



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

December 4, 2025

In Person: Timnath Town Center, 4750 Signal Tree Drive, 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

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 Resolution 2025-23	Becky Karasko	17	



	Executive Director Policies 2025 Update Resolution 2025-24	Elizabeth Relford, Executive Director	Handout	
	WCR38 Functional Classification Change Request Resolution 2025-25	Becky Karasko	20	
	2025 Coordinated Human Services Transportation Plan Resolution 2025-26	Aaron Hull, Mobility Planner	31	
	TMO Call for Projects Resolution 2025-27	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

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

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	2026 Officer Elections	Johnny Olson	-	7:15
16	NFRMPO Front Range Passenger Rail District Board Members Resolutions 2025-28 Revised Resolution 2025-10	Elizabeth Relford	Handout	7:20

Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
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

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
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**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
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

City of Loveland

TBD

Town of Berthoud

William Karspeck, Mayor

Alternate- Mike Grace, Mayor Pro Tem

Town of Eaton

Liz Heid, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor

City of Fort Collins

Tricia Canonico, Councilmember

Alternate- Melanie Potyondy, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Town of Johnstown

Andrew Paranto, Councilmember

Town of LaSalle

Paula Cochran, Trustee

Town of Milliken

Dan Dean, Trustee

Alternate- Elizabeth Austin, Mayor

Town of Severance

Matt Fries, Mayor

Alternate- Brittany Vandermark, Mayor Pro Tem

Town of Timnath

Bill Jenkins, Councilmember

Town of Windsor

Julie Cline, Mayor

Alternate- Ron Steinbach, Mayor Pro Tem

Weld County

Scott James, Commissioner

Alternate- Perry Buck, Commissioner

CDPHE- Air Pollution Control Division

Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission

Cecil Gutierrez, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

§5303 & §5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
§5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
§5309	FTA program funding for capital investments
§5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
§5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
§5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
§5337	FTA program funding to maintain public transportation in a state of good repair
§5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
4P	CDOT Project Priority Programming Process
7th Pot	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ARPA	American Rescue Plan Act of 2021
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BIL	Bipartisan Infrastructure Law (federal legislation, signed November 2021)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CAC	Community Advisory Committee (of the NFRMPO)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CEO	Colorado Energy Office
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COG	Council of Governments
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA §5303 planning funds)
CFY	Calendar Fiscal Year
CRP	Carbon Reduction Funds

GLOSSARY (cont'd)

CTIO	Colorado Transportation Investment Office (formerly High-Performance Transportation Enterprise (HPTE))
DOLA	Department of Local Affairs
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency
EV	Electric Vehicle
FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FRPR	Front Range Passenger Rail District (Replaced SWC&FRPRC)
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GHG	Greenhouse Gas
GOPMT	Goals, Objectives, Performance Measures, and Targets
GVMPO	Grand Valley MPO (Grand Junction/Mesa County)
HOV	High Occupancy Vehicle
HSIP	Highway Safety Improvement Program (FHWA Safety Funds)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
IACT	State Interagency Consultation Team (for GHG)
ICG	Inter-Agency Consultation Group for Ozone Nonattainment Area
IGA	Intergovernmental Agreement
IIJA	Infrastructure Investment and Jobs Act (also known as BIL)
IMW MPO	Intermountain West MPO Group
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
LUAM	Land Use Allocation Model (of the NFRMPO)

GLOSSARY (cont'd)

MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Transportation and Mitigation Options Funds (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAPME	Nonattainment Area Air Pollution Mitigation Enterprise
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NCMC	Northern Colorado Mobility Committee (also known as the Joint Mobility Committee)
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOFO	Notice of Funding Opportunity
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
OIM	Office of Innovative Mobility, division of CDOT
PACOG	Pueblo Area Council of Governments
PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPACG	Pikes Peak Area Council of Governments (Colorado Springs)
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RATC	Regional Active Transportation Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTDM	Regional Travel Demand Model (of the NFRMPO)
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle

GLOSSARY (cont'd)

SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
SS4A	Safe Streets and Roads for All Funding Program
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (<i>previously STP-Metro</i>)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission (2017-2022)
SWMPO	Statewide MPO Committee
SWP	Statewide Plan (CDOT)
TAC	Technical Advisory Committee (of the NFRMPO)
TA (<i>previously TAP</i>)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TERC	Transportation Environmental Resource Council
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally designated place >200,000 population)
TMO	Transportation Management Organization, also known as TMA – Transportation Management Association
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
UrbanSIM	Land Use model software licensing company used by the NFRMPO for the LUAM
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

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

November 6, 2025 Hybrid Meeting in Loveland, CO

Voting Members Present:

Johnny Olson – Chair	-Greeley
Kristin Stephens – Vice Chair	-Larimer County
Jon Mallo – Past Chair	-Loveland
Tricia Canonico	-Fort Collins
Mark Clark	-Evans
Julie Cline	-Windsor
Paula Cochran	-LaSalle
Dan Dean	-Milliken
Jessica Ferko	-APCD
Cecil Gutierrez	-Transportation Commission
Liz Heid	-Eaton
Bill Jenkins	-Timnath
Will Karspeck	-Berthoud
Brittany Vandermark	-Severance, Alternate

Voting Members Absent:

Fil Archuleta	-Garden City
Scott James	-Weld County
Andrew Paranto	-Johnstown

MPO Staff: Elizabeth Relford, Executive Director; Becky Karasko, Transportation Planning Director; Tanya Trujillo-Martinez, Mobility Director; Mykayla Graalum, Transportation Planner I; Jonathan Stockburger, Transportation Planner I; Tahjiba Tarannum, Transportation Modeler; Aaron Hull, Mobility Planner.

In Attendance: Brad Buckman; AnnaRose Cunningham; Piper Darlington; James Eussen; Nicole Hahn; Katrina Klobberdanz; Victoria Leonhardt; Helen Migchelbrink; Scott Pearson; Evan Pinkham; Erika Rasmussen; Josie Thomas; Keith Wakefield; Colleen Whitlow; Dena Wojtach

Chair Olson called the MPO Council meeting to order at 6:00 p.m.

Public Comment

No comments were submitted.

Announcements

Gutierrez introduced Piper Darlington, the Executive Director of CTIO. Councilmember Jenkins announced Timnath's tax initiative to support a large recreation center in the city looks like it is going to pass. He stated they hope to have the design complete next year and to finish the project by 2028.

CONSENT AGENDA

Vice-chair Stephens **moved to** *APPROVE THE OCTOBER 2, 2025, MEETING MINUTES*. The motion was **seconded** by Jenkins and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Olson opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

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.

Stephens asked if Arizona's 179B Analysis is a statewide analysis or only for the nonattainment area around Phoenix. Wojtach clarified that the analysis is for the Phoenix area. Stephens asked if they were doing an analysis or if they were applying for an exemption. Wojtach responded if the 179B Analysis is ultimately approved by the EPA, it will keep them in a holding pattern by not downgrading them to a worse classification. Olson asked if the EPA agrees with this analysis, would the Phoenix area get to take off 15 ppb any time they are monitoring air quality. Ferko responded that this is tricky to answer, but this is a modeling exercise that will likely need to be repeated in the future. Stephens asked if the other factors such as wildfires, weather, and topography are considered as contributing to worse air quality. Wojtach stated that we will get more answers once the EPA proposes to approve the analysis, but the EPA will consider this analysis as the gold standard and Utah will be the next to do this kind of analysis. Ferko added that these additional analyses are being incorporated as the weight of evidence for why air quality levels in the Phoenix area are rising above the 70 ppb standard.

Olson asked if we will be providing comments on the ozone SIP rulemaking due November 19. Relford responded we did not submit written comments that were previously due on November 4 because the Planning Council did not see any issues with it and supported the rulemaking. Olson stated he would like

the organization to provide support for the rulemaking. Relford understood Council direction and will sign up to speak during public comment of the rulemaking.

Regional Air Quality Council (RAQC)

Stephens explained the RAQC Board 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 control strategies that increase costs for consumers with little to no improvement on ozone.

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

Chair Olson opened the MPO portion of the meeting.

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.

Planning Council members discussed the potential issues of having non-members representing the Front Range Passenger Rail District, and they agreed to continue this conversation at their next meeting.

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.

Finance Committee

A written report was provided.

Q3 2025 TIP Modifications

A written report was provided.

TAC

A written report was provided.

Mobility

A written report was provided.

PRESENTATIONS:

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.

Stephens asked if the funds collected on the North I-25 Express Lanes will stay in the North Front Range region. Darlington responded that the money would stay on the corridor, so the money would stay along all tolled segments on I-25. She explained it would require legislation to change this.

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. She stated the kids will participate in a walking tour, write about transportation challenges, and will be given prizes for participating.

Stephens offered support for accepting the grant funds and stated she would like to see what the kids write about transportation challenges.

Stephens **moved to** approve *RESOLUTION 2025-22 APPROVING THE 2025 RUBY BRIDGES 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 Carbon Reduction funding will be awarded for FY25-FY27. The Council will consider approval to release the Call for Projects at their December meeting.

Stephens asked if there will be enough interest from potential applicants to apply. Relford responded that there is interest. She explained that while there is currently only one TMO in the region, applications can also be submitted to create a new TMO. Stephens asked if there is a maximum award amount. Relford responded that the full amount available, \$400,000, is the maximum award amount but a local match is also required.

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. Colleen Whitlow, the Town of Mead Mayor, added that this functional classification change would benefit the North Front Range region.

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.

COUNCIL REPORTS:

Transportation Commission

Gutierrez stated that the original workshop for the 10-Year Plan was supposed to be in November with approval in December. He shared that the timeline has been updated, and two regions (3 & 5) will workshop in November, and 3 regions (1, 2 & 4) will workshop in January. He stated this means approval of the 10-Year Plan will not happen until February. Gutierrez stated the Transportation Commission did

not have a formal meeting last month. Instead of a meeting, they went on a tour and rode the train to Glenwood Springs and rode Bustang back. He shared they stopped at the Glenwood Tunnel, the Eisenhower Tunnel, and the top of Vail Pass.

STAC Report

Heid shared that STAC met this morning and they agreed to meet in person more often. She stated they are just getting started with legislative conversations for the upcoming year.

Colorado Transportation Investment Office (CTIO)

A written report was provided.

Front Range Passenger Rail District

Mallo shared information on the Front Range Passenger Rail District's new general manager, Sal Pace. Canonico added he has already shared a memo with the district's representatives on how they can get on the ballot next year and he has already issued several RFPs. Canonico stated finding funding for station area planning for Fort Collins and Loveland are a priority.

Host Council Member Report

Mallo provided project updates for the City of Loveland. The Downtown HIP Street Project will have two of the five blocks completed by the end of November. Loveland and Fort Collins have received a grant to study potential station locations for Front Range Passenger Rail service. Key intersection improvements include the completion of US 34 and Taft Avenue earlier this year, an ongoing US 287 and US 34 project funded with STBG dollars, and the completion of the Madison Avenue and 37th Street roundabout. Mallo shared that COLT's transit center building is under construction.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 8:27 p.m.

Meeting minutes submitted by: Mykayla Graalum, NFRMPO Staff

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: December 4, 2025

Re: *CONSENT* Air Quality Conformity Determination

Summary

To approve the air quality Conformity Determination for the *2050 Regional Transportation Plan* (RTP) Amendment. The Determination also applies to the NFRMPO's FY2026-2029 Transportation Improvement Program (TIP), a portion of the Transportation Planning Region (UFRTPR) *2050 RTP*, and a portion of the FY2026-2029 Statewide TIP (STIP).

The Conformity Determination for the *2050 RTP Amendment* meets the federal air quality requirements for ozone and carbon monoxide (CO). Because the *2050 RTP Amendment* contains one new project a new regional emissions analysis (REA) was conducted. The REA demonstrates the *2050 RTP Amendment* and associated TIPs do not exceed the budgets established in both the Moderate Ozone State Implementation Plan (SIP) and Serious Ozone SIP in any of the staging years. An REA is not included for CO because transportation plans and programs in CO limited maintenance plan areas are presumed to automatically satisfy the emissions budget test requirement. The Determination also covers the portion of the Upper Front Range Transportation Planning Region (UFRTPR) within the Northern Subarea, including such portion of their 2050 RTP and the Colorado Department of Transportation's (CDOT) FY2026-2029 STIP.

- The Conformity Determination demonstrates the TIP will not:
 - Create new violations of the National Ambient Air Quality Standards (NAAQS);
 - Increase the frequency or severity of NAAQS violations; or
 - Delay timely attainment of the NAAQS or achievement of any interim milestone.
- The Interagency Consultation Group (ICG) concurred on the following element of the conformity determination:
 - Using the routine conformity process identified in the Air Quality Control Commission's (AQCC's) Regulation 10.
- The public comment period for the conformity determination opened on October 6 and closed on November 4, 2025. No comments were received.

Under the 2008 ozone standard of 0.075 ppm the Denver-North Front Range region is designated as a Serious nonattainment area. Under the 2015 standard of 0.070 ppm the Denver-North Front Range region is designated as a Moderate nonattainment area. The emission budgets pertaining to ozone are based on precursor pollutants: volatile organic compounds (VOCs) and nitrogen oxides (NOx). These budgets were developed for the Serious Ozone SIP approved by EPA in 2023. The conformity reports reflect demographic and travel projections out to 2050.



The test results for all pollutants (NO_x and VOC) indicate no failures in the horizon years. Therefore, conformity is demonstrated for the Denver-North Front Range (Northern Subarea) 8-Hour Ozone Nonattainment Area. The following table demonstrates compliance with MVEBs for ozone precursors for the projected years.

