes.¹ Adverse health effects are not expected under these benchmarks. However, where benchmarks are exceeded, more stringent actions may be necessary to better understand potential health risks. Colorado PTACS include: formaldehyde, benzene, hexavalent chromium compounds, ethylene oxide and hydrogen sulfide. This rulemaking will be followed by additional rulemaking(s), ultimately setting emission control regulations for each PTAC.²

In a continued hearing, the AQCC also considered technical corrections to their Building Benchmarking and Performance Standards rule, consistent with statutory revisions that came out of the 2025 Legislative Session. The AQCC also set a 2026 rulemaking hearing on revisions to their oil and gas rules. Specifically, the AQCC will consider revisions to their rules impacted by EPA's Emission Guidelines to Subpart OOOOc, relating to oil and gas operations.

On September 30, 2025, parties to the AQCC's Ozone SIP and Associated Regulations rulemaking that intend to put forth an alternative proposal compared to the APCD's proposal

¹¹ See CDPHE's Press Release, "Commission approves health benchmarks for five toxic air pollutants," September 19, 2025, here: <https://cdphe.colorado.gov/press-release/commission-approves-health-benchmarks-for-five-toxic-air-pollutants>

² See CDPHE's Priority Toxic Air Contaminants webpage, for more details, here: <https://cdphe.colorado.gov/air-toxics/priority-toxic-air-contaminants>

must file that alternative proposal and supporting documentation. TRE continues to track activities related to that rulemaking hearing. Again, the November Ozone SIP Rulemaking Hearing proposal includes regulations and regulation revisions specific to:

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)

Additional revisions to existing programs are also proposed, 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

Key milestones for this Ozone SIP rulemaking hearing, are as follows:

IMPORTANT DATES AND DEADLINES:

PROCESS DESCRIPTION	DUE DATE & TIME
Request for Party Status	August 12, 2025 by 5:00 p.m.
Status Conference	August 15, 2025 at 9:00 a.m.
Alternate Proposal Submission Deadline	September 30, 2025 by 5:00 p.m.
Prehearing Statement	September 30, 2025 by 5:00 p.m.
Prehearing Conference	October 9, 2025 at 9:00 a.m.
Rebuttal Statement	October 28, 2025 by 5:00 p.m.
Written Public Comments	November 4, 2025 by 5:00 p.m.

TRE continues to track activities related to that rulemaking hearing.

APCD Activities

The APCD continues to hold public discussions on a concept to further reduce methane emissions from oil and gas operations, in preparation for a related AQCC rulemaking hearing scheduled for February 2026, and discussions on a public needs assessment for PTACs.³

RAQC Activities

The RAQC staff continue to develop their Blueprint of control strategies intended to reduce both ozone precursor pollutants and ozone levels in the Denver Metropolitan North Front Range Area. Comments on the RAQC's Blueprint, including the latest version dated September 5, 2025 were requested by September 19, 2025. This Blueprint is anticipated to continue to evolve throughout 2026, and the process for doing so will be incorporated in this next October 2025 version of the Blueprint. Staff explained how several strategies gather information and to inform a related future version of that strategy in the following Buckets. One example includes data reporting in early phases of regulating indirect sources, transitioning to compiling of best management practices in Emission Reduction Plans, and finally establishing those key practices as control requirements in the later phase of this effort. Listed control strategies include voluntary and regulatory approaches, include data gathering and establish control requirements, touching upon industry, transportation, commercial cooking, lawn maintenance, consumer products, and more.

The RAQC staff also held Control Strategy meetings discussing next steps in developing strategies specific to indirect sources and the evolution of the Blueprint. Staff also began referencing a new 2026 report on public health impact in the Denver Metropolitan North Front Range Area.

The postponed Summer 2025 Ozone Forum has been rescheduled to October 30, 2025.⁴ During this forum, information identifying what is projected to be contributing to ozone levels at each monitor (a.k.a. source apportionment) and possibly how reductions in ozone precursors might impact ozone levels (sensitivity runs) are anticipated to be shared. Again, RAQC staff have indicated that they anticipate that the nonattainment area will still be unable to model attainment with the 70 ppb NAAQS.

Further, this 2025 Ozone Forum is also anticipated to discuss more in depth the use of the "Direct Decoupled Method" for ozone modeling. – a more efficient way of evaluating multiple changes individually or in combination, to derive the sensitivity of the modeled ozone values to control strategies – that reduces the burden and cost of attainment demonstration modeling.

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 9/21/25, there are no new high 8 hour averages

³ See APCD's Public Participation Opportunities webpage, here: <https://cdphe.colorado.gov/APCD/Outreach>

⁴ See RAQC's Fall 2025 Ozone Attainment Forum webpage, here: <https://raqc.org/event/fall-2025-ozone-attainment-forum/>

for any monitors in Larimer or Weld County. The Fort Collins West, Greeley and Timnath monitors do have 4th max daily 8-hour averages of 72, 71 and 73 ppb, respectively, above the 70 ppb standard.⁵ 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 reviewed the H.R. 4218, Clean Air and Economic Advancement Reform (CLEAR) Act, introduced in the 119th Congress in June 2025 to the House of Representatives by Representative Carter (R- GA).⁶ This bill as introduced revises the Clean Air Act (CAA) relating to National Ambient Air Quality Standards, SIP and Federal Implementation Plan (FIP) requirements (including for Contingency Measures, consideration of economic feasibility and application of sanctions), Exceptional Events, and the Clean Air Scientific Advisory Committee (CASAC). Specifically, the bill proposes to change the timing of National Ambient Air Quality Standards reviews from a five year cycle to a ten year cycle, CASAC broad representation from throughout the nation as the group who makes recommendation on the setting of the NAAQS, as well as allowing for consideration of attainability when setting the NAAQS. The bill proposes to allow air agencies a year to respond to SIP incompleteness determinations and deficiency findings before implementing a FIP. There are considerations for development and implementation of Contingency Measures in Extreme nonattainment areas and sanctions where emissions are beyond control. Exceptional Events are redefined and provide for treatment of data related to meteorological events, natural and some human-caused emissions (i.e. wildfire mitigation activities). The bill further directs EPA to update their guidance for addressing Exceptional Events within 18 months, enlists EPA to conduct regional analyses when requested by two or more states, as well as providing public access to the submittal, review and actions approving or disapproving those Exceptional Event submittals.

EPA Region 8 Administrator Western and staff met with NFRMPO Executive Director and the Pikes Peak Area Council of Governments discussing challenges in meeting ozone NAAQS, and the broader intermountain west region's experiencing similar challenges. Specifically, both MPOs: 1) introduced the Intermountain West Metropolitan Planning Organization Air Quality (IMW MPO AQ) Workgroup; 2) solicited EPA support to partner with IMW MPO AQ Workgroup and intermountain west states to study the disconnect between ozone levels and reductions in precursor pollutants in the intermountain west; 3) sought EPA commitment to jointly explore options for areas subject to high background levels and other non-locally controllable pollution contributions that may not be able to meet the ozone NAAQS simply by reducing their own man-made pollution to avoid nonattainment designations and/or downgrades over time; and 4) requested EPA agreement to explore holding a 2026 field hearing (building on the EPA's 2016 Background Ozone Workshop, or intermountain west centric discussion on the state of the science and current studies, modeling updates & improvements, emission inventories & data gaps).

