



NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda

November 19, 2025

In Person: Larimer County Loveland Campus, 200 Peridot Avenue, Loveland, CO

Virtual: Call-in Number: (224) 501-3412 **Access Code:** 115-932-509

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

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Introductions	Nicole Hahn, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-
3	Approval of October 15, 2025 Meeting Minutes	Nicole Hahn	3	1:05

Lead Planning Agency for Air Quality Agenda

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

Metropolitan Planning Organization Agenda

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	WCR38 Functional Classification Change Request	Becky Karasko	8	1:25

Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
7	TMO Call for Projects	Tanya Trujillo-Martinez	18	1:30



Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	Foothills Transit Station MMOF Match Relief Request	Joshua Ma, Transfort Carisa Clinton, City of Fort Collins	Handout	1:40
9	2022-2026 NFRMPO Targets for Safety Performance Measures	Mykayla Graalum	Handout	1:50
10	2026 Public Involvement Plan Kick-off	Jonathan Stockburger	Handout	2:20

Outside Partner Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
11	NoCo Bike & Ped Collaborative	Jerome Rouser	-	2:30
12	Regional Transit Agencies	Verbal Report	-	-
13	Mobility Updates	Tanya Trujillo-Martinez	-	2:35

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	November Planning Council Meeting Summary Draft	Written Report	20	-
15	Mobility Committee Updates	Written Report	23	-
16	NFRMPO Air Quality Program Updates	Written Report	28	-
17	Roundtable	All	-	2:40

Meeting Wrap Up:

- Next Month’s Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: December 17, 2025

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
October 15, 2025
1:00 p.m. – 2:17 p.m.**

TAC Members Present

Nicole Hahn, Chair – Loveland
Evan Pinkham, Vice Chair – Weld County
Emma Belmont – FTA
Aaron Bustow – FHWA
Brendan Cicione – CDPHE-APCD
Tim Hoos – Johnstown
Dana Hornkohl – Fort Collins
Kevin Koelbel – Milliken
Kim Koivuniemi – Timnath
Victoria Leonhardt – Greeley
Tom Moore – RAQC
Scott Pearson – Windsor
Josie Thomas – CDOT
Eric Tracy – Larimer County

NFRMPO Staff:

Aaron Hull
Becky Karasko
Mykayla Graalum
Elizabeth Relford
Jerome Rouser
Jonathan Stockburger
Tahjiba Tarannum
Tanya Trujillo-Martinez

TAC Members Absent:

Tawn Hillenbrand – Berthoud
Town of Garden City
Town of LaSalle
Wesley LaVanchy – Eaton
Shani Porter – Severance

In Attendance:

AnnaRose Cunningham – Loveland
Candice Folkers – COLT
Caleb Feaver- Fox Tuttle Transportation Group
Omar Herrera – Windsor
Renaee Jording – GET
Tamara Keefe – FHU
Joshua Ma – Transfort
Annareli Morales – Weld County
Desiree Moore – Drive Clean Colorado
Helen Migchelbrink – Toen of Mead
Eric Patton – Transfort
Drew Pearson – Wilson & Company
Erika Rasmussen – Town of Mead
Luke Seeber – Berthoud
Spencer York – CDOT

Call to Order

Chair Hahn called the meeting to order at 1:00 p.m.

Public Comment

There was no public comment.

APPROVAL OF THE SEPTEMBER 17, 2025 TAC MINUTES

Hornkohl moved to approve the September 17, 2025 TAC Minutes. Leonhardt seconded the motion, which was approved unanimously.

Air Quality Agenda

Regional Air Quality Updates

Moore stated APCD and RAQC will be briefing the AQCC on ozone season results. Moore noted rebuttal statements are due October 28th by 5:00 p.m. Moore stated 2025 has been the cleanest air quality year since 2019. Moore noted that RAQC will be presenting the Control Strategy Blueprint on November 7th. The AQCC hearing on the Control Strategy Blueprint is on Nov 20-21. Comments on the blueprint are due by October 24th. Moore noted that the RAQC has adjusted language to emphasize that these are proposed strategies and may not be implemented exactly as described.

Relford asked if RAQC is supporting AQCCs proposal for the SIP. Moore noted that RAQC coauthored some SIP chapters with AQCC. RAQC is supporting the regulations AQCC is moving forward, but AQCC has not partnered with RAQC on those regulations. Relford asked if the blueprint reflects the updated ozone emissions data. Moore confirmed RAQC will update the data with the new 2025 ozone season data.

APCD Updates

Cicione noted the AQCC set a hearing date for Regulation #7 to consider revisions addressing oil and gas operations impacted by EPA's Emission Guideline 40. AQCC set a hearing date for Regulation #28 to address technical corrections to the rule specifically related to agricultural buildings and utility subscription services. The October AQCC meeting will be a joint meeting with the Board of Health.

Metropolitan Planning Organization Agenda

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 roles and responsibilities as an MPO. 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 that 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 10 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 while the Town of Mead is a DRCOG community the project is within the NFRMPO boundary, the NFRMPO is the agency to approve the functional classification change request. 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 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 CDOT 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. She stated 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.

Outside Partner Reports

NoCo Bike and Ped Collaborative

Written report provided.

Regional Transit Agencies

None.

Mobility Updates

Trujillo-Martinez noted the mobility program is continuing outreach and engagement. RideNoCo has received 5,138 website visits and 285 calls in 2025 so far. RideNoCo attended the Northern Colorado Workforce Symposium. RideNoCo staff will be attending the Weld County Senior Symposium and Weld County Project Connect.

Reports

October Planning Council Meeting Summary Draft

Written report provided.

Mobility Committee Updates

Written report provided.

Quarter 3 2025 TIP Modifications

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

Roundtable

Ma asked about the next steps about MMOF Reconciliation. Relford noted that change will be through the October TIP Amendment. Karasko noted Council Action was to approve of the MMOF Reconciliation plan. Once Council approves the TIP amendment, it will be sent to CDOT. Hahn asked when will agencies get IGAs for the affected MMOF projects. Thomas stated it should be able to begin once TC approves, but she will reach out and get more information.

Pinkham noted Weld County is moving forward with the Safety Action Plan.

Marek stated she will be bringing the safety performance measures to the November TAC meeting.

Rouser noted he will be pulling all of the known bike/ped projects from the 2050 RTP and the Regional Travel Demand Model to include in each communities' Active Transportation and Transit Inventory prior to sending out the request. MPO staff will also accept any submission format as long as it provides the necessary information.

Stockburger noted he has sent out the Freight Stakeholder survey and requested TAC to complete the survey and to inform him of any stakeholder who should take the survey. NFRMPO staff will also be posting the public survey.

Leonhardt thanked everyone who participated in the stakeholder meeting to rebrand GET.

Hahn noted the RFP is out for the Safety Action Plan and will close October 23rd.

