



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

November 6, 2025

In Person: Loveland Public Works Administration, 2525 W. 1st Street, Loveland, CO 80537

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	Kristin Stephens, Vice 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	Kristin Stephens	-	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 – October 2, 2025	Kristin Stephens	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)	Jessica Ferko	Handout	6:10
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	17	6:20
7	Regional Air Quality Council (RAQC)	Kristin Stephens	26	-
8	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-

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Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	Report of the Chair	Kristin Stephens	-	6:30
10	Executive Director Report	Elizabeth Relford, Executive Director	-	6:35
11	Finance Committee	Written	35	-
12	Q3 2025 TIP Modifications	Written	36	
13	TAC	Written	37	-
14	Mobility	Written	Handout	-

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	North I-25 Managed Lanes Tolling Presentation	Piper Darlington, CTIO	Handout	6:45

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
16	October 2025 TIP Amendment Resolution 2025-21	Jonathan Stockburger, Transportation Planner I	39	7:05
17	2025 Ruby Bridges Grant Resolution 2025-22	Tanya Trujillo-Martinez, Mobility Director	47	7:10

Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
18	TMO Call for Projects	Tanya Trujillo-Martinez	49	7:20
19	2025 Coordinated Human Services Transportation Plan	Aaron Hull, Mobility Planner	Handout	7:30
20	WCR38 Functional Classification Change Request	Becky Karasko, Transportation Planning Director	90	7:45
21	NFRMPO Executive Director Policies	Elizabeth Relford	100	7:50



Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
22	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	8:00
23	STAC Report	Liz Heid, NFRMPO STAC Representative	-	-
24	Colorado Transportation Investment Office (CTIO)	Written Report	107	-
25	Front Range Passenger Rail District	Tricia Canonico, City of Fort Collins Councilmember Jon Mallo, Past Chair	-	-
26	Host Council Member Report	Jon Mallo, City of Loveland Councilmember	-	8:10

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: December 4, 2025 – Hosted by the Town of Timnath



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

Revised 6/2/2023

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

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™ in 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

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 10/27/25

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 November 6, 2025, meeting.

Summary:

In October 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. Highlights include the AQCC and the Board of Health joint briefing on the AQCC's 2024-2025 Annual Report to the Public and the Summer 2025 Ozone Season. Specific to the AQCC's Ozone SIP Rulemaking scheduled for November 2025, no alternative proposals were put forth. The RAQC updated their Blueprint document. TRE also screened Arizona's 179B Analysis and compiled highlights.¹

Air Quality Activities:

AQCC Activities:

AQCC Commissioner Gonzales is resigning from the AQCC prior to his term end, due to being relocated to Texas, leaving a vacancy on the AQCC.

In October, the AQCC and the Board of Health were jointly briefed on the AQCC's 2024-2025 Annual Report to the Public and the Summer 2025 Ozone Season.² Both briefings recognized more than human-caused emissions complicate the nonattainment areas' ability to attain the current ozone standards. The AQCC Chair on p. 3 of the 2024-2025 Annual Report to the public stated "... we need to consider more than human emissions," and further indicated we need to further investigate contributions to local ozone levels, including interstate transport, wildfires, emissions from plants and soil, which constitute "roughly 45 ppb" to the ozone in the nonattainment area.

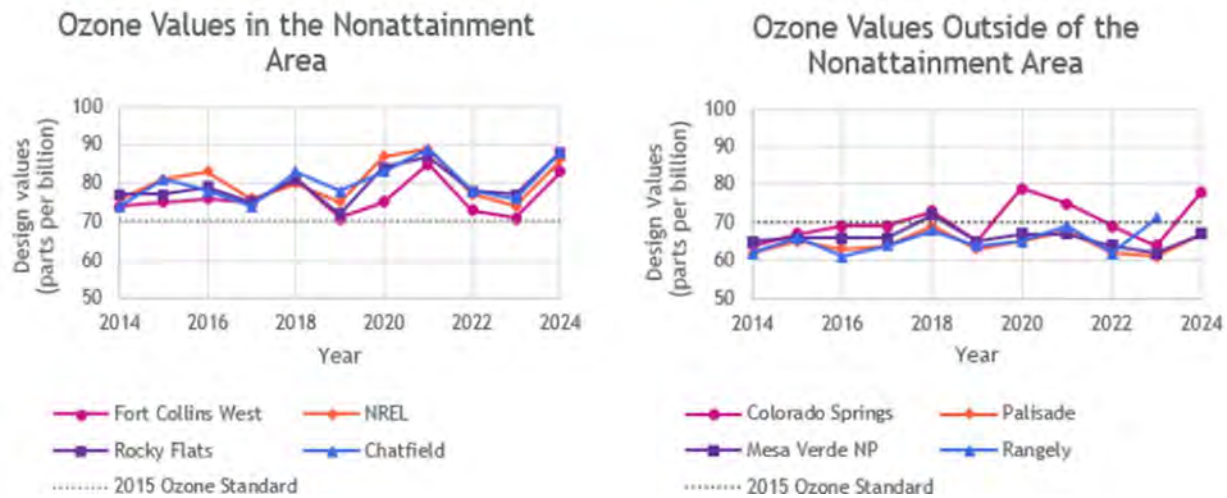
Ozone levels across the state were highlighted in the annual report's Figure 2, as follows:

¹ See Maricopa Association of Governments' "MAG 2025 Clean Air Act Section 179B(b) Retrospective Demonstration of the Impact of International Emissions on Ozone Concentrations in the Maricopa Nonattainment Area," September 2025, here: [https://azmag.gov/portals/0/Environmental/Air-Quality/2025/MAG-2025-CAA-Section-179B\(b\)-Retrospective-Demonstration.pdf](https://azmag.gov/portals/0/Environmental/Air-Quality/2025/MAG-2025-CAA-Section-179B(b)-Retrospective-Demonstration.pdf)

² See Colorado Air Quality Control Commission Department of Public Health & Environment's "Air Quality Control Commission Annual Report to the Public 2024-2025", here: <https://cdphe.colorado.gov/aqcc-annual-report-to-the-public>



Figure 2: Ozone design values from 2014 to 2024



During the Summer 2025 Ozone briefing, presenters evaluated wildfire influence, transport, meteorology and more that are contributing to ozone levels in Colorado. APCD's Scott Landis indicated that in more recent years, the correlation between ozone levels and average 500 millibar geopotential height (what was previously used as a predictor of high ozone levels in the Front Range) has weakened in recent years. Thus, the lower 2025 ozone levels were more challenging to accurately predict in advance.

Related to the AQCC's Ozone SIP and Associated Regulations rulemaking, no alternative proposals to the APCD's proposal were put forward. 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

Written public comments on this rulemaking are due on November 4, 2025.
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. The RAQC released its October 3, 2025 Blueprint revision, and is taking steps to identify revisions made in response to comments received. This Blueprint is anticipated to continue to evolve throughout 2026. Staff explained how several strategies gather information to inform a related future version of that strategy. 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 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.

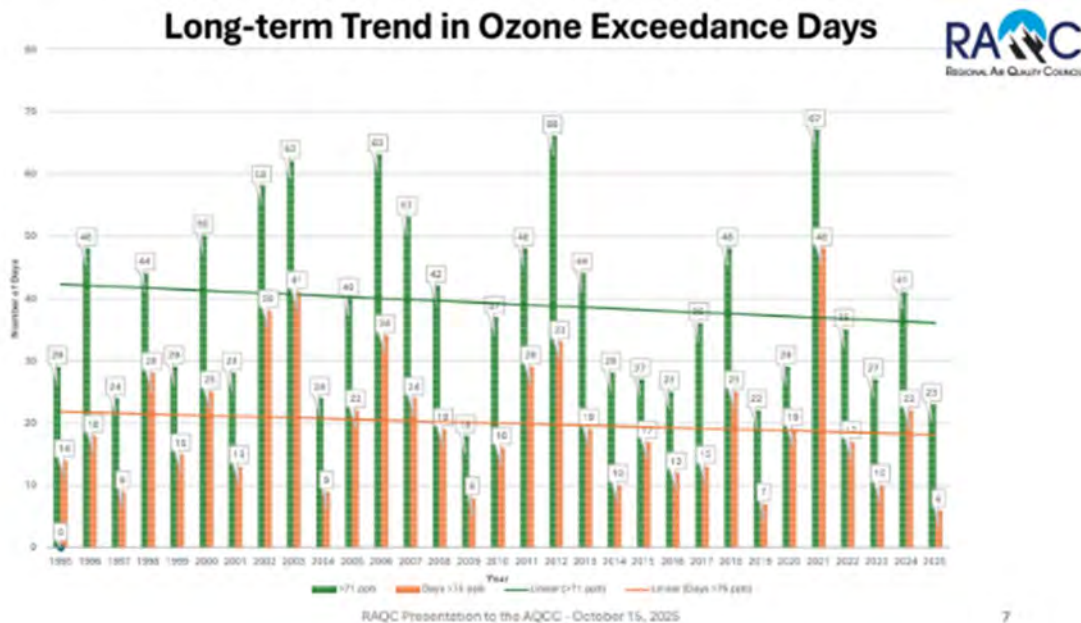
2025 Ozone Season Monitoring Data:

While ozone concentrations in the nonattainment area ozone monitors 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, there were significantly fewer exceedances and the degree of exceedances

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 for agenda and registration, here: <https://raqc.org/event/fall-2025-ozone-attainment-forum/>

than in recent years. This is in part due to implementation of emission control strategies, as well as favorable meteorology. The Denver Metropolitan Area saw lower temperatures and more precipitation in June and August. Further, there was minimal wildfire smoke influence in the area. The following RAQC slides presented to the AQCC illustrate the decrease in ozone exceedances over time, 2025 4th max values for ozone monitors, and the allowable 2026 4th max values to attain both the 75 ppb standard (table on the left) and 70 ppb standard (table on the right) using the 2024-2026 timeframe.⁵



⁵ See Mike Silverstein, Ex. Dir. of the RAQC's "Ozone Planning Activities at the Regional Air Quality Council" October 15, 2025, presentation to the AQCC, slides 7 and 8. Posted to the AQCC website as "Presentation_2025 Summer Ozone Season Review," here: <https://drive.google.com/drive/folders/1u6HDztp4NN7tcI2YEsSCFE0CypowLnoR>

Ozone NAAQS Attainment Status – Monitoring Data

Future 4th highest max readings allowable to monitor 75 ppb NAAQS attainment compliance in the 2024-26 timeframe			
Monitor	2024 4th Max	2025 4th Max	2026 allowable
Aurora East	81	79	78
Blackhawk	79	86	82
Boulder Reservoir	84	86	78
CAMP	79	79	78
La Cose	84	71	72
Cherfield	88	73	86
Evergreen	85	73	86
Fossil Crk	84	86	79
Fort Collins - CSU	82	86	77
Fort Collins West	83	72	72
Grassley Ward County	81	71	76
Highlands	73	82	82
NREL	88	71	76
Metall Park*	86	79	87
LaSalle Twp	79	86	78
Rocky Flats North	88	72	87
Timnath	78	73	78
Wetby	83	86	79

Future 4th highest max readings allowable to monitor 70 ppb NAAQS attainment compliance in the 2024-26 timeframe			
Monitor	2024 4th Max	2025 4th Max	2026 allowable
Aurora East	81	79	82
Blackhawk	79	86	86
Boulder Reservoir	84	86	80
CAMP	79	79	84
La Cose	84	71	86
Cherfield	88	73	82
Evergreen	85	73	80
Fossil Crk	84	86	81
Fort Collins - CSU	82	86	83
Fort Collins West	83	72	84
Grassley Ward County	81	71	81
Highlands	73	82	78
NREL	88	71	80
Metall Park*	86	79	73
LaSalle Twp	79	86	80
Rocky Flats North	88	72	83
Timnath	78	73	82
Wetby	83	86	81

RAQC Presentation to the AQCC - October 15, 2025

Note that while ozone monitors still experienced 4th max values above the 70 ppb Ozone NAAQS, those values were less than the 75 ppb Ozone NAAQS. Based on this uncertified data, the Denver Metropolitan North Front Range appears to qualify for a Clean Data Year in 2025 for the 75 ppb standard, and potentially for a 1-year extension to the 2027 attainment deadline associated with the 2008 75 ppb Ozone NAAQS.

Other Air Quality Activities:

TRE screened Arizona's 179B Analysis.⁶ MAG's analysis shows that on average international contributions impact their ozone monitors by 15 ppb. Notably, their analysis goes beyond looking at international contributions. Their analysis also analyzes wildfire impacts, background, biogenics, meteorology and long-range transport, and it appears that it goes beyond a typical Clean Air Act Section 179B demonstration. While Colorado is likely impacted differently than Arizona, or any other state, given our unique location, topography, meteorology, climate, and contributions from man-made sources and other factors, Colorado may want to consider taking a similar approach to MAG's broad analysis that goes beyond simply looking at international contributions. It is also very relevant to the larger intermountain west region.

MAG focused on doing a retrospective analysis, hence the reference to Clean Air Act Section 179B(b), meaning looking backwards in reference to a past attainment date and using actual monitored data, demonstrating that the area would have attained the standard but for international contributions. Note that a prospective 179B analysis or 179B(a) analysis looks forward and relies more on modeling projections in reference to a future attainment date.

⁶ See Maricopa Association of Governments' "MAG 2025 Clean Air Act Section 179B(b) Retrospective Demonstration of the Impact of International Emissions on Ozone Concentrations in the Maricopa Nonattainment Area," September 2025, here: [https://azmag.gov/portals/0/Environmental/Air-Quality/2025/MAG-2025-CAA-Section-179B\(b\)-Retrospective-Demonstration.pdf](https://azmag.gov/portals/0/Environmental/Air-Quality/2025/MAG-2025-CAA-Section-179B(b)-Retrospective-Demonstration.pdf)

MAG's 179B(b) analysis, analyzed international contributions coming from Mexico as well as from Asia. Additionally, MAG's analysis highlights that EPA conducted important modeling in support of MAG's analysis, confirming MAG's work. This also means they worked with EPA and shared resources and costs.

MAG's analysis shows that on average, international contributions from both Mexico and Asia combined contribute 15 ppb to their ozone monitors throughout the year.⁷ However, those international concentrations are lower during the summer ozone season, especially mid-July through mid-September, when ozone exceedances of the standard are more common.⁸

Table 3-1. Summary results of ozone source apportionment modeling.

Source Apportionment Modeling Results	2023 Ozone Design Value Including International Emissions	2023 Ozone Design Value Excluding International Emissions	2023 Ozone Impact of International Emissions
Average of All Nonattainment Area Monitors	75 ppb	60 ppb	15 ppb
Average of All Nonattainment Area Monitors with Wildfire Days Excluded	73 ppb	57 ppb	16 ppb
Maximum Ozone Concentration Monitor	80 ppb	66 ppb	14 ppb
Maximum Ozone Concentration Monitor with Wildfire Days Excluded	77 ppb	62 ppb	15 ppb

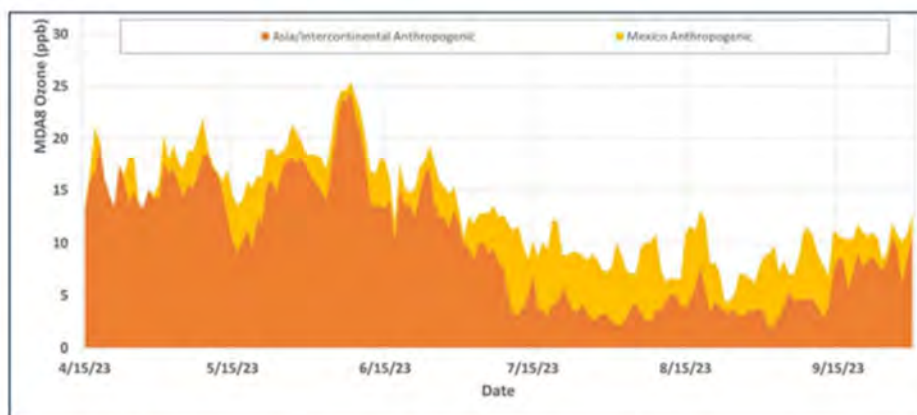


Figure 3-2. Time series of modeled Asia/intercontinental and Mexico international manmade emissions contributions to ozone during the 2023 ozone season averaged over all Maricopa Nonattainment Area monitoring sites.

⁷ Ibid, Table 3-1. p. 31.

⁸ Ibid, Figure 3-2. p. 31.

MAG also analyzes the amount of wildfire impacts on monitored ozone levels, illustrating that ozone levels would have been much closer if not below the 70 ppb standard.⁹

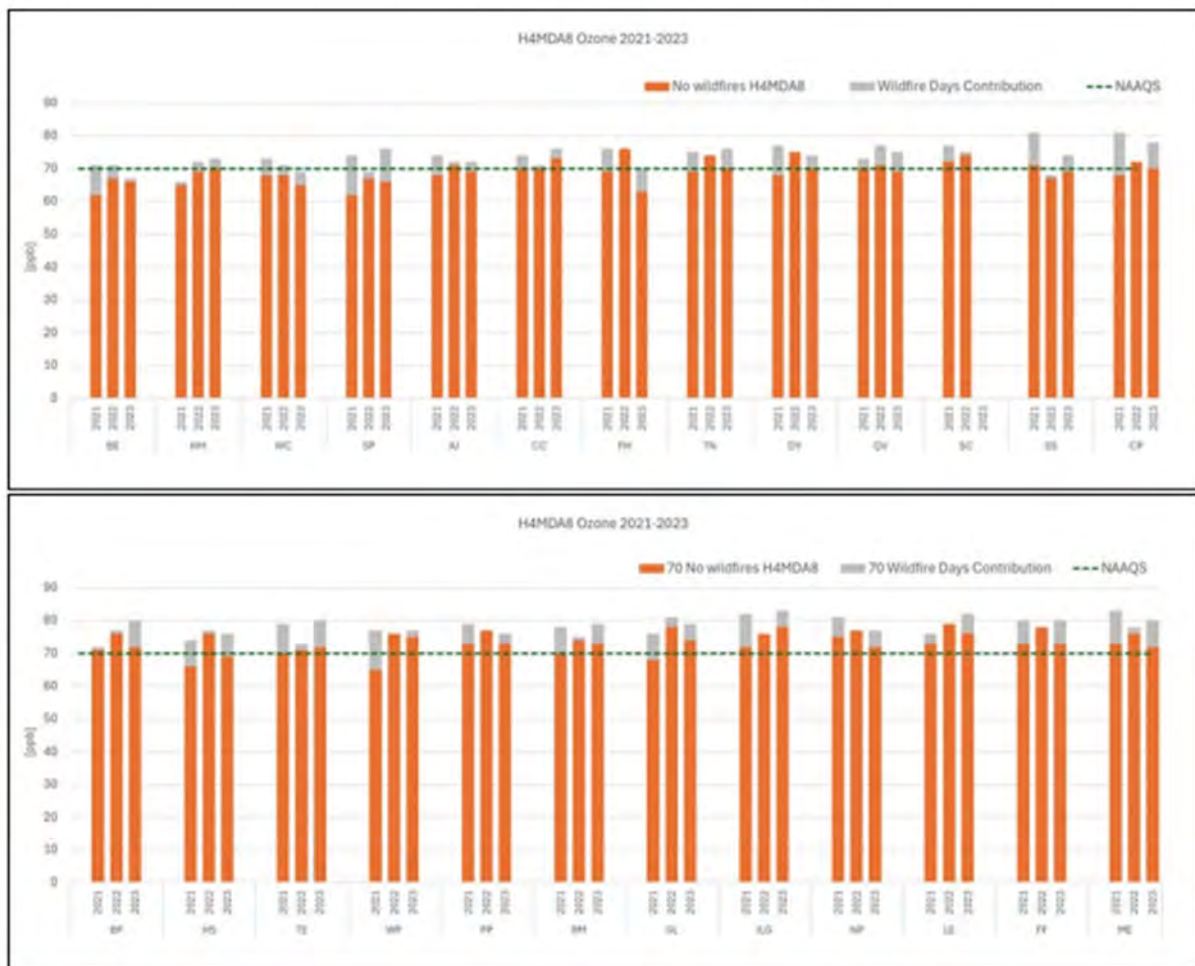


Figure 2-7. Annual fourth highest ozone concentration in 2021 through 2023 at each of the Maricopa Nonattainment Area ozone monitors considering contributions from all possible wildfire days (grey) and non-wildfire days (orange).

