



## North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda--**REVISED**

December 4, 2025

**In Person: Timnath Police Station, 5601 E. Harmony Road, Timnath, CO 80528**

**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](mailto:staff@nfrmpo.org)

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Pledge of Allegiance	Johnny Olson, Chair	-	6:00
2	Public Comment - 2 min each <i>(accepted on items not on the Agenda)</i>	<i>Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.</i>	-	-
3	Councilmember Announcements	Johnny Olson	-	6:05

### Public Hearing

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Air Quality Conformity for the FY2026-2029 Transportation Improvement Program (TIP) and the 2050 Regional Transportation Plan (RTP) Amendment	Becky Karasko, Transportation Planning Director	-	6:10

### 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 – November 6, 2025	Johnny Olson	11	6:20
	Air Quality Conformity Determination <b>Resolution 2025-23</b>	Becky Karasko	17	



	Executive Director Policies 2025 Update <b>Resolution 2025-24</b>	Elizabeth Relford, Executive Director	Handout	
	WCR38 Functional Classification Change Request <b>Resolution 2025-25</b>	Becky Karasko	20	
	2025 Coordinated Human Services Transportation Plan <b>Resolution 2025-26</b>	Aaron Hull, Mobility Planner	31	
	TMO Call for Projects <b>Resolution 2025-27</b>	Tanya Trujillo-Martinez, Mobility Director	34	
	2025 Quarters 1 and 2 Unaudited Financials	Tonja Burshek, Controller	37	

### Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Air Pollution Control Division (APCD)	Written Report	Handout	-
6	NFRMPO Air Quality Program Updates	Written Report	53	-
7	Regional Air Quality Council (RAQC)	Kristin Stephens, Vice Chair	62	-
8	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-

### Metropolitan Planning Organization Agenda

#### Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	Report of the Chair	Johnny Olson	-	6:35
10	Executive Director Report	Elizabeth Relford	-	6:40
11	Finance Committee	Written	66	-
12	TAC	Written	68	-
13	Mobility	Written	Handout	-



### ***Presentation***

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
14	State Demographer Presentation	Kate Watkins, State Demographer	Handout	6:45

### ***Action Items***

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
15	2026 Officer Elections	Johnny Olson	-	7:15
16	NFRMPO Front Range Passenger Rail District Board Members <b><i>Resolution 2025-28</i></b>	Elizabeth Relford	Handout	7:20

### ***Discussion Items***

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
17	2022-2026 NFRMPO Targets for Safety Performance Measures	Mykayla Graalum, Transportation Planner I	Handout	7:30
18	Foothills Transit Station MMOF Match Relief Request	Joshua Ma, Transfort	69	7:50

### ***Council Reports***

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
19	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	8:00
20	STAC Report	Written Report	72	-
21	Colorado Transportation Investment Office (CTIO)	Written Report	74	-
22	Front Range Passenger Rail District	Tricia Canonico, City of Fort Collins Councilmember Jon Mallo	-	-
23	Host Council Member Report	Bill Jenkins, Town of Timnath Councilmember	-	8:10

**Executive Session**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
24	Executive Session	<i>To consider personnel matters, pursuant to C.R.S. §24-6-402(4)(f), regarding the annual evaluation of the Executive Director and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies.</i>	-	8:20

**Meeting Wrap Up:**

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: January 8, 2026 – **Virtual Only**



## 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

### *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**

### *City of Loveland*

**Patrick McFall, Mayor**

Alternate- Laura Light-Kovacs, Councilor

### *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



## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Elizabeth Relford**

**Date: December 4, 2025**

**Re: Amending the Executive Director Policies**

### Background

On June 6, 2024, the NFRMPO passed Resolution 2024-10, amending the Executive Director Policies to limit the monetary authority of the Executive Director to enter into contracts required for the operation, maintenance, and support of the administrative office. The proposed amendment restores the previous authority established by Resolution 2001-04 and amended by Resolution 2022-19 to the Executive Director position to not execute contracts that exceed the financial authority approved by the NFRMPO, which has been in place since the original policies were created.

In addition, minor clean-up items are included to reflect current succession processes for existing organization operations.

The revisions were presented and reviewed by both the Finance and Executive Committees. Therefore, the authority given to the Executive Director is pursuant to approval, by the NFRMPO Council per ***Resolution 2025-24***. Approval of the Resolution will also apply to the modifications to the Executive Director Policies.

### Action

Approval of ***RESOLUTION NO. 2025-24*** OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL AMENDING THE EXECUTIVE DIRECTOR POLICIES.



**RESOLUTION NO. 2025-24**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**AMENDING THE EXECUTIVE DIRECTOR POLICIES**

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

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

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

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

**WHEREAS**, the NFRMPO Council amended the Executive Director Policies adopted June 6, 2024, to modify the Executive Director's signatory authority on contracts to items up to \$100,000 and comply with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for requiring explicit authorization for the Executive Director to sign off on Certifications and Assurances; and

**WHEREAS**, the NFRMPO wishes to update and clarify the authority of the Executive Director contractual authority and succession process as provided for in attached Policies to this Resolution.

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

The Executive Director is authorized to act on behalf of the NFRMPO and Resolution 2024-10 is hereby rescinded and replaced by Resolution 2025-24.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4<sup>th</sup> day of December 2025.

\_\_\_\_\_  
Johnny Olson, Chair

ATTEST: \_

\_\_\_\_\_  
Elizabeth Relford, Executive Director



Dedicated to protecting and improving the health and environment of the people of Colorado

## November 2025 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, December 4, 2025

### [Air Pollution Control Division](#) (Division) Public Participation Opportunities:

- **Air quality compliance and enforcement 101:** Join a public meeting to learn the basics of air quality compliance and enforcement in Colorado. The meetings will cover:
  - o Air quality inspections and other compliance activities that the division conducts.
  - o How air division inspectors identify potential violations of air quality permits and regulations.
  - o Basics on the air division's enforcement process and common components of an enforcement action.
  - o New resources and tools from the air division to keep the public informed about state-level air quality compliance and enforcement work.
  - o How to find information and stay informed about the air division's compliance and enforcement work.

Register to join an upcoming meeting on [Wednesday, December 3, 6-7 p.m.](#)

- **Potential changes to Air Quality Control Commission Regulation 27:** The Air Pollution Control Division is hosting a series of online public meetings on potential changes to Air Quality Control Commission Regulation 27, also known as the Greenhouse Gas Emissions and Energy Management for the Manufacturing Sector rules, or GEMM 1 and GEMM 2. At the direction of the commission, the division is planning to propose updates that would:
  - o Increase transparency of the state's emissions crediting and tracking system for GEMM 1 and 2 facilities.
  - o Harmonize requirements between GEMM 1 and 2 facilities.
  - o Create a state-managed fund for GEMM 1 and 2 facilities.

Register to join an upcoming meeting on [Saturday, December 6 from 11 a.m.-1 p.m.](#)

- **Potential changes to emission reporting requirements and permit fees:** The division is hosting a series of online public meetings on potential changes to [Air Quality](#)





[Control Commission Regulations 3 and 7](#), concerning [emissions reporting and permitting fees](#). The division is evaluating revisions to reduce duplicative emissions reporting requirements. The division is also evaluating revisions to fees associated with APEN submittals, permit processing, annual criteria pollutant emissions, annual HAP emissions, and potentially other application materials submitted to the division. The division will also provide a brief update on levels of particulate matter 10 (PM10) pollution in Colorado and how they compare to federal standards. Register to join an upcoming meeting on [Tuesday, December 9, 6-8 p.m.](#)

- **Potential changes to lawn and garden equipment requirements:** The division is hosting a series of online public meetings on potential changes to Air Quality Control Commission Regulation 29, [Emission Reduction Requirements for Lawn and Garden Equipment](#). At the direction of the commission, the division is evaluating proposed revisions that would expand the summer-time equipment use restrictions to commercial lawn and garden equipment. Register to join an upcoming meeting on [Saturday, Dec. 13, 10 a.m.-12 p.m.](#)



## Air Quality Control Commission (Commission) Updates:

### November 19-21, 2025 Commission Meeting

- **Lawn and Garden Equipment Briefing:** The Commission previously considered restrictions on use of smaller push and hand-held gasoline-powered lawn and garden equipment by commercial contractors as well as a sales prohibition on this equipment and recognizes the importance of replacing gasoline-powered lawn and garden equipment with electric alternatives to reduce the emissions of ozone precursors and other pollutants. The Commission received testimony noting that the market is already trending in this direction and support the acceleration of this market transition. To that end, the Commission requested that the Division monitor the market share of electric lawn and garden equipment and report this information to the Commission.
- **Regulation Number 9 - Open Burning, Prescribed Fire and Permitting:** The Commission will consider projected costs for the Smoke Management Program (SMP). If the adjusted projected cost of the SMP for an upcoming year varies more than 5% from the total regulatory fee amount in Regulation No. 9, the Division will notify the Commission in the annual briefing that it intends to seek a fee change before the Commission in a properly noticed public hearing. The projected cost of the SMP is not expected to rise by more than 5%, so the Division will not request a public hearing before the Commission to formally propose a regulatory cost of program adjustment.
- **Ozone State Implementation Plan (SIP) and Associated Regulations:** The Commission will consider proposed elements to Colorado's State Implementation Plans (SIP) under the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS) and revisions to associated regulations including Regulation Number 3, Regulation Number 7, Regulation Number 11, Regulation Number 25, Regulation Number 26 and the Air Quality Standards, Designations and Emission Budgets.