⁵ See RAQC's Current 8-Hour Ozone Summary, "Ozone Summary through September 21st, 2025", downloaded 9/22/25 here: <https://raqc.org/current-8-hour-ozone-summary/>

⁶ See CONGRESS.GOV website the 119th Congress



Also, Colorado's Transportation Legislative Review Committee (TLRC) met in September, receiving briefings on a variety of topics, including air quality and transportation, and bill draft requests. The TLRC narrowed the list of bill drafts to be further scoped and discussed at the October 21, 2025 TLRC meeting, none of which appeared to directly focus on air quality.

TRE continues to track federal air quality actions. EPA announced their intent to focus their reconsideration of the 2025 State Implementation Plan Submittal Deadlines and Implementation Requirements for Reclassified Nonattainment Areas Under the Ozone National Ambient Air Quality Standards (originally announced on June 3, 2025) on what they call "leftover" SIP requirements, or "unresolved requirements applicable to former classification[s]" where EPA has not yet approved those SIP elements.⁷ The EPA proposed reconsideration of their Greenhouse Gas Reporting Program, as well as their proposed repealing of their 2009 Endangerment Finding that provides the foundation for EPA's regulating greenhouse gas emission standards for light-duty, medium-duty and heavy-duty vehicles specifically, and greenhouse gases more broadly.^{8,9} EPA held a public hearing regarding proposed revisions to existing air quality regulations for oil and natural gas equipment and operations on September 5, 2025 and comments will be accepted through October 2, 2025.¹⁰

Colorado's Clean Fleet Enterprise will accept applications September 15-October 24, 2025, from businesses, local governments, non-profits, schools, and other organizations seeking grant funding to buy low-emission or zero-emission vehicles for use in fleet operations.¹¹ Separately, Colorado's Air Quality Enterprise launched a Rolling (Evergreen) Application process for applicants seeking grant funding to "Advanc[e] Air Quality in Colorado through New and Emerging Technologies," which is broad and open-ended.¹² Funding is limited, and applications will be reviewed within six weeks of submittal.

Upcoming Activities:

TRE plans to attend meetings and track air quality related activities as follows, unless otherwise directed.

⁷ See EPA's "Ozone Implementation Regulatory Actions" webpage, here: <https://www.epa.gov/ground-level-ozone-pollution/ozone-implementation-regulatory-actions#:~:text=Final%20State%20Implementation%20Plan%20Submittal,coming%20months%2C%20soliciting%20public%20comments>.

⁸ See EPA's proposed "Reconsideration of the Greenhouse Gas Reporting Program," September 16, 2025 (90 Fed Reg 44591); downloaded 9/23/25 here: <https://www.govinfo.gov/content/pkg/FR-2025-09-16/pdf/2025-17923.pdf>

⁹ See EPA's proposed "Reconsideration of 2009 Endangerment Finding and Greenhouse Gas Vehicle Standards," August 1, 2025 (90 Fed Reg 36288); downloaded 8/1/25 here: <https://www.govinfo.gov/content/pkg/FR-2025-08-01/pdf/2025-14572.pdf>

¹⁰ See EPA's "2025 Interim Final Rule to Extend Compliance Deadlines" webpage, accessed 9/1/25 here: <https://www.epa.gov/controlling-air-pollution-oil-and-natural-gas-operations/2025-interim-final-rule-extend-compliance>

¹¹ See CDPHE's "Clean Fleet Vehicle and Technology program" webpage for details: <https://cdphe.colorado.gov/clean-fleet-vehicle-and-technology-program>

¹² See CDPHE's Air Quality Enterprise's "Request for Proposal, RFP_2025000002: New and Emerging Technologies", for more information here: <https://cdphe.colorado.gov/enterprise-boards/air-quality-enterprise>



Meetings TRE Plans to Attend (or screen)

- 10/2/25 NFRMPO Council Meeting
- 10/3/25 RAQC Board Meeting
- 10/15/25 RAQC Control Strategy Committee Meeting
- 10/15-17/25 AQCC Meeting
- 10/21/25 TLRC Meeting
- 10/23/25 RAQC Indirect Sources Technical Workgroup Meeting

Other Anticipated Air Quality Activities

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

Recommendations:

- NFRMPO should continue to track the TLRC bill drafting activities
- NFRMPO should continue to track the AQCC Ozone SIP Rulemaking for transportation related control strategies and analysis and decide whether or not to provide public comments
- NFRMPO should continue to track and engage on the evolution of the RAQC's Blueprint

RAQC NFRMPO TAC REPORT

SEPTEMBER 17, 2025



RAQC CONTROL STRATEGY BLUEPRINT DEVELOPMENT EFFORT:

SEPT. 5TH VERSION



WHAT'S IN THE BLUEPRINT?

- Draft recommendations
- Ozone Air Quality Planning Context for our Region
 - RAQC's roles and responsibilities
 - Public input on Blueprint
 - Trends and Levels of Measured Ozone Air Quality at most polluted sites
 - Emissions causing Ozone
- Emission Control Strategies
 - APCD proposal for regulatory updates to be adopted with the Serious Ozone SIP
 - Post-2025 Control Strategy Timing and Consideration in the Blueprint
 - Emission Control Strategies for the Nonattainment Area – brief summaries & overview links
 - Emissions Control Strategy Evaluation
- Control Strategy Blueprint: Summary for Stakeholder Review
- Blueprint Endorsement Consideration Process by the RAQC Board

NFRMPO TAC Meeting – September 17, 2025

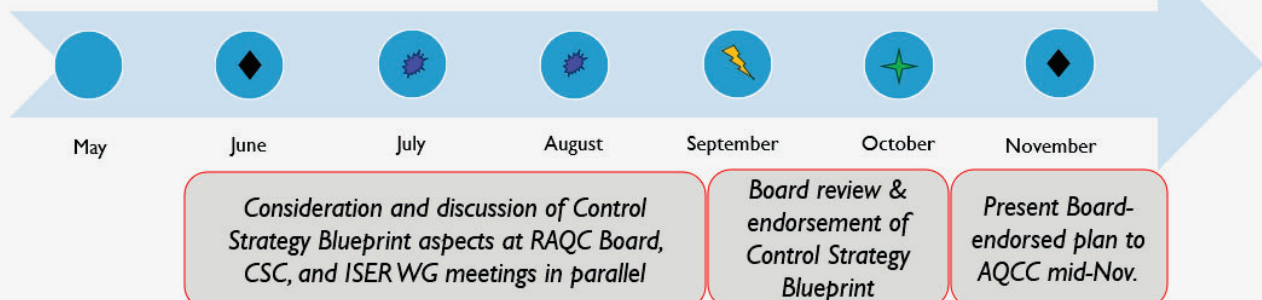


3



2025 CONTROL STRATEGY BLUEPRINT CONSIDERATION TIMELINE

- ◆ Overview at CSC meeting, draft Blueprint and one-page strategy summaries
- 🌿 All-day workshops (July 22nd @ DRCOG, August 18th @ Fort Collins Senior Center)
- ⚡ CSC and Board review of complete versions of draft Blueprint and summaries
- ✦ Board endorsement
- ◆ AQCC presentation