Additionally, MAG shares info on background ozone levels in the intermountain west illustrating that the intermountain west was impacted from background ozone from Asia using data for specific dates in 2015 and 2017.^{10,11} Further, this information seems to show that impacts can be higher inland than on the coast, and higher at elevation.

⁹ Ibid, Figure 2-7. p. 23.

¹⁰ Ibid, Figure 2-9. p. 27.

¹¹ Ibid, Figure 2-11. p. 28.

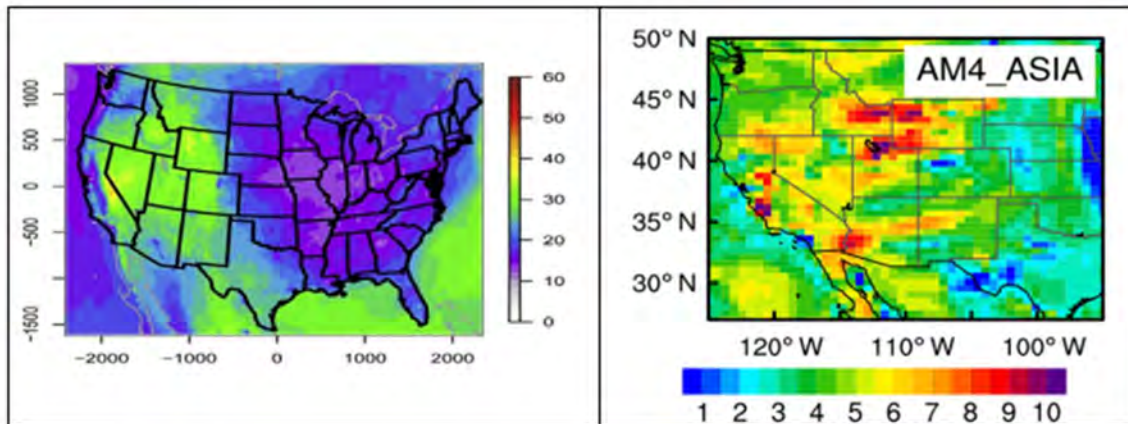


Figure 2-10. Examples of modeled surface background ozone (ppb) (left) showing July 2011 average US background from the CAMx regional photochemical model, and (right) showing tracked ozone from Asia on May 24, 2017.

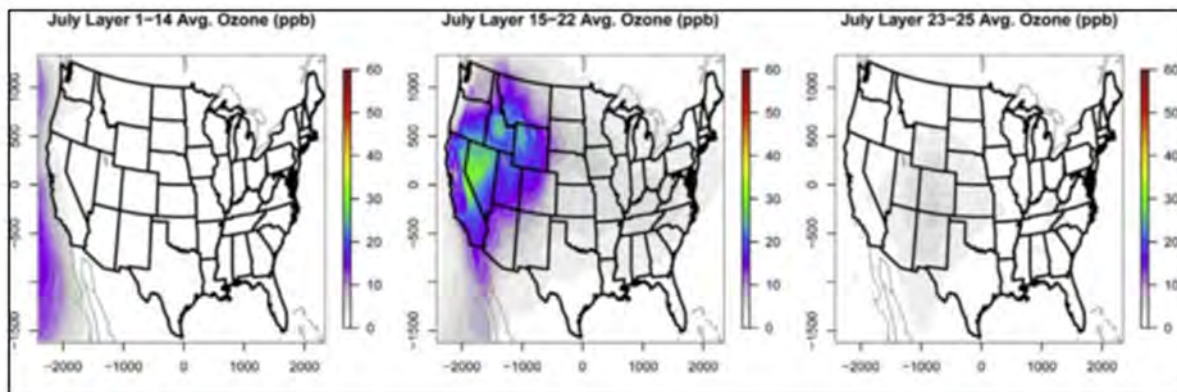


Figure 2-11. Results showing examples of US background ozone contribution (ppb) from the western CAMx boundary and from three sets of vertical model layers; boundary layer (left), mid troposphere (middle), stratosphere (right).

Also, Colorado's Transportation Legislative Review Committee (TLRC) met in October, ultimately voting to move forward on two bill drafts, relating to enabling the use of the Department of Motor Vehicles use of electronic titles and the Clean Fleet Enterprise to fund projects that replace aging diesel trucks. The latter will benefit air quality.¹²

Upcoming Activities:

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

¹² See Colorado's Transportation Legislative Review Committee's 2025 Regular Session webpage for details at: <https://leg.colorado.gov/content/legislation>



Meetings TRE Plans to Attend (or screen)

- 10/30/25 RAQC Ozone Modeling Forum (register here: <https://raqc.org/event/fall-2025-ozone-attainment-forum/>)
- 11/6/25 NFRMPO Council Meeting
- 11/7/25 RAQC Board Meeting
- 11/19/25 RAQC Control Strategy Committee Meeting
- 11/19-21/25 AQCC 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 decide whether or not to consider providing public comments on the AQCC Ozone SIP Rulemaking; written comments must be submitted to the AQCC by 11/4/25, by 5:00 pm and verbal comments may be made if register here to do so: https://us02web.zoom.us/meeting/register/tZYqduuuqDluG9eFCFPDadPbz9pj2zP_sV4k4#/registration
- NFRMPO should track the evolution of the RAQC's Blueprint



RAQC NFRMPO TAC REPORT

OCTOBER 15, 2025



OZONE NAAQS ATTAINMENT STATUS



OZONE NAAQS ATTAINMENT STATUS

70 ppb Ozone NAAQS Serious SIP Chapters & APCD control regs.

- process leading to November 19-21 AQCC hearing
 - Prehearing Statements and Alternate Proposals were due September 30th (no alt. proposals submitted)
 - Prehearing conference was October 9th
 - Parties to rulemaking for Ozone SIP Chapters and Associated Regulations ([Nov. Meeting Materials](#))
 - APCD as staff to the AQCC
 - Civitas Resources, Inc
 - Colorado Chamber of Commerce
 - Colorado Petroleum Association
 - Joint Industry Work Group - the American Petroleum Institute - Colorado & the Colorado Oil & Gas Association
 - Local Government Coalition
 - Oxy USA, Inc.
 - Regional Air Quality Council
 - Suncor Energy (U.S.A.), Inc.
 - Weld County
 - Rebuttal Statements due: October 28th by 5 p.m.

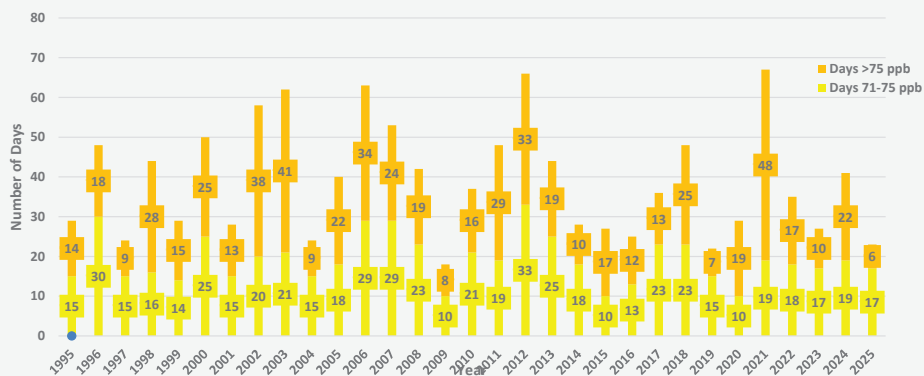
NFRMPO TAC Meeting – October 15, 2025



3

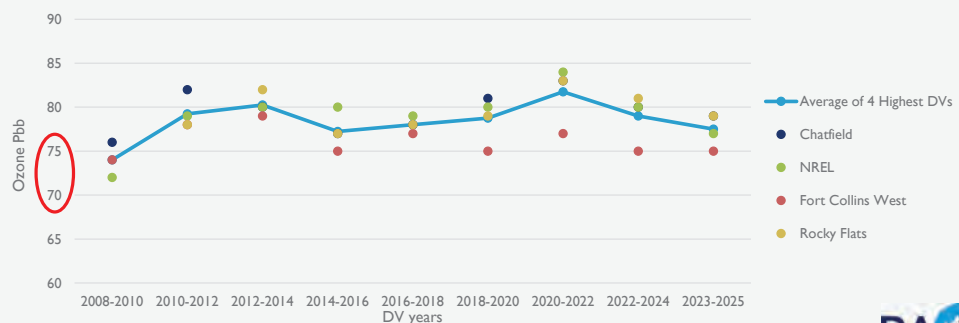


OZONE NAAQS ATTAINMENT STATUS – MONITORING DATA



Ozone
Exceedance
Days/Year

Rolling 3-year Design
Value trend at 4
highest sites in the
nonattainment area



NFRMPO TAC Meeting – October 15, 2025



4



OZONE NAAQS ATTAINMENT STATUS – MONITORING DATA

Future 4th highest max readings allowable to monitor 75 ppb NAAQS attainment compliance in the 2024-26 timeframe

Monitor	2024 4th Max	2025 4th Max	2026 allowable
Aurora East	81	70	76
Blackhawk	79	66	82
Boulder Reservoir	84	69	74
CAMP	79	70	78
La Casa	84	71	72
Chatfield	88	73	66
Evergreen	85	73	69
Fossil Crk	84	68	75
Fort Collins - CSU	82	68	77
Fort Collins West	83	72	72
Greeley Weld County	81	71	75
Highlands	73	62	92
NREL	86	71	70
Mehaf Park*	NA	70	87
LaSalle Twr	79	69	79
Rocky Flats North	88	72	67
Timnath	78	73	76
Welby	83	69	75

Forecast of monitored 4th high 2026 values at each site needed to average at or below the standard to achieve NAAQS compliance for 2024-26

75 ppb standard (left)

70 ppb standard (right)

Future 4th highest max readings allowable to monitor 70 ppb NAAQS attainment compliance in the 2024-26 timeframe

Monitor	2024 4th Max	2025 4th Max	2026 allowable
Aurora East	81	70	62
Blackhawk	79	66	68
Boulder Reservoir	84	69	60
CAMP	79	70	64
La Casa	84	71	58
Chatfield	88	73	52
Evergreen	85	73	55
Fossil Crk	84	68	61
Fort Collins - CSU	82	68	63
Fort Collins West	83	72	58
Greeley Weld County	81	71	61
Highlands	73	62	78
NREL	86	71	56
Mehaf Park*	NA	70	73
LaSalle Twr	79	69	65
Rocky Flats North	88	72	53
Timnath	78	73	62
Welby	83	69	61

NFRMPO TAC Meeting – October 15, 2025



5



RAQC CONTROL STRATEGY BLUEPRINT DEVELOPMENT EFFORT:

OCTOBER UPDATES



WHAT'S IN THE OCTOBER 3RD BLUEPRINT?

- Background
 - Acronyms and Terms
 - RAQC's roles and responsibilities
 - Public input on Blueprint
- Draft recommendations
- Ozone Air Quality Planning Context for our Region
 - Trends and Levels of Measured Ozone Air Quality at most polluted sites
 - Emissions causing Ozone
 - Relating Emissions Control Strategies and Monitoring Data toward Attainment (*new*)
 - Modeling Estimates of Projected Future Regional Ozone (*methods and results at: [Oct. 30th virtual Ozone Forum, 1-4 pm](#)*)
- Emission Control Strategies
 - APCD regulatory updates proposed for adoption with the Serious Ozone SIP - Nov. 2025
 - 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

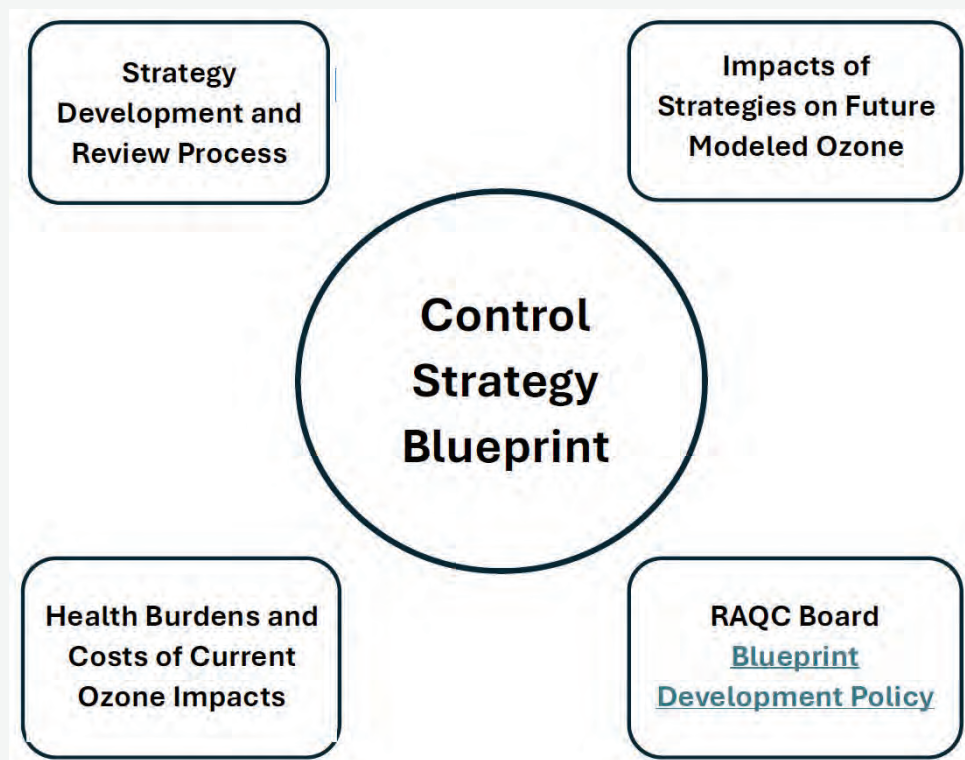
NFRMPO TAC Meeting – October 15, 2025



7



ANCILLARY DOCUMENTS IN SUPPORT OF CONTROL STRATEGY BLUEPRINT



NFRMPO TAC Meeting – October 15, 2025

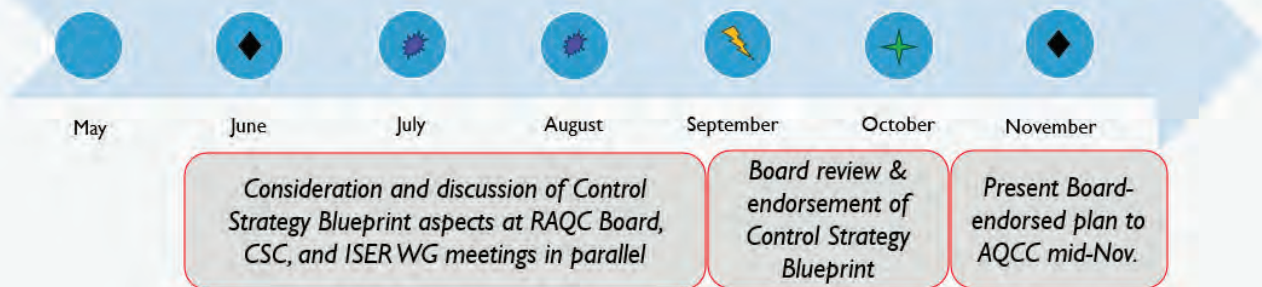


8



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 - November 7th
- ◆ AQCC presentation - November 20-21 hearing



NFRMPO TAC Meeting – October 15, 2025



9



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 for the October 3rd preliminary final Board Draft Blueprint version**
 - Due by October 24th for this current draft to emissioncontrols@raqc.org
- RAQC Board meetings
 - Aug. 1 – Board intro to Blueprint
 - 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
 - October 23 – Presentation and further discussion based on Oct. Board meeting
- Air Quality Control Commission meeting:
 - Nov. 20-21 – Presentation of endorsed Blueprint at Ozone SIP hearing



NFRMPO TAC Meeting – October 15, 2025

11



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
- 23 sets of written comments received by September 19th (linked in the document)
- Indirect Sources Work Group & Control Strategy Committee stakeholder discussions
- Other outreach meetings & presentations (e.g., MPOs, Chamber of Commerce)
- 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 – October 15, 2025



12



SUMMARY OF RESPONSE TO STAKEHOLDER COMMENTS

- Adjusted language to further emphasize that these are proposed strategies and that RAQC Board endorsement of the Blueprint does not mean they would necessarily be implemented exactly as described, much less in any particular timeframe.
 - the Blueprint is developed within the RAQC's role as an advisory body that produces recommendations which are still in initial stages of development.
- Added language to acknowledge the need and plans for forthcoming modeling information and ozone research results

NFRMPO TAC Meeting – October 15, 2025



13



SUMMARY OF RESPONSE TO STAKEHOLDER COMMENTS, continued

- In Buckets 1 and 2 – removed strategy on closing simple cycle EGUs by 2030 and revised the NO_x limits strategy as a phased effort (assess, then implement), for both EGUs and large non-EGU stationary sources
- In Bucket 3 - added a commercial building NO_x emissions strategy to assess effects of existing legislation and rules
- Added Briefing Papers for:
 - [Assess and Recommend Options to Enhance Vehicle Registration/Emission Testing Compliance and Increase Emission Reductions from the Vehicle Inspection & Maintenance \(I&M\) Program](#)
 - Evaluate [*on-the-books* 2027-30 implementation effects to reduce mobile source emissions within the NAA, resulting from adopted Clean Cars and Trucks regulations](#)

NFRMPO TAC Meeting – October 15, 2025



14



SUMMARY OF RESPONSE TO STAKEHOLDER COMMENTS, continued

- Added a link to the RAQC website glossary
- Refined strategy descriptions and developed briefing papers for more strategies
- Enhanced connection of strategies that are phased and/or related
- Updated emissions control strategy evaluation factors
- Updated the color-coding system for proposed strategies
- Added a recommendation about pursuing additional outreach and promotion on emission reduction strategies

NFRMPO TAC Meeting – October 15, 2025



15



STRATEGIES MOST FREQUENTLY COMMENTED ON

Stakeholders offered varied perspectives on the following strategies. RAQC will consider this input in developing detailed strategy proposals in 2026 and beyond.