8-Hour Ozone Conformity for Denver-North Front Range (Northern Subarea¹)

(Emission Tons per Day¹)

Northern Subarea	Ozone Precursor	MVEB SIP Budgets	2026	2030	2040	2050	Pass/Fail
2008 Ozone NAAQS	Volatile Organic Compounds (VOC)	8	4	4	4	3	Pass
	Oxides of Nitrogen (NO_x)	10	4	3	2	1	Pass
2015 Ozone NAAQS	Volatile Organic Compounds (VOC)	8	4	4	4	3	Pass
	Oxides of Nitrogen (NO_x)	10	4	3	2	1	Pass

¹The emissions of both VOC and NO_x shown in the table are considered conservative due to two modeling assumptions:

- Additional VOC emission reductions would have been calculated if a more stringent, lower gasoline Reid Vapor Pressure (RVP) specification had been modeled. The assumed RVP for the Northern Subarea was 8.5 pounds per square inch (psi) and 10 percent by volume ethanol in all gasoline. In contrast, EPA established an applicable standard for gasoline at 7.8 psi under the federal volatility control program in the Denver-Boulder-Greeley-Ft. Collins-Loveland, Colorado 1997 8-hour ozone nonattainment area—as codified in volume 40 of the Code of Federal Regulations (CFR) Part 81—during the high ozone season, effective on March 31, 2010.
- No emission reduction credit in the model had been calculated for the State-only inspection and maintenance (I/M) program currently active in Larimer and Weld counties.

The FY2026-2029 TIP and the 2050 RTP Amendment meet all conformity criteria as identified in 40 CFR 93.109 and meets all planning requirements identified in 23 CFR 450.

Full Report Online

The Denver-North Front Range (Northern Subarea) 8-Hour Ozone Conformity Determination document is available on the NFRMPO website at: <https://nfrmpo.org/wp-content/uploads/2025-Conformity-Report.pdf>.

Recommendation

NFRMPO Staff recommends Planning Council approve the Conformity Determination.

RESOLUTION NO. 2025-23
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING CONFORMITY DETERMINATIONS FOR THE NORTH FRONT RANGE METROPOLITAN PLANNING
AREA FY2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE FISCALLY
CONSTRAINED 2050 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT AND FOR THE NORTHERN
SUBAREA OF THE UPPER FRONT RANGE TRANSPORTATION PLANNING REGION 2050 RTP AND THE
FY2026-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

WHEREAS, 23 CFR §450 requires the development of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs) through a continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the Planning Council as the MPO is the agency responsible for developing and amending the RTP and TIP; and

WHEREAS, a portion of the City of Fort Collins is currently designated as a maintenance area for carbon monoxide (CO) for which the Planning Council performs conformity determinations; and

WHEREAS, the Planning Council through a Memorandum of Agreement (MOA) (2008) has agreed to perform ozone conformity determinations for the Northern Subarea of the Denver Metro-North Front Range 8-hour ozone nonattainment area which includes the North Front Range metropolitan planning area and portions of Larimer and Weld counties outside the NFRMPO boundary, but are contained within the Upper Front Range Transportation Planning Region (UFRTPR); and

WHEREAS, the Northern Subarea of the Denver Metro-North Front Range 8-hour ozone nonattainment area was expanded in December 2021 to include all of Weld County to the state line; and

WHEREAS, the NFRMPO must update the 2050 RTP to include air quality significant projects; and

WHEREAS, the Planning Council received no public comment opposing the finding of conformity during the public comment period or during the public hearing.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council determines the FY2026-2029 TIP, the 2050 RTP Amendment, a portion of the Upper Front Range 2050 RTP, and a portion of the Colorado FY2026-2029 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity determinations.

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

Johnny Olson, Chair

ATTEST:

Elizabeth Relford, Executive Director



MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: December 4, 2025

Re: *CONSENT* WCR38 Functional Classification Change Request

Summary

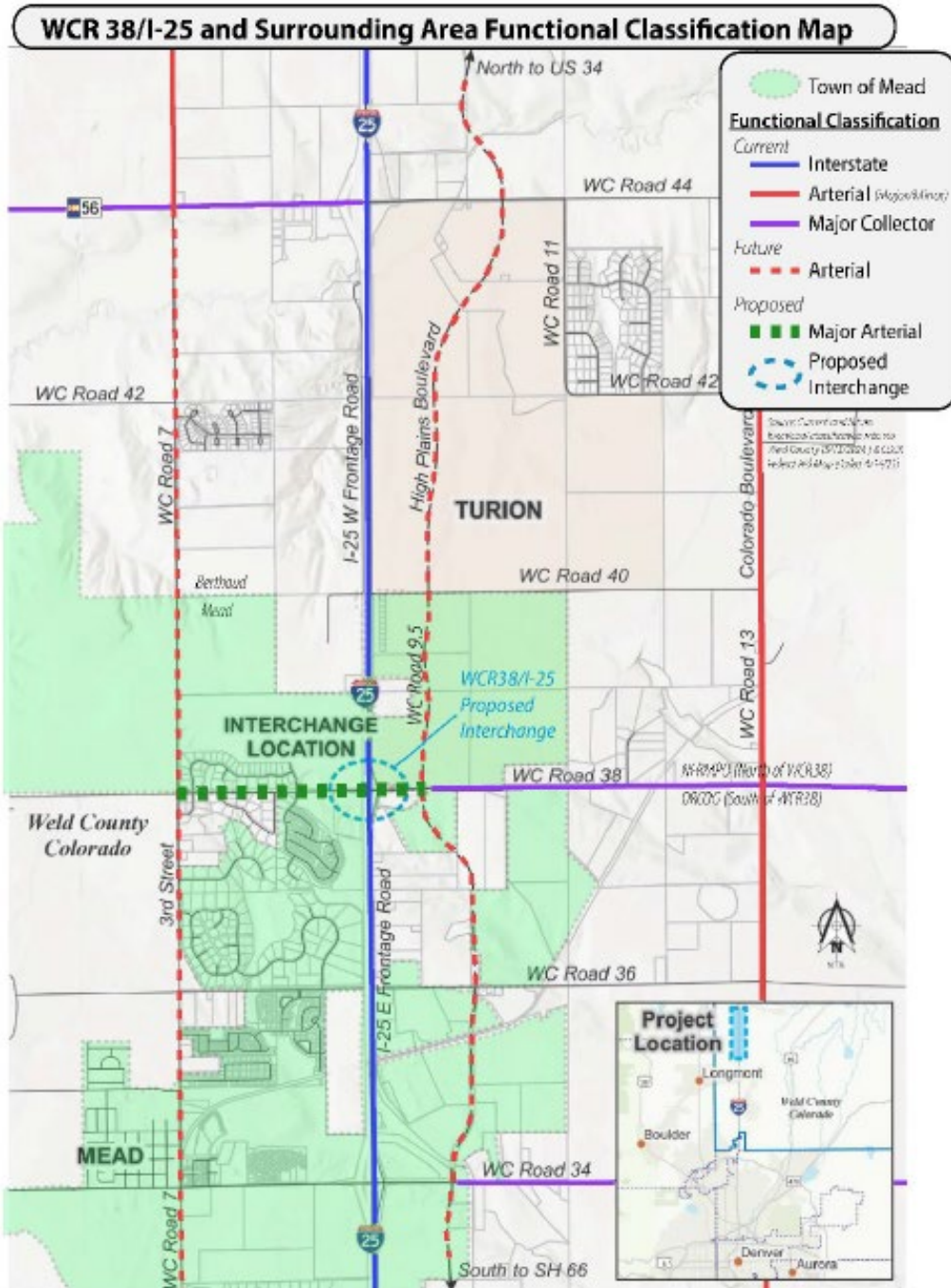
FHWA requires functional classification changes to roadways within MPOs to be submitted to and approved by those MPOs prior to being submitted to FHWA for review. In July, the NFRMPO received a request from the Town of Mead to change the functional classification of Weld County Road (WCR) 38. The road 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 Planning Council members review the attached Functional Classification Change request (Attachment 2) and provide feedback at the November Planning Council Meeting.



Attachment 1: Project Location



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

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

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

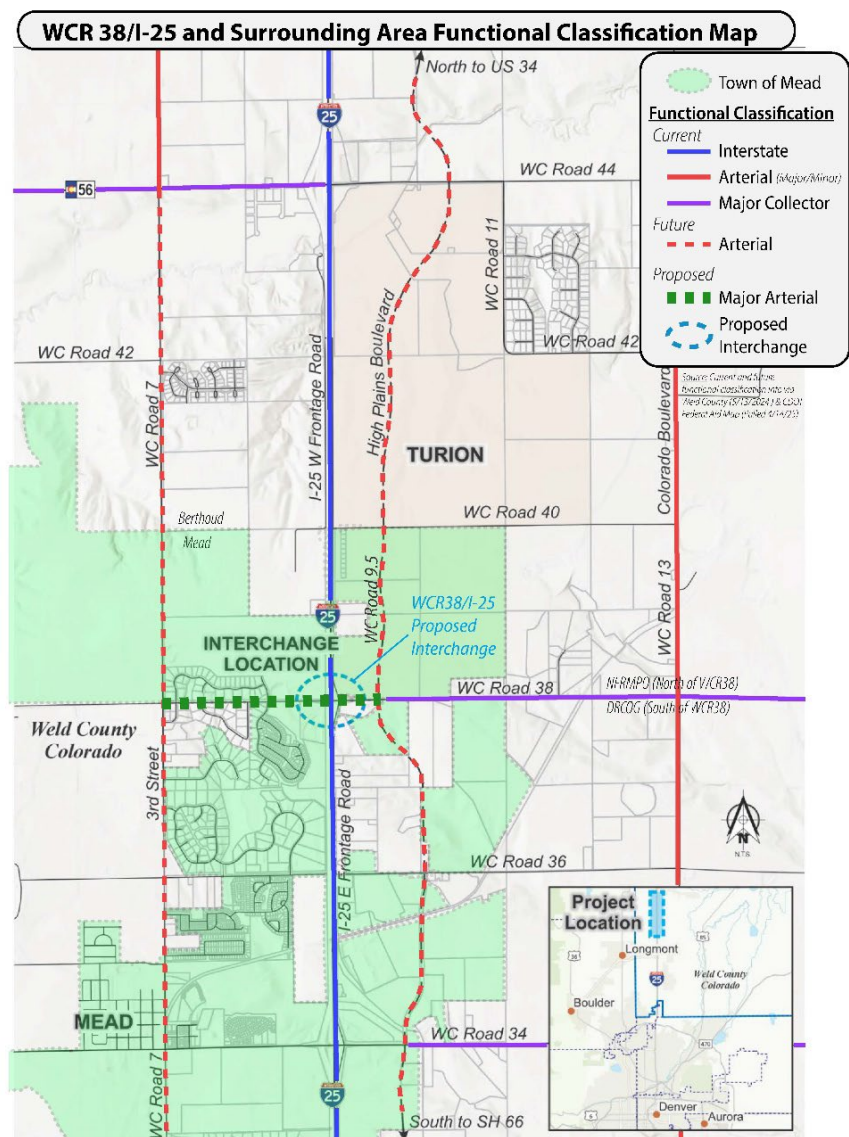
Date: May 12th, 2025

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

Figure 1. Project Location

Background

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



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

Current Roadway Classification - Unclassified

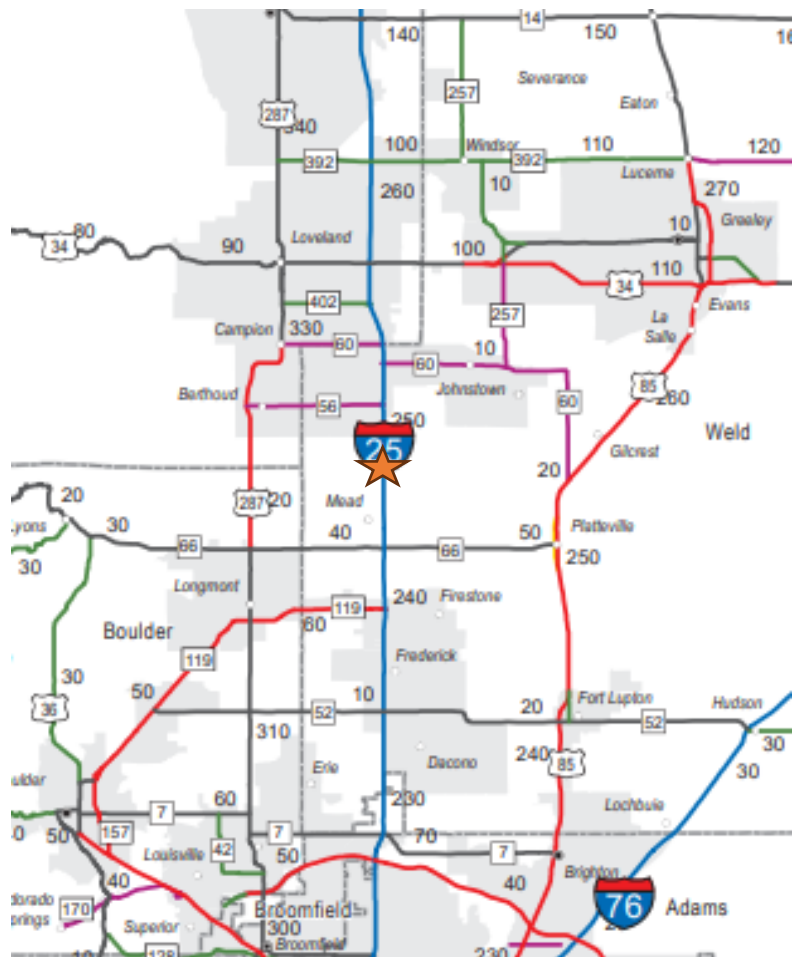
According to CDOT and Weld County, WCR38 between WCR 7 and WCR 9.5 is currently an unclassified local roadway. To the East, WCR 38 between WCR 9.5 and WCR 13 is currently designated as a Major Collector. Collectors typically gather traffic from local roads and funnel traffic to the Arterial network.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