NFRMPO TAC Meeting – September 17, 2025



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BLUEPRINT ENGAGEMENT

BLUEPRINT ENGAGEMENT OPPORTUNITIES

- Workshops
 - July 22nd – Denver
 - Materials & meeting summary available [on RAQC website](#)
 - August 18th – Fort Collins
 - Materials & meeting summary available [on RAQC website](#)
- <https://raqc.org/control-strategy-blueprint-2025/>
- Comments on the [Sept. 5th Initial Board Draft Blueprint version](#)
 - Due by Sept. 19th to emissioncontrols@raqc.org
- RAQC Board meetings
 - Sept. 5 – Presentation of Initial Board Blueprint draft
 - Oct. 3 – Presentation of Preliminary Final Blueprint draft for Board endorsement
 - Nov. 7 – Additional discussion and final endorsement, if needed
- Control Strategy Committee meetings
 - Sept. 17 – Presentation and discussion on Initial Board Blueprint draft ahead of Board endorsement
 - Oct. 15 – Presentation and further discussion based on Oct. Board meeting
- Indirect Source Emission Reduction Workgroup meeting
 - Sept. 16 - Presentation and discussion on Initial Board Blueprint draft ahead of Board endorsement
 - Oct. 23 – Presentation and further discussion based on Oct. Board meeting; discuss next steps for Work Group
- Air Quality Control Commission meeting:
 - Nov. 20-21 – Presentation of endorsed Blueprint at Serious Ozone SIP Chapters hearing



SUPPLEMENTAL DOCUMENTS

- RAQC developed briefing papers for 20 of 23 control strategy concepts included in the Blueprint
- Currently available overviews are linked in the Blueprint and on the [Blueprint webpage](#)
- Additional updates likely for preliminary final draft October Blueprint
- A supplemental [Stakeholder Engagement Information](#) document is also linked in the Blueprint, in the briefing papers, and on the Blueprint webpage
- [Blueprint Development Policy](#): approved by Board at Sept. meeting; guides Blueprint process, particularly Board role

Each briefing paper includes:

- Source sector
- Proposed timeline
- Applicable pollutants & expected reductions
- Implementation option(s)
- Strategy description
- Stakeholder outreach
- Disproportionately Impacted Communities
- Implementation elsewhere



NFRMPO TAC Meeting – September 17, 2025

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STAKEHOLDER ENGAGEMENT INFORMATION

[Document](#) summarizes engagement to date:

- July workshop: 29 stakeholders in-person, 18 online, and 10 RAQC staff/contractors
- August workshop: 37 stakeholders, 7 RAQC staff/contractors
- 16 sets of written comments by August 25th
- Indirect Sources Work Group & Control Strategy Committee stakeholder discussions
- Additional engagement on specific strategies from 2024-2025

Participating stakeholders come from local and state government, transportation organizations & agencies, industry & trade groups, environmental & health organizations, and more



NFRMPO TAC Meeting – September 17, 2025



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KEY COMMENTING TAKEAWAYS FOR ALL BLUEPRINT STRATEGIES

- High-level strategies that proposes a framework in terms of goal, timeframe, and implementation options and shares key notes about evaluation criteria
- Outstanding questions/details to determine for source strategies:
 - What specific pieces of data should a program gather, both initially and later on?
 - What should be considered in each portion of the 2-step strategies (assess, implement later)
 - Similarly, if a phased approach, which phases are voluntary? Which are regulatory?
 - Who is eligible/required to participate in a voluntary or regulatory program?
 - What metric(s) would determine adoption as a federally-enforceable vs. a state-only strategy?
 - What financial incentives/technical assistance could be provided to drive emission reductions without prescriptive regulations?
 - And other implementation details, such as what entity will administer a reporting and/or tracking program and what exactly a reporting form and/or emission reduction plan looks like

NFRMPO TAC Meeting – September 17, 2025



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DRAFT RECOMMENDATIONS



BLUEPRINT DRAFT PRIMARY RECOMMENDATIONS

Achieve attainment of the 70 ppb National Ambient Air Quality Standard for ozone in the 2030-32 period, by proposing a viable and sufficient package of emission reduction policies for implementation by 2030.

NFRMPO TAC Meeting – September 17, 2025



BLUEPRINT DRAFT SECONDARY RECOMMENDATIONS

- *Timely, coordinated, consistent emission controls planning and tracking in all activities of state agencies and regional entities*
- *State agencies provide timely estimates of adoption evaluation inputs as requested and forecasts of their implementation resource needs, i.e., staffing, analysis costs, computing needs, etc.*
- *Coordination and collaboration across Colorado state government to integrate consideration of air quality impacts and benefits of the collective state government*
 - *Results-oriented data and metrics as to how potential programs and policies are evaluated and how programs are set up/implemented, including in policy areas with longer-term impacts such as housing development and community/city/transit planning, climate mitigation/adaptation/resilience, etc.*

NFRMPO TAC Meeting – September 17, 2025





BLUEPRINT DRAFT SECONDARY RECOMMENDATIONS

- *Coordination and collaboration with other states also experiencing ozone issues to share best practices and lessons learned*
- *Assess the equity of uniform strategy stringency and applicability to all regulated and/or affected parties in strategy evaluation*
- *Resources and financial support to improve air quality through funding incentive programs, staff resources to run programs, etc. and opportunities to get those in place by 2030*
- *Associated additional research and data and/or additional resources, timely by early 2026 (health impacts study, modeling estimating impacts on ozone levels)*
- *Revisit the Blueprint strategic plan periodically to determine if additional strategies are needed*

NFRMPO TAC Meeting – September 17, 2025

Just like the



the Blueprint can be a journey to a better place



To change the air quality status quo, we'll need a brain to apply, the wish of the Scarecrow, as well as using our heart and judgement, the wish of the Tin Man; and we will have to have courage and use it, the wish of the Cowardly Lion.

NFRMPO TAC Meeting – September 17, 2025

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
September 17, 2025**

CONSENT AGENDA

2050 RTP Amendment – Pinkham moved to recommend the Planning Council approve the 2050 RTP Amendment. Hornkohl seconded the motion, which was approved unanimously.

PRESENTATION ITEM

GoNoCo34 TMO Presentation – Jaclynn Streeter, GoNoCo34 TMO, introduced the TMO and provided updates on what the organization has been working on. Streeter explained the TMO's services and activities which fall under three buckets: outreach and education, transportation services, and regional collaboration. She provided a FY2025-2025 year in review, presented the Q1 workplan recently approved by the TMO Board, explained she is a part-time Executive Director of the TMO, and that the TMO is constantly seeking additional funding in order to expand to full-time operations.