- Indirect sources
- Oil and gas
- Vehicle inspection & maintenance program expansion
- Electric generating units
- Landscape maintenance equipment
- Summertime free fare transit

Stakeholders also suggested additional strategies that RAQC did not have sufficient time to analyze, but will consider going forward.

NFRMPO TAC Meeting – October 15, 2025



16



QUESTIONS ?

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

October 16, 2025

3:00 p.m.

Microsoft Teams

Members	Staff
Kristin Stephens	Elizabeth Relford
Bill Jenkins	Tonja Burshek
Jon Mallo	Becky Karasko
Matthew Fries	Barbara Bills

The meeting was called to order by Stephens at 3:00 p.m.

Approval of Minutes:

Jenkins made the motion to approve the September 29, 2025, meeting minutes, and Fries seconded. The motion passed by acclimation.

IT Updates:

Relford explained that we are on track to have all the computers migrated and the servers transitioned to the cloud by October 23rd.

It was noted that our wi-fi connection may not be adequate to support the new system and we will work with Greystone to see about updating the modem.

Other Updates:

Burshek explained that the transfers from FNBO to Chase have been successful and she has transferred the funds taken from Colorado Trust back. The process of acquiring Chase credit cards is underway and we should get them soon. She also noted that CPG billings have been submitted through August.

Q1 and Q2 Unaudited Financial Reports:

As Burshek went over the financial reports, several inconsistencies were noted. It was determined that the reports would be revisited after they had been revised. The Finance Committee did not want to proceed with placing the financials on the Council agenda until they have been revised. Therefore, they will discuss the updated financials at their November meeting.

There was robust discussion concerning the monthly rent and the possibility of moving locations. It was thought that Suzette Mallette had done a comparison earlier this year and we should like to see her documentation to gain more information before we contact Blue Ocean again concerning the potential for guaranteed rent at a lower rate.

The meeting was adjourned at 3:59 p.m.

MEMORANDUM

To: NFRMPO Planning Council
From: Jonathan Stockburger
Date: November 6, 2025
Re: Report – Q3 2025 TIP Modifications

Summary

In the third quarter of 2025 (July - September), the NFRMPO processed three Administrative Modifications to the FY2024-2027 Transportation Improvement Program (TIP). The modifications are listed and linked below.

- July 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2025-m7-tip-modification.pdf>
- August 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2025-m8-tip-modification.pdf>
- September 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2025-m9-tip-modification.pdf>

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

For any questions about the Q3 TIP Modifications please contact Jonathan Stockburger at jstockburger@nfrmpo.org.

Recommendation

None

Attachments

- None

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
October 15, 2025**

ACTION ITEMS

October 2025 TIP Amendment – Stockburger noted the October 2025 TIP Amendment included the addition of the Larimer County *County Road 50E Corridor Planning & Design* with \$1,160,850 Federal BUILD funding and \$290,215 in local funding in FY2026. The Amendment includes the removal of the Fort Collins project *On-route BEB Chargers- STC* and the Greeley Project *10th Street Transit Vision* as a result of the MMOF reconciliation efforts. Hornkohl moved to recommend Planning Council approve the October 2025 TIP Amendment. Tracy seconded the motion, which was approved unanimously.

PRESENTATION ITEMS

NFRMPO 101- Karasko gave an overview of the NFRMPO's formation and boundary changes. Karasko noted that the NFRMPO is both a Transportation Management Area (TMA) and an MPO. The NFRMPO covers 635 square miles and has a population of around 535,000. The NFRMPO is funded by Local, State, and Federal funding sources. Karasko stated the MPO has five urbanized areas: Fort Collins, Greeley, Johnstown, Severance and Eaton. Karasko noted the four federally required core MPO products are the Long-Range Transportation Plan (LRTP), the TIP, the Public Involvement Plan (PIP), and the Unified Planning Work Program (UPWP). The NFRMPO is responsible for transportation planning, air quality planning modeling and coordination, regional collaboration, mobility coordination, and VanGo Vanpooling and Ride Matching Services. Karasko outlined the UPWP and noted it is the NFRMPO staff workplan that is adopted biannually while the UPWP budget is adopted annually. Karasko discussed the ten federally-required planning factors. NFRMPO plans include Freight Northern Colorado (FNC), Active Transportation Plan (ATP), Coordinated Plan, Title VI Plan, The PIP, TIP, UPWP, Congestion Management Process (CMP), and the RTP. Karasko gave an overview of the NFRMPO's Conformity and GHG Transportation Planning Standard requirements and outlined what constitutes an air quality significant project that would trigger conformity and the GHG Transportation Planning Standard.

DISCUSSION ITEMS

WCR38 Functional Classification Change Request – Karasko noted the Town of Mead is a DRCOG community, but since the project is within the NFRMPO boundary, the NFRMPO must be the agency to approve the functional classification. Erika Rassmussen, Town of Mead, noted the request is to classify WCR 38 as a Rural Major Arterial from WCR 7 to WCR 9.5. CDOT's current classification is as an Unclassified local roadway, and the corridor is classified as a collector in the NFRMPO's Regional Travel Demand Model (RTDM). Pearson noted the Town of Mead is working through the 1601 process for a new interchange at I-25 and WCR38 which would significantly increase traffic volumes along the corridor. The NFRMPO must approve of the WCR38 Functional Classification Change to complete the 1601 process. TAC expressed support for the classification change. Next steps include NFRMPO Planning Council approval at their December meeting. If it is approved, the NFRMPO will send a Letter of Approval to CDOT and FHWA.

TMO Call for Projects – Hull gave an overview of the changes made since the previous TAC discussion in July. One significant change includes changing the Call for Projects from a TDM-based call to a TMO-based call. The scoring committee will consist of Mobility staff and one member of the Transportation Planning Team. This call will include updated eligibility criteria for project types to allow for on-going TMO management and TMO setup. Hull outlined the six TMO Call for Project goals. These goals are reducing congestion and improving air quality, strengthening regional links, investing in financially and technically sustainable projects, advancing mobility access for all, encouraging innovation in TDM, and building community support. The updated funding total for this call is \$400,000 across FY2025-2027. A local match of 17.21% is required per project. Hull outlined the scoring criteria and noted letters of support are required for this call.

GHG Transportation Report – Marek noted the GHG Transportation Report is open for public comment until November 4, 2025. Marek noted the Colorado GHG Transportation Planning Standard was adopted by the Transportation Commission (TC) in 2021. Marek stated the NFRMPO is in compliance with the GHG Transportation Standard for the 2050 RTP Amendment. NFRMPO staff presented the GHG Transportation Report results to Planning Council at the October Planning Council meeting. Marek noted the reduction values for 2029 and 2030 were slightly different than what was presented to the Planning Council due to an error in employment data in the 2030 model run. The NFRMPO is still in compliance for both impacted years. The NFRMPO submitted the GHG Transportation Report to CDOT and APCD on October 6th. Marek stated the GHG Transportation Report will go to TAC for approval at the November 19th meeting as well as at the November 19th and November 20th TC workshop and meeting. The GHG Transportation Report, Conformity Report, and 2050 RTP Amendment will be going to the Planning Council for adoption at the December 4th Planning Council meeting.

MEMORANDUM

To: NFRMPO Planning Council

From: Jonathan Stockburger

Date: November 6, 2025

Re: Action – October 2025 TIP Amendment

Objective

Planning Council approval of the October 2025 Transportation Improvement Program (TIP) Amendment to the *FY2024-FY2027 TIP*.

Summary

The October 2025 TIP Amendment includes one project addition and two project removals from various regional agencies:

- Adding the Larimer County new project *County Road 50E Corridor Planning & Design* with \$1,160,850 Federal BUILD Funding and \$290,215 Local Funding in FY26.
- Removing the Fort Collins project *On-Route BEB Chargers - STC* as part of MMOF reconciliation efforts. Portion of funding goes to Fort Collins *Foothills Transit Station* project.
- Removing the Greeley project *10th Street Transit Vision* as part of MMOF reconciliation efforts. Portion of funding goes to Greeley *MERGE* project.

The 30-day Public Comment period for the October 2025 TIP Amendment began on October 9, 2025 and will end on November 7, 2025.

Funding Types and Uses

BUILD – The Better Utilizing Investments to Leverage Development (BUILD) (formerly RAISE) is a discretionary grant program for investments in surface transportation infrastructure that will have a significant local or regional impact

Multimodal Transportation and Mitigation Options Fund (MMOF) is a funding source established by the State through Senate Bill (SB) 18-001 and amended with SB21-260 with the goal to complete an integrated multimodal system. Projects eligible for MMOF include operating and capital cost for fixed-route or on-demand transit, Transportation Demand Management (TDM) programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, bicycle and pedestrian projects, modeling tools, and greenhouse gas mitigation projects.

Analysis

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



Recommendation

TAC recommended Planning Council support for adding the October 2025 TIP Amendment to the FY2024-2027 TIP at their meeting on October 15, 2025.

Attachments

- October 2025 Policy Amendment Form
- Environmental and Demographic Impact Analysis

NEW ENTRY

Title: County Road 50E Corridor Planning & Design
Sponsor: Larimer County
STIP ID:
TIP ID: 2026-012
Type: Safety
Air Quality: Excluded from conformity analysis
Description: Planning, design, and pre-construction activities of multimodal and safety improvements for Larimer County Road 50E (LCR 50E).

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	BUILD	\$1,160,850	\$0	\$0	\$0	\$0	\$1,160,850	\$0	\$0	\$0
Local	L	\$290,215	\$0	\$0	\$0	\$0	\$290,215	\$0	\$0	\$0
	Total	\$1,451,065	\$0	\$0	\$0	\$0	\$1,451,065	\$0	\$0	\$0

Revision # Revision Description
2025-A10 New Project

PREVIOUS ENTRY

Title: On-Route BEB Chargers - STC
Sponsor: Fort Collins
STIP ID: SST7077.054
TIP ID: 2025-004
Type: Capital
Air Quality: Exempt from conformity analysis
Description: Design, purchase, and installation of two (2) on-route battery electric bus (BEB) chargers at the Transfort South Transit Center (STC).

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0
Local	L	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0
	Total	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0

NEW ENTRY

Title: On-Route BEB Chargers - STC
Sponsor: Fort Collins
STIP ID: SST7077.054
TIP ID: 2025-004
Type: Capital
Air Quality: Exempt from conformity analysis
Description: Design, purchase, and installation of two (2) on-route battery electric bus (BEB) chargers at the Transfort South Transit Center (STC).

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description
2025-A10 Removing project as part of MMOF reconciliation efforts - moves funding to Foothills Transit Station project.

PREVIOUS ENTRY

Title: 10th Street Transit Vision
Sponsor: Greeley
STIP ID:
TIP ID: 2025-014
Type: Multimodal Transportation Study
Air Quality: Excluded from conformity analysis
Description: Study, envision the long-range goals of, and plan next steps for the 10th Street Premium Transit Corridor.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$450,000	\$0	\$0	\$0	432,043	\$17,957	\$0	\$0	\$0
Local	L	\$150,000	\$0	\$0	\$0	145,000	5,000	\$0	\$0	\$0
	Total	\$600,000	\$0	\$0	\$0	\$577,043	\$22,957	\$0	\$0	\$0

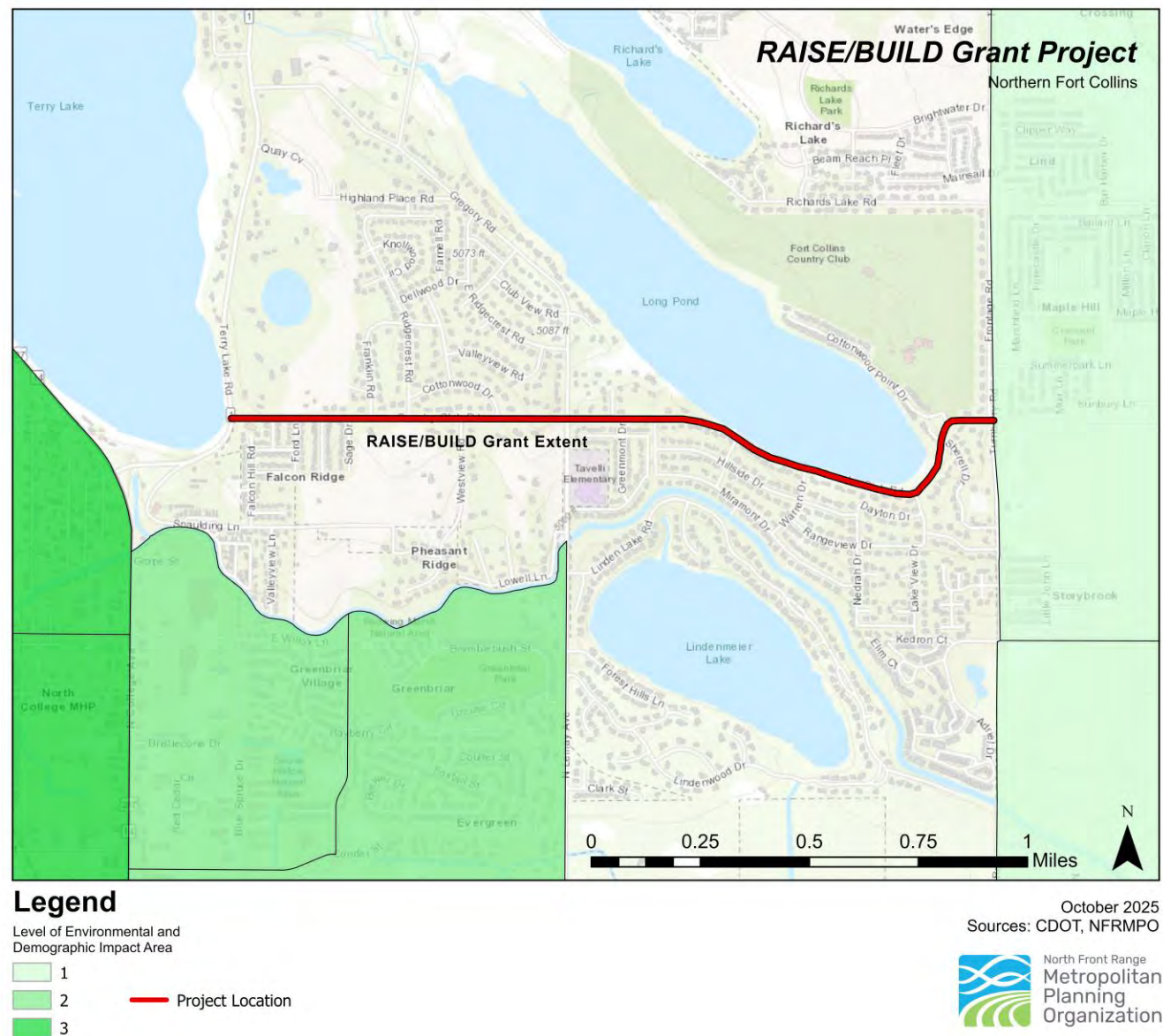
NEW ENTRY

Title: 10th Street Transit Vision
Sponsor: Greeley
STIP ID:
TIP ID: 2025-014
Type: Multimodal Transportation Study
Air Quality: Excluded from conformity analysis
Description: Study, envision the long-range goals of, and plan next steps for the 10th Street Premium Transit Corridor.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Revision #	Revision Description
2025-A10	Removing project as part of MMOF reconciliation efforts - moves funding to MERGE project.

Analysis Map as Amended



Criteria	
Project Title	
Project previously included in TIP	No
TIP ID #	2026-012
Project located 1/4 mile of an Index Area	Yes
Project Sponsor	Larimer County
Project Type	Safety, Bike/Ped Facility, Intersection Improvements
Funding Source	Federal BUILD Grant & Local Funds
Call Awarded	N/A
Burdens	Short Term (Construction) (Yes/No) Long Term (Post Construction) (Yes/No)
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	Yes
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	Yes
Increased traffic congestion, isolation, exclusion, or separation	Yes
Additional Anticipated Burdens <i>Detail any additional anticipated project burdens</i>	None
Benefits	(Yes/No)
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes
Additional Anticipated Benefits <i>Detail any additional anticipated project burdens</i>	None
Outreach – Describe any outreach completed in selection of project or future anticipated outreach	

The Corridor Study to evaluate potential operational, safety, and multimodal improvements along LCR 50E, CO 1, and Turnberry Road (LCR 11) was completed in February 2023. Larimer County prepared the study in partnership with the City of Fort Collins, along with adjacent property owners/stakeholders. The final report includes information on existing conditions, future traffic volume estimates, conceptual cost estimates, and the public engagement process.

Public meetings were held between March and July 2022 to foster community support and to obtain property owner and stakeholder input on potential improvements along LCR 50E between CO 1 and Turnberry Road. Coordination occurred frequently throughout the Project among Larimer County, City of Fort Collins, and consultant staff to discuss ideas and comments provided by the public, to debate the merits of these ideas and comments, and to develop alternatives to achieve the safety and capacity goals.