Proposed Roadway Classification – Major Arterial (Rural)

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

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

Figure 2. Regional Functional Classification

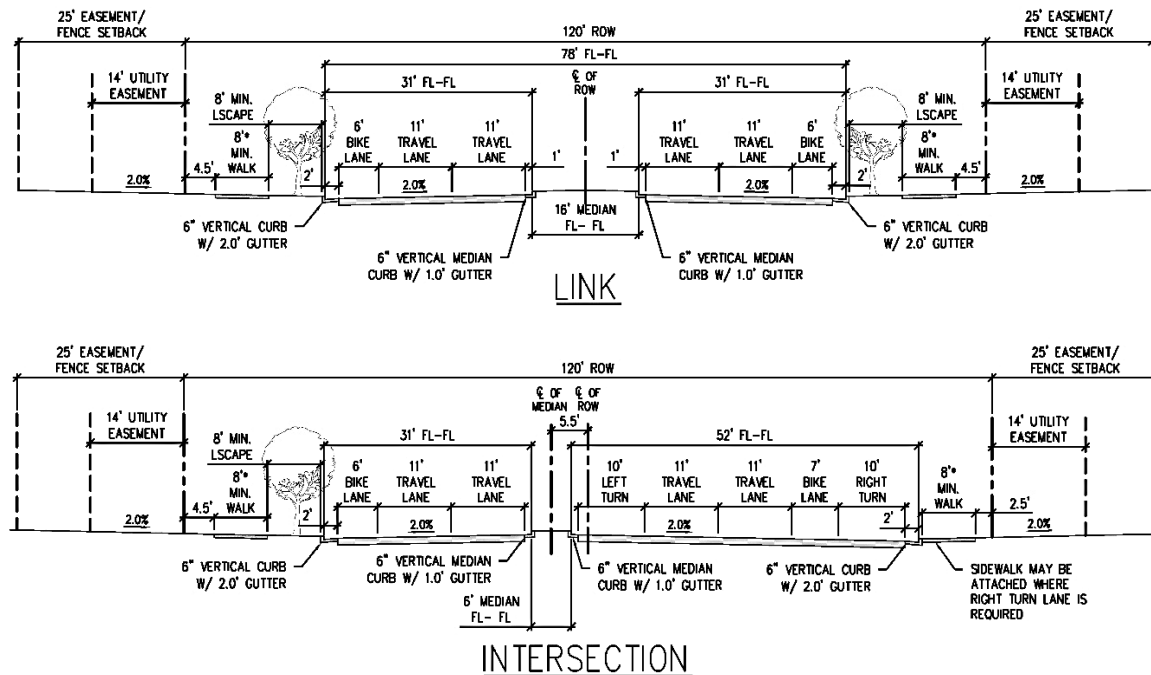




Functional Classification Request

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

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



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

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



Additional Justification

Improve Safety

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

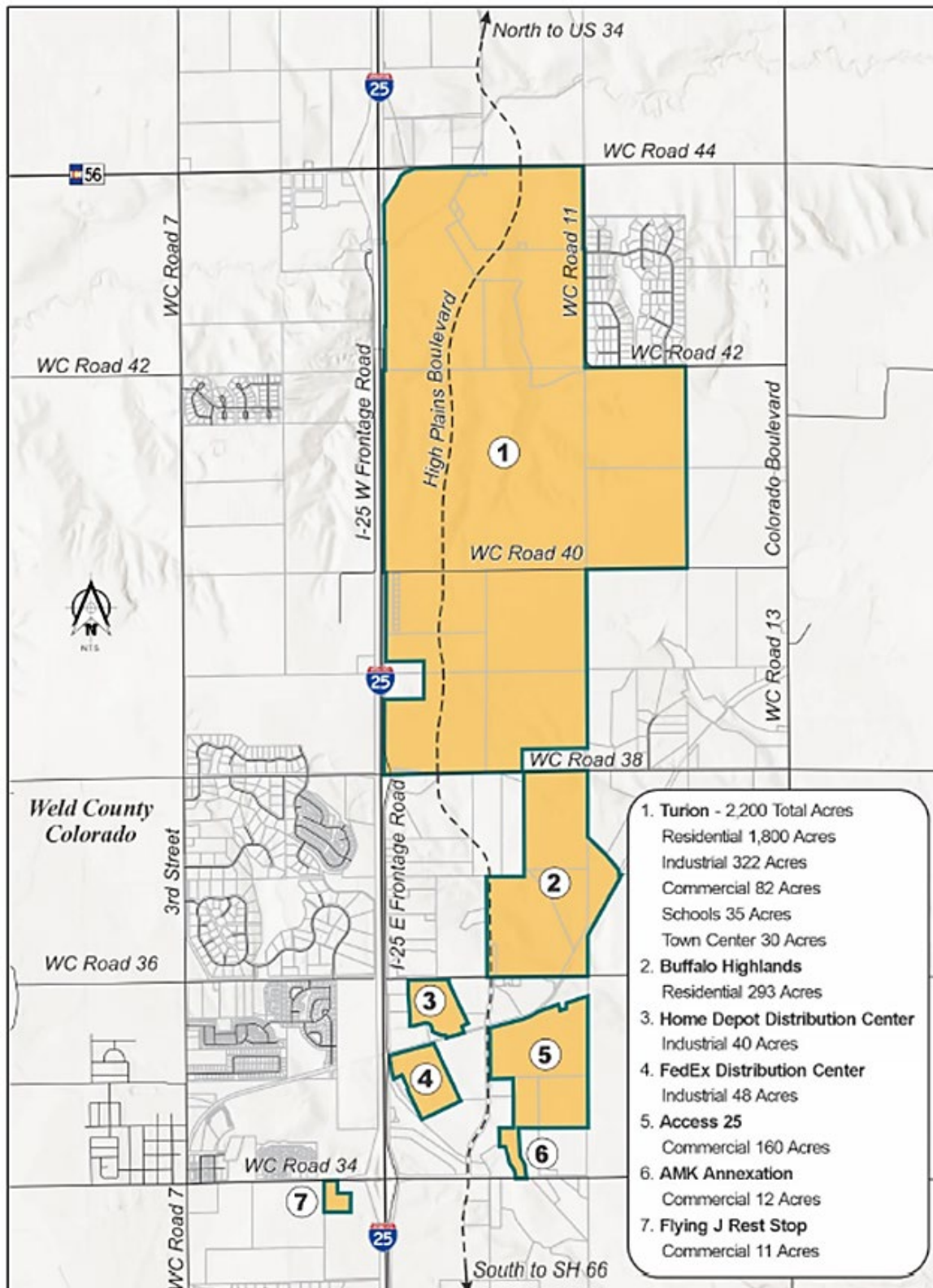
WCR 38 serves as the primary route leading to redundant north-south travel along I-25, which is used by emergency response and incident management. These redundant routes are critical to shorten distances between fire stations and hospitals and provide alternative routes when the Interstate is closed.

Approved/Active Development Plans

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

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

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



Reference Photos



WCR 38 at I-25 Street, view west



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



WCR 38 at Margil Road, view west



WCR 38 at 3rd Street, view west

RESOLUTION NO. 2025-25
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE WELD COUNTY ROAD (WCR) 38 FUNCTIONAL CLASSIFICATION CHANGE REQUEST

WHEREAS, 23 CFR §450 requires the development of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs) through a continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the Planning Council as the MPO is the agency responsible for developing and amending regional roadway network; and

WHEREAS, the Town of Mead has requested the functional classification of Weld County Road (WCR) 38 from WCR 7 (3rd Street) to WCR 9.5 (High Plains Boulevard) within the NFRMPO boundary be changed from Collector to Major Arterial; and

WHEREAS, the NFRMPO is the entity designated to review and recommend such requests within its boundaries to the Colorado Department of Transportation and the Federal Highway Administration for their review and approval;

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council approves the Town of Mead’s request to change the functional classification of Weld County Road (WCR) 38 from WCR 7 (3rd Street) to WCR 9.5 (High Plains Boulevard) within the NFRMPO boundary be changed from Collector to Major Arterial.

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

Johnny Olson, Chair

ATTEST:

Elizabeth Relford, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Aaron Hull, Mobility Planner

Date: December 4, 2025

**Re: Consent – 2025 Coordinated Public Transit/Human Service
Transportation Plan (Coordinated Plan)**

Objective

To adopt the **2025 Coordinated Public Transit/Human Service Transportation Plan (Coordinated Plan)**

Key Points

- To receive FTA \$5310 funding, the North Front Range Metropolitan Planning Organization (NFRMPO) is required to update the **Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)** every four years.
- The NFRMPO Planning Council adopted the previous **2021 Coordinated Plan** in December 2021.
- The **2025 Coordinated Plan** emphasizes transportation issues, service overlaps, and gaps for older adults, people with disabilities, low-income individuals, and other underserved communities within the NFRMPO region, which includes the urban areas of Larimer and Weld counties, the rural portions of the NFRMPO, and outlines goals and strategies to address these identified gaps.
- The **2025 Coordinated Plan** was developed with input from the public through presentations at meetings, a public survey, attendance at local events, conversations with various stakeholders such as local transit agencies, service providers, human service agencies, the public, and others, as well as discussions with the Larimer County (LCMC) and Weld County (WCMC) Mobility Committees and feedback from the NFRMPO Technical Advisory Committee (TAC), the joint Northern Colorado Mobility Committee (NCCMC), and different regional stakeholders.
- Comments received during the 30-day public comment period were incorporated into the draft **2025 Coordinated Plan**.
- The **2025 Coordinated Plan** can be downloaded at:
<https://nfrmpo.org/wp-content/uploads/Draft-2025-Coordinated-Plan.pdf>

Committee Discussion

- The NCMC discussed the **2025 Coordinated Plan** at their August 26, 2025, meeting, and the NCMC recommended approval and adoption of the **2025 Coordinated Plan** at their November 4, 2025, meeting.
- The **2025 Coordinated Plan** was brought to the Planning Council in July 2025 for initial feedback during the outreach process, and the Planning Council discussed the **2025 Coordinated Plan** at its November 6, 2025, meeting.

Supporting Information

- The NFRMPO Mobility team, the Mobility Coordination Program, and the RideNoCo one-call/one-click center are funded through FTA \$5310 funds received from CDOT and sales tax dollars from the City of Fort Collins (exchanged for FTA \$5310 funds).
- The NFRMPO Mobility team and the Mobility Coordination Program bring together human service and transit agencies and staff from the NFRMPO to ensure residents of the region have efficient and coordinated mobility and access.
- Federal transit law requires that projects selected for funding under the FTA \$5310 Enhanced Mobility for Individuals and Individuals with Disabilities Program be "included in a locally developed, coordinated public transit-human services transportation plan."
- The LCMC, WCMC, and the joint NCMC have functioned as steering committees for the **2025 Coordinated Plan** and have recommended approval to the Planning Council.

Advantages

- The **2025 Coordinated Plan** meets the requirements set out in federal guidance.
- The **2025 Coordinated Plan** builds support and partnerships already in existence.
- The **2025 Coordinated Plan** situates the region to receive additional funds to achieve the goals set out in the Plan.
- The **2025 Coordinated Plan** identifies programs and strategies to aid older adults, individuals with disabilities, low-income individuals, and other underserved communities living within the NFRMPO region.

Disadvantages

- None noted

Analysis/Recommendation

- The **2025 Coordinated Plan** meets requirements set forth by the FTA.
- NFRMPO staff requests that the Planning Council adopt the **2025 Coordinated Plan**.

Attachments

- **2025 Coordinated Public Transit/Human Service Transportation Plan (Coordinated Plan) Executive Summary**

RESOLUTION NO. 2025-26
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2025 COORDINATED PUBLIC TRANSIT/HUMAN SERVICES
TRANSPORTATION PLAN

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (NFRMPO) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials; authorized to carry out the continuing, cooperative, and comprehensive transportation planning process resulting in plans and programs that consider all transportation modes and supports community development, the local economy, and social goals; and

WHEREAS, 49 U.S.C. Chapter 5310 requires each grant recipient of FTA §5310 funding to adopt a locally developed, coordinated public transit-human services transportation plan; and

WHEREAS, the *2025 Coordinated Public Transit/Human Services Transportation Plan* was developed through a public outreach process, which included government agencies, local transit agencies, non-profit organizations, local public committees, and in partnership with the Larimer County Mobility Committee, the Weld County Mobility Committee, and the joint Northern Colorado Mobility Committee; and

WHEREAS, the Northern Colorado Mobility Committee at its November 4, 2025, meeting recommended that the Planning Council adopt the *2025 Coordinated Public Transit/Human Services Transportation Plan*; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council, as the MPO, is the agency responsible for approving the *2025 Coordinated Public Transit/Human Services Transportation Plan* for the North Front Range Metropolitan Planning Area;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the *2025 Coordinated Public Transit/Human Services Transportation Plan*.