Karasko stated NFRMPO staff have begun reaching out to local communities to schedule 2026 Planning Council meetings.

Relford noted Piper from CTIO will be presenting at the November Council meeting to discuss the beginning of tolling on I-25. The December meeting will have the state demographer to present on the region.

Hull requested TAC to provide any comments on the Coordinated Plan by October 20 something. Hull noted there is a Northern Colorado TDM Working Group and encouraged TAC members to attend if interested.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

None.

Meeting adjourned at 2:17 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, November 19, 2025, as a hybrid meeting.



MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Becky Karasko

Date: November 19, 2025

Re: *Consent* WCR38 Functional Classification Change Request

Summary

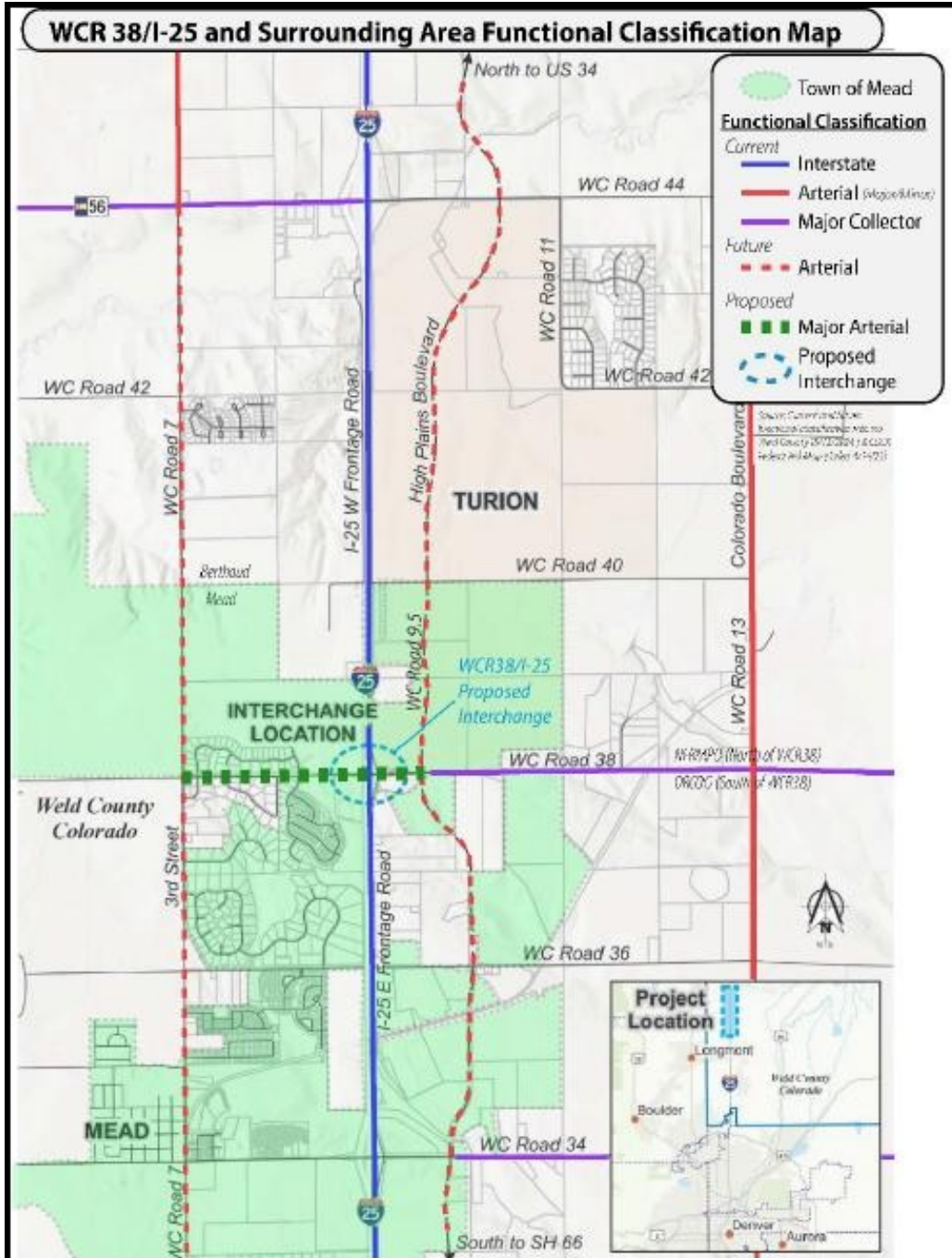
FHWA requires functional classification changes to roadways within MPOs to be submitted to and approved by those MPOs prior to being submitted to FHWA for review. In July, the NFRMPO received a request from the Town of Mead to change the functional classification of Weld County Road (WCR) 38. The road 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 TAC members recommend Planning Council approval of the Town of Mead's Functional Classification Change request (Attachment 2) at their December 4, 2025 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