ACTION ITEMS

FY25 TIP Delay Review – Stockburger explained that 26 projects were subject to the FY25 TIP delay review procedure, with six projects delayed for the 1st time, one project delayed for the 2nd time, four projects delayed for the 3rd time, and 15 additional projects subject to the delay review but met the milestone deadline to not be delayed. Stockburger announced that communities with projects up for a 3rd delay should be prepared to provide a 2-minute presentation at the October Planning Council meeting about why the project is delayed, how certain the Ad Date provided is, and what steps are being taken to ensure the milestone is met. Hornkohl moved to recommend the Planning Council approve the FY25 TIP Delay Review for projects with 1st delays. Pinkham seconded the motion, which was approved unanimously. Hornkohl moved to recommend the Planning Council approve the FY25 TIP Delay Review for projects with 2nd and 3rd delays. Koivuniemi seconded the motion, which was approved unanimously.

FY2026-2029 Transportation Improvement Program (TIP) – Stockburger explained the TIP narrative and tables provide an overview of the TIP process and various project and funding information. Stockburger described the updates made to the TIP narrative and tables. Stockburger stated the public comment period opened on September 5, 2025, and will close on October 6, 2025. Relford mentioned there is an additional modification being made to the FY2026-2029 TIP which is due to CDOT completing negotiations for construction package 3 for I-25 segment 5. Relford explained the modification is to move some funding for the project from FY25 to FY26, and TAC recommendation would include this modification. Hornkohl moved to recommend the Planning Council approve the FY2026-2029 Transportation Improvement Program (TIP). Pinkham seconded the motion, which was approved unanimously.

MMOF Funding Reconciliation – Hahn stated the three scenarios for MMOF Funding Reconciliation were presented at Planning Council in September, and Planning Council was in support of Scenario 3. Hornkohl summarized all three scenarios, which included funding amount changes for impacted projects. He explained Scenario 3 removes the Fort Collins Route Battery Electric Bus Chargers, takes a portion of the \$1M to fully fund Foothills Transit Station and removes the funding from Greeley's 10th St

Transit Vision with this project being waitlisted for future available funding, takes a portion to fully fund MERGE, the removal of \$170k of the NFRMPO's RideNoCo Sustainable Funding Project, and distributes the remaining needed reduction across the remaining five projects. Hornkohl stated each remaining project has a funding reduction of 12.44 percent. Pinkham moved to recommend the Planning Council approve Scenario 3 for the MMOF Funding Reconciliation. Koivuniemi seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

GHG Transportation Report – Rouser provided an overview of the draft GHG Transportation Report. He explained this is a requirement of Colorado's Greenhouse Gas (GHG) Transportation Planning Standard adopted by the Transportation Commission in 2021. Rouser presented the approval schedule, what is new in this version of the report, what stayed the same, the amount of GHG reductions required by year, and summarized the strategies used to reduce GHG. Rouser explained that due to modeling issues, the numbers for modeled GHG reductions by year are not yet available but will be shared as soon as they are.

SB25-30 Update – Rouser provided updates on SB25-30: Increase Transportation Mode Choice Reduce Emissions. He explained it is required for local governments with a population of more than 5,000 within an MPO boundary, and this applies to all NFRMPO communities except Garden City and LaSalle. Rouser described what needs to be included from NFRMPO communities in their transit and active transportation inventory and that it must be submitted to the NFRMPO by December 31, 2025. Rouser stated the MPO deadline to complete the transit and active transportation inventory using the inventory information submitted by NFRMPO communities is July 1, 2026. Additionally, by October 1, 2026, CDOT and MPOs must provide a report on the inventories to the Transportation Legislative Review Committee (TLRC). Rouser provided a list of project types to be included in this inventory, which includes projects that address walkability, bikeability, transit, and are multimodal. Rouser also provided a list of ineligible project types for this inventory.

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: October 2, 2025

Re: MMOF Funding Reconciliation

Summary

During the 2025 Legislative Session, the Colorado General Assembly pulled back \$71.4M in existing funding in the local MMOF program as part of settling a \$1.2B statewide budget deficit for Fiscal Year (FY) 2026. After an increase of \$18.2M with reconciled revenues, the net reduction of local MMOF funding was \$53.2M. The retail delivery fee has been updated to show future funding of \$1.75M and the total local MMOF allocation through FY2029 will be updated to \$227.9M. The MMOF funds removal has resulted in years FY2023 to FY2025 being overprogrammed. Options for achieving compliance with the funding reduction include delaying a project, reducing the funding for a project, or canceling a project.

The NFRMPO TAC held two work sessions, one each during the June and July TAC meetings in addition to an impacted MMOF Project Sponsors meeting on July 24. Attached is a proposal with three scenarios discussed at the August TAC meeting.

At the September Planning Council meeting, the three scenarios developed by TAC members were presented:

- **Scenario 1:** Removes the Fort Collins Route Battery Electric Bus Chargers and \$170k of the NFRMPO's Ride NoCo Sustainable Funding Project and distributes the remaining needed reduction across the remaining six projects, each receiving a reduction of 19.32 percent.
- **Scenario 2:** Removes the Fort Collins Route Battery Electric Bus Chargers, takes a portion of the \$1M to fully fund Foothills Transit Station (Fort Collins' top priority between their two MMOF projects on the list) and \$170k of the NFRMPO's Ride NoCo Sustainable Funding Project and distributes the remaining needed reduction across the remaining six projects, each receiving a reduction of 17.25 percent.
- **Scenario 3:** Removes the Fort Collins Route Battery Electric Bus Chargers, takes a portion of the \$1M to fully fund Foothills Transit Station (Fort Collins' top priority between their two MMOF projects on the list) and removes the funding from Greeley's 10th St Transit Vision (with this project being waitlisted for future available funding) and takes a portion to fully fund MERGE, and the removal of \$170k of the NFRMPO's Ride NoCo Sustainable



Funding Project and distributes the remaining needed reduction across the remaining five projects, each receiving a reduction of 12.44 percent.

Planning Council members concurred with impacted projects sponsors that Scenario 3 was the best and most equitable option in this situation. Attached are the three scenarios developed by TAC members and presented to the Planning Council.

Recommendation

TAC recommends Planning Council approval of ***Resolution 2025-19*** approving Scenario 3 for the reallocation of MMOF Funds due to the Colorado General Assembly's funding pull back for FY2023 through FY2025.