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

Johnny Olson, Chair

ATTEST:

Elizabeth Relford, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Tanya Trujillo-Martinez

Date: December 4, 2025

**Re: *CONSENT* 2025 Transportation Management Organization
(TMO) Call for Projects**

Summary

To approve the TMO Call for Projects. This call 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.

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 approval of the TMO call for projects from the NFRMPO Planning Council, allowing the call to open on December 5, 2025.

Prepared by: Tanya Trujillo-Martinez, Mobility Director

Reviewed by: Elizabeth Relford, Executive Director

RESOLUTION NO. 2025-27
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2025 TRANSPORTATION MANAGEMENT ORGANIZATION (TMO)
CALL FOR PROJECTS

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

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

WHEREAS, the NFRMPO 2050 Regional Transportation Plan (RTP), adopted on September 7, 2023, identifies Transportation Demand Management (TDM) strategies and the formation of Transportation Management Organizations (TMOs) as key regional priorities for improving mobility, air quality, and sustainable access.

WHEREAS, the NFRMPO has transitioned its previous TDM-based Call for Projects into a new Transportation Management Organization (TMO) Call for Projects to better align funding opportunities with regional goals for mobility, sustainability, and innovation.

WHEREAS, the TMO Call for Projects establishes clear program goals, including:

1. Mobility-Reduce congestion and improve air quality by promoting sustainable travel choices
2. Connectivity-Strengthen regional links through TMOs operating in high-impact corridors
3. Sustainability-Support technically and financially sustainable TMO programs
4. Accessibility- Expand inclusive access to transportation options
5. Innovation-Encourage creative, data-driven approaches to mobility management
6. Local Commitment-Foster community support and local partnerships

WHEREAS, funding for the TMO Call for Projects is provided through the Carbon Reduction Program (CRP) established by the Federal Bipartisan Infrastructure Law (2021), with \$400,000 in CRP funds set aside between FY2024 and FY2027 for TMO incubator projects requiring a 17.21% local match, as approved by the NFRMPO Planning Council, and

WHEREAS, the Technical Advisory Committee (TAC) has reviewed and recommended approval of the TMO Call for Projects Framework, which includes eligibility criteria, scoring systems, and evaluation metrics as outlined in the TMO Guidebook.

NOW, THEREFORE, BE IT RESOLVED, that the North Front Range Transportation & Air Quality Planning Council hereby adopts the 2025 TMO Call for Projects, authorizing staff to initiate the call on December 5, 2025, and to proceed with evaluation and funding recommendations in accordance with the approved framework and timeline.

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

Johnny Olson, Chair

ATTEST:

Elizabeth Relford, Executive Director



MEMORANDUM

To: NFRMPO Finance Committee

From: Tonja Burshek

Date: November 20, 2025

Re: CY 2025 1st Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statement for the 1st Quarter of Calendar Year 2025 is attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

MPO Highlights

- Cash flow has become more consistent due to timely CDOT invoicing and subsequent payment. Improvements expected for 2025 have been realized thus far.
- In Q1 of 2025, the Consolidated Planning Grant (CPG) funds are being expended first with Surface Transportation Block Grant (STBG) funds being used next. Moving forward, based on Finance Committee guidance, STBG funding will be applied to Mobility operations in place of the MMOF funding.
- Payroll expenses trended lower than budgeted for the 1st quarter of 2025 due to fewer employees on staff.
- 2025 indirect cost rate of 39.37% is reflected on Q1 2025 CDOT invoices.

VanGo™ Highlights

- Credit Card payment fees are lowered due to negotiations for better rate.

Note 1:

The NFRMPO operates on an accrual basis of accounting for the for reporting financial records. Accrual basis of accounting means that revenues are recognized when earned and expenses when incurred.

Note 2:

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2024 indirect cost rate was calculated using the 2022 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

METROPOLITAN PLANNING ORGANIZATION
For the Three Months Ending Monday, March 31, 2025

	2025 3	2025 Year to Date	2025 Budget	Variance	% Complete	*
REVENUE						
FHWA-Federal Income-CPG	254,280	254,280	1,349,868	1,095,588	18.84%	
FHWA-Federal Income-STBG	71,188	71,188	273,816	202,628	26.00%	
FTA-Federal Income-5310	0	0	74,340	74,340	0.00%	[A]
State Funds_MMOF	45,210	45,210	420,744	375,534	10.75%	
State-CDPHE	11,116	11,116	35,004	23,888	31.76%	
Subtotal Grant Revenue	381,795	381,795	2,153,772	1,771,977	17.73%	
Local Match-Member Entities	16,718	16,718	316,992	300,274	5.27%	
Subtotal Local - All Sources	16,718	16,718	316,992	300,274	5.27%	
Miscellaneous Revenue						
Interest Earned	15,573	15,573		(\$15,573)	0.00%	[B]
Use of Reserves			(243,802)	(243,802)	0.00%	[C]
Subtotal Other Revenue Sources	15,573	15,573	(243,802)	(259,375)	-6.39%	
Total Revenue- Combined Sources	414,086	414,086	2,226,962	1,812,876	18.59%	
EXPENDITURES/EXPENSES						
Administration	16,495	16,495	205,872	189,377	8.01%	[D]
Transportation Planning	172,580	172,580	1,006,572	833,992	17.15%	
Subtotal Payroll Expense	189,075	189,075	1,212,444	1,023,369	15.59%	
Professional Services & Consulting	115,213	115,213	543,216	428,003	21.21%	
Subtotal professional Services & Consulting	115,213	115,213	543,216	428,003	21.21%	
Insurance Expense	2,607	2,607	8,316	5,709	31.35%	
Office Furniture/Equipment (non-cap)	1,888	1,888	56,124	54,236	3.36%	[E]
Office Supplies	680	680	1,272	592	53.46%	
Communications (phone/data/fax)	2,043	2,043	11,124	9,081	18.37%	
Postage	40	40	602	562	6.64%	[F]
Rent	47,313	47,313	202,128	154,815	23.41%	
Other Office (Facility, Repairs, Furn, etc.)	4,479	4,479	2,040	(2,439)	219.56%	[G]
Dues, Licensing, Subscriptions, IT Backups	5,293	5,293	19,032	13,739	27.81%	
Maintenance Contracts & Website Hosting	1,556	1,556	70,260	68,704	2.21%	[H]
Software maintenance	47,349	47,349	60,324	12,975	78.49%	[I]
Outreach	197	197	20,676	20,479	0.95%	[J]
Other Operating Costs	649	649	168	(481)	386.31%	[K]
Event/Meeting Expense	668	668	3,516	2,848	19.00%	
Indirect Costs	(10,665)	(10,665)	(21,588)	(10,923)	49.40%	[L]
Travel/Conference/Training Expense	2,266	2,266	37,308	35,042	6.07%	[M]
Subtotal Other Expenses	106,363	106,363	471,302	364,939	22.57%	
Total Expenditures/Expenses	410,651	410,651	2,226,962	1,816,311	18.44%	
Excess(Deficiency of Rev over Exps)	3,435	3,435	0	(3,435)		

[A] Contract was not executed until 06/25/2025 so reimbursements could not be requested

[B] Interest budgeted line item is included with the calculation for use of reserves

[C] When revenues are projected to exceed expenses, the reserves are adjusted to balance the budget.

[D] ED and Office Manager were the only 2 on Admin payroll Q1

[E] Budgeted for software/data upgrades to occur later in the year

[F] Postage usage greater in the later part of the year

[G] Longer than anticipated advertising for open positions (Mobility director, controller, modeler)

[H] Website renewals occur in Q3

[I] Majority of software renewals occur in Q1

[J] Outreach events occur primarily in the Summer and Fall. Do not expect expenditures in Q1

[K] Bank fees greater than what was budgeted. Eliminated overall by changing to Chase Bank

[L] The Indirect Cost amount is reflected as negative since it is VanGo's portion of the Indirect Cost item. This negative amount matches the positive on Row33 in the VG report. Need to review budgeted amount for next budgeting cycle.

[M] Majority of travel expenses occur after Q1

MPO
For the Three Months Ending Monday, March 31, 2025

ASSETS

Cash and Cash Equivalents	\$296,441
Investments	1,422,969
Receivables	906,387
Prepays	16,847
Due From Other Funds	1,759,027
Capital Assets, net	8,082
Long Term Liabilities	<u>805,628</u>
Total Assets	<u><u>5,215,381</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	977,280
Deferred Revenue	71,997
Advances From Other Funds	3,311,852
Long-Term Liabilities: Accumulated Leave	<u>30,403</u>
Total Liabilities	<u><u>4,391,532</u></u>

FUND BALANCE

Unreserved	820,414
Current Year Revenue over (under)	
Expenditures	<u>3,435</u>
Total Fund Balance	<u><u>823,849</u></u>

Total Liabilities and Fund Balance	<u><u><u>5,215,381</u></u></u>
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VanGo
For the Three Months Ending Monday, March 31, 2025

	2025 3	2025 Year to Date	2025 Budget	Variance	% Complete	*
REVENUE						
Program Revenue - Fares	32,872	32,872	150,000	117,128	21.91%	
Sale of Vehicles	13,900	13,900	75,000	61,100	18.53%	
City of Fort Collins Funds	0	0	350,004	350,004	0.00%	[A]
<i>Subtotal VanGo Revenue-All Sources</i>	<i>46,772</i>	<i>46,772</i>	<i>575,004</i>	<i>528,232</i>	<i>8.13%</i>	
Interest Earned	49,129	49,129		(49,129)	0.00%	[B]
<i>Subtotal Other Revenue Sources</i>	<i>49,129</i>	<i>49,129</i>		<i>(49,129)</i>	<i>0.00%</i>	
Total Revenue- Combined Sources	95,901	95,901	575,004	479,103	16.68%	
EXPENDITURES/EXPENSES						
Fleet Insurance	10,560	10,560	50,100	39,540	21.08%	
Fleet Motor Fuel & Oil	12,760	12,760	50,244	37,484	25.40%	
Fleet Repairs & Maintenance	11,690	11,690	65,460	53,770	17.86%	
Fleet Insurance Deductible	500	500	2,268	1,768	22.05%	
Guaranteed Ride Home	65	65	96	31	67.71%	[C]
Fleet Tolls & Rider incentives	1,269	1,269	3,600	2,331	35.25%	
<i>Subtotal Fleet Expense</i>	<i>36,844</i>	<i>36,844</i>	<i>171,768</i>	<i>134,924</i>	<i>21.45%</i>	
<i>VanGo Payroll</i>	<i>27,088</i>	<i>27,088</i>	<i>138,816</i>	<i>111,728</i>	<i>19.51%</i>	
Professional Services and Consulting	0	0	48	48	0.00%	[D]
Office Supplies	0	0	132	132	0.00%	[E]
Postage	44	44	12	(32)	366.67%	[F]
Credit Card Fees	3,113	3,113	9,348	6,235	33.30%	
Other Office (Facility, Repairs, Furn, etc.)	0	0	252	252	0.00%	[G]
Dues, Licensing, Subscriptions, IT BU	696	696	5,040	4,344	13.81%	
Maintenance Contracts & Website Hosting	29	29	30,528	30,499	0.09%	[H]
Rideshare Promotion	10,514	10,514	21,672	11,158	48.51%	[I]
Indirect Costs	10,665	10,665	114,324	103,659	9.33%	[J]
Travel/Conference/ Training	195	195	3,924	3,729	4.97%	[K]
Capitalized Equipment/Vehicles	159,684	159,684	200,004	40,320	79.84%	[L]
Budget Only - Use of Reserves	0	0	(120,864)	(120,864)	0.00%	
<i>Subtotal Other Expenses</i>	<i>184,940</i>	<i>184,940</i>	<i>264,420</i>	<i>79,480</i>	<i>69.94%</i>	
Total Expenditures/Expenses	248,872	248,872	575,004	326,132	43.28%	
Excess(Deficiency of Rev over Exps)	(152,971)	(152,971)	0	152,971	0.00%	

[A] Typically received in Q4

[B] Interest budgeted line item is included with the calculation for use of reserves

[C] Covers Uber fares if Van Pooler needs to get home in an emergency situation.