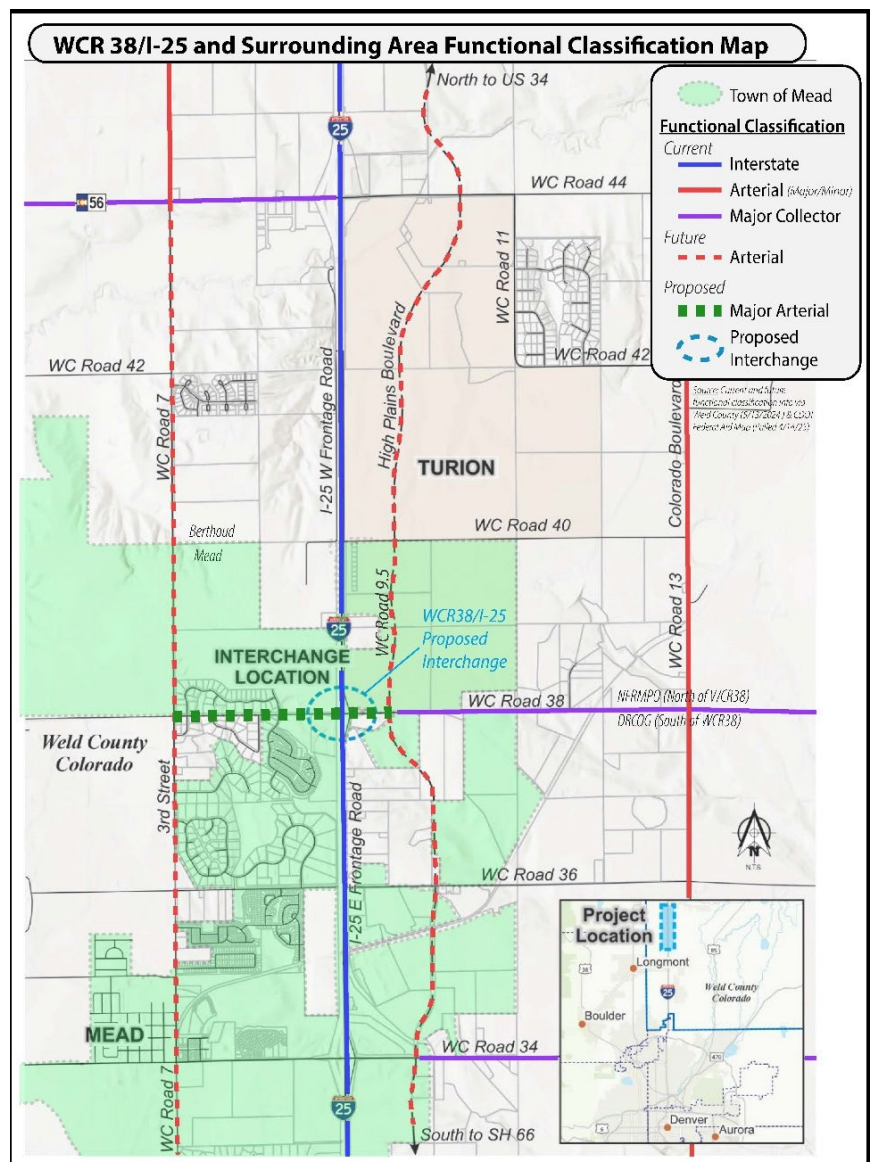
Date: May 12th, 2025

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

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.

Figure 1. Project Location



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

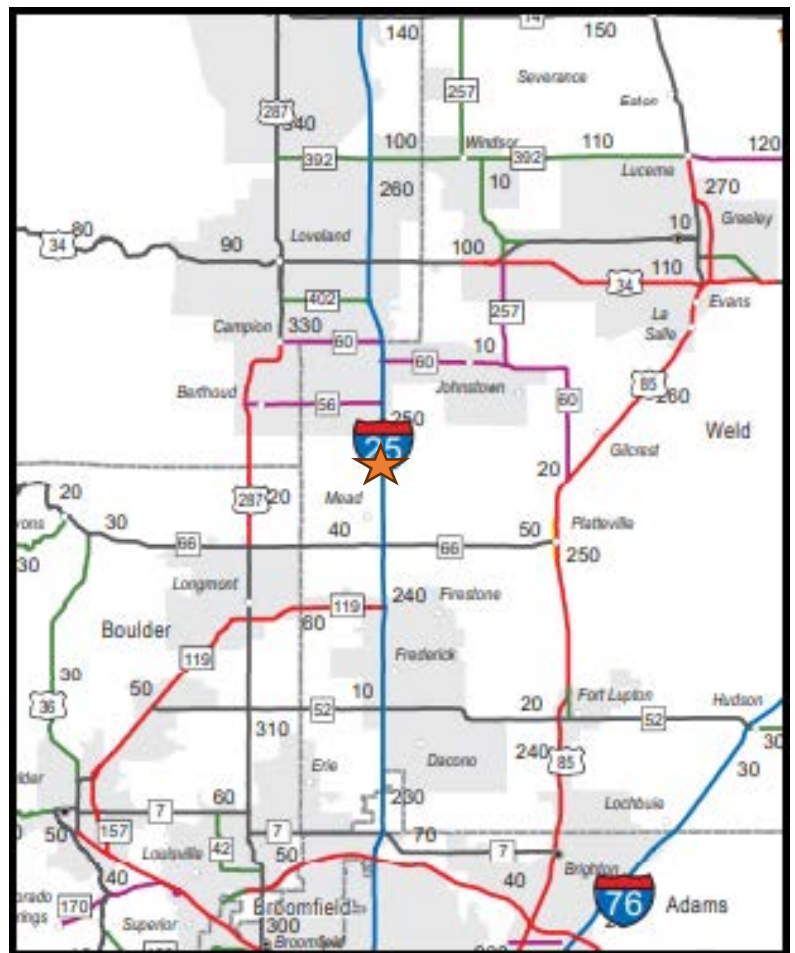
According to CDOT and Weld County, WCR38 between WCR 7 and WCR 9.5 is currently an unclassified local roadway. To the East, WCR 38 between WCR 9.5 and WCR 13 is currently designated as a Major Collector. Collectors typically gather traffic from local roads and funnel traffic to the Arterial network. 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

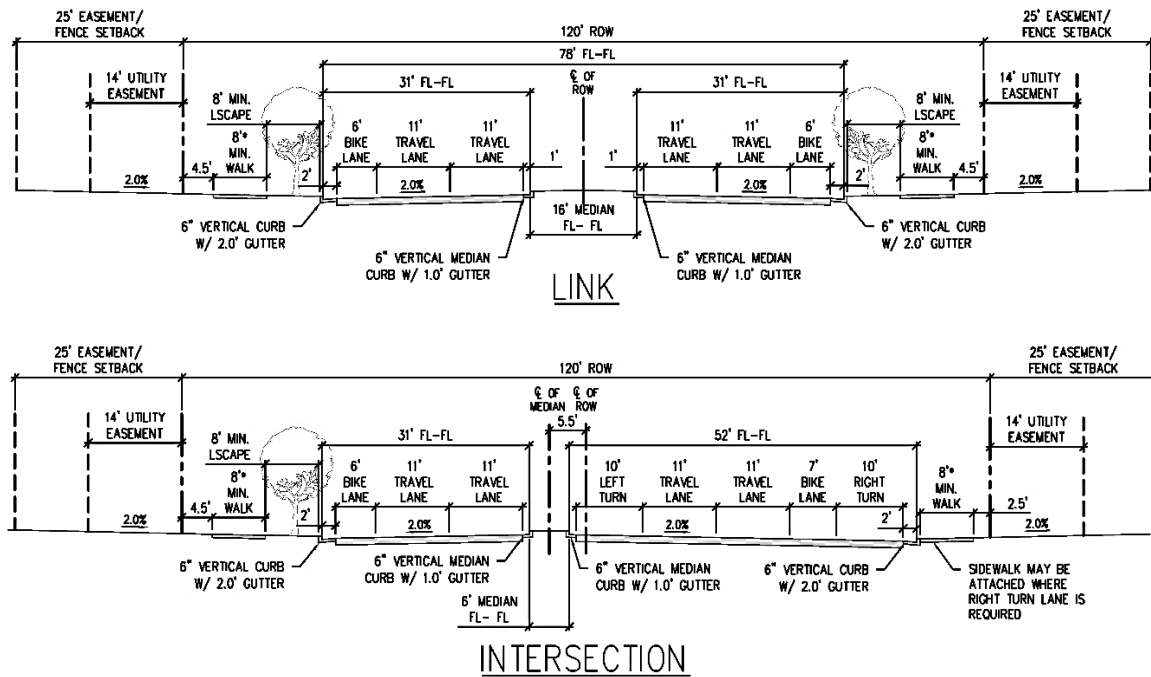
Figure 2. Regional Functional Classification



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.