DESCRIPTION	AMOUNT
NFRMPO MMOF Overprogrammed FY2023-2025	\$ 2,262,205

Recommended Scenario (3A and 3B)											
PROJECT NAME	AGENCY	FY23	FY24	FY25	FY26	FY27	FY28	FY29	NEW AWARD TOTAL	Reduction Amount	REVISED TOTAL
MERGE US34 Regional Mobility Hub	Greeley/CDOT	\$ 5,000,000	\$ 676,273						\$ 5,676,273	\$ 706,052	\$ 4,970,221
US 34 Transit Sidewalk Connectivity Project	City of Loveland					\$ 139,807	\$ 1,248,490		\$ 1,388,297	\$ 172,685	\$ 1,215,612
Foothills Transit Station and Roundabout	City of Fort Collins			\$ 707,504	\$ 210,165				\$ 917,669	\$ 114,146	\$ 803,523
Taft Hill Road Corridor Project	Larimer County				\$ 549,290	\$ 879,751			\$ 1,429,040	\$ 177,753	\$ 1,251,287
On-Route Battery Electric Bus Chargers – South Transit Center	City of Fort Collins								\$ -	\$ -	\$ -
Weld County On-demand Transit Program	Weld County				\$ 152,250	\$ 201,930	\$ 213,481		\$ 567,661	\$ 70,609	\$ 497,052
10th Street Transit Vision	Greeley								\$ -	\$ -	\$ -
TOTAL		\$ 5,000,000	\$ 676,273	\$ 707,504	\$ 911,705	\$ 1,221,488	\$ 1,461,971	\$ -	\$ 9,978,940	\$ 1,241,246	\$ 8,737,694

DESCRIPTION		AMOUNT	NOTES
NFR MPO MMOF Overprogrammed revised		\$ 1,241,246	
MMOF Funds Available for Reallocation		\$ 9,978,940	
Percentage of MMOF that need to be reallocated		12.44%	

YELLOW NOTES CHANGE

Scenario (1)											
PROJECT NAME	AGENCY	FY23	FY24	FY25	FY26	FY27	FY28	FY29	ORIGINAL AWARD TOTAL	Reduction Amount	REVISED TOTAL
MERGE US34 Regional Mobility Hub	Greeley/CDOT	\$ 5,000,000	\$ 406,273						\$ 5,406,273	\$ 1,044,426	\$ 4,361,847
US 34 Transit Sidewalk Connectivity Project	City of Loveland					\$ 139,807	\$ 1,248,490		\$ 1,388,297	\$ 268,202	\$ 1,120,095
Foothills Transit Station and Roundabout	City of Fort Collins			\$ 107,504	\$ 210,165				\$ 317,669	\$ 61,370	\$ 256,299
Taft Hill Road Corridor Project	Larimer County				\$ 653,440	\$ 1,046,560			\$ 1,700,000	\$ 328,419	\$ 1,371,581
On-Route Battery Electric Bus Chargers – South Transit Center	City of Fort Collins			\$ 1,000,000					\$ 1,000,000	\$ 193,188	\$ 806,812
Weld County On-demand Transit Program	Weld County				\$ 152,250	\$ 201,930	\$ 213,481		\$ 567,661	\$ 109,665	\$ 457,996
10th Street Transit Vision	Greeley		\$ 383,788	\$ 48,255	\$ 17,957				\$ 450,000	\$ 86,935	\$ 363,065
TOTAL		\$ 5,000,000	\$ 790,061	\$ 1,155,759	\$ 1,033,812	\$ 1,388,297	\$ 1,461,971	\$ -	\$ 10,829,900	\$ 2,092,205	\$ 8,737,695

DESCRIPTION		AMOUNT	NOTES
0		\$ 2,092,205	
MMOF Funds Available for Reallocation		\$ 10,829,900	
Percentage of MMOF that need to be reallocated		19.32%	

YELLOW NOTES CHANGE

Scenario (2)											
PROJECT NAME	AGENCY	FY23	FY24	FY25	FY26	FY27	FY28	FY29	NEW AWARD TOTAL	Reduction Amount	REVISED TOTAL
MERGE US34 Regional Mobility Hub	Greeley/CDOT	\$ 5,000,000	\$ 406,273						\$ 5,406,273	\$ 932,494	\$ 4,473,779
US 34 Transit Sidewalk Connectivity Project	City of Loveland					\$ 139,807	\$ 1,248,490		\$ 1,388,297	\$ 239,459	\$ 1,148,838
Foothills Transit Station and Roundabout	City of Fort Collins			\$ 107,504	\$ 210,165				\$ 317,669	\$ 54,793	\$ 262,876
Taft Hill Road Corridor Project	Larimer County				\$ 549,290	\$ 879,751			\$ 1,429,040	\$ 246,486	\$ 1,182,554
On-Route Battery Electric Bus Chargers – South Transit Center	City of Fort Collins			\$ 1,000,000					\$ 1,000,000	\$ 172,484	\$ 827,516
Weld County On-demand Transit Program	Weld County				\$ 152,250	\$ 201,930	\$ 213,481		\$ 567,661	\$ 97,912	\$ 469,749
10th Street Transit Vision	Greeley		\$ 383,788	\$ 48,255	\$ 17,957				\$ 450,000	\$ 77,618	\$ 372,382
TOTAL		\$ 5,000,000	\$ 790,061	\$ 1,155,759	\$ 929,662	\$ 1,221,488	\$ 1,461,971	\$ -	\$ 10,558,940	\$ 1,821,246	\$ 8,737,694

DESCRIPTION		AMOUNT	NOTES
0		\$ 1,821,246	
MMOF Funds Available for Reallocation		\$ 10,558,940	
Percentage of MMOF that need to be reallocated		17.25%	

YELLOW NOTES CHANGE

DESCRIPTION	AMOUNT	NOTES
NFR MPO MMOF Overprogrammed	\$ 2,262,205	Per CDOT Table 1
RideNoCo Sustainable Funding reduction	\$ (170,000)	Alternative funding available
NFR MPO MMOF Overprogrammed revised	\$ 2,092,205	Scenario (1)
Taft Hill Road Corridor Project MMOF Award (Larimer County)	\$ 1,700,000	FY26 and FY27
STBG, Potentially Available for MMOF Swap to Waitlisted Projects	\$ 163,902	FY26 and FY27
CRP, Potentially Available for MMOF Swap to Waitlisted Projects	\$ 107,057	FY26
Taft Hill Road Corridor Project MMOF Award revised (Larimer County)	\$ 1,429,041	15.9388% reduction
NFR MPO MMOF Overprogrammed revised	\$ 1,821,246	Scenario (2)
On-Route Battery Electric Bus Chargers – STC MMOF Award (Fort Collins)	\$ 1,000,000	FY25
Award a Portion of Funding to Foothills Transit Station and Roundabout	\$ (600,000)	This project is made whole and ready for construction in FY27
Surrender Remaining Portion of Funding for Reallocation	\$ (400,000)	
On-Route Battery Electric Bus Chargers – STC MMOF Award revised (Fort Collins)	\$ -	Note: Project would be waitlisted for first available funding opportunity.
NFR MPO MMOF Overprogrammed revised	\$ 1,421,246	Scenario (3A)
10th Street Transit Vision MMOF Award (Greely)	\$ 450,000	FY24, FY25, and FY26
Award a Portion of Funding to MERGE US34 Region Mobility Hub	\$ (270,000)	Unconfirmed
Surrender Remaining Portion of Funding for Reallocation	\$ (180,000)	Unconfirmed
10th Street Transit Vision MMOF Award revised (Greely)	\$ -	Note: Project would be waitlisted for first available funding opportunity.
NFR MPO MMOF Overprogrammed revised	\$ 1,241,246	Scenario (3B)

RESOLUTION NO. 2025-19
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2025 MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF)
FUNDING RECONCILIATION

WHEREAS, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, 23 CFR PART §450.324 requires the development of a fiscally constrained Transportation Improvement Program (TIP) by Metropolitan Planning Organizations; and