[D] Low use items. Funds not expended yet in Q1

[E] Low use items. Funds not expended yet in Q1

[F] Mailing for Titles of vans sold at auction. Postage higher than in previous years

[G] Low use items. Funds not expended yet in Q1

[H] Website renewals occur in Q3

[I] Rideshare payouts greater in Q1

[J] Budgeted amount originally based on 18.8% of total Indirect Cost. May need to review for next budget cycle

[K] Planned travel did not occur in Q1

[L] All vans were purchased in Q1. No further van purchases expected in 2025

VanGo
Statement of Net Assets
For the Three Months Ending Monday, March 31, 2025

ASSETS

Cash and Cash Equivalents	\$107,769
Investments	4,489,070
Receivables	2,787
Advances to Other Funds	3,311,852
Prepays	22,643
Capital Assets, net	384,439
Total Assets	<u>8,318,560</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	2,801
Deferred Revenue	3,099
Due to Other Funds	1,759,027
Accumulated Leave - Due in less than one year	10,530
year	2,497
Total Liabilities	<u>1,777,954</u>

FUND BALANCE

Unreserved	6,693,577
Current Year Revenue over (under)	
Expenditures	<u>(152,971)</u>
Total Fund Balance	<u>6,540,606</u>

Total Liabilities and Fund Balance	<u>8,318,560</u>
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North Front Range Transportation and Air Quality Planning Council
Cash and Investment Institution Listing
As of March 31, 2025

Institution	Account Number	Balance as of March 31, 2025		
		MPO	VanGo	Total
Cash				
1st National Bank	8629	387,098		387,098
1st National Bank	7343		\$151,497.98	151,498
Petty Cash		75		75
Total Cash		387,173	151,498	538,671
Investments				
COLOTRUST	8001	1,422,969	4,489,070	5,912,040
Total Investments		1,422,969	4,489,070	5,912,040
Total Savings and Investments		1,810,142	4,640,568	6,450,711

<i>Operating Reserves</i>		<i>Capital Reserve</i>	<i>Reserved for Specific Use</i>	<i>Other</i>	<i>Other</i>	<i>Total</i>
<i>MPO</i>	<i>VanGo</i>	<i>VanGo</i>	<i>VanGo</i>	<i>MPO</i>	<i>VanGo **</i>	
				387,098		387,098
					151,498	151,498
				75		75
0	0	0	0	387,173	151,498	538,671
1,162,355	161,972	467,959	653,731	260,615	3,205,409	5,912,040
1,162,355	161,972	467,959	653,731	260,615	3,205,409	5,912,040
1,162,355	161,972	467,959	653,731	647,788	3,356,907	6,450,711

** Funds in excess of required reserves, the majority of which are capital funds exchanged for local sales tax.

North Front Range Transportation & Air Quality Planning Council
Schedule of Expenditures of Federal Awards
As of March 31, 2025

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-through Entity Identifying Number	Grant Total	Total Expenditures	Remaining Funds
<u>U.S. Department of Transportation</u>					
Passed through Colorado Department of Transportation					
<i>Highway Planning and Construction Cluster:</i>					
Highway Planning and Construction	20.205	FY25 25-HTD-ZL-00102	1,349,872	406,341	943,531 CPG ¹
Highway Planning and Construction	20.205	22-HTD-ZL-00171-M0002	250,013	138,117	111,896 STBG ¹
Total Highway Planning and Construction Cluster			1,599,885	544,458	1,055,427
<i>Transit Services Programs Cluster:</i>					
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	25-HTR-ZL-00246	10,625	0	10,625 5310 Urban ²
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	25-HTR-ZL-00247	125,000	0	125,000 5310 Rural ²
Total Transit Services Programs Cluster			135,625	0	135,625
Total U.S. Department of Transportation			1,735,510	544,458	1,191,052
Total Federal Financial Assistance			1,735,510	544,458	1,191,052

¹ Began the new fiscal cycle in October 2024

² Not awarded until 6/18/2025

MEMORANDUM

To: NFRMPO Finance Committee

From: Tonja Burshek

Date: November 20, 2025

Re: CY 2025 2nd Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statement for the 2nd Quarter of Calendar Year 2025 is attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

MPO Highlights

- Cash flow has become more consistent due to timely CDOT invoicing and subsequent payment. Improvements expected for 2025 have been realized thus far.
- In Q2 of 2025, the Consolidated Planning Grant (CPG) funds are being expended first with Surface Transportation Block Grant (STBG) funds being used next. The STBG funds are expected to be expended by 3rd quarter. In 3rd quarter, the remaining 2025 5310 Urban and Rural funding will be expended in the place of STBG.
- CPG and STBG reimbursement request submissions occurred beginning in July (Q3) so the Deficit seen in Q2 is due to delayed receipt of funding. In Q3, \$741,025.03 was deposited for CPG and STBG alone. Other funding was also received in Q3.
- Payroll expenses closer to expected amount due to filling open position.

VanGo™ Highlights

- Credit Card payment fees are lowered due to negotiations for better rate.

Note 1:

The NFRMPO operates on an accrual basis of accounting for the for reporting financial records. Accrual basis of accounting means that revenues are recognized when earned and expenses when incurred.

Note 2:

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2024 indirect cost rate was calculated using the 2022 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

METROPOLITAN PLANNING ORGANIZATION
For the Six Months Ending Monday, June 30, 2025

	2025 6	2025 Year to Date	2025 Budget	Variance	% Complete	*
REVENUE						
FHWA-Federal Income-CPG	172,696	426,976	1,349,868	922,892	31.63%	
FHWA-Federal Income-STBG	58,698	129,885	273,816	143,931	47.44%	
FTA-Federal Income-5310	0	0	74,340	74,340	0.00%	[A]
State Funds_MMOF	27,715	72,925	420,744	347,819	15.71%	
State-CDPHE	3,267	14,383	35,004	20,621	41.09%	
Subtotal Grant Revenue	262,376	644,169	2,153,772	1,509,603	29.91%	
Local Match-Member Entities	25,169	41,887	316,992	275,105	13.21%	
Subtotal Local - All Sources	25,169	41,887	316,992	275,105	13.21%	
Miscellaneous Revenue						
Interest Earned	15,613	31,186		(31,186)	0.00%	[B]
Use of Reserves			(243,802)	(243,802)	0.00%	[C]
Subtotal Other Revenue Sources	15,613	31,186	(243,802)	(274,988)	-12.79%	
Total Revenue- Combined Sources	303,158	717,242	2,226,962	1,509,720	32.21%	
EXPENDITURES/EXPENSES						
Administration	46,131	62,626	205,872	143,246	30.42%	
Transportation Planning	256,944	429,523	1,006,572	387,764	52.54%	
Subtotal Payroll Expense	303,075	492,149	1,212,444	720,295	40.59%	
Professional Services & Consulting	142,953	258,166	543,216	285,050	47.53%	
Subtotal professional Services & Consulting	142,953	258,166	543,216	285,050	47.53%	
Insurance Expense	0	2,607	8,316	5,709	31.35%	
Office Furniture/Equipment (non-cap)	2,573	4,461	56,124	51,663	7.95%	[D]
Office Supplies	(202)	479	1,272	793	37.65%	
Communications (phone/data/fax)	3,287	5,329	11,124	5,795	47.91%	
Postage	175	215	602	387	35.79%	[E]
Rent	61,014	108,326	202,128	93,802	53.59%	
Other Office (Facility, Repairs, Furn, etc.)	2,571	7,050	2,040	(5,010)	345.58%	[F]
Dues, Licensing, Subscriptions and IT	5,463	10,756	19,032	8,276	56.51%	
Maintenance Contracts & Website Hosting	2,141	3,697	70,260	66,563	5.26%	[G]
Software maintenance	2,427	49,775	60,324	10,549	82.51%	[H]
Outreach	5,553	5,750	20,676	14,926	27.81%	[I]
Other Operating Costs	4,814	5,463	168	(5,295)	3251.92%	[J]
Event/Meeting Expense	582	1,250	3,516	2,266	35.55%	
Indirect Costs	(11,135)	(21,800)	(21,588)	212	100.98%	[K]
Travel/Conference/Training Expense	4,568	6,833	37,308	30,475	18.32%	[L]
Subtotal Other Expenses	83,831	190,191	471,302	281,111	40.35%	
Total Expenditures/Expenses	529,859	940,506	2,226,962	1,286,456	42.23%	
Excess(Deficiency of Rev over Exps)	(226,701)	(223,264)	0	223,264		[M]

[A] Funds were not approved for spending until June 2025, so could not be requested

[B] Interest budgeted line item is included with the calculation for use of reserves

[C] When revenues are projected to exceed expenses, the reserves are adjusted to balance the budget.

[D] Budgeted for software/data upgrades to occur later in the year

[E] Postage usage greater in the later part of the year

[F] Longer than anticipated advertising for open positions (Mobility director, controller, modeler)

[G] Website renewals occur in Q3

[H] Majority of software renewals occur in Q1

[I] Outreach events occur primarily in the Summer and Fall. Do not expect expenditures in Q1 or Q2

[J] Bank fees greater than what was budgeted. Eliminated overall by changing to Chase Bank

[K] The Indirect Cost amount is reflected as negative since it is VanGo's portion of the Indirect Cost item. This negative amount matches the positive on Row33 in the VG report. Need to review budgeted amount for next budgeting cycle.

[L] Majority of travel expenses occur after Q2

[M] CPG and STBG reimbursement request submissions occurred beginning in July (Q3) so the Deficit is due to delayed receipt of funding. In Q3, \$741,025.03 was deposited for CPG and STBG alone. Other funding was also received in Q3.

MPO
For the Six Months Ending Monday, June 30, 2025

ASSETS

Cash and Cash Equivalents	\$132,368
Investments	1,438,582
Receivables	786,025
Prepays	16,847
Due From Other Funds	1,759,027
Capital Assets, net	8,082
Long Term Liabilities	<u>805,628</u>
Total Assets	<u><u>4,946,559</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	1,014,318
Deferred Revenue	46,828
Advances From Other Funds	3,311,852
Accumulated Leave	<u>30,403</u>
Total Liabilities	<u><u>4,403,401</u></u>

FUND BALANCE

Unreserved	766,422
Current Year Revenue over (under) Expenditures	<u>(223,264)</u>
Total Fund Balance	<u><u>543,158</u></u>

Total Liabilities and Fund Balance	<u><u>4,946,559</u></u>
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VanGo
For the Six Months Ending Monday, June 30, 2025

	2025 6	2025 Year to Date	2025 Budget	Variance	% Complete	*
REVENUE						
Program Revenue - Fares	32,068	64,941	150,000	85,059	43.29%	
Sale of Vehicles	0	13,900	75,000	61,100	18.53%	[A]
City of Fort Collins Funds	0	0	350,004	350,004	0.00%	[B]
Subtotal VanGo Revenue-All Sources	32,068	78,841	575,004	496,163	13.71%	
Interest Earned	49,255	98,384		(98,384)	0.00%	[C]
Subtotal Other Revenue Sources	49,255	98,384		(98,384)	0.00%	
Total Revenue- Combined Sources	81,323	177,225	575,004	397,779	30.82%	
EXPENDITURES/EXPENSES						
Fleet Insurance	6,226	16,786	50,100	33,314	33.50%	
Fleet Motor Fuel & Oil	8,418	21,179	50,244	29,065	42.15%	
Fleet Repairs & Maintenance	10,033	21,723	65,460	43,737	33.19%	
Fleet Repairs & Maint-Insurance Ded	500	1,000	2,268	1,268	44.09%	
Guaranteed Ride Home	0	65	96	31	67.71%	
Fleet - Tolls/Rider incentives	1,051	2,320	3,600	1,280	64.44%	
Subtotal Fleet Expense	26,228	63,073	171,768	108,695	36.72%	
VanGo Payroll	36,181	63,269	138,816	75,547	45.58%	
Professional Services and Consulting	0	0	48	48	0.00%	[D]
Office Supplies	0	0	132	132	0.00%	[E]
Postage	0	44	12	(32)	366.67%	[F]
Credit Card Fees	3,756	6,869	9,348	2,479	73.48%	
Other Office (Facility, Repairs, Furn, etc.)	0	0	252	252	0.00%	[G]
Dues, Licensing, Subscriptions, IT BU	612	1,307	5,040	3,733	25.93%	
Maintenance Contracts & Website Hosting	52	81	30,528	30,447	0.27%	[H]
Rideshare Promotion	3,141	13,655	21,672	8,017	63.01%	[I]
Indirect Costs	11,135	24,909	114,324	89,415	21.79%	[J]
Travel/Conference/ Training	932	1,127	3,924	2,797	28.72%	[K]
Capitalized Equipment/Vehicles	0	159,684	200,004	40,320	79.84%	[L]
Budget Only - Use of Reserves	0	0	(120,864)	(120,864)	0.00%	
Subtotal Other Expenses	19,628	207,676	385,284	177,608	53.90%	
Total Expenditures/Expenses	82,037	334,018	575,004	240,986	58.09%	
Excess(Deficiency of Rev over Exps)	(714)	(156,793)				

- [A] No Van sales in Q2
- [B] Typically received in Q4
- [C] Interest budgeted line item is included with the calculation for use of reserves
- [D] Low use items. Funds not expended yet in Q2
- [E] Low use items. Funds not expended yet in Q2
- [F] Mailing for Titles of vans sold at auction. Postage higher than in previous years
- [G] Low use items. Funds not expended yet in Q2
- [H] Website renewals occur in Q3
- [I] Rideshare payouts greater in Q1 causing total to exceed 50%
- [J] Budgeted amount originally based on 18.8% of total Indirect Cost. May need to review for next budget cycle
- [K] Planned travel did not occur in Q1 or Q2
- [L] All vans were purchased in Q1. No further van purchases expected in 2025

VanGo
Statement of Net Assets
For the Six Months Ending Monday, June 30, 2025

ASSETS

Cash and Cash Equivalents	\$124,605
Investments	4,538,325
Receivables	3,383
Advances to Other Funds	3,311,852
Prepays	22,643
Capital Assets, net	384,439
Total Assets	<u>8,385,247</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	10,440
Deferred Revenue	3,099
Due to Other Funds	1,759,027
Accumulated Leave - Due in less than one year	10,530
Accumulated Leave - Due in more than one year	2,497
Total Liabilities	<u>1,785,593</u>

FUND BALANCE

Unreserved	6,756,447
Current Year Revenue over (under) Expenditures	<u>(156,793)</u>
Total Fund Balance	<u>6,599,654</u>

Total Liabilities and Fund Balance	<u>8,385,247</u>
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North Front Range Transportation and Air Quality Planning Council
Cash and Investment Institution Listing
As of June 30, 2025