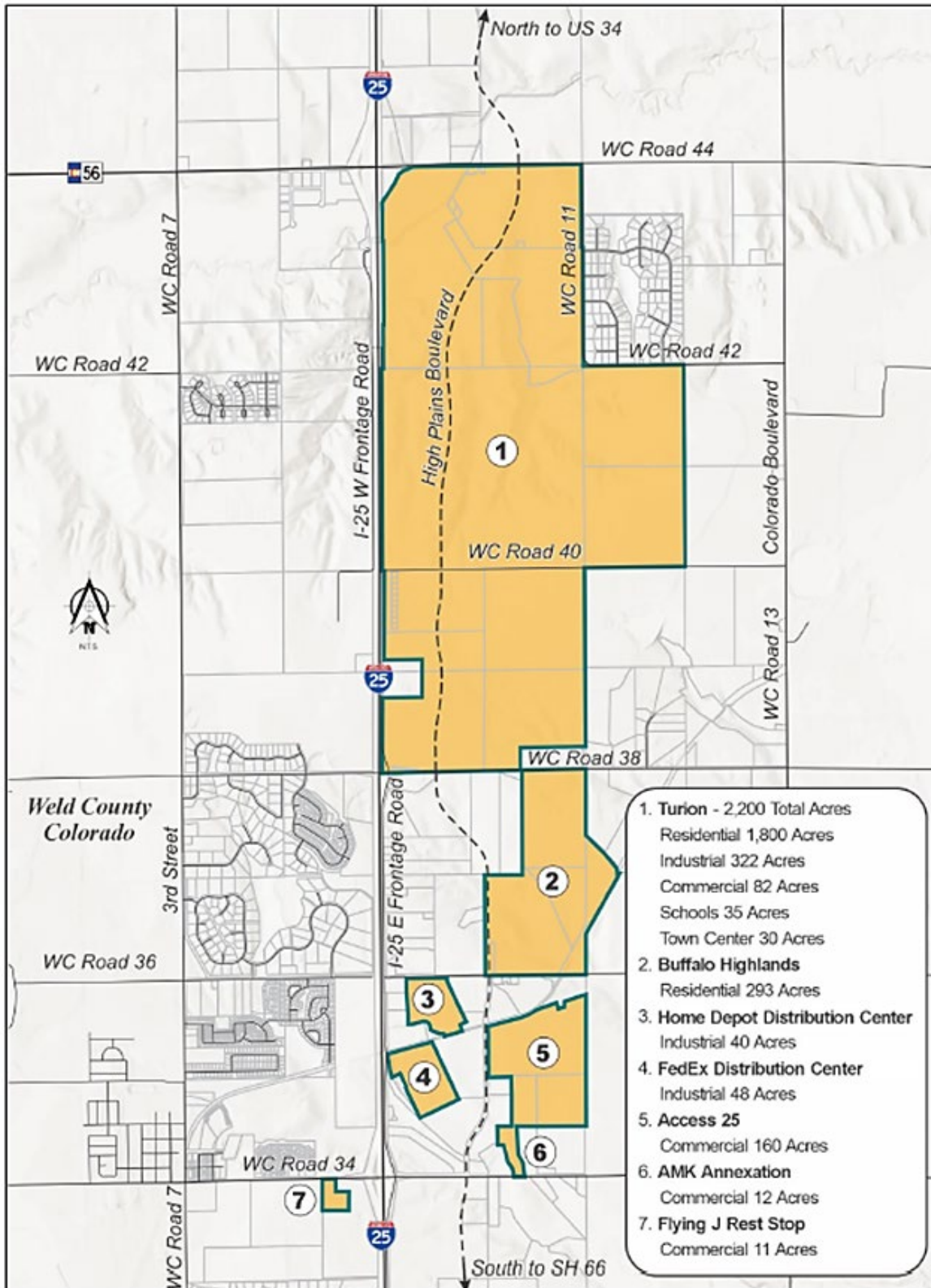
WCR 38 serves as the primary route leading to redundant north-south travel along I-25, which is used by emergency response and incident management. These redundant routes are critical to shorten distances between fire stations and hospitals and provide alternative routes when the Interstate is closed.

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

MEMORANDUM

To: NFRMPO TAC

Technical Advisory Committee

From: Tanya Trujillo-Martinez

Date: November 19, 2025

Re: Action on the 2025 Transportation Management Organization (TMO) Call for Projects

Summary

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.

Recommendation

NFRMPO Staff requests Planning Council review the attached TMO Guidebook so that action can be taken on December 4, 2025.

Prepared by: Tanya Trujillo-Martinez, Mobility Director

Reviewed by: Elizabeth Relford, Executive Director

EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
November 6, 2025

CONSENT AGENDA

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

AIR QUALITY AGENDA

Air Pollution Control Division (APCD) – Ferko provided updates on upcoming APCD public participation opportunities, such as emission control regulations for priority toxic air contaminants, potential changes to Air Quality Control Commission Regulation 27, and the first annual report for midstream fuel combustion equipment. Ferko stated the October APCD Commission meeting was a joint meeting with the Board of Health, and they discussed the Annual AQCC Report to the Public, the 2025 ozone season, data on air quality and public health, and a hearing regarding asbestos related noncompliance issues. Ferko stated that the items of note for the upcoming November Commission meeting include a briefing on lawn and garden equipment, open burning and fire permitting, and a hearing on the State Implementation Plan.

NFRMPO Air Quality Program Updates – Wojtach provided summaries of the AQCC’s 2024-2025 Annual Report to the Public and the summer ozone season. Wojtach stated that Arizona’s 179B Analysis was created in partnership with the EPA and the analysis goes beyond looking at international contributions. Wojtach stated in addition to international contributions that wildfires, biogenics, meteorology, climate, and topology all contribute to raising air quality levels in the Phoenix area above the 70 ppb standard.

Regional Air Quality Council (RAQC) – Stephens explained the RAQC has been focused on the Blueprint, which will be a living document and will be voted on November 7. Stephens asked the Planning Council if there is anything she needs to bring up as a concern, and Planning Council responded they are concerned about costs for consumers.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens announced NAAPME has approved their budget. Stephens stated a large grant program could potentially be out next year for BRT projects and for nonattainment areas.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

REPORTS:

Report of the Chair – Olson announced that Canonico and Mallo will be leaving the Planning Council. Olson shared that one of the December 2025 Planning Council meeting agenda items will be focused on Canonico and Mallo’s Front Range Passenger Rail District representative positions.

Executive Director Report – Relford shared results of the VanGo Annual Survey. She reminded Planning Council to take the NFRMPO’s Freight Survey. Relford announced that the First National Bank accounts are closed and moved over to Chase Bank, the migration from Great Plains to Acumatica is still in progress, the Travel Demand Model RFP is out, the organization has migrated over to the cloud and is working to get another access point, the NFRMPO building is in the process of being purchased by a new owner, and NFRMPO staff will have an off-site organization deep dive on November 18.