RESOLUTION NO. 2025-20
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE AUGUST 2025 AMENDMENT TO THE
FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; 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, the Air Quality Conformity Findings conducted on the FY2024-2027 were positive and this TIP Amendment does not change the positive conformity findings on the FY2024-2027 TIP; and

WHEREAS, the October 2025 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

WHEREAS, the FY2024-2027 TIP remains fiscally constrained.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2024-2027 TIP by adding and revising the following project:

- Adding the Larimer County new project *County Road 50E Corridor Planning & Design* with \$1,160,850 Federal BUILD Funding and \$290,215 Local Funding in FY26.
- Removing the Fort Collins project *On-Route BEB Chargers - STC* as part of MMOF reconciliation efforts. Portion of funding goes to Fort Collins *Foothills Transit Station* project.
- Removing the Greeley project *10th Street Transit Vision* as part of MMOF reconciliation efforts. Portion of funding goes to Greeley *MERGE* project.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of November 2025.

Kristin Stephens, Vice Chair

ATTEST:

Elizabeth Relford, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Tanya Trujillo-Martinez, Mobility Director

Date: November 6, 2025

Re: Resolution – Acceptance of 2025 Ruby Bridges Walk to School Day Mini-Grant Award

Objective

To approve a 2025 Ruby Bridges Walk to School Day Mini-Grant Award.

Summary

The North Front Range Metropolitan Planning Organization (NFRMPO) has been selected as a recipient of the 2025 Safe Routes Partnership Ruby Bridges Walk to School Day mini-grant for \$1,000. This grant supports MPO staff in organizing and implementing a Ruby Bridges Walk to School Day event that promotes active transportation and honors civil rights history. The Ruby Bridges Walk to School Day commemorates the courage of Ruby Bridges, who, at six years old, integrated into the all-white William Frantz Elementary School in Louisiana on November 14, 1960. This observance provides an educational opportunity to connect historical lessons of empathy, courage, and inclusion with community engagement and student well-being.

Background

The event aims to integrate active transportation principles with civil rights education, creating a dual benefit for schools and communities by:

- Encouraging physical activity: Supports students' daily movement needs, improving overall health and wellness.
- Enhancing academic readiness: Students who walk or bike to school arrive more alert and focused.
- Improving school safety: Reducing vehicle congestion during peak hours enhances safety for all.
- Building community: Strengthens relationships among students, families, and staff through shared participation.

The \$1,000 mini-grant will be used to plan and implement the Ruby Bridges Walk to School Day event, fostering a safer, healthier, and more inclusive school environment and community. This event will be held at Goal High School in Greele, CO.

STAFF RECOMMENDATION

Staff recommends the adoption of the resolution accepting the grant funds.

RESOLUTION NO. 2025-22
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING
COUNCIL ACCEPTING THE 2025 RUBY BRIDGES WALK TO SCHOOL DAY MINI-GRANT

WHEREAS, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the “3C” transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

WHEREAS, the North Front Range Metropolitan Planning Organization (NFRMPO) promotes safe, sustainable, and inclusive active transportation programs that strengthen community engagement and student well-being; and

WHEREAS, the NFRMPO has been selected as a recipient of the 2025 Safe Routes Partnership’s Ruby Bridges Walk to School Day Mini-Grant for \$1,000, recognizing its outstanding proposal to engage students, families, and staff in honoring Ruby Bridges’ courage and legacy; and

WHEREAS, participation in this program supports the region’s active transportation and equity goals as outlined in the 2050 Regional Transportation Plan, including fostering inclusive, healthy, and sustainable communities; and

WHEREAS, the revenue for this grant was not originally identified in the 2025 budget as revenue and the purpose of this resolution is for the Council to accept the grant award for inclusion into the 2025 budget, and

NOW, THEREFORE, BE IT RESOLVED, that the North Front Range Transportation & Air Quality Planning Council hereby accepts the 2025 Ruby Bridges Walk to School Day mini grant in the amount of \$1,000.00 for the 2025 budget.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of November 2025.

Kristin Stephens, Vice-Chair

ATTEST:

Elizabeth Relford, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Tanya Trujillo-Martinez, Mobility Director

Date: November 6, 2025

Re: Discussion – 2025 Transportation Management Organization (TMO) Call for Projects

Objective

To discuss the 2025 TMO Guidebook and Call for Projects

Summary

The North Front Range Metropolitan Planning Organization (NFRMPO) proposes the adoption of the 2025 Transportation Management Organization (TMO) Call for Projects. This new framework transitions from a Transportation Demand Management (TDM)-based process to a TMO-based model, better aligning with regional priorities for mobility, sustainability, and innovation as outlined in the 2050 Regional Transportation Plan (RTP).

The TMO Call for Projects establishes a clear structure for funding and supporting local and regional organizations that promote sustainable travel choices, reduce congestion, and improve air quality through collaborative programs and data-driven strategies.

Background

The TMO Program is designed to strengthen regional connectivity and air quality outcomes through locally driven transportation solutions. The framework is guided by the TMO Guidebook, which defines organizational structures, eligible project types, and evaluation criteria to ensure alignment with NFRMPO's regional mobility and sustainability goals.

Funding for the TMO Call for Projects is sourced from the Carbon Reduction Program (CRP) under the Federal Bipartisan Infrastructure Law (2021). The NFRMPO Planning Council has set aside \$400,000 in CRP funds between FY2024 and FY2027 for TMO Incubator projects, with a 17.21% local match requirement.

TMO PROGRAM GOALS

- Mobility – Reduce congestion and improve air quality by increasing sustainable travel adoption.
- Connectivity – Strengthen regional corridors and short-trip opportunity zones.

- Sustainability – Support projects with strong financial and technical capacity.
- Accessibility – Expand equitable access and community engagement.
- Innovation – Promote creative and forward-thinking mobility solutions.
- Local Commitment – Build long-term community and stakeholder support.

ANTICIPATED TIMELINE

Milestone	Date
Planning Council Discussion	November 6, 2025
Planning Council Action	December 4, 2025
Call for Projects Opens	December 5, 2025

FISCAL IMPACT

\$400,000 in CRP funds will be made available between FY2024–FY2027 for TMO Incubator projects, subject to a 17.21% local match.

STAFF RECOMMENDATION

Staff and the Technical Advisory Committee (TAC) recommend review of the 2025 TMO Guidebook and be prepared to discuss proceeding with the Call for Projects

Attachments

- **Draft 2025 TMO Guidebook**
- **2025 TMO Call for Projects Presentation**

TMO Guidebook - Implementation, Funding, and Oversight of Transportation Management Organizations



TMO Guidebook - Implementation, Funding, and Oversight of Transportation Management Organizations

Prepared by:	Prepared for:
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1 Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) plays a critical role in advancing regional Transportation Demand Management (TDM) by supporting strategies that reduce single-occupancy vehicle trips, improve air quality, and enhance mobility options. Transportation Management Organizations (TMOs) are vital partners in the North Front Range, **working at the community level to implement programs** that connect residents, commuters, and visitors to sustainable transportation solutions.

This guidebook provides comprehensive information to help the NFRMPO identify the role TMOs can play and how funding can be allocated to TMO programs and services via a Call for Projects process. It includes:

- **TMO Business Plan Framework** – Introduces TMO’s mission and operational framework to support the NRMPO with evaluating a TMO’s long-term success.
 - TMO Services – Details TMO functions, partners, and typical strategies that TMOs would be expected to fulfill.
 - TMO Structure – Identifies organizational models, including stand-alone, partnership-based, and government-led TMOs.
 - Key Considerations – Outlines funding, staffing, program monitoring, and local context considerations for TMO operations.
- **Evaluation Metrics** – Highlights metrics for measuring TMO success and their contributions to regional goals.
- **Call for Projects Framework** – Provides eligibility criteria, scoring systems, and application guidance to align projects with NFRMPO’s goals.

2 TMO Business Plan Framework

What Does a TMO Do?

A TMO is a collective effort comprising various community stakeholders who collaborate to develop and implement strategies that promote sustainable transportation options and reduce congestion. TMOs are responsible for helping reduce single-occupancy vehicle (SOV) ridership by collaborating with regional partners to improve mobility, reduce congestion, and promote travel mode options through outreach, marketing, events, advocacy, and programming/services.

TMO Services

TMOs provide a variety of services tailored to the diverse needs of their audiences. Key Activities include:

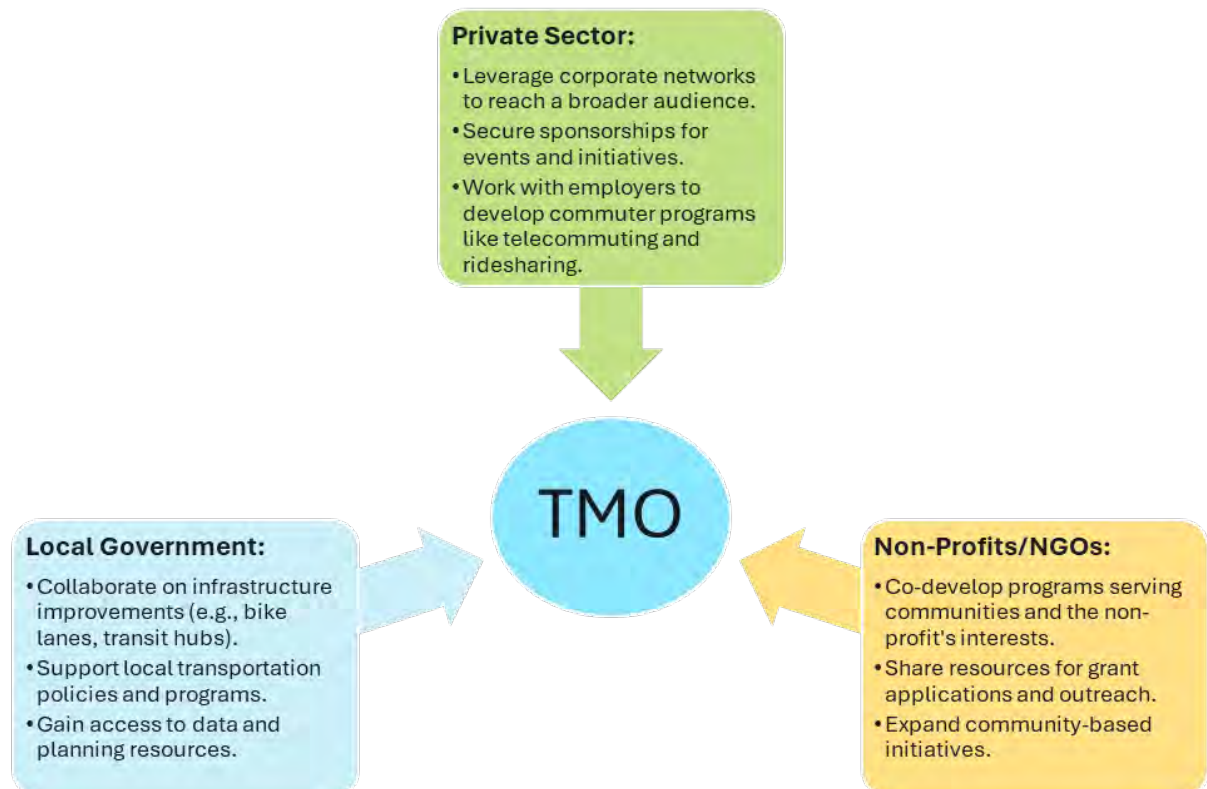
- **Public Activities:** Open to all and funded by public or grant sources.
 - Examples: Hosting Bike-to-Work Day events, car-free campaigns, and public outreach on transit options.
- **Membership Activities:** Exclusive services for member organizations (e.g., employers, developers).
 - Examples: Exclusive networking events, on-site transportation tabling, member-exclusive subsidies.
- **Fee-for-Service Activities:** Revenue-generating customized services for businesses or organizations.
 - Examples: Custom commuter surveys, site-specific transportation consulting, and tailored site-specific trip analysis.

TMO Partnerships

TMOs thrive through collaboration, forming partnerships that expand their reach and enhance their ability to provide impactful service.

- **Programming:** TMOs commonly form partnerships with local governments, non-profits/NGOs, and private sector business communities to enhance the effectiveness of their programs. These partnerships enable TMOs to cross-promote initiatives, tap into partner networks to reach broader audiences, and tailor programming to reflect local needs and priorities. By grounding initiatives to the local context, TMOs ensure their efforts are both relevant and impactful.
- **Advocacy:** TMOs structured as 501(c)(3) organizations can advocate for nonpartisan policies and initiatives that align with their mission to improve transportation and mobility. Those organized as 501(c)(4) or 501(c)(6) entities have broader latitude to engage in formal lobbying efforts, allowing for more direct influence on legislation and policy, however, could be restricted in partnering or seeking grant funding that are more commonly available to 501(c)(3) organizations. To maximize their effectiveness, TMOs should carefully consider their organizational structure in relation to their mission and advocacy goals. The right setup enables deeper engagement with partners and strengthens the impact of their initiatives across communities.

Figure 2.1: TMO Partnership Engagement Opportunities



- **Funding:** To ensure the long-term financial sustainability of TMOs, TMOs typically partner with local governments and non-profits in pursuing grant funding opportunities. Partnerships could range from supporting the development of a grant application to the implementation of grant-funded activities. Grant funding is a key component of expanding TMO's programming and maximizing its impact.

Figure 2.2: TMO Grant Assistance Strategies



End User Audience

TMOs can tailor their services to meet the needs of specific audiences, such as commuters, residents, and visitors, or design mobility programs that benefit multiple groups simultaneously. Each audience has unique transportation needs, but there are overlapping opportunities where TMO services can provide universal benefits.

Commuters: Daily Travel Solutions

Commuters can get support from TMOs to help them utilize efficient and cost-effective alternatives to single-occupancy vehicle (SOV) travel for their daily commutes. TMOs primarily collaborate with employers to reach commuters to address work-related transportation challenges.

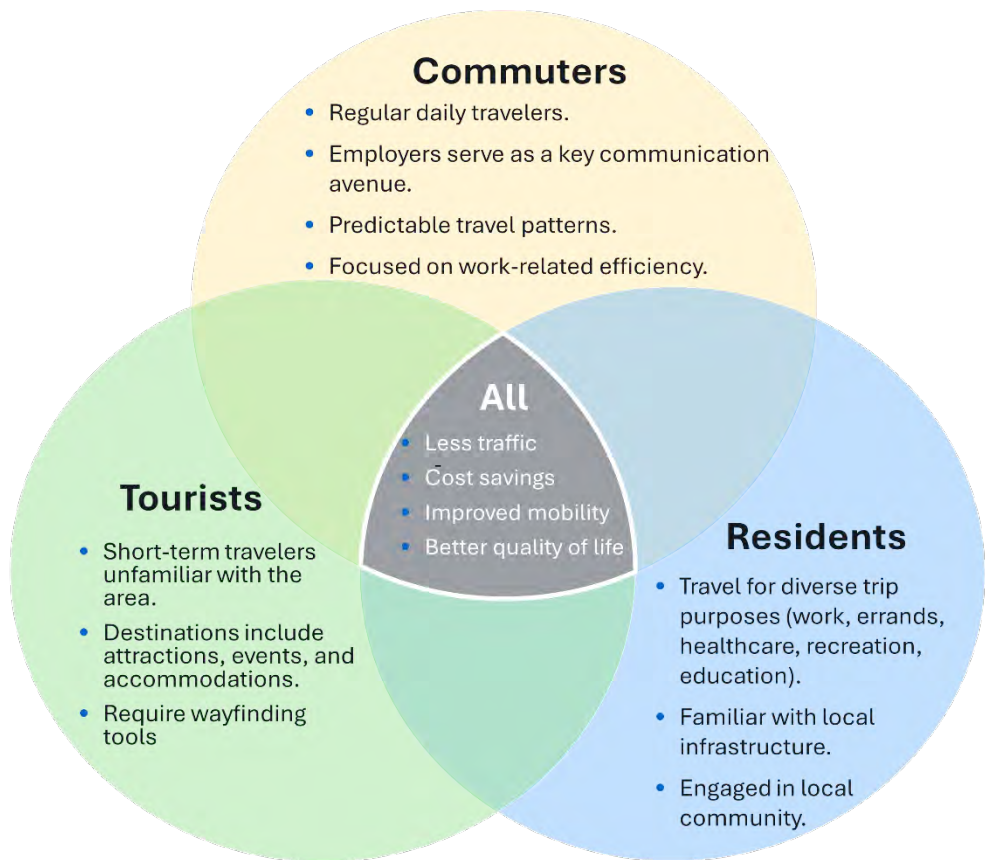
Residents: Community-Centered Solutions

Residents benefit from TMOs' efforts to improve transportation options and infrastructure within their communities. The focus is on creating safer, more sustainable, and accessible options for everyday activities, like leisure or entertainment, running errands, attending school, or visiting local parks.

Tourists: Enhancing Mobility for Short Term Visits

Visitors need seamless, easy-to-use transportation options to access shopping, attractions, events, and accommodations. Visitors are often short-term and unfamiliar with the area and therefore need support in navigating transportation systems and understanding their travel options.

Figure 2.3: Venn Diagram of Key Differences/Similarities between Audience Types



How is a TMO Structured?

Table 2.1 compares key features, advantages, challenges, and funding models of different TMO organizational structures, including stand-alone organizations, partnership-based programs, and government-led initiatives.

Table 2.1: TMO Organizational Structure Comparison Table

	Stand-Alone TMO Organization	Part/Sub-Program of Larger TMO Organization (e.g., Chamber, BID)	Local Government-Led TMO
Organizational Type	Non-profit (501c3 or 501c4)	Non-profit (501c6)	Local government
Governance	Board of Directors	Parent organization's Board of Directors with a TMO sub-committee	Advisory Team/Committee
Primary Funding Sources	Membership dues; Grants (state, regional, and TMO-specific); Sponsorships	Membership dues; Grants (state, regional and TMO-specific); Sponsorships; Parent organization resources	Local government budget; Developer fees; Ordinances; Grants
Features	Operates independently with a focused transportation mission. Fully controls its funding, partnerships, and strategy.	Operates within a larger organization with a broader mission (typically a Chamber or Business District organization). Leverages resources from the parent organization, benefiting from cost-sharing and networks.	Operates as a Program of a local government entity. Integrated into government planning and policies.
Key Considerations for MPO	• Must establish operational capacity and maintain consistent funding. • Offers greater autonomy to align with specific MPO transportation priorities. • Limited resources compared to larger organizations	• Transportation goals may need to align with broader priorities of the parent organization. Organizations must demonstrate that funding will be distributed towards TDM-specific programming. • Leverages existing networks and administrative support to reduce costs and increase scalability.	• Requires alignment with government priorities, ordinances, and regulations. • Bureaucratic processes may impact flexibility and speed of implementation. • Leverages the government's authority to increase credibility and engagement reach.
Examples	• Transportation Solutions, Denver, Colorado (501c3) • Burbank Transportation Management Organization, Burbank, California (501c4)	• Downtown Denver Partnership, Denver, Colorado	• SANDAG Sustainable Transportation Services, San Diego, California

What Does a TMO Need to do to be Successful?