<i>Institution</i>	<i>Account Number</i>	<i>Balance as of December 31, 2024</i>		
		<i>MPO</i>	<i>VanGo</i>	<i>Total</i>
Cash				
1st National Bank	8629	156,386		156,386
1st National Bank	7343		\$123,073.27	123,073
Petty Cash		75		75
Total Cash		156,461	123,073	279,534
Investments				
COLOTRUST	8001	1,438,582	4,538,325	5,976,908
Total Investments		1,438,582	4,538,325	5,976,908
Total Savings and Investments		1,595,043	4,661,398	6,256,442

<i>Operating Reserves MPO</i>	<i>Capital Reserve VanGo</i>	<i>Reserved for Specific Use VanGo</i>	<i>Other MPO</i>	<i>Other VanGo **</i>	<i>Total</i>
			156,386		156,386
				123,073	123,073
			75		75
0	0	0	156,461	123,073	279,534
1,175,108	161,972	467,959	263,474	3,254,663	5,976,908
1,175,108	161,972	467,959	263,474	3,254,663	5,976,908
1,175,108	161,972	467,959	419,935	3,377,737	6,256,442

** Funds in excess of required reserves, the majority of which are capital funds exchanged for local sales tax.

North Front Range Transportation & Air Quality Planning Council
Schedule of Expenditures of Federal Awards
As of June 30, 2025

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-through Entity Identifying Number	Grant Total	Total Expenditures	Remaining Funds
<u>U.S. Department of Transportation</u>					
Passed through Colorado Department of Transportation					
<i>Highway Planning and Construction Cluster:</i>					
Highway Planning and Construction	20.205	FY25 25-HTD-ZL-00102	1,349,872	648,059	701,813 CPG ¹
Highway Planning and Construction	20.205	22-HTD-ZL-00171-M0002	250,013	244,764	5,249 STBG ²
Total Highway Planning and Construction Cluster			1,599,885	892,823	707,062
<i>Transit Services Programs Cluster:</i>					
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	25-HTR-ZL-00246	10,625	0	10,625 5310 Urban ³
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	25-HTR-ZL-00247	125,000	0	125,000 5310 Rural ³
Total Transit Services Programs Cluster			135,625	0	135,625
Total U.S. Department of Transportation			1,735,510	892,823	842,687
Total Federal Financial Assistance			1,735,510	892,823	842,687

¹ Expires in December 2026

² Remaining will be expended using benefits from May and June 2025

³ Not awarded until 6/18/2025. Plan to claim and expend by September 2025

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 11/24/25

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 December 4, 2025, meeting.

Summary:

In November 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 Serious Ozone State Implementation Plan (SIP) Rulemaking Hearing and the RAQC's announced December 12, 2025 meeting to walk through use of their recently released tools showing what is contributing to ozone levels at each monitor and how ozone levels at those monitors may respond to different types of control strategies.¹ Further, EPA proposed to designate the Phoenix-Mesa area of Arizona, as having attained the 70 ppb 2015 Ozone National Ambient Air Quality Standard by the 8/3/24 attainment date, and in doing so proposing to approve their 179B analysis.²

Air Quality Activities:

AQCC Activities:

The AQCC welcomed two new Commissioners: Shelly Miller, a CU Engineering Professor and Jim Sewell, a Shell environmental professional retiree.

In November, the AQCC was briefed or acted on landfill methane, Colorado's Regional Haze SIP, lawn and garden zero emission equipment and Colorado's Ozone SIP. They voted to reopen the rulemaking record to accept a compromise proposal regulating landfills for methane – a compromise that gives some smaller landfills longer time to comply with methane control equipment. They acted on CDPHE's letter withdrawing an element of Colorado's Regional Haze SIP. They were briefed on market share of zero emissions equipment sales and briefly touched on outreach efforts to expand their Emission Reduction Requirements for Lawn & Garden Equipment (Regulation 29) to more broadly apply to commercial operations. Commercial operators are already indirectly subject to Regulation 29 if they provide lawn and garden services to local governments and Colorado state agencies.

The bulk of the meeting focused on Colorado's Serious Ozone SIP related to the 2015 Ozone National Ambient Air Quality Standard (NAAQS) of 70 ppb for the Denver Metro North Front Range nonattainment area. Public comments were provided that touched upon frustrations that Colorado has not been able to meet ozone standards for decades and climate change concerns, and requests for a balanced approach to regulation.

¹ See RAQC's "Source Apportionment and DDM Dashboards Forum" for meeting registration and access to supporting information here: <https://raqc.org/event/dec-2025-sa-ddm-forum/>

² See EPA's "Determination of Attainment by the Attainment Date but for International Emissions for the 2015 Ozone National Ambient Air Quality Standards; Phoenix-Mesa Nonattainment Area, Arizona," 90FR52019, 11/19/25, here: <https://www.govinfo.gov/content/pkg/FR-2025-11-19/pdf/2025-20357.pdf>

Again, the November Ozone SIP Rulemaking Hearing proposal includes regulations and regulation revisions specific to:

Oil and Gas Operations

- Expanded best management practices for oil and gas storage tanks;
- Expanded NOx intensity program requirements for oil and gas operations;
- Leak detection and repair requirements for transmission and storage facilities in Northern Weld County;
- Best management practices for disposal of oil and gas waste; and
- Seasonal restrictions on oil and gas separator maintenance (as state-only measures).

Vehicle Inspection and Maintenance

- Increased vehicle inspection fees;
- Identification of high emitting vehicles operating in the ozone nonattainment area (as a state-only measure and related to SB25-321, signed into law in May 2025).

Other

- VOC content limitation for coatings used in aerospace manufacturing
- NOx control requirements for combustion equipment and engines at specific sources
- 2026 Motor Vehicle Emission Budgets of 4.0 tons/day (VOC) and 3.9 tons/day (NOx)

Additional revisions to existing programs are also proposed, including:

- Emission Reduction Credit Program – banking, trading of emission reductions needed for offsets under the Nonattainment New Source Review Program
- New Source Review Program - minor modifications at existing facilities
- Permitting in Disproportionately Impacted Communities
- References to Environmental Justice Mapping Tools
- Clean Air Act Section 185 Penalty Fee Program
- Removal of federal applicability of pneumatic control regulations
- Removal of requirements for sources that are no longer major sources

The APCD adopted Colorado's Serious Ozone SIP unanimously, with many elements of the proposal receiving consensus support. Areas of disagreement included the following SIP revisions, and a few issues that were outside the scope of the rulemaking where the AQCC did not act. Disagreement on proposed SIP revisions related to the:

1. APCD proposal to control Oil & Gas separator maintenance activities. The APCD withdrew this element of their proposal, which was inconsistent with the RAQC's proposal, and agreed to bring back a revised proposal in Spring 2026.
2. APCD proposal to clarify Colorado's current Emission Reduction Credits (ERCs) Program. While all parties supported the overall APCD proposal, several parties raised concerns about the scope and methodology for certifying those reductions and whether or not reductions from plugging and abandoning wells could be certified given that other wells would be drilled in the same area. Generally, ERCs can be obtained for non-mandated reductions for which companies can apply for credits to bank, trade and sell to other companies. Companies that need to build new or modify existing sources in the



nonattainment area must secure these ERCs to offset increased emissions from the new construction or modifications as required by the federal Nonattainment New Source Review Permitting Program as part of the permitting process and prior to construction. Colorado currently has no certified ERCs for use, nor does the proposed program expressly allow mobile sources reductions to be creditable.

3. APCD proposed 185 Penalty Fee Program. Disagreement centered around the timing and process to get an EPA approvable fee program plan in place prior to next ozone attainment date under the 2015 Ozone NAAQS, or by 7/20/27. The APCD was proposed to move forward with the current proposal, while still negotiating with the current EPA Administration on program revisions, and potentially withdrawing and resubmitting revisions at a later date. Note that the current EPA Administration has not definitively stated it could or could not approve the current proposal, even though it uses current EPA approved programs as a model. As background, the fee program is a Clean Air Act mandated program that must be in place prior to the next attainment date as a Serious nonattainment area, and which would be automatically triggered, taking effect upon designation of not attaining the NAAQS by that attainment date. The program will require industry in the nonattainment area to begin paying additional and significant fees.
4. APCD proposal to clarify emissions reporting nuances, reporting annual actual emissions and avoiding conflicts with federal performance testing requirements.

Other areas of disagreement during this ozone rulemaking related to the Clean Air Act's Section 179B provisions and the RAQC's Blueprint. Several parties suggested that Colorado undergo a 179B analysis similar to Arizona. The APCD indicated that they have not taken any formal position on the matter. The RAQC indicated that the recent modeling conducted associated with the Serious SIP under the 2025 Ozone NAAQS did not analyze international contributions in order to support a 179B analysis at this time. Other parties argued against pursuing 179B. Ultimately, the AQCC did not take a position on the matter as it was not part of the scope of this rulemaking and at least one Commissioner highlighted that any such 179B analysis would not bring the area into attainment nor waive the requirement for any nonattainment area to attain the standard.

Separately, several parties questioned whether or not the AQCC would take an official position approving the RAQC's Blueprint and argued against such. The AQCC did not take an official position, nor did the RAQC ask the AQCC for an official position. Notably, the RAQC Chair noted that the RAQC would continue to evaluate each control strategy and further develop them, stating that replacement strategies would have to be identified and developed in place of any currently listed strategies in the Blueprint selected to not move forward.

During final deliberations, the Commission asked for an introduction to atmospheric chemistry briefing in the spring to be complemented by a briefing on all air quality studies on-going in Colorado. The Commission also expressed interest in hearing more about the RAQC's public health impacts analysis/report to be released in early 2026. Finally, the Chair expressed significant frustration with references to politics being made during testimony and rebuttals. Ultimately, the AQCC adopted the bulk of the proposal as a consensus proposal making minor changes during this hearing, agreeing that the action satisfies Colorado's requirements as a Serious nonattainment area with the understanding that Colorado submits a voluntary request for reclassification to a Severe nonattainment area. There will be more to come.

APCD Activities

APCD public efforts in November largely focused on the Ozone SIP Rulemaking Hearing.

RAQC Activities

The RAQC Board endorsed the November 7, 2025 Blueprint, as a process for further refining and evaluating listed control strategies at their November 7, 2025 retreat. This endorsement was specific to the Blueprint as a whole and “not any particular strategy”. RAQC staff then discussed this Blueprint at the AQCC Ozone SIP Rulemaking hearing.

The RAQC held their Fall 2025 Ozone Forum.³ During this forum, the RAQC and its contractor, Ramboll, 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. RAQC staff continue to anticipate that the nonattainment area will still be unable to model attainment with the 70 ppb NAAQS. There was a discussion on their “Direct Decoupled Method” for ozone modeling – a method that is intended to streamline the assessment of control strategies on each individual monitor, provide a more efficient way of evaluating multiple changes individually or in combination, and derive the sensitivity of the modeled ozone values to control strategies – that reduces the burden and cost of attainment demonstration modeling.

Additionally, the RAQC’s announced December 12, 2025 meeting to walk through use of their recently released tools showing what is contributing to ozone levels at each monitor and how ozone levels at those monitors may respond to different types of control strategies.⁴

TRE will report more information after taking more time to review the various analyses, work with the modeling tools and attend the RAQC’s December 12, 2025 training on use of these tools.

Other Air Quality Activities:

EPA approved Colorado’s Vehicle Inspection and Maintenance Program Revision specific to visual inspection of emission control equipment during testing.⁵

EPA also proposed to determine that the Phoenix-Mesa Nonattainment Area in Arizona would have attained the 2015 Ozone NAAQS by the 8/3/24 attainment date, preventing the area from being downgraded from a Moderate to a Serious classification.⁶ This action relies upon the Maricopa Association of Governments’ (MAG) 179B analysis.⁷ As highlighted last month,

³ See RAQC’s Fall 2025 Ozone Attainment Forum webpage for agenda and materials, here:

<https://raqc.org/event/fall-2025-ozone-attainment-forum/>

⁴ See RAQC’s “Source Apportionment and DDM Dashboards Forum” for meeting registration and access to supporting information here: <https://raqc.org/event/dec-2025-sa-ddm-forum/>

⁵ See EPA’s “Air Plan Approval; Colorado; Inspection and Maintenance Program Revision,” 90FR51515, November 18, 2025, here: <https://www.govinfo.gov/content/pkg/FR-2025-11-18/pdf/2025-20205.pdf>

⁶ See EPA’s “Determination of Attainment by the Attainment Date but for International Emissions for the 2015 Ozone National Ambient Air Quality Standards; Phoenix-Mesa Nonattainment Area, Arizona,” 90FR52019, 11/19/25, here: <https://www.govinfo.gov/content/pkg/FR-2025-11-19/pdf/2025-20357.pdf>

⁷ 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



MAG's analysis shows that on average international contributions, combined with wildfire and background 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, and more.

logy 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.

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 emissions from both Mexico and Asia combined with other non-locally controllable sources – wildfire and background - contribute 15 ppb to their ozone monitors throughout the year.⁸ Notably, 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 (see Figure 3-2 below, between 7/15/23 and 9/15/23).⁹

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)

⁸ Ibid, Table 3-1. p. 31.

⁹ Ibid, Figure 3-2. p. 31.