PRESENTATION:

North I-25 Managed Lanes Tolling Presentation – Darlington provided an overview of the CTIO background, mission, and revenue streams. She explained the operating policies of the I-25 North Express Lanes and

announced tolling is currently estimated to go live in January 2026 with rates ranging from \$1.00 to \$4.75 for account holders and \$2.00 to \$9.50 for license plate accounts depending on time of day. Darlington provided background information on the Safety and Toll Enforcement Program (STEP), with the program's most important goal being safety. Darlington shared the STEP program has contributed to an 86% drop in express lane crossing violations and that money collected from violations gets reinvested back into the I-25 corridor mostly through communications and messaging related to safety and express lane crossing violations.

ACTION ITEMS:

October 2025 TIP Amendment – Stockburger noted the October 2025 TIP Amendment includes one project addition and two project removals. The project addition is County Road 50E Corridor Planning & Design in Larimer County with \$1,160,850 Federal BUILD funding and \$290,215 Local Funding in FY26. The first project removal is On-Route BEB Chargers – STC in Fort Collins as part of MMOF reconciliation efforts, with a portion of the funding going towards the Foothills Transit Station project in Fort Collins. The second project removal is 10th Street Transit Vision in Greeley as part of MMOF reconciliation efforts, with a portion of the funding going towards the MERGE project in Greeley.

Cline **moved** to approve *RESOLUTION 2025-21 APPROVING THE OCTOBER 2025 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Canonico and **passed** unanimously.

2025 Ruby Bridges Grant – Trujillo-Martinez announced the NFRMPO is a recipient of a \$1000 Ruby Bridges Grant. Trujillo-Martinez explained the history behind the grant and how the NFRMPO will use the funds to host a Ruby Bridges Walk to School Day event at Goal High School in Greeley on November 14, 2025.

Stephens **moved** to approve *RESOLUTION 2025-22 APPROVING ACCEPTING THE 2025 RUBY BRIDGES WALK TO SCHOOL DAY MINI-GRANT*. The motion was **seconded** by Jenkins and **passed** unanimously.

DISCUSSION ITEMS:

TMO Call for Projects – Trujillo-Martinez discussed the upcoming TMO Call for Project. She explained TMO program goals, the call timeline, where the funding comes from, the scoring system, and the scoring committee. Trujillo-Martinez stated the TMO Guidebook is attached in the packet and \$400,000 of funding will be awarded for FY25-FY27. The Council will consider approval to release the Call for Projects at their December meeting.

2025 Coordinated Human Services Transportation Plan – Hull provided an overview of the 2025 Coordinated Human Services Transportation Plan. He provided background information on the plan and NFRMPO Mobility Program, shared what has changed since the plan was last adopted in 2021, shared municipal and volunteer transit options in the region, and demographic information for the region. Hull highlighted outreach efforts during the development of the plan, plan strategies, and suggested ideas and projects included in the plan.

WCR38 Functional Classification Change Request – Karasko explained that despite the Town of Mead being a DRCOG community, this portion of WCR38 is within the NFRMPO boundary. Therefore, they require NFRMPO Planning Council approval for this classification change request. Karasko stated WCR38 in the project area is currently classified as a collector roadway and they are proposing changing it to a major arterial roadway. Karasko described current conditions on WCR38 and explained upon NFRMPO Planning Council approval, they would submit a letter to FHWA in support of the classification change.

NFRMPO Executive Director Policies – Olson stated he did not see any issues with the proposed changes to the NFRMPO Executive Director Policies. Planning Council discussed that the proposed policy change does not

include a dollar amount limit because the Executive Director is only allowed to execute contracts that do not exceed the financial authority already approved by the NFRMPO Planning Council.

Northern Colorado Mobility Committee — November Minutes

November 4th, 2025

1:00 p.m. – 3:30 p.m.

Call Meeting to Order, Welcome, and Overview of Agenda

In Person:

- Steve Teets, WAND
- Robyn Upton, WAND
- Celeste Stewart, Envision
- Irene Davila, Adeo
- Heidi Pruess, Larimer County
- Megan Kaliczak, zTrip
- Katlyn Kelly, Transfort

Virtual:

- Anna Rose Cunningham, Loveland
- Jaclynn Streeter, GoNoCo34 TMO
- Heidi Pruess, Larimer County
- Dana Klein, Estes Park
- Trevor Trepanier, GET
- Monica Wickstrom, Weld County AAA
- Ty Bereskie, City of Evans

Staff:

- Aaron Hull- Mobility Planner
- Tanya Trujillo-Martinez-Mobility Director
- Elizabeth Relford- Executive Director

Introductions & Icebreaker

Both virtual and in-person attendees introduced themselves and their organizations, along with what they are looking forward to this Winter.

Public Comment

No public comment was made.

Approval of August Minutes

Kaliczak made a motion to approve the August minutes, seconded by Teets. The Northern Colorado Mobility Committee unanimously approved the August Minutes.

Activity

Speed Networking

Both the in-person and virtual groups participated in a speed networking exercise to get to know each other and learn more about their respective organizations and services. Participants also had the opportunity to provide updates about their respective organizations.

Presentations

RideNoCo Updates

Hull provided a Ride NoCo update. Hull updated the Committee that this year's calls are trending similarly to last year's and that website visits are trending higher than expected at this time of year compared to the same period the previous year, with RideNoCo receiving 289 calls and 6,582 website visits so far this year. Hull also discussed the many outreach events attended in October. Hull explained that Staff believe calls made in October are trending slightly lower than last year due to staffing issues at the call center. Hull noted that the NFRMPO does not have a dedicated Mobility Specialist in the call center and that the current Mobility Specialist is on leave. Hull explained that this shows the need for a dedicated full-time Mobility Specialist in the call center to respond to callers' needs.

Teets spoke about the importance of outreach events and the importance of taking part in Weld Project Connect. Hull talked about how RideNoCo is seeing an increase in Veteran calls and in Spanish-speaking callers, and the number one need for rides remains medical. Hull also presented the new data points, shared highlights with the group, and discussed the latest printed materials, which were highlighted alongside the provider's guide. Hull also made invites for the UC Health Aspen Club Mobility Fairs and discussed the upcoming outreach events.

Discussion



Recommendation of Approval and Adoption of the 2025 Coordinated Plan

Hull informed the Mobility Committee that the 2025 Coordinated Plan will be presented to the NFRMPO Planning Council on Thursday, November 6th, 2025, for the first reading and discussion, followed by a 30-day public comment period from November 7th to December 7th. Hull also explained that the 2025 Coordinated Plan will go for its second reading and approval on December 4th.