For an MPO to fund a successful TMO, it must evaluate whether the organization has the foundational capacity, financial sustainability, and strategic alignment necessary to serve its community effectively. The following considerations can help the MPO assess whether a TMO is well-positioned for long-term success.

Alignment with Local Context

Each community has unique transportation challenges, opportunities, and needs. The MPO should evaluate whether the TMO's goals, programs, and funding model align with the specific characteristics of its service area. Key context considerations include:

- **Demographics and Community Needs:** Does the TMO address the needs of commuters, residents, and underserved communities? Is inclusivity embedded in outreach and programming?
- **Land Use and Development:** Is the TMO's approach compatible with existing land use and planned growth areas?
- **Existing Infrastructure:** Does the TMO assess and support existing transit availability, bike/walk pathways, first/last-mile connections, and parking demand?
- **Policy Landscape:** Does the TMO align with local and regional transportation plans, congestion mitigation goals, VMT reduction targets, transportation emission reduction policies, and regulatory frameworks?

Example: A TMO in a dense urban area may focus on public transit and bike programs, while a suburban TMO might prioritize carpooling and vanpooling.

Financial Sustainability & Funding Structure

A successful TMO must have a **diversified and transparent** funding portfolio to ensure long-term sustainability. The MPO should assess:

- **Diversified Funding Sources:** Relying on a single funding stream can leave a TMO vulnerable to budget cuts or economic shifts. A mix of funding sources provides financial stability. Different types of funding sources may include:
 - **Membership Dues:** Contributions from employers, developers, or other stakeholders.
 - **Grants:** Federal, state, MPO, and regional transportation grants.
 - **Fee-for-Service:** Revenue from services like commuter surveys, transportation consulting, or shuttle programs.
 - **Sponsorships:** Support from local businesses for events or initiatives.

- **Ordinance/regulatory fees** [If local government]: Revenue collected via developers, employers, and landowners can be used to fund TMOs as a congestion mitigation and economic development measure.
- **Community Reinvestment:** What percentage of funding is directly allocated to programs that serve the community versus administrative costs?

Tip: TMOs should demonstrate a funding strategy that balances predictable revenue (e.g., membership dues) with competitive funding opportunities (e.g., grants and other external sources).

Program Monitoring and Strategies to Pivot

A funded TDM program will likely need to measure success, adapt to challenges, and align with regional transportation goals. The MPO should consider:

- **Data Collection and Reporting:** Does the program track metrics that align with MPO regional goals? For example:
 - VMT Reduction – Contribution to MPO goals (e.g., % reduction in VMT per capita).
 - Mode Shift Targets – Growth in sustainable mode shares
- **Flexibility:** Does the TMO adapt to underperforming programs and reallocate funding as needed?
- **Evaluation Framework:** What tools and methodologies do the TMO use to assess program impacts and provide recommendations?

Example: If a transit subsidy program underperforms, the TMO might shift funds to expand carpool matching services instead.

Staffing Strategies for Effective Delivery

TMOs must have the right personnel, expertise, and scalability to deliver programs effectively. The MPO should evaluate:

- **Capacity & Scalability** – Does the TMO have the right staffing levels for its initial launch, with a plan to scale as demand grows?
- **Local Knowledge & Expertise** – Do staff have a baseline understanding of TDM, local transportation options, and regulatory policies?

Tip: Collaborate with external organizations to share staffing resources for events or outreach and focus on hiring staff with cross-functional skills.

Prioritizing Spending and Strategic Adaptability

Given that TMOs often operate with limited budgets, MPOs should assess whether funding is allocated toward high-impact activities while maintaining flexibility for shifting priorities over time. The MPO should consider:

- **Return on Investment** –Does the TMO allocate funding to its highest-impact programs?
- **Financial Flexibility** – Is there enough flexibility within the funding model to adjust to evolving priorities?

Example: A TMO might allocate more funds to member recruitment during launch phases, then shift focus to program expansion as services gain traction.

3 Evaluation Metrics

Regional Metrics

TMOs contribute to the broader NFRMPO regional goals of improving regional health and enhancing mobility and multimodal options as outlined in the [2050 Regional Transportation Plan](#). These goals can only be achieved through a combination of efforts, including TMO programs, infrastructure improvements, policy changes, and behavioral shifts.

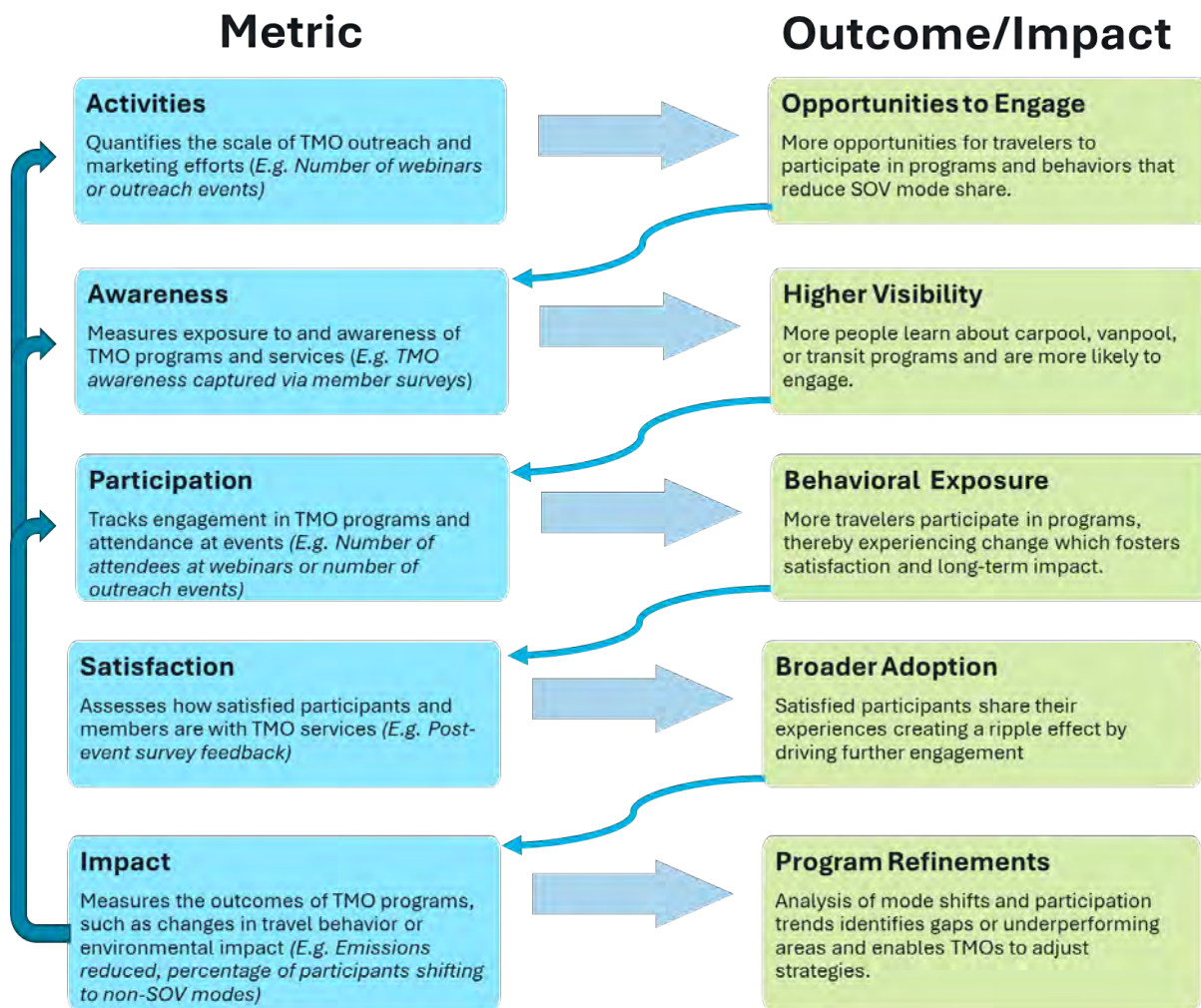
Table 3.1: Regional Metrics

Metric	Description	Related Regional Goal, Objectives & Targets (2050 RTP)
Percent of Non-SOV Commuter Trips	Reduction in the percentage of commuters driving alone, directly impacting air quality, road congestion, and parking demand.	Regional Health: Improve economic development, residents' quality of life, and air quality Related Target: Increase non-SOV mode share to at least 40%
Daily Vehicle Miles Traveled (VMT) per Capita	Measures the reduction in total miles traveled by vehicles.	Multimodal: Improve accessibility of and access to transit and alternative modes of transportation Related Target: Reduce weekday VMT per capita to 24 miles per person
Reduction in Air Pollutants	Evaluates environmental and health benefits by estimating reductions in harmful air pollutants.	Regional Health: Improve economic development, residents' quality of life, and air quality Related Target: Reduce statewide VOC, CO, and NOx by 482, 5393, and 1086 kg/day, respectively
Traffic Congestion During Peak Hours	Measures delays experienced by commuters during peak travel times.	Mobility: Move people and goods safely, efficiently, and reliably on a continuous transportation system Related Target: Reduce annual hours of peak hour excessive delay per capita on the NHS System to 3.7 annual hours

TMO Metrics

TMO Metrics measure the success of the TMO's own activities, providing insight into how well the organization is performing. These metrics help TMOs evaluate the effectiveness of their programs and services. By improving internal performance (e.g., awareness, participation, and satisfaction), TMOs can directly contribute to broader regional metrics.

Figure 3.1: TMO Metrics & Expected Outcomes



Data Sources

Reliable data sources are critical for evaluating both regional metrics and TMO-specific metrics. They also play an essential role in designing and tailoring TMO programs and services to meet the unique needs of the communities they serve. How data is or will be collected and analyzed will allow MPOs to have a better understanding of how TMOs make informed decisions, track progress, and demonstrate program impact to funders and stakeholders.

Table 3.2: TMO Data Sources

Data Source	Description	Examples of Use
Surveys	Gather input from commuters, residents, visitors, and employers to understand travel behavior, preferences, and barriers to sustainable transportation.	Pre- and post-program surveys to measure shifts in travel behavior; Identify underserved areas.
TMO Participation Data	Track engagement with TMO programs, including attendance at events, enrollment in incentives, and use of carpool/vanpool matching services.	Measure participation in incentive programs; Analyze trends in engagement to refine strategies.
TMO Member Data	Collect data from member organizations (e.g., employers, developers) to understand employee commuting patterns and preferences.	Employer surveys to assess mode shares; Track workplace-based program participation.
TMO Communications Platforms	Use analytics from email campaigns, social media, and website interactions to evaluate outreach effectiveness and reach.	Monitors click-through rates on newsletters; Evaluates social media engagement for campaigns.
Public Sector Data	Leverage data from city, county, and regional agencies to understand infrastructure, land use, and transit availability.	Use GIS data to identify gaps in active transportation; Analyze transit ridership trends.
External Data Partners	Collaborate with organizations like Replica, StreetLight, or other big data providers for detailed travel behavior and trip data.	Analyze VMT and mode shift potential; Evaluate infrastructure impacts.

4 Call for Projects Framework

This Call for Projects seeks to support TDM efforts in the region by funding TMO initiatives that improve regional connectivity, reduce congestion through a decrease in SOV trips and VMT, improve regional air quality, and promote equitable access to transportation options.

The Call for Projects program will provide clear guidelines for applicants, prioritize accessibility and regional impact, and ensure financial and organizational sustainability.

Funding for this program is sourced from the Carbon Reduction Program (CRP), established through the Federal Bipartisan Infrastructure Law in 2021, with the intention of reducing transportation emissions. The NFRMPO Planning Council has approved setting aside \$400,000 in CRP funds between 2024 and 2027 for TMO Incubator funding, with the funding to be distributed as follows: \$0 in FY24, \$200,000 in FY25, \$100,000 in FY26, and \$100,000 in FY27.

Each funded TMO requires a local match of 17.21%. Annual awards will range from a minimum of 50% to a maximum of 100% of the available funding allocation. Table 4.1 provides a breakdown of the annual funding allocation available within the CRP set-aside.

Table 4.1: CRP Funding Allocation for FY25 to FY27

Program	FY2025	FY2026	FY2027	Federal/State Funding Total
CRP	\$200,000	\$1000,000	\$100,000	\$400,000

Program Goals

The Call for Projects aims to achieve the following goals:

- **Goal 1: Mobility – Reduce Congestion and Improve Air Quality:** Support TMO initiatives that improve sustainable travel options awareness and adoption for reduced congestion and improved air quality.
- **Goal 2: Connectivity – Strengthen Regional Links:** Fund TMOs that address transportation challenges in high-impact areas such as Regionally Significant Corridors (RSCs), Regional Transit Corridors (RTC), and Regional Active Transportation Corridors (RATCs), and Short-Trip Opportunity Zones.
- **Goal 3: Sustainable Projects – Invest in Financially and Technically Sustainable Projects:** Support TMOs with realistic budgets and demonstrated technical capacity to implement TDM initiatives effectively.
- **Goal 4: Accessibility – Advance Access for all:** Prioritize TMOs that expand accessibility of travel options and incorporate inclusive community outreach approaches to better reflect the needs and priorities of the community.

- **Goal 5: Innovation – Encourage Innovation in TDM:** Promote creative and forward-thinking approaches to delivering impactful TMOs,
- **Goal 6: Local Commitment – Build Community Support:** Incentivize TMO collaboration with local jurisdictions and stakeholders to secure strong community buy-in and sustained support.

Eligibility Criteria

Eligible Applicants

Eligible Applicants will include:

- **Non-Profit Organizations:** Organizations dedicated to managing and implementing transportation solutions aligned with regional goals.
- **Local/Regional Governments & Transit Agencies:** Agencies at the city, county, or regional level that oversee transportation planning and are equipped to implement TMO initiatives in alignment with community and regional objectives.

Project Types

Project types may include, but are not limited to –

- **TMO Management:** Staffing and direct costs for day-to-day operation of an existing TMO, such as personnel, office space, administrative support, outreach materials, and incentives/rewards.
- **TMO Setup:** Establish a new TMO in regions currently lacking representation to strengthen regional TDM advocacy and implementation.

Call for Projects Requirements

Mobility

To meet the goals of the Carbon Reduction Program, the primary objective of the Call for Projects is to ensure that TMO programming effectively raises public awareness of shared and active travel options, ultimately reducing single-occupancy vehicle (SOV) trips and overall vehicle miles traveled (VMT) to improve congestion and local air quality via reduced transportation emissions. Applicants should clearly show how their TMO will:

- **Increase Awareness** – Elevate the public's understanding of both low- and high-emission transportation choices and highlight how everyday travel decisions affect the local community. TMOs should aim to inform individuals about available transportation alternatives and resources that support trip planning and their commuting experience.
- **Boost Ridership** – Encourage greater adoption of shared and active travel options. Successful TMOs should demonstrate their ability to shift travel behavior toward zero or low-emission modes, thereby alleviating congestion and improving air quality.

Connectivity

The geographic relevance of a TMO location is critical in determining its potential impact on regional mobility. TMOs must serve one or more areas in the North Front Range region with significant transportation needs, including:

- **Corridors with Significant Multimodal Potential:** As identified in the NFRMPO's 2050 RTP¹ including:
 - **Regionally Significant Corridors (RSCs):** High-priority corridors critical for regional mobility that connect multiple jurisdictions or major activity centers. These corridors are also eligible for federal aid. Applicants along these corridors can leverage their strategic locations to improve connectivity across jurisdictions.
 - **Regional Transit Corridors (RTCs):** Corridors with existing or planned regional transit services, as identified in the 2050 RTP. Applicants should focus on supporting these corridors to improve transit accessibility, reliability, and ridership.
 - **Regional Active Transportation Corridors (RATCs):** Non-motorized corridors identified in the Action Transportation Plan (ATP). Applicants in these corridors can promote walking, biking, and micromobility through infrastructure and programming.
- **Short Trip Opportunity Zones (Optional):** Locations conducive to walking, biking, or transit trips due to proximity between residential, employment, and activity centers, according to NFRMPO's Regional Travel Demand Model (RTDM)²

¹ Map of RTCs, RSCs, and RATCs can be found at <https://nfrmpo.org/wp-content/uploads/2050-regional-transportation-plan.pdf>

² Map of Average Daily Short Trips can be found at <https://nfrmpo.org/wp-content/uploads/2021-regional-active-transportation-plan.pdf> (pg. 18)

Figure 4.1: Regionally Significant Corridors (RSCs)

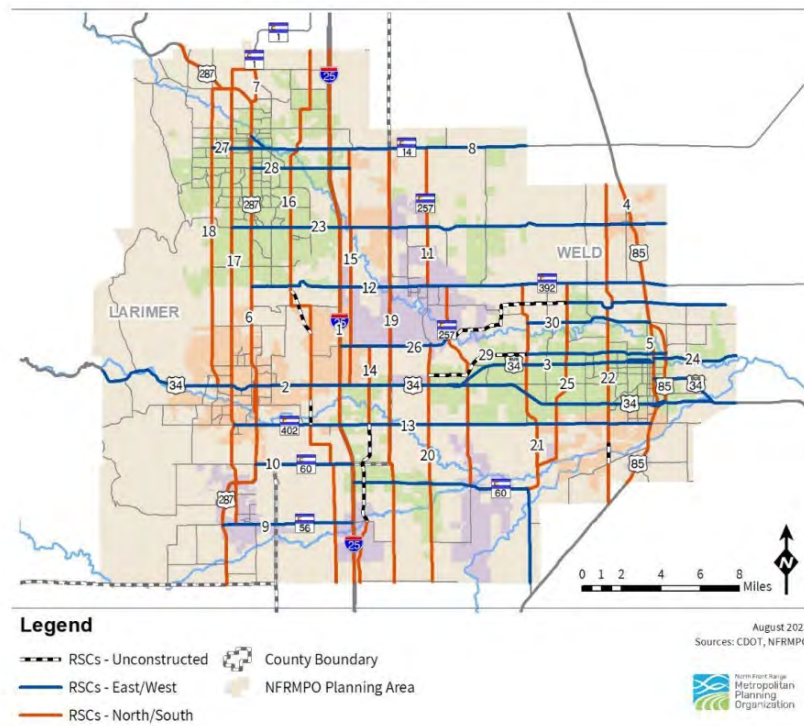


Figure 4.2: Regional Transit Corridors (RTCs)