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

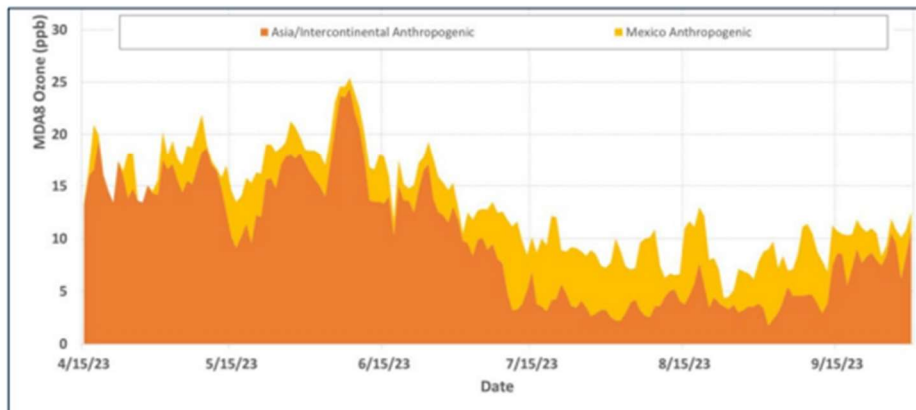


Figure 3-2. Time series of modeled Asia/intercontinental and Mexico international manmade emissions contributions to ozone during the 2023 ozone season averaged over all Maricopa Nonattainment Area monitoring sites.

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.¹⁰

¹⁰ Ibid, Figure 2-7. p. 23.

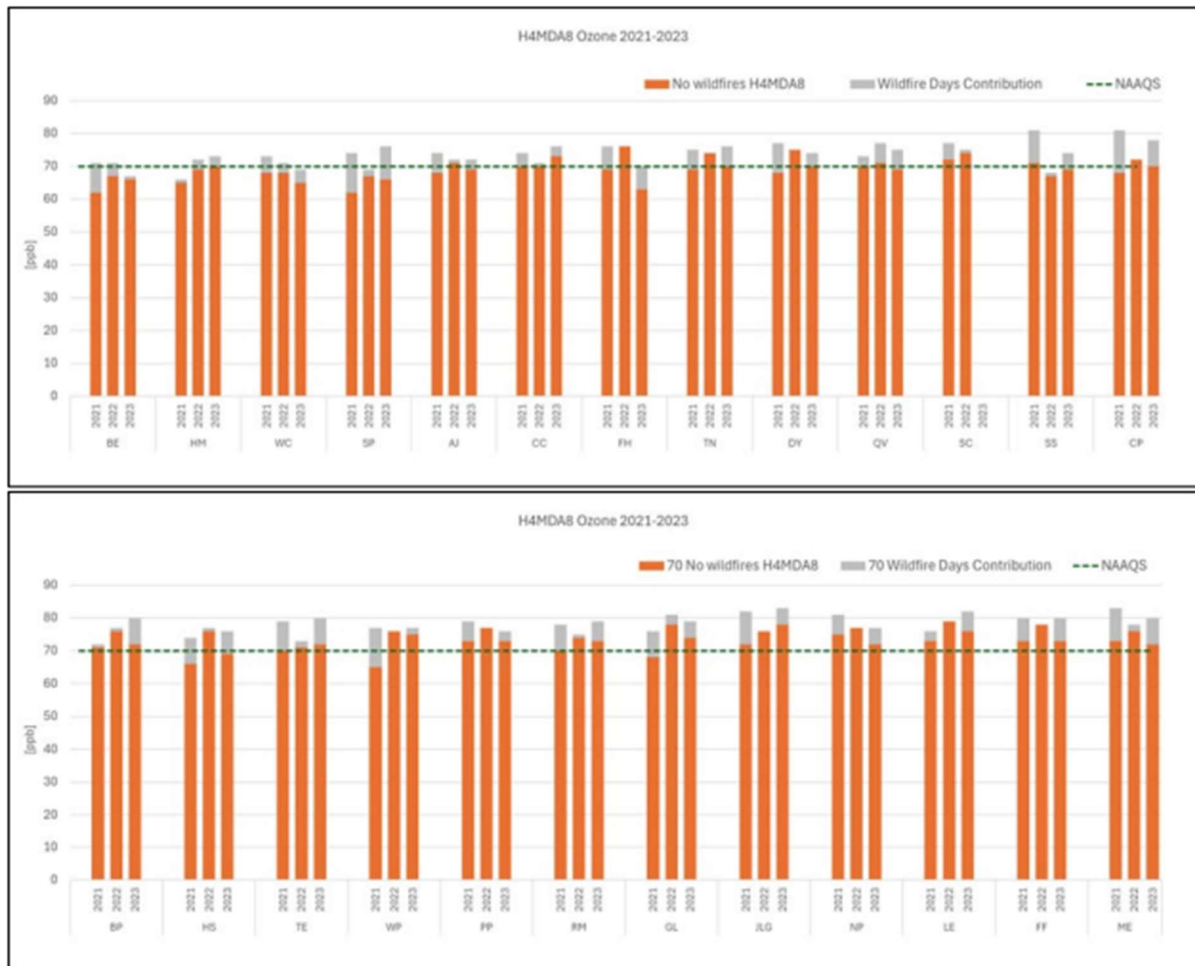


Figure 2-7. Annual fourth highest ozone concentration in 2021 through 2023 at each of the Maricopa Nonattainment Area ozone monitors considering contributions from all possible wildfire days (grey) and non-wildfire days (orange).

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.^{11,12} Further, this information seems to show that impacts can be higher inland than on the coast, and higher at elevation.

¹¹ Ibid, Figure 2-9. p. 27.

¹² Ibid, Figure 2-11. p. 28.

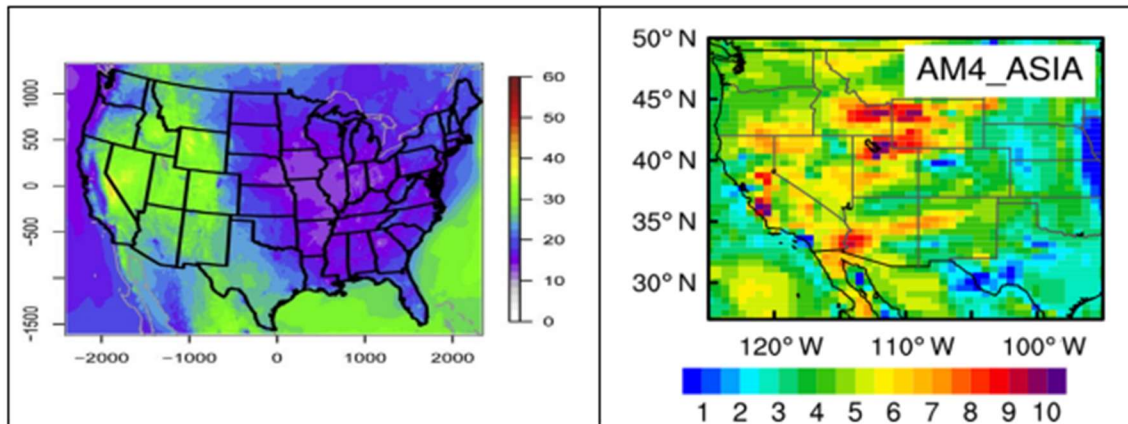


Figure 2-10. Examples of modeled surface background ozone (ppb) (left) showing July 2011 average US background from the CAMx regional photochemical model, and (right) showing tracked ozone from Asia on May 24, 2017.

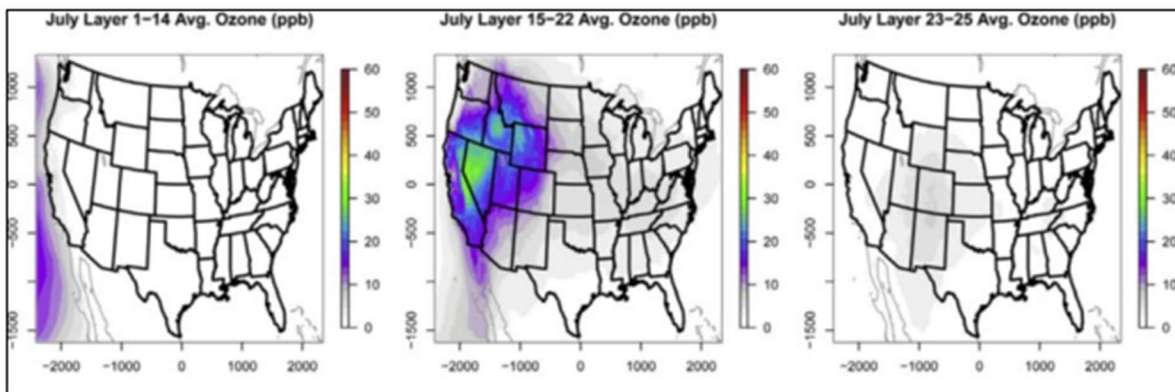


Figure 2-11. Results showing examples of US background ozone contribution (ppb) from the western CAMx boundary and from three sets of vertical model layers; boundary layer (left), mid troposphere (middle), stratosphere (right).

Comments on EPA's determination of attainment for Arizona, and the underlying 179B analysis are due 12/19/25.

Upcoming Activities:

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



Meetings TRE Plans to Attend (or screen)

- 12/12/25 RAQC Training on modeling tools Forum (register here: <https://us02web.zoom.us/j/84461212703>)
- 12/17-19/25 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 track EPA's proposed determination of attainment for the Phoenix-Mesa nonattainment area in Arizona
- NFRMPO should track Colorado's next steps addressing ozone, including:
 - RAQC's release of a report on public health impacts of ozone
 - AQCC briefings on atmospheric chemistry and air quality studies
 - Colorado's voluntary reclassification request
 - RAQC's Blueprint evolution
 - RAQC's modeling updates



FALL 2025 BLUEPRINT EDITION ENDORSED BY THE RAQC BOARD

NOVEMBER 7, 2025



UPDATES FOR NOV. 7TH BLUEPRINT

- Updated and finalized primary & secondary recommendations
- Strategy Planning Analysis Summary Table added to serve as a summary of strategies under exploration as part of the Blueprint
 - More detailed table with strategy descriptions and links to briefing papers moved to appendix
- References to modeling tools and info currently available after Fall 2025 Ozone Forum added
- Graphic showing efforts guiding and supporting Control Strategy Blueprint added
- Supporting documents
 - [Stakeholder Engagement Information](#) document updated based on additional written comments received and discussions at October Control Strategy Committee, Indirect Sources Work Group, and Board meetings
 - 4 sets of comments received in October
 - Updates to strategy briefing papers based on staff refinements and comments received
 - New paper for strategy on assessment of ongoing commercial buildings emission reductions





BLUEPRINT DRAFT PRIMARY RECOMMENDATIONS: 1 and 2

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

Present an informational summary of the endorsed Fall 2025 Blueprint edition as part of RAQC Ozone SIP and Associated Regulations testimony at AQCC Nov. 20-21 rulemaking.

NFRMPO TAC Meeting – November 19, 2025



BLUEPRINT DRAFT PRIMARY RECOMMENDATIONS: 3 and 4

Develop and present plans by RAQC for further analysis of Fall 2025 Blueprint Strategies during 2026, for the Fall 2026 updated Blueprint work product.

Brief the AQCC regularly on this strategic plan for ozone attainment as requested and make similar requests to the AQCC over the next 5 years, on the progress of updating and implementing the Blueprint strategies, including any that might come before the AQCC for decision.

NFRMPO TAC Meeting – November 19, 2025



2026 BLUEPRINT ACTIONS FOLLOWING FALL 2025 ENDORSEMENT

• Quarter 1

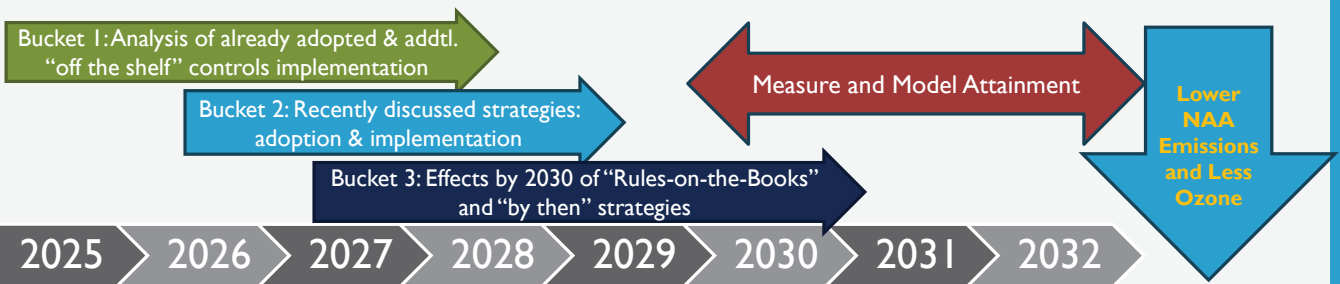
- Collaborate with APCD to communicate strategy evaluation for Board feedback
- Apply technical tools completed in 2025 to Analyze Impacts of Strategies on Future Modeled Ozone
- Begin efforts for Health Burdens and Costs of Current Ozone Impacts white paper and scope additional analysis of Fall 2025 control strategies

• Quarter 2

- Continue work on collaborative evaluation process and begin to present additional analysis of Fall 2025 strategies
- Complete Health Burdens white paper

• Quarter 3

- Complete strategy analyses, refine & augment strategy descriptions, and begin draft & review cycle for Fall 2026 Blueprint



NFRMPO TAC Meeting – November 19, 2025



Blueprint Endorsement language approved as a Board resolution:

“The November 2025 Control Strategy Blueprint is endorsed by the RAQC Board. As laid out in the Board-approved [Blueprint Development Policy](#), this endorsement of the overall Blueprint, not any particular strategy, will be followed by subsequent work further developing the Blueprint, as well as supporting planning, outreach, and analysis processes and revisiting of the Blueprint by the RAQC Board in 2026 and beyond.”