### December 9 & 13, 2025 Public Comment Hearings

- Public Comment Hearing Magellan Pipeline Terminals, Aurora Terminal, Adams County - Title V Operating Permit Number 17OPAD399.
- Public Comment Hearing Crestone Peak Resources Operating, LLC's Mustang Booster Station, Adams County - Title V Permit Number 23OPAD524.

### December 17-19, 2025 Commission Meeting

- **Regulation Number 9 Request for Public Hearing: Boulder County Parks & Open Space:** The Division and the Boulder County Parks & Open Space will request a public hearing to present to the Commission its significant user prescribed fire planning renewal document.
- **Regulation Number 27 Briefing - Manufacturing Sector Greenhouse Gas Emissions Standards:** The Division will brief the Commission on the evaluation of the trading program and the identification of any modifications that may be necessary. The Division will also report on: a. The status of the trading program; b. The co-pollutant



reductions associated with the credits generated for the trades; c. Updated projections for the 2026 credit market, and likely compliance pathways for the GEMM 2 facilities. d. The 2022-2024 GHG emissions from both the GEMM 1 and GEMM 2 facilities. e. The GHG plans submitted by the covered facilities and information on emissions reduction strategies in the plans including co-pollutant reductions.

- **Division Permitting Update:** The Division will brief the Commission on current permitting fees and permitting timelines
- **Greenhouse Gas Inventory Briefing:** The Commission will hold a briefing regarding the finalization of Colorado's 2025 Greenhouse Gas Inventory and provide an update on GHG reporting and data gathering, which will be used to inform progress in meeting the statewide and sector-specific goals.
- **Regulation Numbers 24, 26 & 30 Request for Rulemaking Hearing - Toxic Air Contaminants:** The Division will request the Commission to set a hearing to consider revisions to Regulation Numbers 24, 26 & 30 to address priority TAC control strategies.
- **Regulation Number 31 - Landfill Methane Regulation Rulemaking Hearing:** Continuation from August 20-22, 2025. The Commission will consider establishing a new Regulation Number 31 to address municipal solid waste landfill greenhouse gas control and monitoring requirements.



**Northern Colorado Mobility Committee — August Minutes**

**August 26<sup>th</sup>, 2025**

**1:00 p.m. – 3:30 p.m.**

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

**In Person:**

- Anna Rose Cunningham, Loveland
- Kristi Swasko, RAFT
- Jaclynn Streeter, GoNoCo34 TMO
- Ty Lamm, United Way Weld County
- Steve Teets, WAND
- Robyn Upton, WAND
- Irene Davila, Adeo
- Heidi Pruess, Larimer County
- Ari Edgely, Foothills Gateway

**Virtual:**

- Kimberly Aguilar-Pauli, Larimer County ARC
- Steve Conaway, RAFT
- Jacque Penfold, Community Member
- Dana Klein, Estes Park
- Co-Chair Jenna Robinson, SAINT
- Megan Kaliczak, zTrip
- Willow Cooper-Barton, ARC
- Trevor Trepanier, GET
- Mayra Orozco, Northern Colorado Health District
- Co-Chair Adriana Torres, Via Mobility
- Steve Conway, RAFT

**Staff:**

- Aaron Hull, NFRMPO
- Elizabeth Relford, NFRMPO

**Introductions & Icebreaker**

Aaron introduced and welcomed Elizabeth Relford, the new MPO Executive Director, to the NCMC. Then, both virtual and in-person attendees introduced themselves and their organizations.

**Public Comment**

No public comment.

**Approval of May Minutes**

Steve Teets made a motion to approve the May minutes, as amended to remove Steve's name, which was duplicated, with a second from Kristi Swasko. The Committee unanimously approved the amended minutes.

**November NCMC Meeting Date Discussion**

Aaron Hull explained to the Committee the timing of the November NCMC meeting, as it corresponds to the Planning Council's schedule for discussing the 2025 Coordinated Plan. Therefore, if the Committee would like to comment on the plan before the November 6<sup>th</sup> Planning Council meeting, it needs to reschedule the next regularly scheduled meeting from November 18<sup>th</sup> to November 4<sup>th</sup>.

Steve Teets made a motion to move the meeting from the third Thursday of the month to the First Thursday of November. Committee Member Swasko seconded the motion, and it was unanimously approved.

**Activity****Speed Networking.**

The in-person group participated in a speed networking exercise to get to know each other and learn more about their respective organizations and services. The remote participants provided updates about their organizations online.

**Presentations****RideNoCo Updates**



Aaron provided a Ride NoCo update. This year's calls are trending similarly to those of last year. Website visits are trending higher than expected at this time of year compared to the same period the previous year. The mobility staff are working on updating the call sheet to include new features/data points that reflect the updated demographics. Additionally, staff have added more questions to better capture service gaps.

Steve Teets asked staff how they attempt to identify gaps in service when they gather this information. Aaron said they do their best to arrange services when speaking with clients. After documenting the gaps, staff can help raise awareness within the organization, enabling them to communicate effectively through the network.

The group discussed how our organizations can share data to support one another, to help elected officials understand the importance of transportation for quality of life.

Aaron handed out updated Riders' Guides. Contact the NFRMPO if you would like copies sent to your agency.

Aaron also handed out updated Provider's Guide handouts to share with the group. Lisa is also working as an extensive resource guide. MPO staff will email out a PDF version to the group.

Aaron went over the upcoming RideNoCo events with the group. Wrapping up the summer outreach. If your organization has any holiday events you would like staff to attend, please notify us.

Aaron provided an update on the 2026 Aspen Club and RideNoCo Transportation Fairs. The group discussed the Aspen Club and its role in delivering holistic well-being care for aging populations.

## **2025 Coordinated Plan Update**

Aaron is finalizing the 2025 Coordinated Plan. Outreach is wrapping up, and the survey will close on Friday, August 29<sup>th</sup>. Organizations are encouraged to provide comments before it closes. The survey has been conducted for six months, and staff have received seventeen responses to date. Staff provided a summary of gaps identified in the survey responses.

Steve Teets suggested that the region consider establishing a Regional Transportation Authority (RTA) as a funding mechanism to enhance transportation services and options in our area.

Some concerns are that GET does not currently have a fixed bus route to the UC Health Hospital. Call-in-Ride is a service available to Greeley Hospital as an alternative option.

## **GoNoCo34 Presentation**



Jaclynn Streeter presented to the Committee about the GoNoCo34 TMO, a transportation management organization dedicated to improving mobility, reducing congestion, and promoting sustainable transportation options along the US 34 corridor.

Jaclynn updated the Committee on upcoming outreach events.

Jaclynn asked the Committee 2 questions:

1. What is the most critical transportation issue that affects your community? Some responses included:
2. How can the TMO support your organization?

Jaclynn received the following feedback from the questions asked:

- Medical transportation.
- After-school transportation needs for kids.
- Having a sound transportation system that covers all groups.
- Lack of information in our community about what our transportation options are.
- The need to have everything instantaneously on demand does not mean services are not available.
- First and last mile connections.
- Greeley has the fastest-growing population in the state. How do you redesign routes to offset existing needs and still address future needs?
- How do you manage expectations while ensuring funding for continuing service?
- Lack of connectivity not just routes, but with other organizational communications.

## Break

A break was taken at 2:39 p.m., and the NCMC meeting resumed at 2:51.

## Discussion



## **2025 TMO Call for Projects Information**

Aaron presented the TMO call for projects to support TMO efforts in the region. The MPO hired Steer to facilitate the creation of a TMO Guidebook and a Call for Projects framework. The funding is from the Carbon Reduction Program (CRP) for fiscal years 2024-2027, for \$400,000, with a local match of \$83,120, as currently identified in the TIP.

The call for projects has been modified from a TDM call to a TMO focus to align with the initial goal of establishing TMOs in the region.