WHEREAS, transportation projects programmed in the current TIP for FY2024-2027 are consistent with the 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

WHEREAS, during the 2025 Legislative Session, the Colorado General Assembly pulled back \$71.4M in existing funding in the local MMOF program as part of settling a \$1.2B statewide budget deficit for Fiscal Year (FY) 2026 and after an increase of \$18.2M with reconciled revenues, the net reduction of local MMOF funding was \$53.2M, the retail delivery fee has been updated to show future funding of \$1.75M and the total local MMOF allocation through FY2029 will be updated to \$227.9M; and

WHEREAS, the MMOF funds removal has resulted in years FY2023 to FY2025 being overprogrammed requiring the NFRMPO to achieve compliance with the funding reduction; and

WHEREAS, the MMOF funds removal has resulted in years FY2023 to FY2025 being \$2,262,205 overprogrammed requiring the NFRMPO to achieve compliance with the funding reduction; and

WHEREAS, the following funding recommendations have been developed:

- Remove the \$1M Fort Collins Route Battery Electric Bus Chargers project, take a portion of the \$1M to fully fund Foothills Transit Station project;
- Remove the funding from Greeley’s 10th St Transit Vision project and take a portion to fully fund the MERGE project;
- Remove \$170k of the NFRMPO’s Ride NoCo Sustainable Funding Project; and
- Distribute the remaining needed reduction across the remaining five projects, each receiving a reduction of 12.44 percent to their total MMOF award.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the 2025 MMOF Funding Reconciliation as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2nd day of October 2025.

Johnny Olson, Chair

ATTEST:

NFRMPO Executive Policies

Adopted September 5, 2019
Amended June 6, 2024



North Front Range
**Metropolitan
Planning
Organization**

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Executive Policies

Executive policies provide the necessary guidance for the Executive Director to effectively lead the organization toward the goals and priorities of the NFRMPO. Executive policies identify conditions that must exist to achieve organizational stability and efficiency. For the purposes of this document, the term “Council” refers to the full NFRMPO Council and their alternates acting as such.

1. GENERAL

Within the scope of authority delegated to him/her by the NFRMPO Council, the Executive Director shall strive to ensure that any practice, activity, decision, or organizational circumstance are lawful and prudent and adhere to commonly accepted business and professional ethics. The Executive Director shall ensure that work conditions are c o m p l i a n t w i t h a p p l i c a b l e l a w s .

2. TREATMENT OF STAFF, INTERNS, AND VOLUNTEERS

The success of the NFRMPO depends upon the partnership between the NFRMPO Council, agencies, jurisdictions, residents, taxpayers, elected officials, and NFRMPO staff.

The Executive Director shall ensure:

- 2.1** Staff is competent, respectful, truthful, and effective in interactions with the Council, public, etc.
- 2.2** Confidential information is protected from unauthorized disclosure.

Accordingly, pertaining to paid staff, interns, and volunteers within the scope of his/her authority, the Executive Director shall strive to ensure:

- 2.3** Written policies, guidelines and/or procedures, approved by legal counsel, which clarify performance and behavioral expectations for staff, provide for effective handling of grievances and protection against wrongful conditions, are in effect.
- 2.4** Staff, interns, and volunteers are acquainted with what they can expect from the NFRMPO and what the NFRMPO expects of them upon entering and during their tenure with the NFRMPO.
- 2.5** Avenues are available for non-disruptive internal expressions of dissent, and protected activities are not subject to retaliation.
- 2.6** The NFRMPO Council is appropriately apprised of violations of Council policies and matters affecting the Council.

3. COMPENSATION, BENEFITS, EMPLOYMENT

With respect to employment, compensation, and benefits to employees, consultants, contract workers, and volunteers, the Executive Director shall

strive to ensure:

3.1 The fiscal integrity of the NFRMPO is maintained.

Accordingly, the Executive Director shall ensure:

3.2 His/her own compensation is approved by the NFRMPO Council according to adopted procedures generally outlined in the Executive Director's contract and in conjunction with Human Resources.

3.3 Compensation and benefits are consistent with wage data compiled in the NFRMPO's regular salary survey and approved in the annual budget and follow generally accepted practices and procedures.

3.4 Appropriate employment law practices are followed.

4. FINANCIAL PLANNING AND BUDGET

With respect to strategic planning for projects, services and activities with a fiscal impact, the Executive Director shall strive to ensure:

4.1 The programmatic and fiscal integrity of the NFRMPO is maintained.

Accordingly, the Executive Director shall ensure:

4.2 Financial practices are consistent with all applicable requirements.

4.3 Adequate information is available to enable credible projections of revenues and expenses; separation of capital and operational items; cash flow projections; audit trails; identification of reserves, designations and undesignated fund balances; and disclosure of planning assumptions.

4.4 During any fiscal year, plans for expenditures match plans for revenues.

4.5 A minimum six (6) months of operating expenses are held on account, excluding amounts for in-kind and pass-through expense or as recommended by the independent auditor and approved in the NFRMPO Fiscal Management Control Policy.

5. FISCAL MANAGEMENT AND CONTROLS

With respect to the actual, ongoing financial condition of NFRMPO, the Executive Director shall strive to ensure:

5.1 Funds for expenditures are available during each fiscal year.

5.2 NFRMPO obligations are paid in a timely manner and within the ordinary course of business.

5.3 Prudent protection is given against actual or potential conflicts of interest in purchasing and other financial practices, consistent with the law and established in the NFRMPO's Fiscal Management Control Policy.

- 5.4 Funds are used for their intended purpose.
- 5.5 Competitive purchasing policies and procedures are in effect to ensure openness and accessibility to contract opportunities.
- 5.6 The Executive Director is authorized to act on behalf of the NFRMPO to execute contracts for any monetary amount up to \$100,000 (items above this amount are signed by the NFRMPO Chair); to sign FHWA or FTA Certification and Assurances; and to handle financial items including, but not limited to, opening accounts at banking facilities and signing check or electronic payments as directed by the Financial Policies that are reviewed and adopted by the NFRMPO Finance Committee. This authority given to the Executive Director is pursuant to approval, by the NFRMPO Council per **Resolution 2024-10, June 2024**.
- 5.7 Adequate internal controls over receipts and disbursements prevent the material dissipation of assets.
- 5.8 The NFRMPO's audit is independent and external monitoring or advice is readily accepted and available.
- 5.9 Negotiates and enters into agreements with local governments for the provision of services.
- 5.10 In the absence of the Executive Director, the Transportation Planning Director, signs on behalf of the Executive Director for internal control documents. If the Executive Director and the Transportation Planning Director are unavailable for a signature, the Mobility Manager provides authorizing signatures, unless there is a violation of internal controls.
- 5.11 In the absence of the Executive Director, contracts will be signed the Chair of the NFRMPO.
- 5.12 The Executive Director's timesheets are submitted to the Council Chair and Vice Chair electronically for approval as close to the submission date and time as possible.