Hull then provided an overview of the 2025 Coordinated Plan discussing the Plan's background, what has happened since the 2021 Plan, updated urban area information, the public and volunteer transportation options, the older adult and disabled individual demographics, the outreach efforts for the Plan, gaps in services heard during outreach, the ideas and strategies for addressing these service gaps, what's next for the Plan, and Staff Recommendation for approval. After Hull talked about the 2025 Coordinated Plan, Hull opened the discussion to the Committee for questions, comments, or recommendations.

Teets asked how much funding is received under 5310 each year, and Elizabeth Relford explained online that, on average, the NFRMPO Mobility Program receives \$50,000 to \$75,000 in combined FTA funding each year. Teets discussed the importance of advocating for seniors and individuals with disabilities, and the Committee reiterated that this is the intent and effort of the mobility team and the coordinated plan. Teets requested the locations for the November and December NFRMPO Planning Council Meetings with NFRMPO Staff, explaining that the November Planning Council will be held at the Loveland Public Works Building at 2525 W. 1st Street, and the December Planning Council will be held in Timnath at 4750 Signal Drive.

The NCMC made a motion to approve the 2025 Coordinated Plan and to recommend approval to the NFRMPO Planning Council, as proposed. The motion was made by Kaliczak and seconded by Teets. The Northern Colorado Mobility Committee unanimously approved the 2025 Coordinated Plan and recommended approval to the NFRMPO Planning Council, as proposed.

Break

A Break was taken from 2:05 to 2:15

Discussion Continued

MyWayToGo Demonstration and Outreach Discussion

Hull discussed the platform's launch in 2026 and explained its background and rationale, which aim to reduce congestion, reduce SOV, and improve air quality. Hull demonstrated the platform to the Committee, and then Hull opened it up for questions.

The Mobility Committee discussed possible challenges that the NFRMPO could host and recommendations for when to host challenges with ideas such as walk and roll weeks, the annual



bike month, May Mobility Awareness Month, Week without Driving, which falls at the end of September to typically the beginning of October, free fare weeks during the summer. The Mobility Committee highlighted that challenges should be launched when the weather is prime for walking and biking, and when it would be an enjoyable time to kick off. Discussion ensued on whether the NFRMPO should hold kickoffs with universities and on timing challenges with community colleges, such as Aims or Front Range, which need the most support regarding transportation issues. Teets explained that he thinks that Winter would be a suitable time for a launch because people need mobility options and support the most during that time.

Mobility Case Studies

Hull discussed the first mobility case study for this meeting, which featured a caller in Johnstown who needs rides to regular medical appointments in Loveland and Fort Collins. Hull explained that the individual is 60 years old, disabled, and uses a walker. Hull mentioned that the individual does not have transportation coverage through their insurance and needs free or low-cost transportation. Hull described that the caller has had difficulty in the past finding wheelchair-accessible transportation between Fort Collins and Johnstown and back, as well as having issues with Uber and Lyft. Hull mentioned that the individual reached out to Via Mobility Services and told them they could get rides to Fort Collins but not back to Johnstown.

The Committee discussed the mobility case study. Teets raised the question of why VIA could go to Fort Collins but not back to Johnstown, and a discussion ensued on the possible reasons. Kaliczak asked whether this was a same-day pickup request or scheduled in advance, and the debate ensued. Discussion from the Committee was about whether the individual could use two providers to provide these services, with one possible each way.

Kaliczak explained that with zTrip, it would be possible to get back to Johnstown from Fort Collins; however, the one-way fare would cost about \$60-\$70. Kelley explained that if the individual signed up with Dial-A-Taxi through Transfort, they could save \$20 on their zTrip ride. Discussion ensued on how the individual could use Via to get to the appointment and zTrip to get back, and how this would be a viable option, but not too affordable for everyone.

Hull discussed the second mobility case study for the meeting, which concerned a veteran living in Greeley who needs a ride to Boulder for a procedure. Hull explained that the individual uses a walker and has VA insurance, with no transportation benefits. Hull explained that when he called RideNoCo, he was provided with resources for Veterans that the NFRMPO is aware of, such as the Veteran Transportation Service and Qualified Listeners, a veteran support non-profit organization in the area.

The Mobility Committee discussed various regional transportation options, including Bustang, the Poudre Express, and FLEX bus routes, for getting to Boulder from Greeley. The Committee also discussed the difficulties with using these different services due to timing and routing issues.



Kaliczak asked about future US 34 bus routes, and Trepanier discussed with GET the routes that would connect to Bustang and the Poudre Express, and how that could help in the future. The Committee concluded that it would be difficult to get to Boulder from Greeley and that there were more barriers than solutions.

Wrap-Up + Round Table

Announcements & Member Updates

No announcements in the room or online.

Second Round of Public Comment

No public comment was made.

Agenda Suggestions

Teets discussed a few agenda requests for future meetings, including three requests for the NFRMPO to invite Bustang to provide updates in 2026, to have a provider spotlight on Transdev or the future Medicare transportation provider for the state, and more information on Go-Go Grandparent and Smartride.

Meeting Adjourn

Motion made by Teets to adjourn the NCMC, seconded by Kaliczak, with the meeting adjourning at 3:20 p.m.

Upcoming Meetings

- Weld County Mobility Committee: December 16th, 2025*
- Larimer County Mobility Committee: January 27th, 2026*
- Northern Colorado Mobility Committee: February 24th, 2026

***Please note**

- The WCMC and LCMC have changed to **hybrid** meetings and will have an option to meet in-person as well as virtually. Locations for the hybrid meetings will be at the following:
 - The WCMC will be held at The United Way of Weld County office at 814 9th Street, Greeley, CO 80631.
 - The LCMC will be held at the Loveland Youth Campus at 2366 E 1st St, Loveland, CO 80537.



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.