Staff received feedback from entities regarding funding amounts and scoring criteria goals. Today, the staff is here to gather feedback from NCMC. The mobility staff will present recommendations to the TAC in September and discuss them with the Planning Council in October. The goal is to open the call for projects on November 7<sup>th</sup>.

Anna Rose had some technical questions for the staff and offered to coordinate after the meeting to keep the meeting on schedule. Her questions pertained to the TMO eligibility and funding minimum/maximum guidelines. Staff will post the updated guidebook on the NFRMPO website on Thursday.

## **Mobility Case Studies**

The first case study involves a Wellington caller who requires rides to physical therapy in Fort Collins twice a week. She is not sixty, so she cannot utilize the Senior Center Transportation Service to Fort Collins. The group discussed options for resolving this issue.

The second case study is a person who lives in Greeley and needs a ride to her doctor in Fort Collins. She is over sixty and does not have Medicaid. 60+Ride has a waitlist, and she is not in Via Mobility's service area. Taking Uber, Lyft, or zTrip is too expensive; she needs free or low-cost transportation options.

Excellent discussions from members on problem-solving options for staff to assist callers.

## **Wrap-Up + Round Table**

## **Announcements & Member Updates**

Loveland – Colt and Transfort are having open houses this upcoming Thursday in Loveland and Friday in Fort Collins to discuss the changes to the Flex Service (only). Colt is taking over the Loveland to Fort Collins portion of the service. Fort Collins will continue to run service to Boulder, but the hours will be modified.





Steve Teets mentioned the Spin program in Greeley is not working because the bikes are blocking the ADA ramps, so people with disabilities are struggling to get around them. I would like to see some training or educational classes offered to support the program's success. There is a need for more regulations, training, and education on where to leave bicycles. Steve Teets would like to have CDOT DTR provide an update on Bustang.

### **Upcoming Meetings:**

- A. Weld County Mobility Committee (WCMC): September 30<sup>th</sup>, 2025
- B. Larimer County Mobility Committee (LCMC): October 28<sup>th</sup>, 2025
- C. Northern Colorado Mobility Committee (NCMC): November 18<sup>th</sup>, 2025

NCMC adjourned the meeting at 3:38 p.m.

**May 1, 2025**

North Front Range Metropolitan Planning Organization  
419 Canyon Ave., Ste. 300  
Fort Collins, CO 80521

**Re: Acknowledgment of Front Range Passenger Rail District Board Member  
Term Expiration Date**

In 2024, the General Assembly passed, and Governor Polis signed House Bill 24-1012 (codified at Section 32-22-104(1)(b)(II), C.R.S.) ("HB 24-1012"), which specified that the terms of Front Range Passenger Rail District (the "District") directors appointed by metropolitan planning organizations or councils of governments run through the fourth succeeding December 31 following their appointments. The North Front Range Metropolitan Planning Organization (the "Appointing Authority") previously appointed the District directors listed in the table below with the corresponding appointment dates and term expirations.

In order to comply with HB 24-1012, the District is seeking to clarify the statutory adjustment to each director's term and to confirm each director's adjusted term expiration date. Each director's term will expire on the corresponding adjusted term expiration dates in the table below:

<b>Director</b>	<b>Appointment Date</b>	<b>Term Expiration in Appointment Letter</b>	<b>Adjusted Term Expiration</b>
Tricia Canonico	July 11, 2024	May 2026	December 31, 2025
Jon Mallo	March 6, 2025	May 2028	December 31, 2027

The District requests that the Appointing Authority sign this letter and return a copy of it to the District as your acknowledgement that the expirations of the terms listed above comply with House Bill 24-1012. If the Appointing Authority's own governing law and/or rules of procedure require a revised resolution and/or the issuance of a new appointment letter for its appointed directors reflecting the adjusted expiration of each corresponding directors' term, we respectfully request you undertake such action and provide the District with a copy of the approving resolution, appointment letter, or other appropriate documentation.

By its signature the Appointing Authority also acknowledges that for all future appointments (other than replacements), the term of each director appointed by a metropolitan planning organization or council of governments begins on January 1 following such appointment and runs through the fourth succeeding December 31.

The District has thoroughly benefited from having Director Canonico on the Board. To streamline District efficiencies, our preference is for the NFRMPO to reappoint her to another term so that she stays on the Board following December 31, 2025. Please contact us should you need more clarification.

We thank you for your time and attention to this matter.



Chrissy Breit, Interim General Manager  
Front Range Passenger Rail District

Acknowledged: \_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

Dated: \_\_\_\_\_



**RESOLUTION NO. 2025-28**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING NFRMPO REPRESENTATIVES TO THE FRONT RANGE PASSENGER RAIL DISTRICT BOARD OF**  
**DIRECTORS**

**WHEREAS**, Colorado Senate Bill (SB) 21-238 requires two representatives from the North Front Range Metropolitan Planning Organization (NFRMPO) to serve on the new Front Range Passenger Rail District; and

**WHEREAS**, the Directors appointed to the Board must be elected officials, or prior elected officials, representing the NFRMPO; and

**WHEREAS**, the Front Range Passenger Rail District includes Larimer County and its communities within the NFRMPO; and

**WHEREAS**, the NFRMPO Council wishes to appoint two new Directors and to revise the term appointments as listed in Resolutions 2024-11 and 2025-10 to align with the Front Range Passenger Rail District's new Director terms;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby appoints:

\_\_\_\_\_ with \_\_\_\_\_ whose term will expire on December 31, 2027, to serve as Director on the Front Range Passenger Rail District representing the NFRMPO.

\_\_\_\_\_ with \_\_\_\_\_ whose term will expire on December 31, 2029, to serve as Director on the Front Range Passenger Rail District representing the NFRMPO.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5<sup>th</sup> day of December 2025.

\_\_\_\_\_  
Johnny Olson, Chair

ATTEST:

\_\_\_\_\_  
Elizabeth Relford, Executive Director

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Mykayla Graalum**

**Date: December 4, 2025**

**Re: Discussion - 2022-2026 NFRMPO Targets for Safety Performance Measures**

### Objective

Planning Council review and feedback on the five federally required safety performance measure targets for 2022-2026.

### Summary

Per federal requirements, the NFRMPO must set targets for the five safety performance measures for the 2022-2026 period by February 27, 2026. CDOT set statewide targets for 2022-2026 in August 2025.

To set targets, the NFRMPO can either:

- A. Support the CDOT statewide safety targets and agree to plan and program projects to contribute toward accomplishment of the state safety targets, or
- B. Set targets specific to the NFRMPO region.

The NFRMPO has the option to use the same methodology CDOT used to set the 2022-2026 safety targets to present the status of safety in the NFRMPO and set regional targets for the 2022-2026 period rather than support the statewide targets. Alternatively, the NFRMPO can develop its own methodology by setting targets based on a percent reduction in crash types per year. The state targets option and the regional targets options are presented in **Table 1**.

### Analysis

- Targets for the safety performance measures are set based on a rolling 5-year average.
- CDOT analyzed 10 years of historic crash data and used an exponential smoothing (ETS) analysis to forecast fatalities and serious injuries for 2025 and 2026. The 5-year average was calculated using actual fatality and serious injury numbers for 2022-2024 and the forecasted numbers for 2025-2026.
- NFRMPO Staff duplicated CDOT methodology using crash data for the region. NFRMPO Staff also created a new proposed methodology of a 1% per year reduction based on 2024 regional crash data. A different percentage reduction could also be calculated and used if desired.
- There is no financial penalty to the NFRMPO for not achieving or making significant progress toward targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting targets.
- The NFRMPO and CDOT must set targets for the five safety performance measures annually.
- The NFRMPO's targets for 2022-2026 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).



- The CDOT targets for the National Performance Measures are not aspirational targets, such as those established in CDOT's 2020-2021 Strategic Transportation Safety Plan or outlined in the NFRMPO Towards Zero Deaths policy adopted by Planning Council in September 2020. While CDOT and the NFRMPO are still endeavoring to move toward zero deaths and injuries, the federally required targets are data driven in accordance with the FHWA requirements for target setting.
- The NFRMPO has set safety performance measure targets by supporting CDOT's targets from 2018-2023. All statewide targets are presented in **Table 2**. From 2024-2025, the NFRMPO set its own regional targets instead of supporting the statewide targets. The 2024-2025 regional targets and the two proposed options for 2026 regional targets are presented in **Table 3**.