6. PROTECTION OF ASSETS

Within the scope of his/her authority in the Executive Director and given available resources, the Executive Director shall strive to ensure:

- 6.1 Assets are protected and adequately maintained against unnecessary risk.
- 6.2 An insurance program exists to protect the NFRMPO in the event of a property and/or liability loss, including coverage insuring the Council, officers, employees, authorized volunteers, and the NFRMPO against liabilities related to the performance of their duties and the NFRMPO's activities in an amount equal to or greater than the average for comparable organizations and, for tort liabilities, in an amount equal to or greater than statutory limits on amounts the NFRMPO may be legally obligated to pay.
- 6.3 A policy exists to inform staff of the expectation of legally compliant and ethical behavior on their part.
- 6.4 Facilities and/or equipment are used properly and maintained (except normal

- deterioration and financial conditions beyond the Executive Director's control).
- 6.5** Practices and policies are in place for the NFRMPO, Council, and staff to minimize or prevent liability claims.
 - 6.6** A policy exists to ensure protection from loss or significant damage of intellectual property (including intellectual property developed using NFRMPO resources), information, and files.
 - 6.7** Adequate planning is done for short-term and long-term capital or facility needs.

7. IMMEDIATE SUCCESSION

The Executive Director shall strive to ensure:

- 7.1** To provide continuous Executive Director services, the Executive Director shall have at least one other member of the management team familiar with Council and NFRMPO issues and processes.
- 7.2** An Acting Executive Director will be assigned by the Executive Director for scheduled absences such as vacations or short-term unexpected absences such as an emergency. The Executive Director will make other staff assignments as necessary to ensure the ongoing operation of the organization.
- 7.3** An Interim Executive Director will be appointed by the NFRMPO Council if the Council deems it necessary.
- 7.4** If the Executive Director is unavailable to fulfill their responsibilities, a letter from the NFRMPO's Executive Committee will be sent to FTA, FHWA, and CDOT outlining the situation and identifying the person(s) responsible for the Executive Director's duties.

8. COMMUNICATIONS WITH AND SUPPORT OF THE NFRMPO COUNCIL

The Executive Director shall strive to ensure:

- 8.1** The Council is informed and supported in its work; agendas and related materials for Council meetings are sent in advance so Council members may come prepared.
- 8.2** The Council is provided the decision-making information it requests, information on relevant trends, or other points of view, issues, and options, for well-informed Council decisions.
- 8.3** The Council is aware of incidental information it requires, including anticipated adverse media coverage or material external and internal/organizational changes. Notification of planned, non-personnel-related internal changes is provided in advance when feasible.
- 8.4** In consultation with legal counsel, Council is appropriately apprised in a timely manner of pending or threatened litigation.
- 8.5** The Council is informed when the Council is not in compliance with its own policies, particularly in the case of the Council behavior that is detrimental to the work relationship between the Council and the Executive Director.

RESOLUTION NO. 2024-10
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ASSIGNING EXECUTIVE DIRECTOR AUTHORITY

WHEREAS, the North Front Range Transportation and Air Quality Planning Council (dba NFRMPO), has been formed under the powers set forth in Article XIV, Section 18 (2) of the Colorado Constitution and Part 2 of Article 1 of Title 29, C.R.S., as amended;

WHEREAS, the NFRMPO Council adopted the Articles of Association on January 27, 1988, with subsequent amendments outlining the roles and responsibilities;

WHEREAS, Article VIII 2. Assigns the Executive Director duties in the operation of the Council;

WHEREAS, the NFRMPO Council adopted Executive Director Policies September 2019 and created an updated Resolution 2022-19 authorizing the Executive Director to sign on behalf of the Council and enter into contracts required for the operation, maintenance and support the administration office;

WHEREAS, the NFRMPO Council Executive Director Policies adopted September 2019 are being revised to modify the Executive Director's signatory authority on contracts to items up to \$100,000;

WHEREAS, the Federal Highway Administration (FHWA) is requiring explicit authorization for the Executive Director to sign off on Certifications and Assurances; and

WHEREAS, the NFRMPO wishes to update and clarify the authority of the Executive Director as provided for in this Resolution.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council as follows:

1. The Executive Director is authorized to act on behalf of the NFRMPO as follows:
 - a. To execute contracts for monetary amounts up to \$100,000.
 - b. To sign FHWA or Federal Transit Administration (FTA) Certifications and Assurances.
 - c. To handle financial items including opening accounts at banking facilities and signing check or electronic payments as directed by the Financial Policies that are reviewed and adopted by the NFRMPO Finance Committee.
2. Resolution 2022-19 is hereby rescinded.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of June 2024.


Jon Mallo (Jun 7, 2024 17:43 MDT)

Jon Mallo, Chair

ATTEST: _


Suzette Mallette (Jun 8, 2024 14:19 MDT)

Suzette Mallette, Executive Director

2024-10 Ex Dir Authority Resolution

Final Audit Report

2024-06-08

Created:	2024-06-07
By:	NFR MPO (staff@nfrmpo.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAK0aWsVM4bBA6Rm3ad1L2GGfKgsRvLi4z

"2024-10 Ex Dir Authority Resolution" History

-  Document created by NFR MPO (staff@nfrmpo.org)
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-  Document emailed to jon.mallo@cityofloveland.org for signature
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-  Email viewed by jon.mallo@cityofloveland.org
2024-06-07 - 11:42:45 PM GMT- IP address: 76.25.88.62
-  Signer jon.mallo@cityofloveland.org entered name at signing as Jon Mallo
2024-06-07 - 11:43:53 PM GMT- IP address: 76.25.88.62
-  Document e-signed by Jon Mallo (jon.mallo@cityofloveland.org)
Signature Date: 2024-06-07 - 11:43:55 PM GMT - Time Source: server- IP address: 76.25.88.62
-  Document emailed to smallette@nfrmpo.org for signature
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-  Email viewed by smallette@nfrmpo.org
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-  Signer smallette@nfrmpo.org entered name at signing as Suzette Mallette
2024-06-08 - 8:19:09 PM GMT- IP address: 198.99.81.44
-  Document e-signed by Suzette Mallette (smallette@nfrmpo.org)
Signature Date: 2024-06-08 - 8:19:11 PM GMT - Time Source: server- IP address: 198.99.81.44
-  Agreement completed.
2024-06-08 - 8:19:11 PM GMT

Statewide Transportation Advisory Committee (STAC)

September 4, 2025, 8:30 a.m. - 11:30 a.m.; held via Zoom.

Meeting Summary

Public Comment

- Commerce City Mayor Steve Douglas spoke on behalf of the North Area Transportation Alliance (NATA). He stressed the importance of reconstructing I-270 and maintaining roads that connect to it.

Transportation Commission (TC) Report (Chair Gary Beedy)

Topics from the TC meeting that were briefly covered included:

- CDOT Disposal Process update
- 2050 Statewide Plan Adoption Plans Update
- Passenger Rail Overview and Updates
- Rural Roads update
- Clean Transit Enterprise updates
- Budget Amendments

Legislative Updates (Emily Haddaway and Jamie Grimm)

- The Colorado State Legislature's 2025 Special Session ended with no impacts to Transportation.
- Now preparing for a Transportation Legislative Review Committee (TLRC) meeting, which will include a deep dive into the CDOT Budget, Rural Roads overview, and other legislative cleanups.
- The CDOT Efficiency & Accountability Committee convenes for the first time this week.
- The U.S. Congress is "lurching toward a shutdown" (due on September 30, 2025).
- Transportation Appropriations Budget has passed each house's Transportation Committees, but neither passed the full chamber yet. Continuing Resolution could still pass by September 30 to avoid a federal government shutdown.