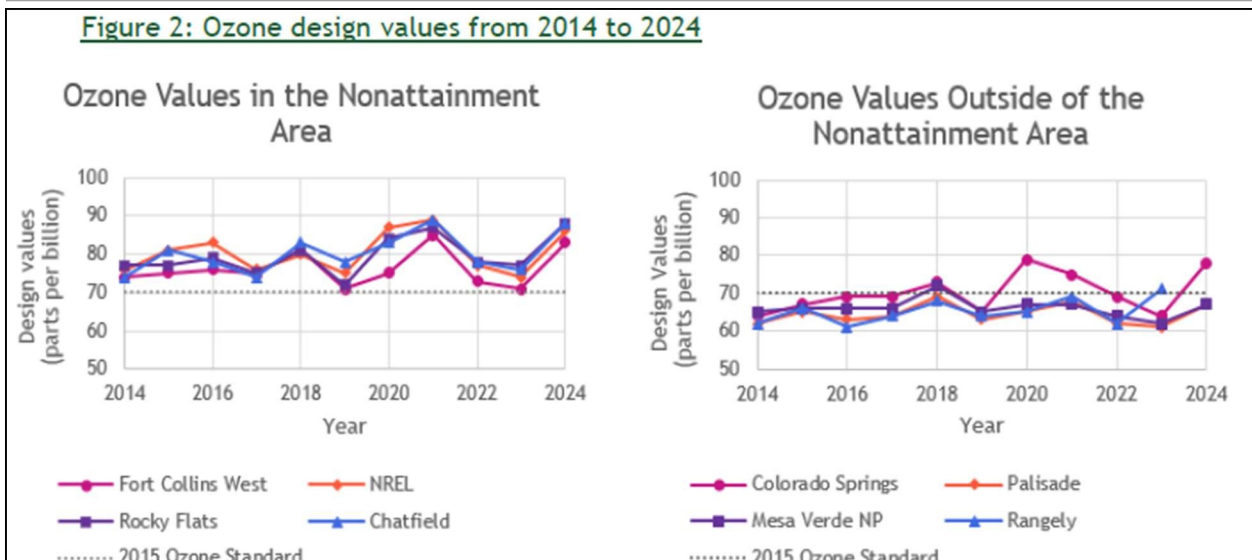
In October, the AQCC and the Board of Health were jointly briefed on the AQCC's 2024-2025 Annual Report to the Public and the Summer 2025 Ozone Season.² Both briefings recognized more than human-caused emissions complicate the nonattainment areas' ability to attain the current ozone standards. The AQCC 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.

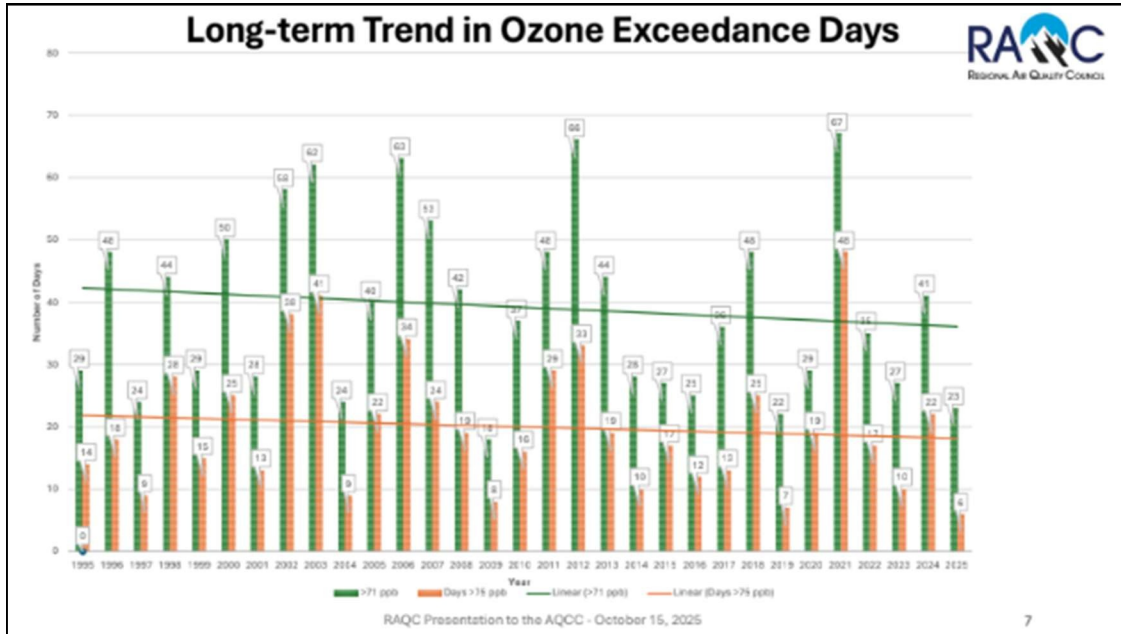
2025 Ozone Season Monitoring Data:

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	76
Blackhawk	79	66	82
Boulder Reservoir	84	69	74
CAMP	79	70	78
La Casa	84	71	72
Chatfield	86	73	66
Evergreen	85	73	68
Fossil Crk	84	68	75
Fort Collins - CDU	82	68	77
Fort Collins West	83	72	72
Greeley Weld County	81	71	75
Highlands	73	62	82
NREL	86	71	70
Metalf Park*	NA	79	87
LaSalle Twp	79	69	79
Rocky Flats North	88	72	87
Timnath	78	73	76
Wetby	83	68	75

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	86	73	52
Evergreen	85	73	55
Fossil Crk	84	68	61
Fort Collins - CDU	82	68	63
Fort Collins West	83	72	58
Greeley Weld County	81	71	61
Highlands	73	62	78
NREL	86	71	56
Metalf Park*	NA	70	73
LaSalle Twp	79	69	65
Rocky Flats North	88	72	63
Timnath	78	73	62
Wetby	83	68	61

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)

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

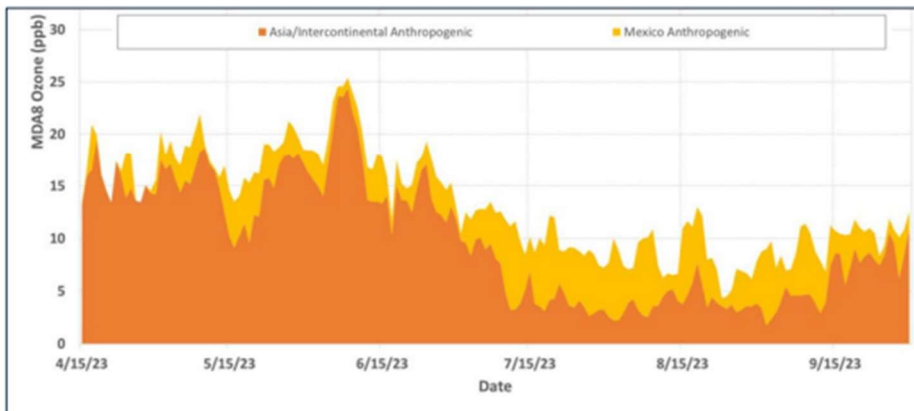


Figure 3-2. Time series of modeled Asia/intercontinental and Mexico international manmade emissions contributions to ozone during the 2023 ozone season averaged over all Maricopa Nonattainment Area monitoring sites.