## Considerations

- Setting regionally specific targets provides a more accurate reflection of safety in the North Front Range.
- Using regionally specific targets aimed at a percentage reduction aligns with the NFRMPO's Towards Zero Deaths adopted policy and safety goals adopted by NFRMPO communities throughout the region.
- The NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.
- There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets.
- The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets.
- The NFRMPO must adopt either to support all the statewide targets or adopt all the regionally specific targets using the same methodology.
- In the November 2025 TAC Meeting, TAC members supported Option 2 for this target setting period. TAC members would like to explore an updated NFRMPO safety policy and Option 3 in future safety performance measure target setting.

## Recommendation

NFRMPO Staff requests Planning Council members review and discuss the proposed safety performance measure targets options for 2022-2026.

## Attachments

- Table 1: 2022-2026 Safety Performance Measure Targets Options
- Table 2: Historical CDOT Safety Performance Measure Targets
- Table 3: Historical NFRMPO Safety Performance Measure Targets (Beginning with 2020-2024 Targets)
- Presentation



**Table 1: 2022-2026 Safety Performance Measure Targets Options**

Measure	Option 1: Support CDOT Statewide Targets	Option 2: Set Regional Targets Based on Forecast Equation	Option 3: Set Regional Targets Based on a 1% Reduction per Year*
Fatalities	734	45	47
Fatality Rate per 100M VMT	1.342	1.129	1.246
Serious Injuries	3,997	295	280
Serious Injury Rate per 100M VMT	7.276	7.625	7.387
Non-Motorized Fatalities and Serious Injuries	784	50	51

\*A percentage reduction other than 1% could also be calculated and considered

**Table 2: Historical CDOT Safety Performance Measure Targets**

Measure	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025	2022-2026
Fatalities	610	644	618	603	597	668	716	740	734
Fatality Rate per 100M VMT	1.2	1.21	1.143	1.113	1.093	1.262	1.358	1.363	1.342
Serious Injuries	3,350	2,909	3,271	3,161	3,194	3,041	3,507	3,640	3,997
Serious Injury Rate per 100M VMT	6.79	5.575	6.075	5.828	5.846	5.794	6.528	6.701	7.276
Non-Motorized Fatalities and Serious Injuries	586	514	670	551	571	548	572	659	784



**Table 3: Historical NFRMPO Safety Performance Measure Targets (Beginning with 2020-2024 Targets)**

<b>Measure</b>	<b>2020-2024</b>	<b>2021-2025</b>	<b>2022-2026 Regional Option Based on Forecast Equation</b>	<b>2022-2026 Regional Option Based on a 1% Reduction per Year*</b>
Fatalities	39	36	45	47
Fatality Rate per 100M VMT	1.11	0.943	1.129	1.246
Serious Injuries	238	298	295	280
Serious Injury Rate per 100M VMT	6.73	7.671	7.625	7.387
Non-Motorized Fatalities and Serious Injuries	36	41	50	51

\*A percentage reduction other than 1% could also be calculated and considered





## 2022 – 2026 NFRMPO Targets for Safety Performance Measures

NFRMPO Planning Council Meeting  
12/4/2025



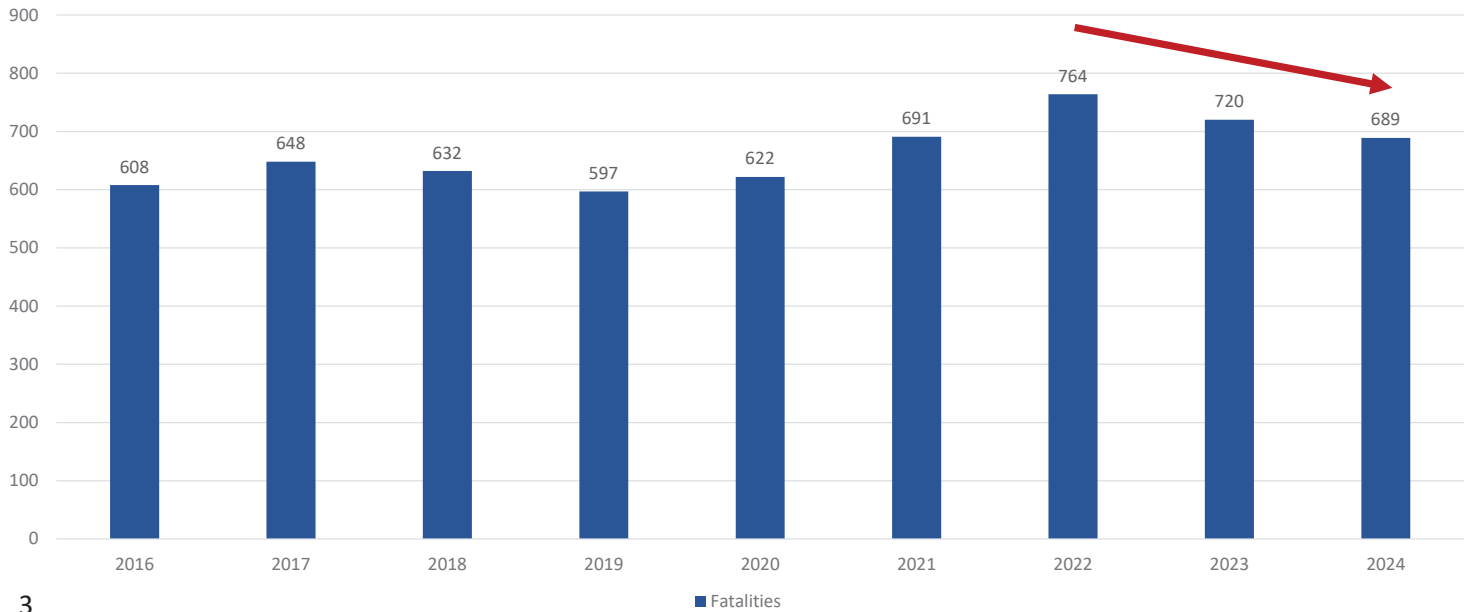
## Statewide and Regional Crash Data Analysis