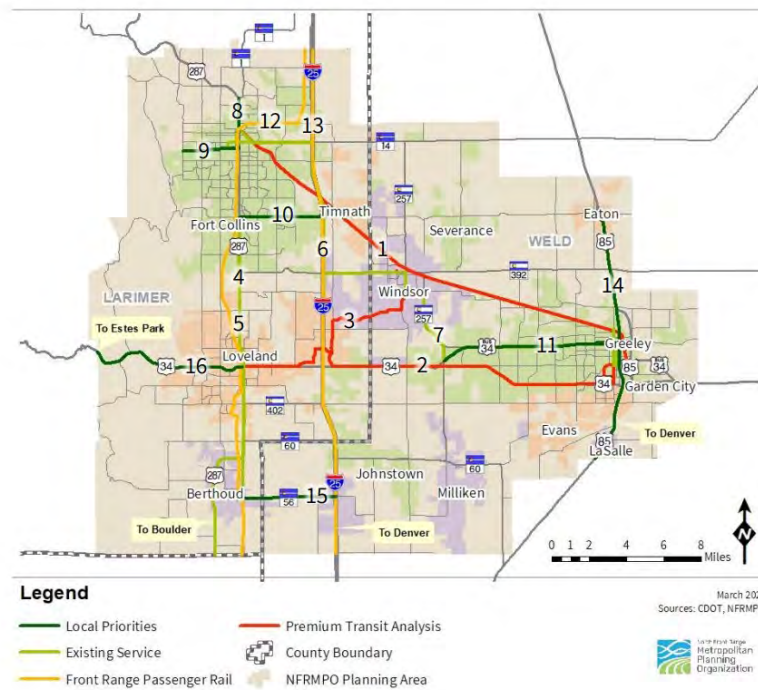


Figure 4.3: Regional Active Transportation Corridors (RATCs)

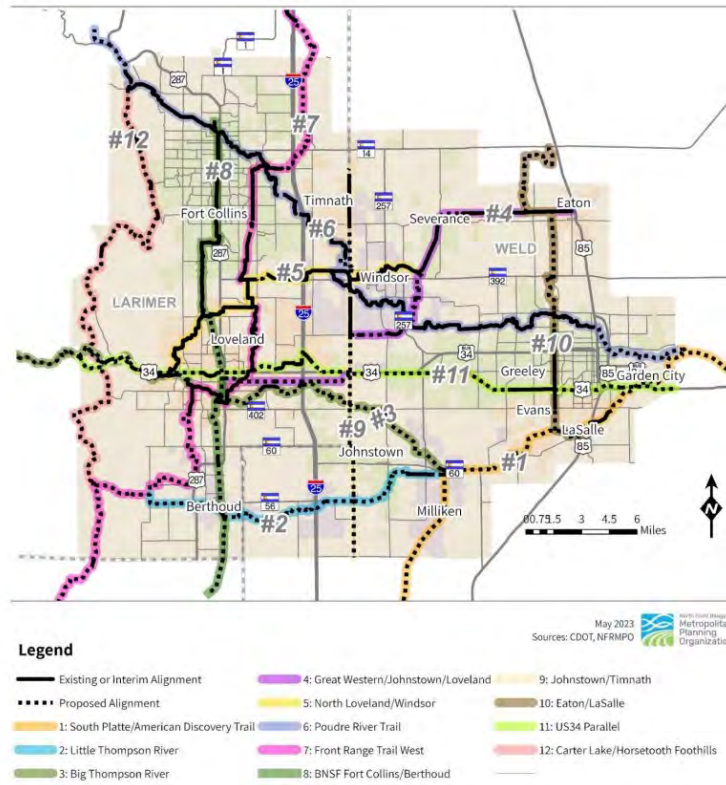
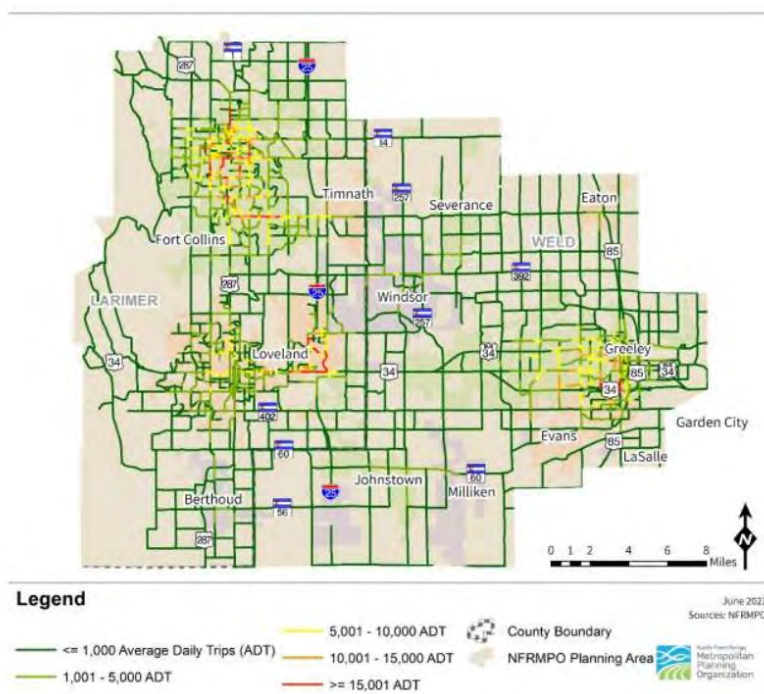


Figure 4.4: Short Trip Opportunity Zones



Sustainable Projects

Applicants should demonstrate the financial viability of the TMO. Applicants will be required to justify the grant in a manner consistent with the TMO narrative.

Projects requiring funding for TMO ongoing management should have a business plan for financial sustainability.

As part of the TMO staffing plan, key personnel should be identified with relevant TDM or transportation-related qualifications to deliver the work.

All projects will be evaluated in the following:

- **Project Budget**
 - Complete and realistic cost estimates directly to support the project narrative
 - Local financial commitments
 - Business Plan for long-term financial sustainability
- **Technical capacity to manage the TMO**
 - Key personnel to deliver TMO programming
 - Resources and partnerships to optimize delivery

Accessibility

Accessibility is a key focus in the evaluation of projects, ensuring that TMO efforts prioritize work toward reducing transportation disparities by prioritizing safety and accessibility, especially in underserved communities and for vulnerable populations. Accessibility principles are critical for addressing historical biases in transportation planning, enhancing safe mobility options for all travelers, and fostering inclusive economic development. The following metrics will be considered:

- **Accessibility:** TMOs will be evaluated based on the extent to which they improve access to multimodal options and employment opportunities.

Community Engagement & Outreach: TMOs that demonstrate proactive, wide-ranging outreach to improve safety and accessibility to sustainable travel options. Community engagement strategy should ensure that projects reflect the needs and priorities of the community.

Innovation

Innovation plays a pivotal role in TMOs, driving the shift toward lower-impact travel behaviors. The Call for Projects framework encourages applicants to introduce creative solutions that reshape how mobility challenges are addressed. Innovative strategies may include, but are not limited to:

- **Technology:** Introducing new technologies to the region
- **Partnerships:** Forming new or expanded collaborations to reach a broader audience

- **Data:** Leveraging data in creative ways to inform, design, and continually improve initiatives
- **Stakeholder Engagement:** Implementing fresh methods or approaches for engaging with communities or target groups

Project Readiness

TMOs that can demonstrate community buy-in and dedication via letters of support and other agreements will receive additional scoring.

- **Letters of Support:** from local governments or key stakeholders demonstrating support for TDM programs or initiatives.
- **Agreements:** Projects demonstrating signed or formal partnerships or funding agreements.

Scoring System

Comprehensive Evaluation Criteria

The evaluation criteria for the Call for Projects have been designed to leverage TMOs as a tool to expand awareness and utilization of shared and active travel options, thereby improving overall mobility in the region. TMOs that are likely to succeed will include novel approaches in TDM to meet NFRMPO's regional goals of improving mobility, with the ability to demonstrate strong technical and staffing capacity to implement.

As additional funding becomes available in future cycles, proposals will be evaluated using the following weighted scoring system.

Table 4.2: Call for Projects Comprehensive Scoring System

Category	Criterion	Specific Measure	Scoring	Weight (%)
Mobility	Goal 1 – Improve Awareness and Ridership			25%
	Awareness	Narrative of how the TMO will contribute to greater awareness of zero and low-emission travel options	1 - Low potential for increasing awareness of zero and low-emission travel options 3 - Moderate potential for increasing awareness of zero and low-emission travel options 5 - High potential for increasing awareness of zero and low-emission travel options	10%
	Ridership	Narrative of how the TMO will reduce congestion and improve air quality by increasing utilization of zero and low-emission travel options	1 – Minimal travel (SOV/VMT) and emission impact reduction (NOx, VOC, CO2) 3 - Moderate travel (SOV/VMT) and emission impact reduction (NOx, VOC, CO2) 5 - High, travel (SOV/VMT) and emission impact reduction (NOx, VOC, CO2)	15%
Connectivity	Goal 2 – Promote Regional Connectivity			20%
	Regional Corridor Coverage	TMOs serving RSCs, RTCs, or RATCs as identified in the RTP and related plans	1 - Partial focus on designated corridors 3 - Fully focused on one corridor 5 - Fully aligned with and supporting multiple corridors	15%
	Short Trip Opportunity Zones	TMOs promoting walking, biking, or transit within short trip zones with high potential for mode shifts.	0 - Minimal short trip zone impact 3 - Moderate alignment with short trip areas 5 - Strong integration with short trip opportunities	5%

Financially Sustainable Projects	Goal 3 – Invest in Financially and Technically Sustainable projects			20%
	Project Budget	Complete and realistic cost estimates detailing projected expenses and other existing and potential funding sources	1 – Minimal cost estimates are provided 3 – Moderate-level of cost estimates are provided 5 – A detailed breakdown of costs, including all labor, direct costs, and other financial commitments from jurisdictions and stakeholders, is provided	10%
	Technical Capacity	Staffing plan	1 – Staffing plan identifies key personnel 3 – Staffing plan identifies key personnel and resources to deliver and scale up 5 – Staffing plan demonstrates strong key personnel and established partnerships for optimizing project delivery	10%
Accessibility	Goal 4 – Advance Accessibility for all			20%
	Accessibility	Narrative of how the TMO will improve access to multi-modal options and employment opportunities	1 – Minimal improvement of access to multimodal options and employment opportunities 3 – Moderate improvement of access to multimodal options and employment opportunities 5 – Strong improvement of access to multimodal options and employment opportunities	10%
	Community Engagement & Outreach	Narrative of how the TMO will capture and prioritize community needs	1 - Minimal engagement with underserved communities and vulnerable populations 3 - Moderate engagement with underserved communities and vulnerable populations 5 - Strong engagement with underserved communities and vulnerable populations	10%
Innovation	Goal 5 – Encourage Innovation in TDM			10%
	Level of Innovation & Uniqueness	Narrative of how the TMO will incorporate novel approaches	1 - Continuation of existing programs 3 - Project demonstrates some innovation 5 - Project demonstrates unique approaches	10%
Local Commitment	Goal 6 – Foster Local Commitment			5%
	Buy-in/Dedication from relevant local and regional stakeholders	Letters of support and other agreements	1 – Minimal commitment from stakeholders with letters of support 3 - Moderate commitment from stakeholders with letters of support and financial commitments (membership dues) 5 - Strong dedication with letters of support, financial commitments (membership dues), or formal agreements (TDM requirement via employer and developer agreements) via regulatory tools	5%

TMO Application Requirements and Evaluation Criteria

Given the current allocation of \$400,000 for FY 2024–2027, the MPO acknowledges the need for a more simplified evaluation criterion to ensure that the level of effort required aligns with the maximum budget available. These criteria align with the NFRMPO’s goals to support TMOs but are designed to be accessible for applicants.

Section 1: Applicant Details

- 1. Applicant Name:
- 2. Applicant Organization:
- 3. Applicant Address:
- 4. Applicant Contact No:
- 5. Applicant Email:
- 6. Project Title:

Section 2: Project Details

- 1. TMO Description (within 250 words): Provide a brief description of your TMO, including its purpose and how it supports shared and active travel options in your community.
- 2. Key Tasks and Activities: Outline the primary TMO setup or operational tasks, including projected timeline and deliverables.

Task	Activity	Expected Timeline	Expected Output
#			
#			
#			
#			
#			
#			
#			
#			
#			

Section 3: Project Financial Details

- 1. Total amount of grant funding requested:
- 2. Total amount of local match (minimum 17.21% required):
- 3. Total amount of combined funds (Total amount of grant funding requested + total amount of local match):

Section 4: Goal-Based Evaluation

Mobility & Connectivity (50%)

Goal 1: Improve Awareness and Ridership

- 1. Describe how your TMO will increase awareness and adoption of zero and low-emission travel options such as walking, biking, transit, carpool, and vanpool to reduce congestion and improve air quality (within 250 words)?
- 2. Provide travel and emissions impacts. Reference Mobility Lab’s Arlington County Commuter Services’ [TDM ROI Calculator](#) to calculate daily VMT reduction and NOx (oxides of Nitrogen), VOC (volatile organic compounds), and CO2 (carbon dioxide) reduction.

Travel Impacts	
Total daily VMT reduced	

Emissions Impacts	
NOx - oxides of nitrogen (kg)	
VOC - volatile organic compounds (kg)	
CO2 - carbon dioxide (kg)	

Goal 2: Promote Regional Connectivity

- 1. Does your TMO serve any of the following? Attach a map of your service area to the application and check all that apply:

Map of RTCs, RSCs, and RATCs can be found at <https://nfrmpo.org/wp-content/uploads/2050-regional-transportation-plan.pdf>.

The map of Average Daily Short Trips can be found at <https://nfrmpo.org/wp-content/uploads/2021-regional-active-transportation-plan.pdf> (pg. 18).
 - a. ☐ Regionally Significant Corridors (RSCs)
 - b. ☐ Regional Transit Corridors (RTCs)
 - c. ☐ Regional Active Transportation Corridors (RATCs)
 - d. ☐ Short Trip Opportunity Zones

Financially Sustainable Projects & Local Commitment (25%)

Goal 3: Invest in Financially and Technically Sustainable Projects

- 1. Use the table below to provide a high-level budget, including cost estimates for staff, direct costs, and other costs if applicable. The total cost should equal the total amount of

combined funds (from Section 3), including the total amount of grant funding requested and the local match.

Cost Item	Cost
#1 Staff Cost	
#1a	
#1b	
#2 Direct Cost	
#2a	
#2b	
#3 Other Costs (if any)	
#3a	
#3b	
Total Cost (1+2+3)	

2. How will you manage the TMO? Please list key personnel, their skills, and any partnerships involved in operating the organization (within 250 words). Attach resumes of key personnel if needed.

Goal 6: Foster Local Commitment

1. List and attach letters of support, signed agreements, or formal commitments from relevant local or regional stakeholders that demonstrate local project support.

Accessibility & Innovation (25%)

Goal 4: Advance Accessibility for All

1. Describe how your TMO will improve access to multi-modal transportation options and employment opportunities.
2. Describe how your TMO will engage with underserved communities and vulnerable populations to capture and prioritize their needs
(complete 1 & 2 within 250 words).

Goal 5: Encourage Innovation in TDM

3. Describe innovative or unique TDM approaches your TMO will use to shift towards lower-impact transportation choices (within 250 words).

Table 4.3: Call for Projects Simplified Scoring System

Category	Criterion	Scoring	Weight (%)
Mobility & Connectivity	Goal 1 – Improve Awareness and Ridership & Goal 2 – Promote Regional Connectivity		50%
	Narrative of how the TMO will contribute to greater awareness of sustainable travel options to reduce congestion (SOV trips/ VMT) and transportation emissions, and where the project will be focused	1 - Low potential for reducing congestion and transportation emissions	
		3 - Moderate potential for reducing congestion and transportation emissions	
		5 - High potential for reducing congestion and transportation emissions	
Sustainable Projects & Local Commitment	Goal 3 – Invest in Financially and Technically Sustainable Projects & Goal 6 – Foster Local Commitment		25%
	TMO budget and staffing align with the scope of work and meet the local match requirement	1 – Basic budget and staffing, and minimum local match	
		3 – Budget with clear tasks, staffing with relevant skills, and a minimum local match	
		5 – Detailed budget and tasks, staffing with expertise in all skill areas, and a minimum local match	
Accessibility & Innovation	Goal 4 – Advance Accessibility for All & Goal 5 – Encourage Innovation in TDM		25%
	Narrative of how the TMO will improve access to multi-modal options, align with community needs, and demonstrate unique ideas or approaches	1 – No linkages to relevant objectives: improving access to multi-modal options, community needs, and innovation	
		3 – Linkages to 1 relevant objective: improving access to multi-modal options, community needs, and innovation	
		5 – Linkages to 2-3 relevant objectives: improving access to multi-modal options, community needs, and innovation	

Control Information

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V4	08/15/2025
V3	04/17/2025
V2	03/32/2025
V1	02/06/2025

Mobility & Connectivity								
Goal 1: Improve Awareness and Ridership	1. Describe how your TMO will increase awareness and adoption of zero and low-emission travel options such as walking, biking, transit, carpool, and vanpool to reduce congestion and improve air quality (within 250 words)?							
	2. Provide travel and emissions impacts. Reference Mobility Lab's Arlington County Commuter Services' TDM ROI Calculator to calculate daily VMT reduction and NOx (oxides of Nitrogen), VOC (volatile organic compounds), and CO2 (carbon dioxide) reduction.							
	https://mobilitylab.org/resources/calculators/tdm-roi-calculator/							
	Travel impacts							
	<table border="1"> <tr> <td>Total daily VMT reduced</td> <td></td> </tr> </table>	Total daily VMT reduced						
	Total daily VMT reduced							
<table border="1"> <tr> <td colspan="2">Emissions Impacts</td> </tr> <tr> <td>NOx - oxides of nitrogen (kg)</td> <td></td> </tr> <tr> <td>VOC - volatile organic compounds (kg)</td> <td></td> </tr> <tr> <td>CO2 - carbon dioxide (kg)</td> <td></td> </tr> </table>	Emissions Impacts		NOx - oxides of nitrogen (kg)		VOC - volatile organic compounds (kg)		CO2 - carbon dioxide (kg)	
Emissions Impacts								
NOx - oxides of nitrogen (kg)								
VOC - volatile organic compounds (kg)								
CO2 - carbon dioxide (kg)								
Goal 2: Promote Regional Connectivity	1. Does your TMO serve any of the following? Attach a map of your service area to the application and check all that apply:							
	Map of RTCs, RSCs, and RATCs can be found at https://nfrmpo.org/wp-content/uploads/2050-regional-transportation-plan.pdf. The map of Average Daily Short Trips can be found at https://nfrmpo.org/wp-content/uploads/2021-regional-active-transportation-plan.pdf (pg. 18).							
	☐ Regionally Significant Corridors (RSCs) ☐ Regional Transit Corridors (RTCs) ☐ Regionally Active Transit Corridors (RATCs) ☐ Short Trip Opportunity Zones							

Financially Sustainable Projects & Local Commitment																							
Goal 3: Invest in Financially and Technically Sustainable Projects	1. Use the table below to provide a high-level budget, including cost estimates for staff, direct costs, and other costs if applicable. <i>The total cost should equal the total amount of combined funds (from Section 3 - Project Financial Details), including the total amount of grant funding requested and the local match.</i> <table border="1"> <thead> <tr> <th>Cost Item</th> <th>Cost</th> </tr> </thead> <tbody> <tr> <td>#1 Staff Cost</td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td>#2 Direct Cost</td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td>#3 Other Costs (if any)</td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td>Total Cost</td> <td>\$ -</td> </tr> </tbody> </table> 2. How will you manage the TMO? Please list key personnel, their skills, and any partnerships involved in operating the organization (within 250 words). Attach resumes of key personnel if needed.	Cost Item	Cost	#1 Staff Cost	\$ -					#2 Direct Cost	\$ -					#3 Other Costs (if any)	\$ -					Total Cost	\$ -
	Cost Item	Cost																					
	#1 Staff Cost	\$ -																					
	#2 Direct Cost	\$ -																					
	#3 Other Costs (if any)	\$ -																					
Total Cost	\$ -																						
Goal 6: Foster Local Commitment	1. List and attach letters of support, signed agreements, or formal commitments from relevant local or regional stakeholders that demonstrate local project support.																						