2050 Statewide Plan Adoption (Darius Pakbaz, Marissa Gaughan, and Aaron Willis)

- Public Comment period for all plans ended August 31, 2025: 28 comments were received, and a redlined version of Statewide Plan (reflecting these comments) is included in September STAC Packet Addendum.
- TC adopting the 2050 Statewide Transportation Plan will lead directly to finishing work on the 10-Year Plan.
- Weld County Commissioner, Kevin Ross (UFRTPR), echoed public comments regarding the need for identifying more funds to improve existing infrastructure, even though this plan focuses more on transit and multimodal options.
- STAC members approved recommending the Statewide Transportation Plan for TC adoption.

Rural Roads Program Overview (Darius Pakbaz and Marissa Gaughan)

- Smaller rural highways require different maintenance and asset management strategies than the interstates.
- CDOT has improved over 2,500 miles of rural roads since 2021.
- A summary of notable rural projects was provided.
- In terms of Fixing Poor Interstate Pavement, Colorado went from 3.9% of interstate pavement in poor condition in 2020 to 2.3% in 2024 (the 2025 target is to be below 3.5%).
- Winter Season 24/25 Budget was \$324 million (with "most" of this going to Snow & Ice, Traffic, and Roadway Surface treatments).
- Chair Beedy appreciates this focus on rural paving, but Eastern TPR still struggles with maintaining the I-70 interstate vs. other rural roads, and also wonders how these and other major projects (e.g., T-REX) will be funded now that they're 25-30 years old.
- Commerce City Mayor, Steve Douglas, (not a STAC member, but was permitted to comment) asked for more details on FY25 funding for Surface Preservation, CDOT vs. Contract labor, and Chip Seal vs. other methods. It was noted that CDOT maintenance crews are a much more cost effective approach to certain roadway pavement treatments.

Strategic Highway Safety Plan (Melodie Clayton and Gabi Gamily)

- Trends in recent years show some safety improvements, but much more improvement is still needed (especially to protect Vulnerable Road Users (VRUs)).
- The Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing fatalities and serious injuries on public roads.
- Colorado's Safe System Approach (includes Emphasis Areas and Principles).
- 256 stakeholders attended 10 workshops, and feedback helped lead to the identification of 57 safety strategies.
- Most urban crashes are at intersections, while most rural crashes are from lane departures.
- Advancing Transportation Safety (ATS, the SHSP's implementation body) is a statewide collaborative effort led by a team of state and local agencies, advocacy groups, academic institutions, and private entities.
- Elizabeth Heid (NFRMPO STAC member) asked if VRU fatalities & injuries correlate with more VRU miles traveled. The Safety team doesn't have that data, but Statewide Travel Survey data (coming soon) could provide more information. Chair Beedy (ETPR) has heard comments that some VRU infrastructure is less intuitive and more confusing than before.
- Vice Chair Williams (PPACG) wonders if there should be just 4 consolidated safety goals (instead of current 30-60), with aggressive driving being one of them. Gabi agrees (and they actually removed many other areas), but still wants to make sure all stakeholder comments are somehow represented.
- Eva Cosyleon (PACOG) noted that the Pueblo Health Department and various nonprofits have helped greatly with education & outreach, and wonders if this SHSP acknowledges that option. Gabi noted that some strategies do address this (e.g., through the CDPHE Built Environment team).

Other Business

- The next STAC meeting is scheduled for Thursday, October 2, 2025, 8:30 a.m. - 12:00 p.m. (virtual).
- The next **in-person** STAC meeting is scheduled for Thursday, November 6, 2025, 8:30 a.m. - 12:00 p.m., at CDOT Headquarters (and with a virtual option).



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

Held: Wednesday, August 20, 2025, 10:00 a.m.

The CTIO meeting was broadcast on YouTube Live. A recording of the meeting can be found [here](#). The recording 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:

- Cecil Gutierrez, Vice-Chair (in-person)
- Shelly Cook (in-person)
- Gina Sacripanti (remote)
- Nellie Moran (remote)
- Terry Hart (in-person)

Roll Call Regular Meeting

All board members were present. The meeting began at 10:02 a.m.

Public Comment

There was no public comment.

Comments from Directors

Director Sacrapanti noted that she received an inquiry from a constituent about a Safety and Toll Enforcement Program (STEP) violation and that it had been passed on to staff. CTIO staff confirmed they called the individual and provided additional information and details of the dispute resolution process.

Construction/Operations/Maintenance Questions from board members

CTIO staff reported to the Board that the installation of tolling equipment on the Express Lanes for I-25

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.

North segments six, seven, and eight was seventy percent complete.

CTIO staff updated the Board on a Colorado Traffic Safety Summit they participated in, presenting information on the Safety and Toll Enforcement Program (STEP).

Director's Report

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

- Director Darlington noted that access agreement negotiations with BNSF kicked off on Monday. Following the adoption and execution of the Joint Service IGA in June and the creation of the Joint Executive Oversight Committee (JSEOC), this was identified as the key next step. The JSEOC is the single entity that will negotiate the access agreement with BNSF. The BNSF negotiations workstream is slated to run through the end of the year.
- The Board will be kept updated as this effort progresses, and staff will propose entering into executive sessions as necessary to brief the board as needed.
- International Bridge Tunnel and Turnpike Association (IBTTA) annual meeting participation from board members. Director Darlington asked board members to inform staff about their interest in attending the conference in Denver and promised to share additional information with them, including the agenda.
- State budget deficit and its implications for staffing. Director Darlington confirmed that, while there is a hiring freeze at the state level, CTIO, as a Tabor Enterprise, is exempt.
- Board retreat planning continues, and Director Darlington thanked board members for finding time to discuss the retreat with the facilitator. More information will be shared ahead of the meeting in September.

Consent Agenda

ACTION: Upon a motion by Director Cook and seconded by Director Hart, a vote was conducted, and Resolution #476, July 16, 2025, Minutes, was unanimously approved.

Central 70 Globeville and Elyria Swansea (GES) Tolling Equity Program Second Amendment

Simon Logan, Special Projects Lead and Policy Analyst, provided a presentation to the Board related to potentially adding an additional benefit to the GES Tolling Equity Program through a second amendment. David Krutsinger, Transit Director, City and County of Denver, also presented on this topic. The presentation included information on the following:

- Background on the program
- Benefits distributed to date
- GES Connector
- Recommendation and next steps
- Questions

Discussion

- Board members and staff discussed the percentage of shared rides that are using the service and how it is associated with greenhouse gas emissions reductions.

ACTION: Upon a motion by Director Hart and seconded by Director Sacripanti, a vote was conducted, and Resolution #477, Second Amendment to the GES Tolling Equity Program, was unanimously approved.

Adjournment

The CTIO Board adjourned at 10:54 p.m.