## Colorado Fatalities



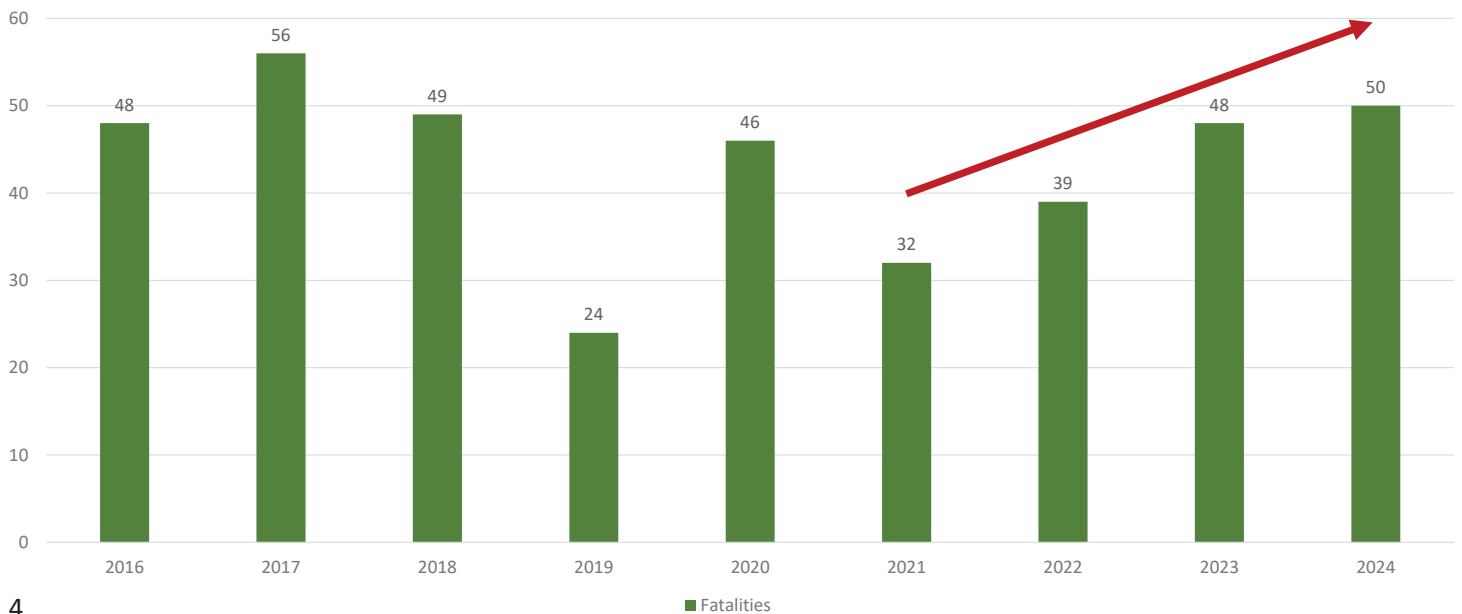
Colorado Fatalities



## NFRMPO Fatalities



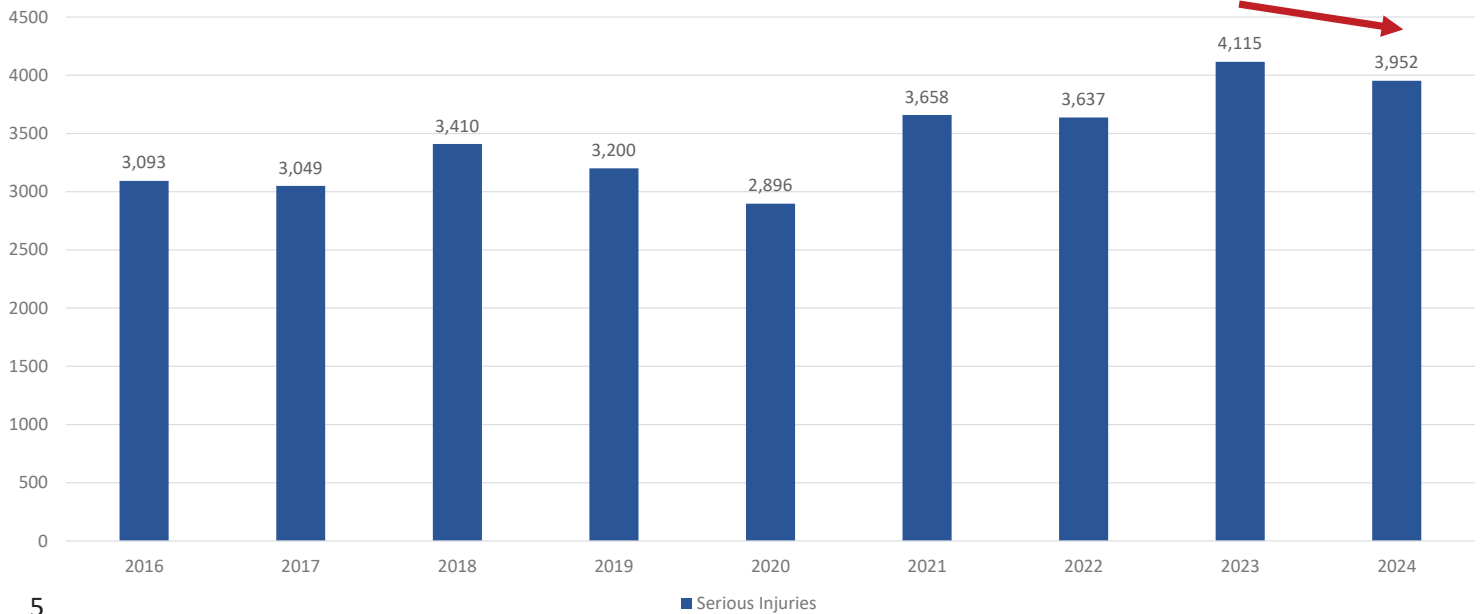
NFRMPO Fatalities



## Colorado Serious Injuries



Colorado Serious Injuries

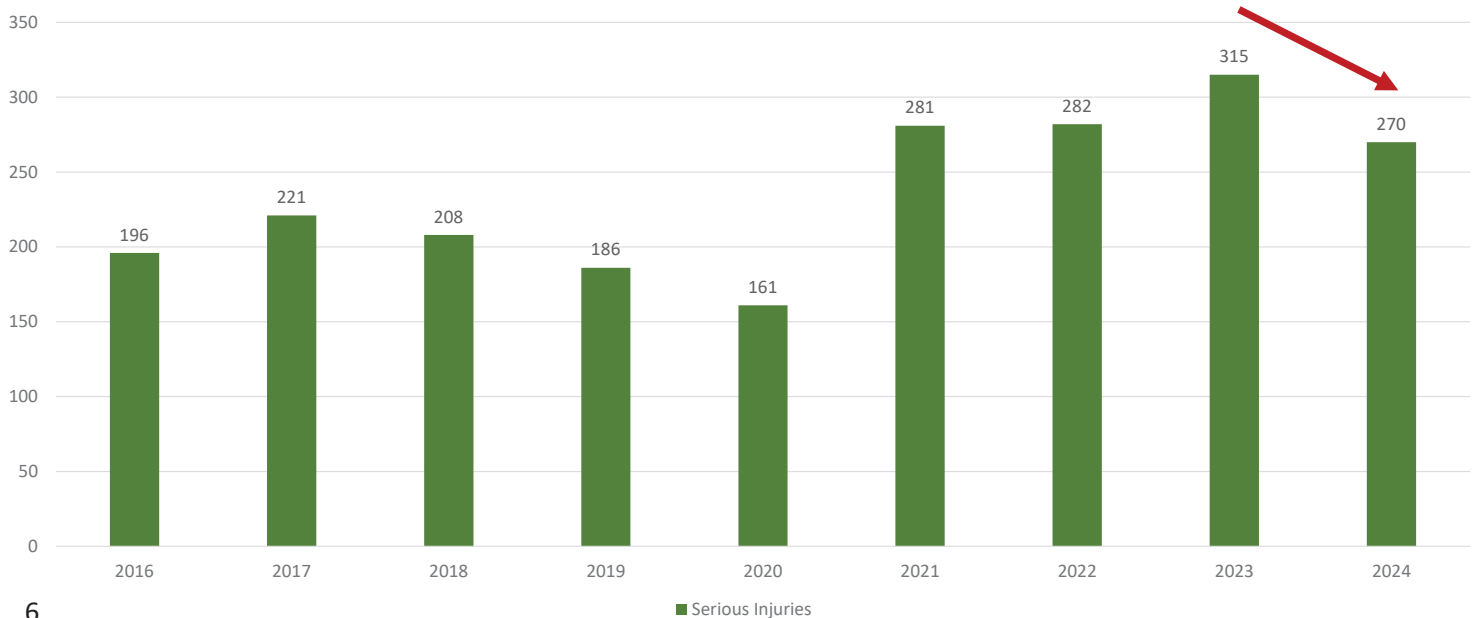


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## NFRMPO Serious Injuries



NFRMPO Serious Injuries

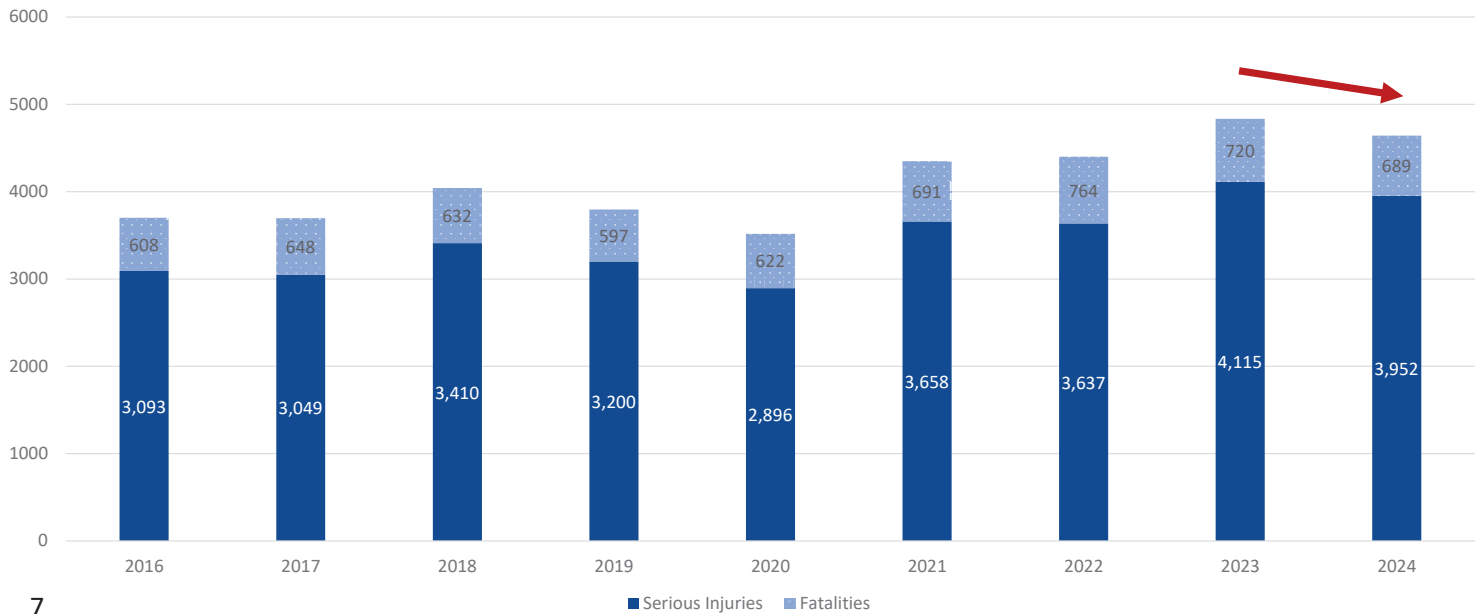


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# Colorado All Fatal and Serious Injuries