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

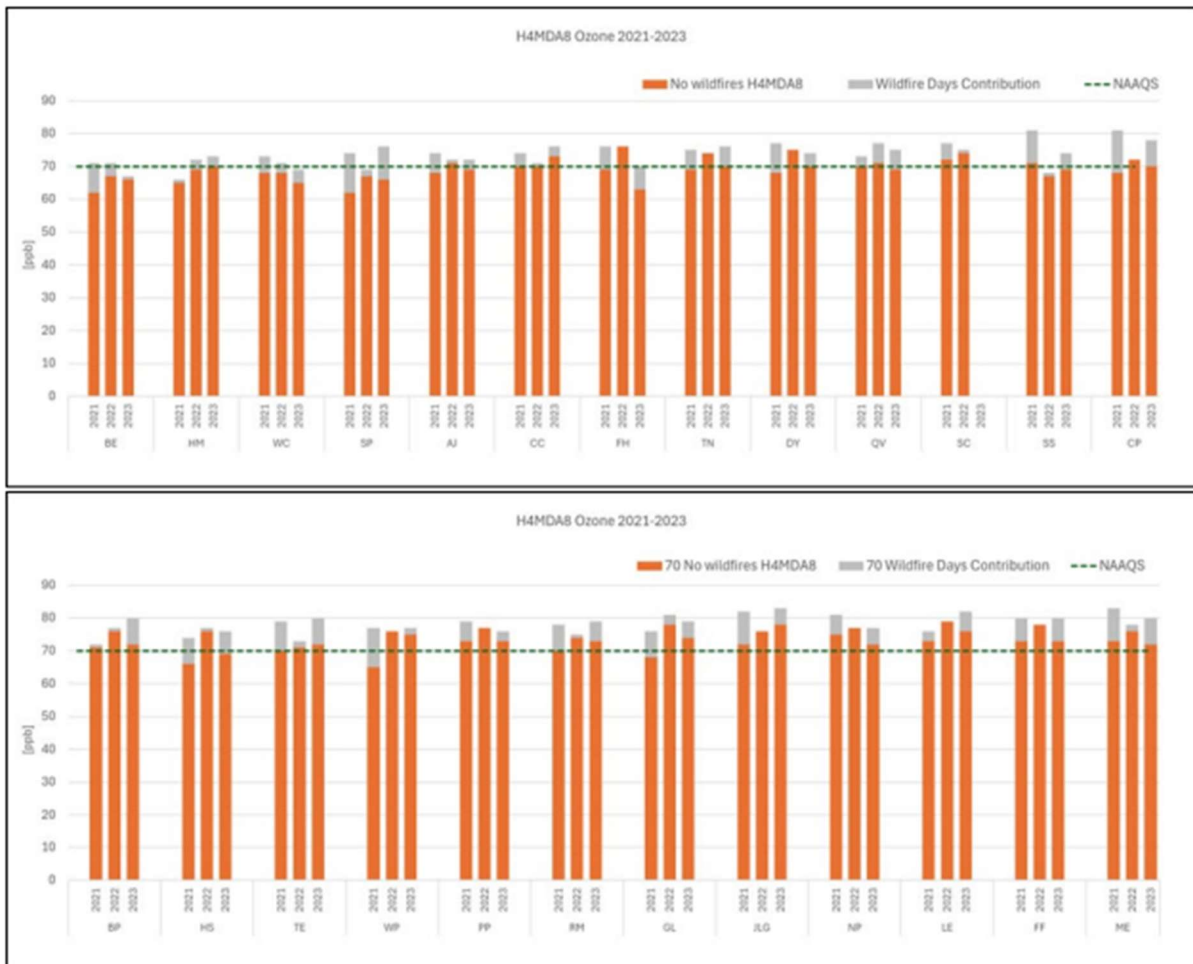


Figure 2-7. Annual fourth highest ozone concentration in 2021 through 2023 at each of the Maricopa Nonattainment Area ozone monitors considering contributions from all possible wildfire days (grey) and non-wildfire days (orange).

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.

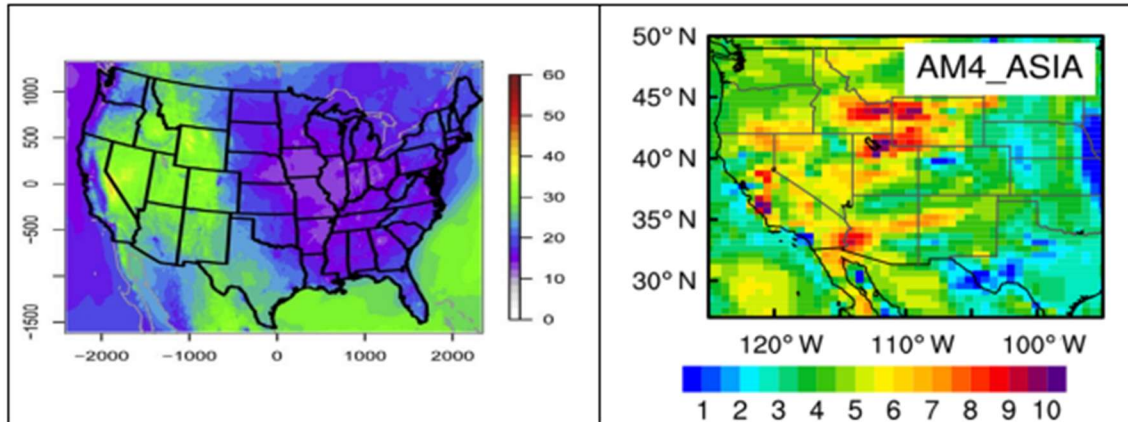


Figure 2-10. Examples of modeled surface background ozone (ppb) (left) showing July 2011 average US background from the CAMx regional photochemical model, and (right) showing tracked ozone from Asia on May 24, 2017.

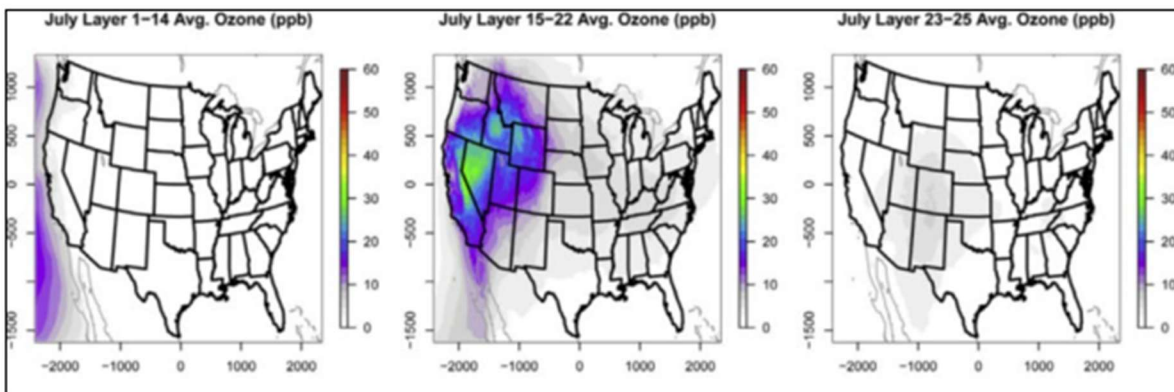


Figure 2-11. Results showing examples of US background ozone contribution (ppb) from the western CAMx boundary and from three sets of vertical model layers; boundary layer (left), mid troposphere (middle), stratosphere (right).

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_sVk4#/registration
- NFRMPO should track the evolution of the RAQC's Blueprint