Accessibility & Innovation	
Goal 4: Advance Accessibility for All	1. Describe how your TMO will improve access to multi-modal transportation options and employment opportunities (within 250 words).
	2. Describe how your TMO will engage with underserved communities and vulnerable populations to capture and prioritize their needs (within 250 words).
Goal 5: Encourage Innovation in TDM	3. Describe innovative or unique TDM approaches your TMO will use to shift towards lower-impact transportation choices (within 250 words).



2025 Transportation Management Organization (TMO) Call for Projects

North Front Range Transportation & Air Quality Planning Council



North Front Range
Metropolitan
Planning
Organization

November 6, 2025

TMO Program Goals



North Front Range
Metropolitan
Planning
Organization

- **Goal 1: Mobility – Reduce Congestion and Improve Air Quality:**
 - Support TMO initiatives that improve sustainable travel options awareness and adoption for reduced congestion and improved air quality.
- **Goal 2: Connectivity – Strengthen Regional Links:**
 - Fund TMOs that address transportation challenges in high-impact areas such as Regionally Significant Corridors (RSCs), Regional Transit Corridors (RTC), and Regional Active Transportation Corridors (RATCs), and Short-Trip Opportunity Zones.
- **Goal 3: Sustainable Projects – Invest in Financially and Technically Sustainable Projects:**
 - Support TMOs with realistic budgets and demonstrated technical capacity to implement TDM initiatives effectively.
- **Goal 4: Accessibility – Advance Access for all:**
 - Prioritize TMOs that expand accessibility of travel options and incorporate inclusive community outreach approaches to better reflect the needs and priorities of their communities.
- **Goal 5: Innovation – Encourage Innovation in TDM:**
 - Promote creative and forward-thinking approaches to delivering impactful TMOs,
- **Goal 6: Local Commitment – Build Community Support:**
 - Incentivize TMO collaboration with local jurisdictions and stakeholders to secure strong community buy-in and sustained support.

Anticipated Call Timeline



Activity	Date
TAC Presentation / Discussion #1	Wednesday, July 16, 2025
NoCo Bike & Ped Collab Presentation	Wednesday, August 13, 2025
NCMC Presentation	Monday, August 25, 2025
TAC Presentation/Discussion #2	Wednesday, October 15, 2025
Planning Council Presentation / Discussion	Thursday, November 6, 2025
Planning Council Action on Call Process	Thursday, December 4, 2025
Call for Project Opens	Friday, December 5, 2025
Applicant Workshop	Friday, December 19, 2025
Question and Answer Session	Tuesday, January 6, 2026
Project Descriptions Due	Friday, January 9, 2026
Draft Project Applications Due to NFRMPO for Review	Wednesday, January 14, 2026
Feedback on Draft Applications	Wednesday, January 21, 2026
Call for Projects Closes Applications Due to NFRMPO	Wednesday, January 28, 2026
Scoring Meeting	Wednesday, February 4, 2026
TAC Discussion-Staff Presentation	Wednesday, February 18, 2026
Council Discussion/Applicant Presentations	Thursday, March 5, 2026
Announcement of Funding	Friday, March 6, 2026

3

Funding Estimates



- Funding for this program is sourced from the Carbon Reduction Program (CRP) established through the Federal Bipartisan Infrastructure Law in 2021. The purpose is to reduce greenhouse gas emissions from transportation sources.
- The NFRMPO Planning Council has approved setting aside \$400,000 in CRP funds between 2024 and 2027 for TMO Incubator funding, with the funding to be distributed as shown in the table below.
- Local Match of 17.21 percent is required per project
- Annual awards will range from a minimum of 50% to a maximum of 100% of the available funding allocation

Program	FY2025	FY2026	FY2027	Federal/State Funding Total
CRP	\$200,000	\$100,000	\$100,000	\$400,000

4

The TMO Guidebook



Report
April 2025

TMO Guidebook -
Implementation, Funding and
Oversight of Transportation
Management Organizations



North Front Range Metropolitan Planning Organization
24985101

steer

The TMO Guidebook provides comprehensive information to help the NFRMPO identify the role TMOs can play and how funding can be allocated to TMO programs and services via a Call for Projects process.

The TMO Guidebook includes:

- **TMO Business Plan Framework:** Introduces TMO's mission and operational framework to support the NRMPO in evaluating a TMO's long-term success.
 - **TMO Services:** Details TMO functions, partners, and typical strategies that TMOs would be expected to fulfill.
 - **TMO Structure:** Identifies organizational models, including stand-alone, partnership-based, and government-led TMOs.
 - **Key Considerations:** Outlines funding, staffing, program monitoring, and local context considerations for TMO operations.
- **Evaluation Metrics:** Highlights metrics for measuring TMO success and their contributions to regional goals.
- **Call for Projects Framework:** Provides eligibility criteria, scoring systems, application guidance, and an application for the Call to align projects with NFRMPO's goals.

TMO Call for Projects Scoring System



Category	Criterion	Scoring	Weight (%)
Mobility & Connectivity	Goal 1 – Improve Awareness and Ridership & Goal 2 – Promote Regional Connectivity		50%
	Narrative of how the TMO will contribute to greater awareness of sustainable travel options to reduce congestion (SOV trips/ VMT) and transportation emissions, and where the project will be focused	1 - Low potential for reducing congestion and transportation emissions 3 - Moderate potential for reducing congestion and transportation emissions 5 - High potential for reducing congestion and transportation emissions	
Sustainable Projects & Local Commitment	Goal 3 – Invest in Financially and Technically Sustainable Projects & Goal 6 – Foster Local Commitment		25%
	TMO budget and staffing align with the scope of work and meet the local match requirement	1 – Basic budget and staffing, and minimum local match 3 – Budget with clear tasks, staffing with relevant skills, and a minimum local match 5 – Detailed budget and tasks, staffing with expertise in all skill areas, and a minimum local match	
Accessibility & Innovation	Goal 4 – Advance Accessibility for All & Goal 5 – Encourage Innovation in TDM		25%
	Narrative of how the TMO will improve access to multi-modal options, align with community needs, and demonstrate unique ideas or approaches	1 – No linkages to relevant objectives: improving access to multi-modal options, community needs, and innovation 3 – Linkages to 1 relevant objective: improving access to multi-modal options, community needs, and innovation 5 – Linkages to 2-3 relevant objectives: improving access to multi-modal options, community needs, and innovation	

Scoring Committee



The Scoring Committee will consist of
Three NFRMPO Staff Members

- The Mobility Director
- The Mobility Planner
- A Member of the Planning Team

7

Next Steps



December 4th, 2025

- Planning Council Action on Call Process

December 5th, 2025

- Call for Project Opens

8

Questions?



Tanya Trujillo-Martinez, MA
Mobility Director

970.999.0072

ttrujillo-martinez@nfrmpo.org



MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: November 6, 2025

Re: WCR38 Functional Classification Change Request

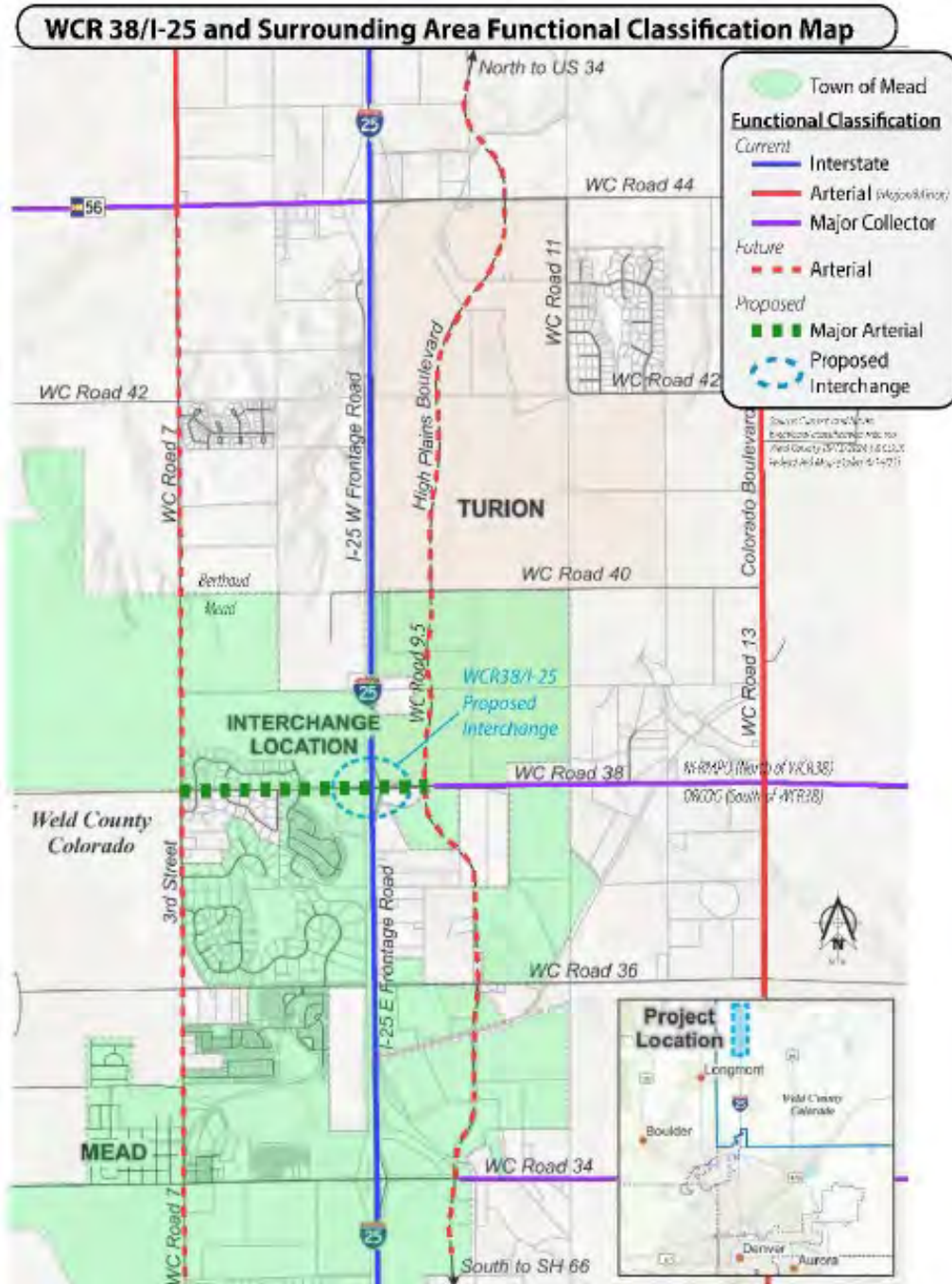
Summary

FHWA requires functional classification changes to roadways within MPOs to be submitted to and approved by those MPOs prior to being submitted to FHWA for review. In July, the NFRMPO received a request from the Town of Mead to change the functional classification of Weld County Road (WCR) 38. The road is currently classified as a Collector and the Town of Mead is requesting the classification be revised to Major Arterial. A map of the project location is provided in Attachment 1. The NFRMPO has reviewed the proposed change and determined that it conforms to the federal functional classification guidance.

Recommendation

NFRMPO Staff request Planning Council members review the attached Functional Classification Change request (Attachment 2) and provide feedback at the November Planning Council Meeting.

Attachment 1: Project Location



To: Jim Eussen, CDOT Region 4 Planning Manager
Becky Karasko, NFRMPO Transportation Planning Director

From: Erika Rasmussen, Public Works Director, Town of Mead

CC: Tim Kemp, Construction Administration Lead, Wilson & Company; Robert Eck, Land Asset Strategies; Abra Geissler, CDOT I-25 North Program Manager; Charla Glendening, Planning Practice Lead, Wilson & Company

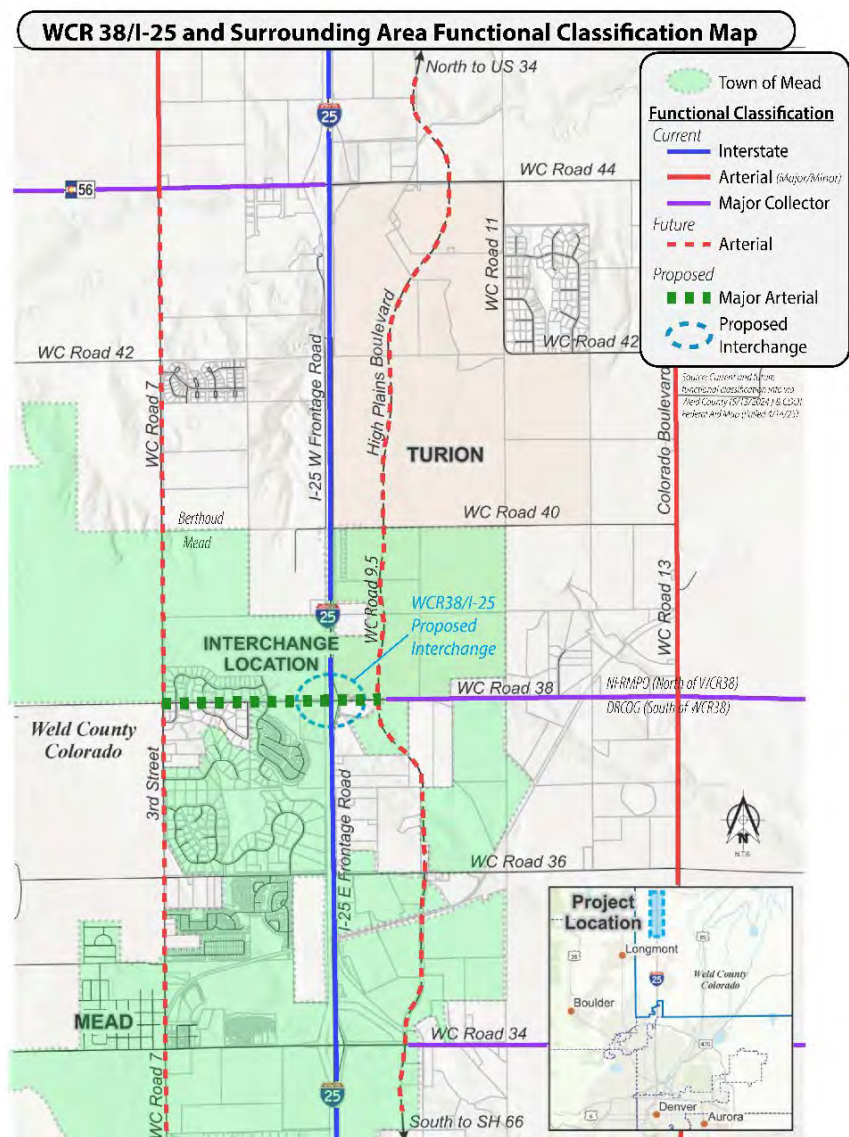
Date: May 12th, 2025

Re: I-25/WCR 38 Interchange: Functional Classification Change for WCR 38 from WCR 7 to WCR 9.5 (High Plains Boulevard)

Figure 1. Project Location

Background

The Town of Mead is developing a 1601 System Level Study for a new interchange at I-25 and Weld County Road (WCR) 38, see Figure 1. A Phase I Technical Memo was submitted to CDOT Region 4 on March 21, 2025. The memo includes a compilation and analysis of existing land use, safety, and traffic data to support the determination of the purpose, needs, and goals of the interchange project. Per 1601 Policy Directive, roads that connect to an interchange shall be functionally appropriate to support the network. According to the North Front Range Metropolitan Planning Organization (NFRMPO) Regional Transportation Plan (RTP), WCR 38 was designated as a Collector for modeling purposes to account for future growth. The Mead Transportation Master Plan (2018) indicates WCR38 as a future Arterial where it interchanges with I-25. The purpose of designating an Arterial adjacent to an Interstate is to encourage local traffic to utilize the Arterial for local trips and avoid the use of the interstate for these purposes.



Additionally, roads interchanging with interstates should carry a classification that reflects their strategic regional importance, not just current volume or rural/urban designation.