Colorado Fatalities and Serious Injuries

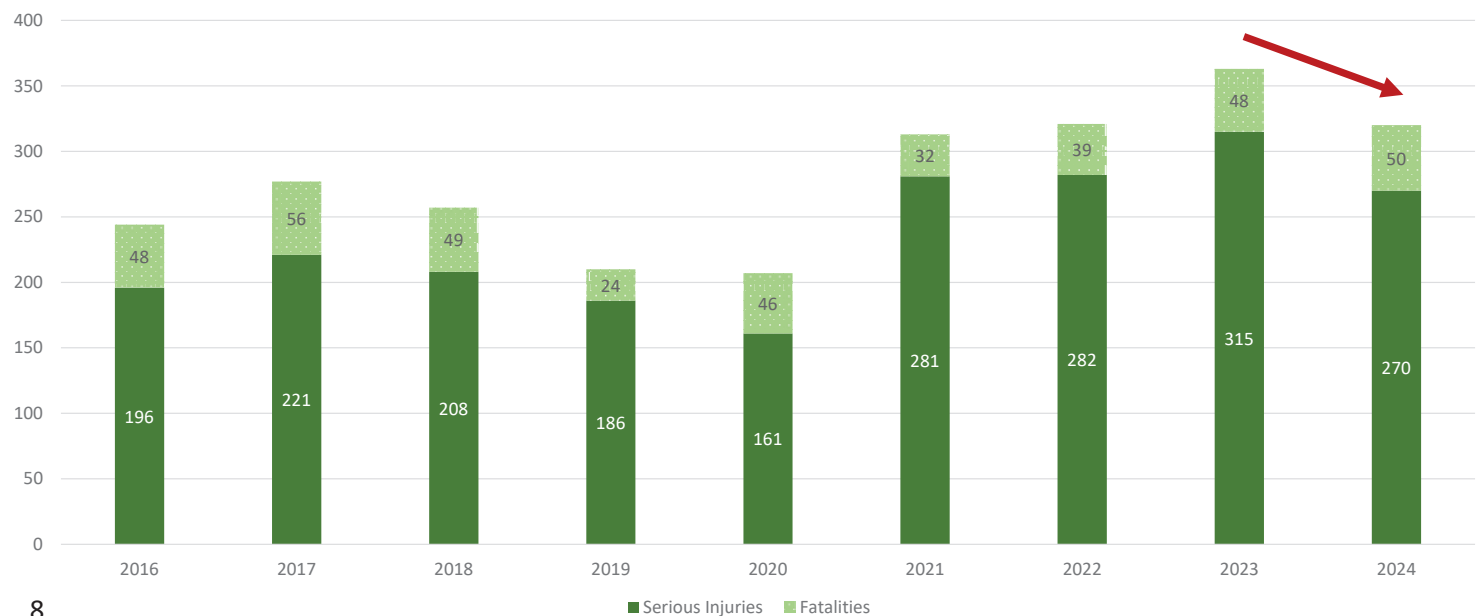


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# NFRMPO All Fatal and Serious Injuries



NFRMPO Fatalities and Serious Injuries

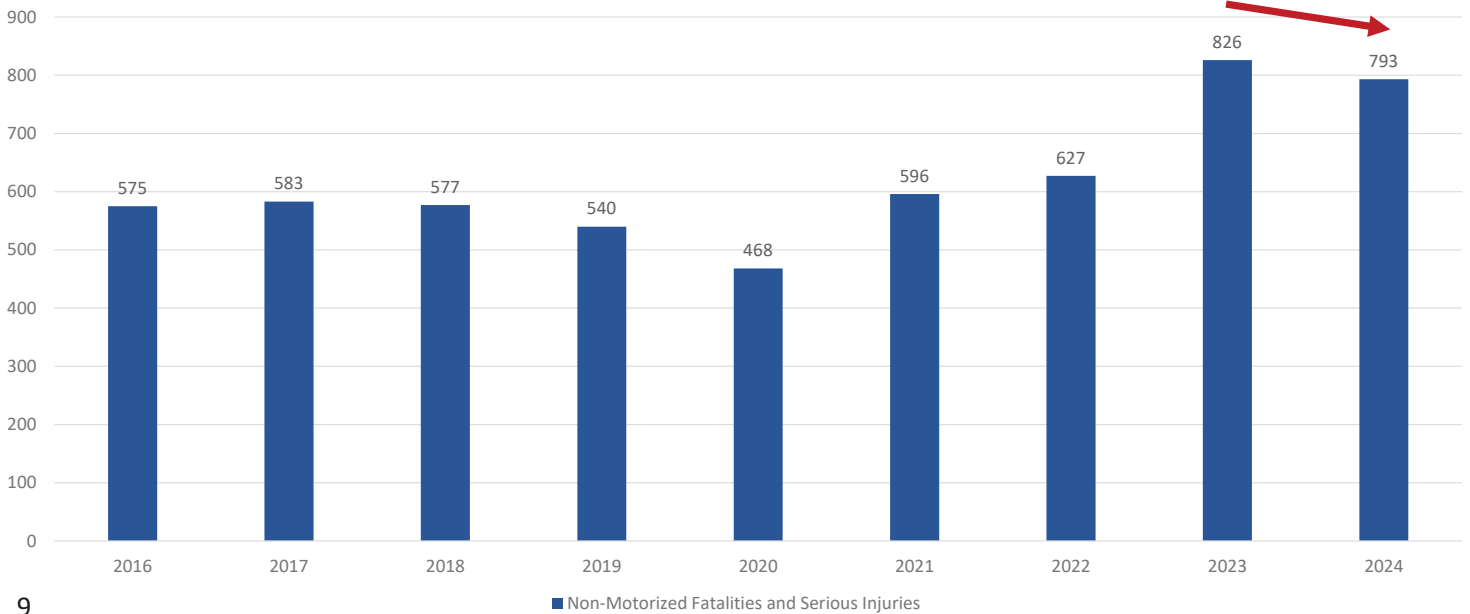


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## Colorado Non-Motorized Fatalities and Serious Injuries



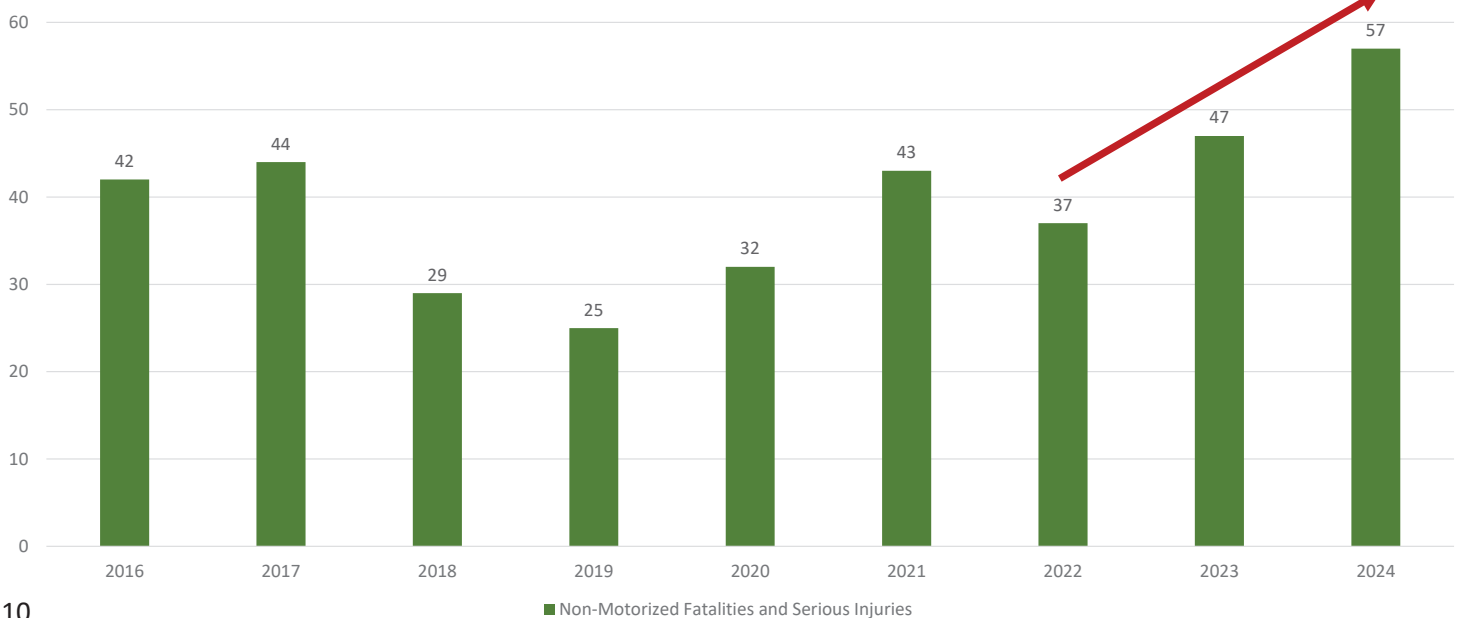
Colorado Non-Motorized Fatalities and Serious Injuries



## NFRMPO Non-Motorized Fatalities and Serious Injuries



NFRMPO Non-Motorized Fatalities and Serious Injuries



## 2024 NFRMPO Fatal Crashes



**19.6%**

Crash Type: Broadside

**93.5%**

Weather Condition: Clear

**19.6%**

Crash Type: Pedestrian

**63.0%**

Lighting Condition: Dark Lighted, Dark  
Unlighted, Dawn, or Dusk

**8.7%**

Crash Type: Approach Turn

**21.7%**

Alcohol, Marijuana, or Other Drugs  
Suspected

**8.7%**

Crash Type: Head On

**21.7%**

Safety Restraint Improperly Used or  
Not Used

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## 2024 NFRMPO Serious Injury Crashes



**20.2%**

Crash Type: Approach Turn

**89.9%**

Weather Condition: Clear

**18.6%**

Crash Type: Broadside

**39.7%**

Lighting Condition: Dark Lighted, Dark  
Unlighted, Dawn, or Dusk

**9.7%**

Crash Type: Bicycle/Motorized Bicycle

**21.5%**

Alcohol, Marijuana, or Other Drugs  
Suspected

**9.3%**

Crash Type: Overturning/Rollover

**22.3%**

Safety Restraint Improperly Used or  
Not Used

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## 2024 NFRMPO Non-Motorized Fatal and Serious Injury Crashes



**98.2%**

Weather Condition: Clear

**57.1%**

Crash Type: Pedestrian

**42.9%**

Lighting Condition: Dark Lighted, Dark Unlighted, Dawn, or Dusk

**42.9%**

Crash Type: Bicycle/Motorized Bicycle

**1.8%**

Alcohol, Marijuana, or Other Drugs Suspected

**0.0%**

Safety Restraint Improperly Used or Not Used

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## 2024 NFRMPO Crashes by Month



Crash Type	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Fatal</b>	1	3	4	2	4	6	3	4	5	12	2	0
<b>SI</b>	15	14	16	23	20	25	23	22	28	24	20	17
<b>Non-Motorized Fatal and SI</b>	6	1	2	0	3	4	1	7	8	10	10	4

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## 2022 – 2026 Targets for Safety Performance Measures

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### PM1: Safety Targets



- PM1: Safety includes 5 targets
- These targets are set by state DOTs and MPOs annually
- Targets are based on a 5-year rolling average
- Targets **must** be data driven
  - NFRMPO has a separate aspirational safety goal: Towards Zero Deaths policy adopted in 2020
- **Target setting options:**
  - Support CDOT's targets by agreeing to plan and program projects which contribute to the achievement of CDOT's targets
  - Set regionally specific targets

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## What are the Safety Targets?



1. Number of Fatalities
2. Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 Million Vehicle Miles Traveled (VMT)
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

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## Adopting Statewide VS Regional Targets



- Through 2023, the NFRMPO supported CDOT's statewide targets
- In 2024 and 2025, NFRMPO Planning Council approved regional targets instead of supporting the statewide targets
- Considerations:
  - Setting regionally specific targets provides a **more accurate reflection of safety** in the North Front Range
  - The NFRMPO has **no set funding for safety specific projects** which would directly contribute to crash reductions
  - Quite a few NFRMPO communities have a Vision Zero/Safety Action Plan complete or in development which **could make them eligible for additional safety funding**
  - There is **no financial penalty to the NFRMPO** for not achieving or making significant progress toward targets
  - The **NFRMPO could be penalized administratively** via Certification Reviews for not meeting targets
  - **Must** adopt either all statewide targets or all regional targets – **we can't "mix and match"**

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## NFRMPO Towards Zero Deaths Policy (2020)



- The NFRT & AQPC and its member communities agree to **work towards eliminating** serious injuries and deaths by:
  - Continuing to **prioritize safety** in future NFRMPO Calls for Projects
  - **Analyzing** all available **crash data** to make more informed decisions for safety related projects
  - **Integrating** the **Towards Zero Deaths** framework in future planning initiatives
  - Providing **regionally specific** crash data to **compare** to **statewide** crash data when possible
  - **Identifying** crash types and characteristics which are **most prevalent** in the region as well as **best practices** to mitigate those specific crash types

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## NFRMPO Regional Targets VS Actual for 2020 – 2024



Measure	2020 – 2024 Targets	2020 – 2024 Actual
Fatalities	39	43
Fatality Rate	1.110	1.160
Serious Injuries	238	262
Serious Injury Rate	6.730	6.981
Non-Motorized Fatalities and Serious Injuries	36	43

Set in early 2024: Used a forecast equation for future crashes in 2023 and 2024, then used those to average the number of crashes from 2020-2024.

Calculated in late 2025: Averaged the actual number of crashes from 2020-2024.

- Met the target
- Did not meet the target

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## 2021-2025 Methodology of Colorado MPOs That Set Regional Targets (Last Year)



- **NFRMPO:** Used a forecast equation to predict the next 2 years of crash data based on 10 years of actual crash data
- **DRCOG:** Calculated the number of reductions needed per year to achieve zero roadway fatalities and serious injuries by 2040 in line with Vision Zero policy
  - Approximate reduction of 4% for fatalities and 3% for serious injuries per year
- **PACOG:** 15% reduction from 2023 to 2025

**Question to Consider: If we adopt regional targets again, should we consider a % reduction each year instead of using a forecast equation?**

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## NFRMPO Vision Zero/Crash Reduction Policies in Our Region



### Adopted Safety Policies in the NFRMPO Region

Organization	Year Adopted	Policy
Fort Collins	2023	0 fatalities and serious injuries by 2032
Greeley	2025	0 fatalities and serious injuries by 2045
Larimer County	2025	0 fatalities by 2040 and 0 serious injuries by 2045
Loveland	2025	20% reduction by 2035
NFRMPO	2020	Towards Zero Deaths (no #, %, or year specified)
Weld County	2025	25% reduction by 2045
Windsor	2025	0 fatalities and serious injuries by 2035

Note: Timnath will begin safety plan development soon and Loveland will be updating their plan soon

**Question to Consider: If we adopt regional targets again, should we consider a % reduction each year instead of using a forecast equation?**

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## Option 1: Support CDOT's Statewide Targets

	2020 – 2024 Targets	2021 – 2025 Targets	2022 – 2026 Target Option 1
Fatalities	716	740	734
Fatality Rate	1.358	1.363	1.342
Serious Injuries	3,507	3,640	3,997
Serious Injury Rate	6.528	6.701	7.276
Non-Motorized Fatalities and Serious Injuries	572	659	784

**Methodology:** A 5-year average for each target is created using 2022 – 2024 actual crash data and 2025 – 2026 crash estimates.

Decreased from the 2021 – 2025 target

Increased from the 2021 – 2025 target

## Options 2 and 3: Set Regional Targets

Measure	2020 – 2024 Targets	2021 – 2025 Targets	2022 – 2026 Target Option 2*	2022 – 2026 Target Option 3**
Fatalities	39	36	45	47
Fatality Rate	1.110	0.943	1.129	1.246
Serious Injuries	238	298	295	280
Serious Injury Rate	6.730	7.671	7.625	7.387
Non-Motorized Fatalities and Serious Injuries	36	41	50	51

**\*Methodology:** A 5-year average for each target is created using 2022 – 2024 actual crash data and 2025 – 2026 forecasted crash estimates.

**\*\*Methodology:** A 1% reduction per year is calculated based on 2024 actual crash data, and a 5-year average for each target is created using 2022-2024 actual crash data and 2025-2026 1% per year crash reductions. We can discuss if a 1% reduction is appropriate if we choose to pursue the % reduction route.