Current Roadway Classification - Unclassified

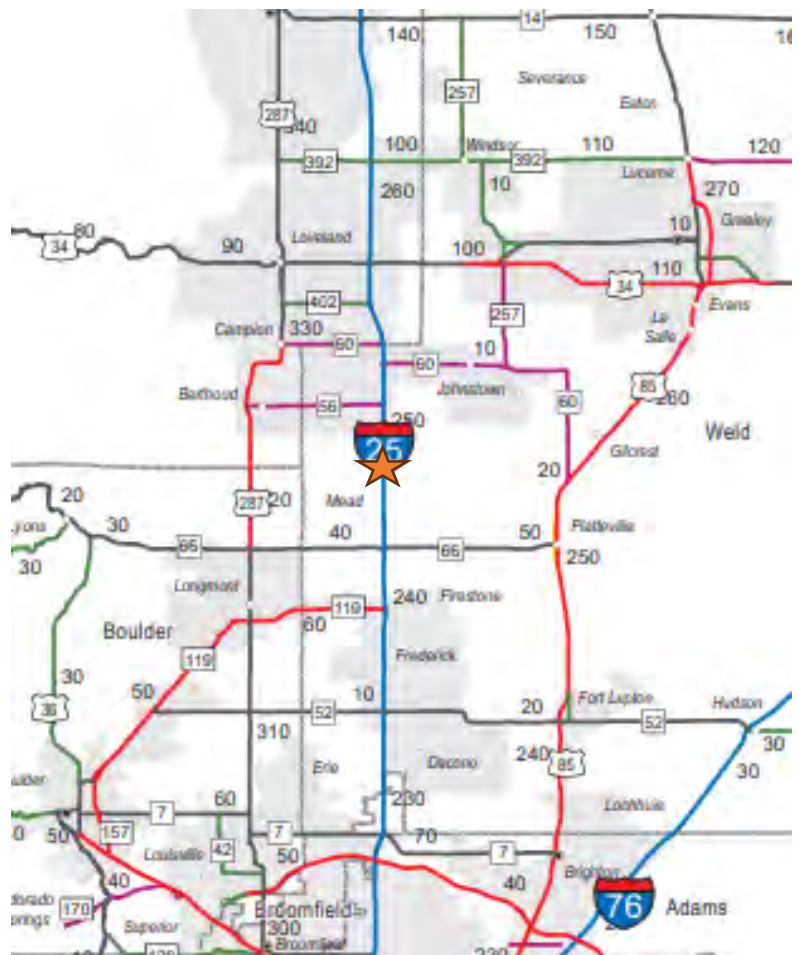
According to CDOT and Weld County, WCR38 between WCR 7 and WCR 9.5 is currently an unclassified local roadway. To the East, WCR 38 between WCR 9.5 and WCR 13 is currently designated as a Major Collector. Collectors typically gather traffic from local roads and funnel traffic to the Arterial network. In rural areas, such as Mead, Collectors generally serve primarily intra-county travel (rather than statewide) and constitute routes where predominant travel distances are shorter and speeds are more moderate. See Figure 2 for current regional Functional Classification of CDOT routes.

Proposed Roadway Classification – Major Arterial (Rural)

In anticipation of a new interchange with I-25, WCR 38 between WCR 7 and WCR 9.5 should be designated as at least a Minor Arterial, and ideally a Major Arterial. Arterials demonstrate the following characteristics:

- Predominant route between major activity centers
- Interstate or interstate functionality
- Long trip lengths
- Heavy travel densities
- Link cities and larger towns (or major resorts)
- Spaced at intervals so that all developed areas are within a reasonable distance of an arterial
- Interconnects the network of arterial highways

Figure 2. Regional Functional Classification

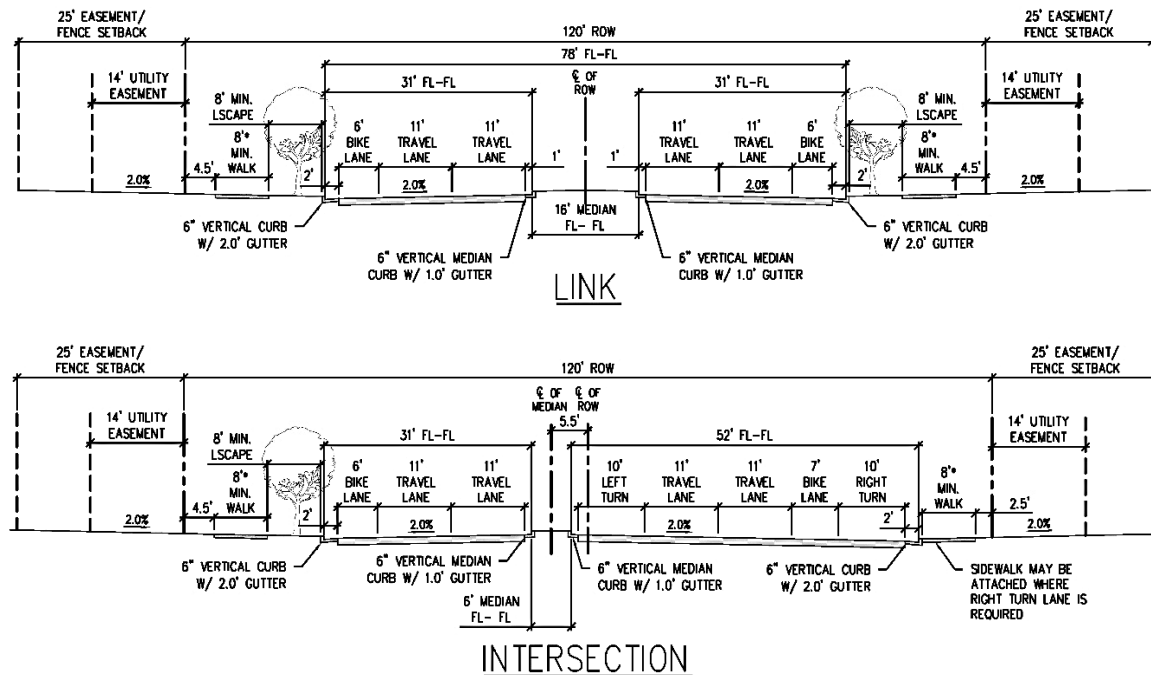




Functional Classification Request

In accordance with the 2024 [CDOT Roadway Functional Classification Guidance Manual](#), the purpose of this memo, is to notify the CDOT Region 4 Planner with the intent to request a change in functional classification. Once comments from the CDOT planner have been addressed, Mead will make a written request to the NFRMPO with the following information:

1. **Road Name:** Weld County Road 38
2. **County:** Weld
3. **Beginning and End Point:** WCR 7 (3rd Street) to WCR 9.5 (High Plains Boulevard)
4. **Total miles:** 1.5
5. **Description of the road segment:** WCR 38 is currently a two-lane, undivided road segment with little to no shoulder. WCR 38 serves as a primary east-west travel shed serving Mead and Berthoud.
6. **Traffic Volumes:**
 - Current volumes were collected during a three-day period from April 30 – May 2, 2024 (Tuesday-Thursday). Average AM Peak is 16 vpd E/B, and 25 W/B, and PM Peak is 25 vpd E/B, and 45 vpd W/B.
 - Future volumes are estimated to be approximately 15,000 vpd west of I-25 and 21,000 vpd east of I-25.
7. **Speed Limit:** 45 mph
8. **Current and Proposed Classification:**
 - Current classification is Collector
 - Proposed Classification is Major Arterial



As depicted above, Mead's typical section for the proposed Major Arterial will include the following:

Major Arterial Typical Characteristics- Mead, CO	
<i>Right-Of-Way Width</i>	120'
<i>Roadway Width</i>	80'
<i>Travel Lanes</i>	4 lanes, 11' wide
<i>Bike Lanes</i>	2 lanes, 6' wide
<i>Sidewalk</i>	8' min wide, 8' min landscape buffer
<i>Median</i>	16' wide
<i>Curb and Gutter</i>	6" vertical w/ 2' gutter
<i>Access</i>	Driveways are not allowed on arterials - unless approved by the Town Engineer
<i>Design Speed</i>	50 MPH
<i>Posted Speed</i>	40 MPH
<i>Parking</i>	None



Additional Justification

Improve Safety

Proposed future growth, traffic demand, and land use changes will present increased challenges for vehicle and bike/ped safety in the Mead to Berthoud I-25 travel shed area. The proposed Arterial network will help address increased conflicts between vehicles and multimodal traffic by providing adequate travel lanes and designated lanes for bikes and pedestrians.

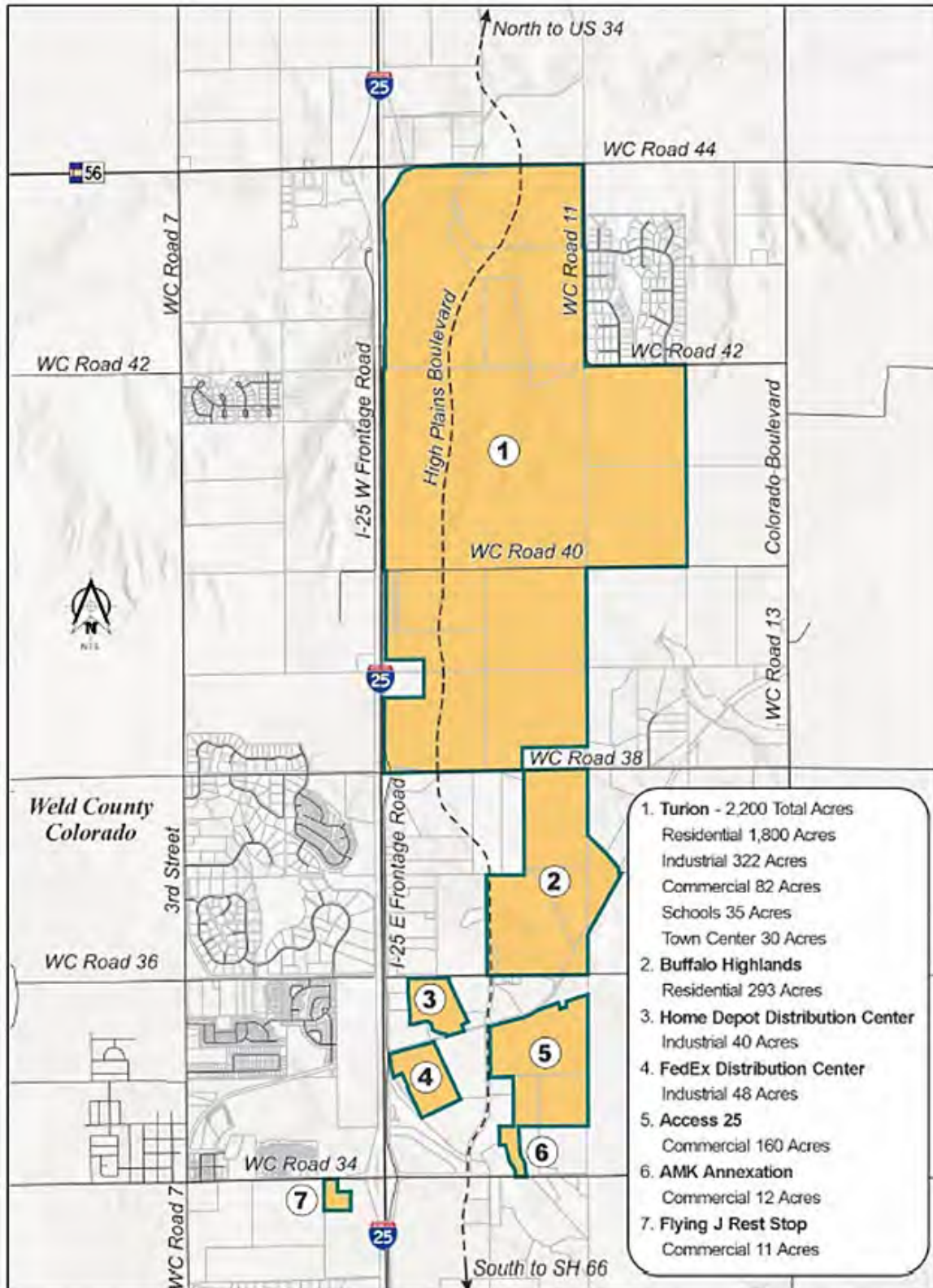
WCR 38 serves as the primary route leading to redundant north-south travel along I-25, which is used by emergency response and incident management. These redundant routes are critical to shorten distances between fire stations and hospitals and provide alternative routes when the Interstate is closed.

Approved/Active Development Plans

The Town of Mead and the Town of Berthoud comprehensive plans identify future land uses in the area as Business Park, Regional Commercial, Industrial Mixed Use, Residential Mixed Use, and varying density Residential uses (multifamily and single-family at urban and suburban densities). Seven new developments planned within the Mead to Berthoud I-25 travel shed have either been approved or are actively pursuing approvals through the Mead or Berthoud development review processes. The largest of these is Turion Development.

Buildout of combined planned developments will generate over 100,000 daily one-way external trips daily.

Development Name	Total Size	Land Use	Size by Use
Buffalo Highlands	293 Acres	Residential	293 Acres
AMK Annexation	12 Acres	Commercial	12 Acres
Turion Development	2,200 Acres	Residential	1,180 Acres
		Town Center	30 Acres
		Commercial	82 Acres
		Industrial/Office	322 Acres
		Schools	35 Acres
Access 25	160 Acres	Commercial	160 Acres
Flying J Truck Stop	11 Acres	Commercial	11 Acres
Home Depot Distribution Center	48 Acres	Industrial/Office	45 Acres
FedEx Distribution Center	40 Acres	Industrial/Office	40 Acres



Reference Photos



WCR 38 at I-25 Street, view west



WCR 38 between I-25 and Margil Road, view west



WCR 38 at Margil Road, view west



WCR 38 at 3rd Street, view west

NFRMPO Executive Policies

Adopted September 5, 2019

Amended June 6, 2024

DRAFT Amended December 4, 2025



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 compliant with applicable laws.

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 of 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 that does not exceed the financial authority approved by the NFRMPO Council 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 checks 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 2025-264-10, December 2025-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, either the Transportation Planning Director or Mobility Director may, 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, or in lieu of, the Executive Director, contracts will be signed by 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 ~~Director other member~~ of the management team familiar with Council and NFRMPO issues and processes.
- 7.2 ~~An Acting Executive Director will be assigned by~~ For scheduled absences, such as vacations or short-term unexpected absences, such as an emergency the Executive Director shall assign a Director from the management team ~~for scheduled absences such as vacations or short-term unexpected absences such as an emergency to ensure ongoing organizational operations continue. The Executive Director will make other staff assignments as necessary to ensure the ongoing operation of the organization.~~
- 7.3 An ~~Interim Acting~~ 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.



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

Held: Wednesday, September 23, 2025, 9:30 a.m.

The CTIO meeting was broadcast on YouTube Live. A recording of the meeting is available [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 special 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, Chair (in-person)
- Nellie Moran, Vice-Chair (in-person)
- Shelly Cook (in-person)
- Gina Sacripanti (in-person)
- Terry Hart (in-person)

Roll Call

All board members were present. The meeting began at 9:32 a.m.

Appointment of CTIO leadership positions

Simon Logan, CTIO Board Secretary, outlined the details of the election for the chair and vice-chair positions to the CTIO Board of Directors, as outlined in the CTIO Bylaws. The board then discussed the election of a new chair and vice-chair.

ACTION: Following a motion by Director Cook and second by Director Sacripanti, a voice vote was taken. Director Gutierrez was elected as Chair, and Director Moran was elected as Vice-Chair of the CTIO Board of Directors - effective immediately.

Adjournment

The CTIO Board adjourned the special meeting at 9:35 a.m.

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.

CTIO Board Retreat

The CTIO Board began their in-person board retreat at 9:35 am. The key elements of the retreat and discussion are captured below.

CTIO Grounding & 101 History, Mission & Vision

CTIO staff and board members discussed:

- Historical milestones
- Funding Advancement for Surface Transportation and Economic Recovery (“FASTER”) Context
- CTIO Growth
- Recent legislative changes
- Other transportation enterprises and their purpose

CTIO Today & Tomorrow: Current Investments, Focus Areas & Projects

CTIO staff and board members discussed:

- Key focus areas for CTIO in recent years
- Project financing secured through Express Lanes
- Express Lanes Network growth
- The Safety and Toll Enforcement Program (STEP)
- New Commercial Back Office Procurement Goals
- Greenhouse gas reduction resulting from CTIO projects
- How Express Lanes support congestion relief and transit
- High Occupancy Vehicles (HOV 3+) and understanding the policy decisions around it on the CTIO network

Legal Framework for CTIO

CTIO staff, board members, and a representative from the Attorney General's Office discussed how Attorney General's Office (AGO) would provide a confidential & privileged memorandum outlining the legal framework for CTIO's use of user fees and addressed how the Board could submit questions for the purpose of obtaining legal advice regarding user fees.

Morning Reflections

CTIO Board Members discussed their reflections on the morning's sessions and what they had learned.

On The Horizon: The intersection of opportunities & State Vision

CTIO/CDOT staff and CTIO Board Members discussed opportunities in rail and transit, Express Lanes, and program-wide. The discussions centered on:

- Mountain Rail and Front Range Passenger Rail
- Continued Winter Park Ski Train Expansion

- Bustang Update
- I-25 North
- I-270
- CTIO commercial back office
- CTIO's history and how it has changed since its inception
- How CTIO has worked with CDOT
- Transit Connections Study and how it can support expanding transit and making strategic decisions around service
- First and last mile travel
- Bustang funding

CTIO Board Members agreed that further information on these projects would be helpful at a future meeting and that the legal framework questions and answers would clarify what CTIO could and could not fund.

CTIO Vision For The Future & CDOT Alignment

CTIO Board members discussed the core elements of CTIO using descriptive words like collaboration, leverage, visionary opportunities, multimodal, last-mile, 10-year plan connection, land use and transit, hub infrastructure, and building lane miles of Express Lanes (continuing this function, but it is no longer the sole focus).

Ideas Into Action and CTIO Mission & Vision: Our Next Steps

CTIO Board members discussed the current mission statement and suggested some changes to be brought to them at a future meeting.

CTIO's Current Mission statement is as follows:

- Partner with CDOT, private industry, and local communities;
- Aggressively pursue innovative financing alternatives not otherwise available to the state;
- Quickly deliver transportation infrastructure options that improve mobility; and
- Communicate openly with all stakeholders

Possible changes to the mission statement provided by board members included:

- Bullet one needs to be broader to encompass a broader group of stakeholders that includes transit agencies and other state entities.
- The third bullet needs to acknowledge that CTIO is moving building on infrastructure projects but also moving broader
- The mission statement needs to acknowledge that CTIO is evolving and while the core pillars that have built the model should remain a cornerstone of user fee based financing there is now a shift into transit and multimodal. The phrase integrated system was mentioned by board members as possible a way to bridge that gap.

Adjournment

The CTIO Board adjourned at 2:53 p.m.