Decreased from the 2021 – 2025 target

Increased from the 2021 – 2025 target

## November TAC Discussion Summary



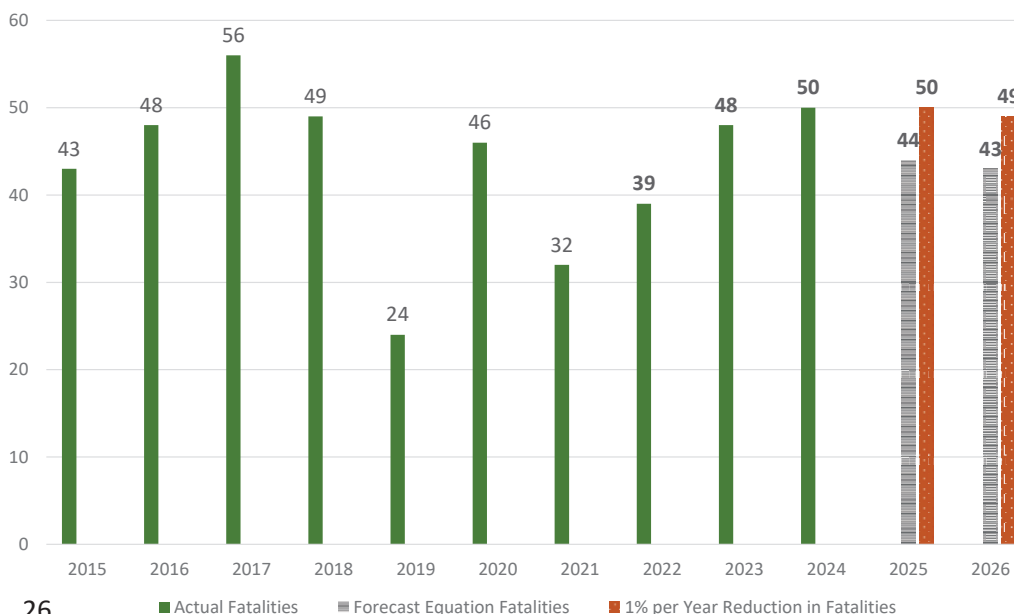
- **Safety** needs to be **prioritized** to reduce fatal and serious injury crashes
- **Regional** targets best reflect what is going on in our region since those are the numbers we have an impact on
- **Option 2** (regional with a forecast equation) is the **preferred** choice for setting targets right now
- Would like to **update** the NFRMPO's **Towards Zero Deaths policy** before we set targets again a year from now
  - Align the policy with the reductions many communities are working towards (percent reductions/Vision Zero)
  - This would provide NFRMPO Staff and TAC Members with guidance on setting targets with Option 3 going forward

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## NFRMPO Fatalities



Actual and Estimated NFRMPO Fatalities



### Forecast Equation

**Methodology:** 10 years of crash data (2015 – 2024) is inputted into a forecast equation to predict 2025 and 2026 crash estimates.

### % Reduction

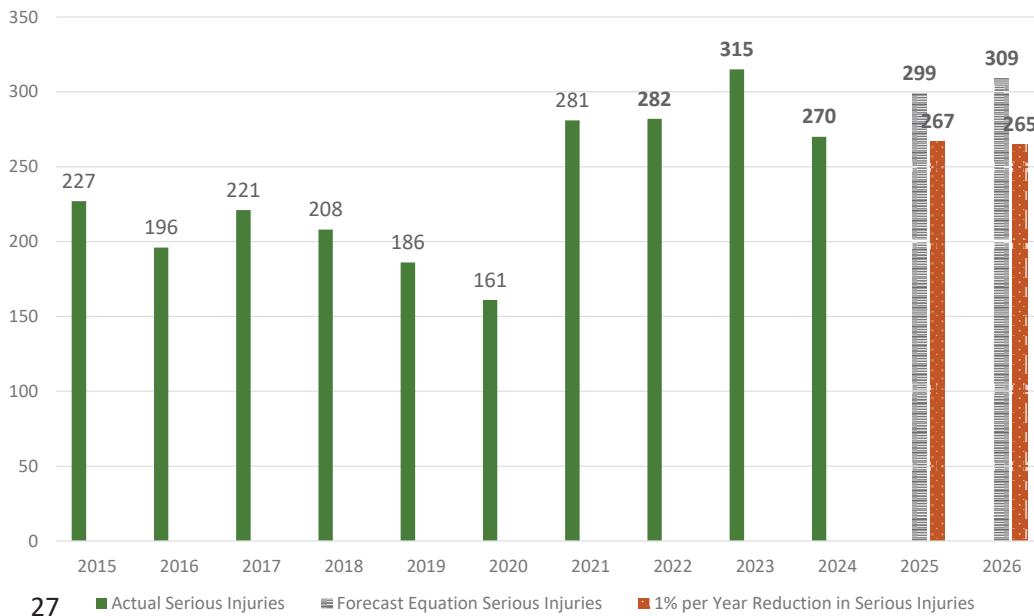
**Methodology:** A 1% reduction/year is calculated based on 2024 crash data

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## NFRMPO Serious Injuries



Actual and Estimated NFRMPO Serious Injuries



### Forecast Equation

**Methodology:** 10 years of crash data (2015 – 2024) is inputted into a forecast equation to predict 2025 and 2026 crash estimates.

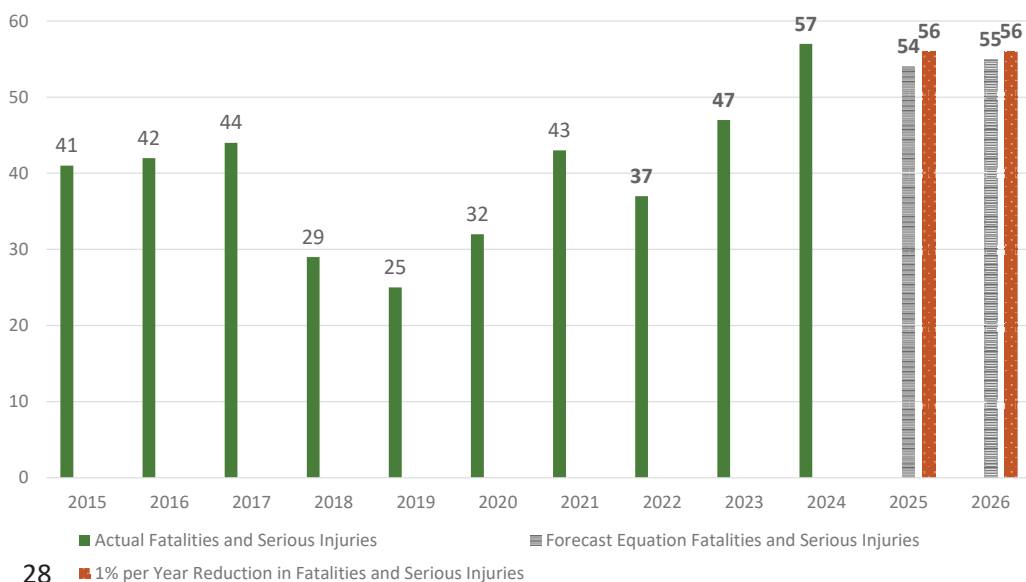
### % Reduction

**Methodology:** A 1% reduction/year is calculated based on 2024 crash data

## NFRMPO Non-Motorized Fatalities and Serious Injuries



Actual and Estimated NFRMPO Non-Motorized Fatalities and Serious Injuries



### Forecast Equation

**Methodology:** 10 years of crash data (2015 – 2024) is inputted into a forecast equation to predict 2025 and 2026 crash estimates.

### % Reduction

**Methodology:** A 1% reduction/year is calculated based on 2024 crash data

## Next Steps



### 2022 – 2026 Targets

- **December 17, 2025:** TAC Recommendation
- **January 8, 2026:** Planning Council Adoption
- **February 27, 2026:** Targets Due to CDOT

### NFRMPO Safety Policy

- **February - October:** Work with TAC and Planning Council to revise the MPO's safety policy

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## Discussion Time



1. Do we want to support CDOT's statewide targets or set our own regional targets?
2. If setting regional targets, which option would you like for this year?
3. Should we explore updating the NFRMPO's Towards Zero Deaths policy?

Measure	Option 1: CDOT	TAC Preferred Option	
		Option 2: Regional with Forecast Equation	Option 3: Regional with 1%/Year Reduction*
Fatalities	734	45	47
Fatality Rate	1.342	1.129	1.246
Serious Injuries	3,997	295	280
Serious Injury Rate	7.276	7.625	7.387
Non-Motorized Fatalities and Serious Injuries	784	50	51

\*Or a different % reduction

**Reminder:** Targets **must** be data driven and are established as an amount **not to be exceeded**.

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**Any Questions?**



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