NFRMPO TAC Meeting – November 19, 2025





CONTROL STRATEGY COMMITTEE NEXT STEPS



UPCOMING MEETINGS

- Air Quality Control Commission meeting: November 19-21
 - Includes hearing on Serious State Implementation Plan for the 70 parts per billion Ozone Standard and associated regulations
 - [Meeting agenda and registration information](#) and [meeting materials](#) available online
 - RAQC is a party and will present on the Blueprint as an informational item
- RAQC Source Apportionment and DDM Dashboards Forum: December 12, 1-3pm
 - [Registration available](#)
 - Follow up to [October 30th Ozone Forum](#) that provided an introduction to the modeling data and results
- Control Strategy Committee meetings
 - Canceling December CSC meeting; next meeting in January
 - Stay tuned for information about meetings and workshops in 2026!

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

November 20, 2025

3:00 p.m.

Microsoft Teams

Members	Staff
Kristin Stephens	Elizabeth Relford
Bill Jenkins	Tonja Burshek
Matthew Fries	Becky Karasko
	Tanya Trujillo-Martinez
	Shane Armstrong
	Michelle Edgerley
	Barbara Bills

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

Approval of Minutes:

Jenkins made the motion to approve the October 16, 2025, meeting minutes, and Fries seconded. The motion passed by acclamation.

General Updates:

Relford reported on the office space evaluation conducted by Cushman & Wakefield. The firm recommended that the organization assess its ideal office requirements in the coming months to facilitate a property search and lease negotiations.

She also mentioned that we had published the RFP for audited services on BidNet and that the RFP for IT services should be posted soon.

The MPO conducted an Organizational Deep Dive where the staff discussed the MPO's positive aspects, difficulties, and possible future opportunities.

Financial Updates:

Burshek began by explaining our recent difficulties with synchronization between PayFabric and GP after our server migration to the cloud.

The funds from the FNBO accounts have been transferred successfully to Chase. However, we are still using the FNBO credit cards until Chase has distributed new ones.

Burshek reported on the status of CDOT billings, stating that she expects to close quarter three by early December. She also noted that Relford signed a new CPG contract with wording changes and no monetary impact. She anticipated receiving a new STBG contract in December also.

UPWP Update:

Karasko explained that the MPO was currently working on the FY2025 UPWP Year-End report. This is a federal requirement where we match available funding to prescribed tasks.

Mobility Grant Applications :

Trujillo-Martinez provided an update on a capital call for projects for 5310 grants, indicating that she has contacted directors to explore enhancements for the RideNoCo program. She is awaiting additional guidance to improve the program's reach and effectiveness.

Q1 and Q2 Unaudited Financial Reports:

Burshek provided an overview of the first and second quarters' financials, indicating that revenue was behind due to late contract execution. She pointed out that some expenses were under budget primarily because they were anticipated to occur late in the year.

A motion to approve the Q1 and Q2 financials was made by Fries and seconded by Jenkins. The motion passed unanimously.

The meeting was adjourned at 3:48 p.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
November 19, 2025**

CONSENT AGENDA

Hornkohl moved to approve the Consent Agenda. Tracy seconded the motion, which was approved unanimously.

ACTION ITEMS

TMO Call for Projects – Trujillo-Martinez provided the background and timeline for the TMO Call for Projects. She asked for TAC approval to open the Call for Projects on December 5th after Planning Council approval. Hornkohl moved to recommend the Planning Council approve the TMO Call for Projects. Leonhardt seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

Transfort Match Relief Request - MMOF – Joshua Ma, City of Fort Collins, discussed Transfort’s request for local match relief on previously and newly awarded MMOF funding after the NFRMPO MMOF Reconciliation for the project Foothills Transit Station and Roundabout. Transfort is asking for the local match rate to be reduced from 50% to 25%. The reason for this request is because a majority of the project boundaries are within Larimer County, which only uses 25% local match rate compared to Fort Collins’ 50% local match rate.

2022 – 2026 NFRMPO Targets for Safety Performance Measures – Graalum provided an update to the 2022 – 2026 NFRMPO Targets for Safety Performance Measures. She started by comparing trends at the statewide level and NFRMPO level for fatalities and serious injuries. She also noted the most prominent causes of fatalities and serious injuries in the region. She noted a chart that showed the months where fatality and serious injuries crashes are occurring most often. Graalum walked through the safety target options for the region, which include either adopting the targets set by CDOT or creating regionally specific targets. Graalum noted the NFRMPO has used the regionally specific targets the previous two years. She noted the methodologies that other Colorado MPOs are using to set their safety targets. She also noted the various safety plans adopted by local communities in the NFRMPO region. She discussed the differences between the statewide and regional safety targets, then ended by noting the timelines for setting safety targets before they are due to CDOT.

Public Involvement Plan (PIP) Kickoff – Stockburger discussed the kickoff to the PIP, which is set to be adopted in 2026. He noted the purpose of the PIP and the NFRMPO goals for engaging the public and stakeholders. Stockburger noted the current involvement strategies that the NFRMPO uses. He noted what will be new with this plan and what will be updated from the previous PIP. He walked through the questions that will be asked on the NFRMPO PIP Survey to try to gauge public feedback on how they want to be reached and how familiar they are with the NFRMPO. Stockburger noted the active NFRMPO social media platforms. He also noted updated NFRMPO Outreach Events strategies and provided a map of every event the NFRMPO did in 2025.

MEMORANDUM

To: NFRMPO Planning Council
From: Joshua Ma, Transfort
Date: December 4, 2025
Re: Transfort Match Relief Request – MMOF

Objective

The City of Fort Collins - Transfort is requesting match relief on previously awarded and newly awarded MMOF funds for the Foothills Transit Station and Roundabout.

Summary

The purpose of this memo is to request match relief in the form of a reduced local match of 25% (instead of 50%) for the City's current Multimodal Transportation and Mitigation Options Fund (MMOF) grants. Citywide budget cuts, declining sales tax revenue, and rising operational costs have significantly constrained available local funding. An updated project cost estimate, expected by year-end, is anticipated to reflect higher total costs, and Fort Collins has not yet fully identified the local match under the previous estimate. Adjusting the match requirement to 25% will allow the City to keep this project moving forward while managing current financial pressures and maintaining capacity for other critical priorities.

Under the Local MMOF Program Guidelines, applicants such as Transfort may qualify to use the match rate of the county they serve and may request project-specific match reductions with support from the MPO/TPR and approval by the Transportation Commission. Because the entire transit station and the majority of the roundabout funded by this grant is located in Larimer County, which has an adopted match rate of 25%, we are requesting to use the county's match rate since over 90% of the project is located outside of City limits. This request is consistent with recent CDOT CTE decisions granting Fort Collins match relief under the same guidelines for the SB230 Formula Program and Capital Call (in progress). A favorable decision by the TAC on this request would also move the City closer to meeting its local match requirement for the federal RAISE grant, positioning the project to advance to construction more quickly.

Analysis

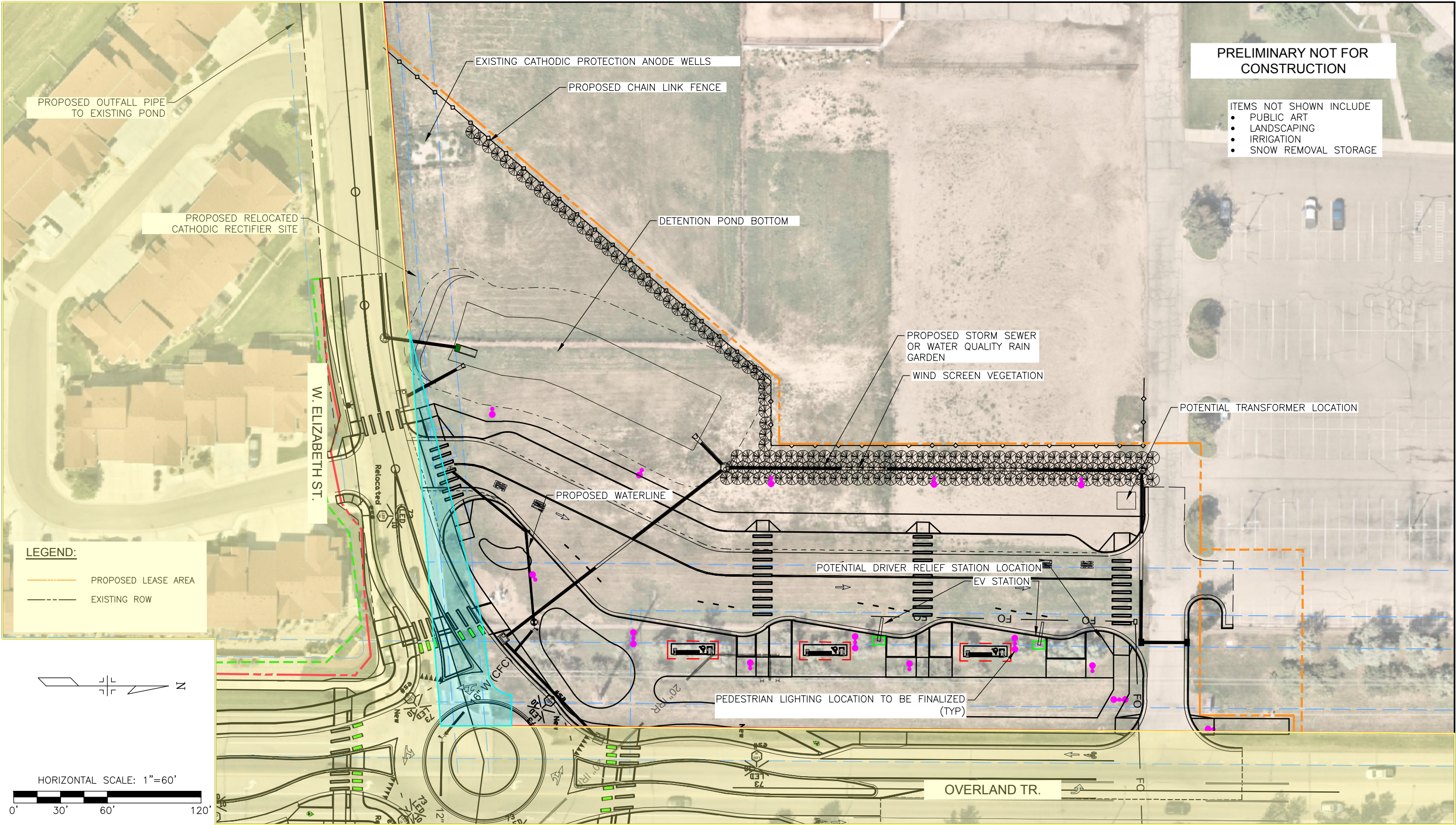
- **Advantages:** Approving the match relief request will allow this project to move forward under current financial pressures.
- **Disadvantages:** None noted.

Recommendation

Transfort requests Planning Council members review the match relief request and be prepared to discuss it at the December Planning Council meeting.

Attachments

- [CDOT MMOF Local Program Guidebook](#)
- Foothills Transit Station Boundary Map
- Transfort Local Match Relief Request



NFRMPO	MMOF Awards	Local Match Requirment (50%)	Total Project Cost	MMOF Awards	New Local Match Requirement (25%)	New Total Project Cost
Resolution No. 2025-04--Amended	\$ 317,669	\$ 317,669	\$ 635,338	\$ 317,669	\$ 158,835	\$ 476,504
Resolution No. 2025-XX (TBD)	\$ 485,854	\$ 485,854	\$ 971,708	\$ 485,854	\$ 242,927	\$ 728,781
Total	\$ 803,523	\$ 803,523	\$ 1,607,046	\$ 803,523	\$ 401,762	\$ 1,205,285

Statewide Transportation Advisory Committee (STAC)
November 6, 2025, 8:30 a.m. - 11:30 a.m.; held in-person and via Zoom.
Meeting Summary

Public Comment

- There was no public comment in-person or online.

Transportation Commission (TC) Report (Chair Gary Beedy)

- TC members joined the Colorado Transportation Investment Office (CTIO) Board and CDOT staff on a train trip to Glenwood Springs, and a Bustang ride back to Denver.
- A workshop was held for Joint TC/CTIO Budget review.

Legislative Updates (Emily Haddaway and Jamie Grim)

- The Colorado General Assembly's 2026 legislative session starts January 14.
- The Governor's proposed budget includes \$51.4M (and no further cuts) for CDOT, but the State Legislative Joint Budget Committee (JBC) may have other thoughts.
- CDOT will still probably have to play defense on its Multimodal Transportation and Mitigation Options Fund (MMOF) and other items.
- CDOT is working to ensure that surcharge cuts only last two years as promised.
- The Transportation Legislative Review Committee (TLRC) will draft two bills:
 - Division of Motor Vehicles (DMV) E-titling solutions
 - Diesel Truck Scrappage via the Clean Fleet Enterprise.
- CDOT-relevant statutes still need various editorial cleanups (e.g., adding Broomfield to TC District 4, Chain Stations, etc.).
- One-time funding for Bustang needs re-visiting.
- CDOT is watching a possible Transit Equity Bill, but will take no formal position until it is introduced. It would include a fiscal note, CDOT recognizes rural challenges, and there could be issues with considering this in conjunction with Bustang needs.
- The Federal Government shutdown is now the longest in history, but there could be movement on this after the elections. FHWA, FTA, and FRA are not as affected by the shutdown, but there could also be air traffic reductions over the holidays.
- Jamie Grim with the CDOT Office of Policy and Government Relations (OGPR) will be on parental leave until February-March 2026.

FY2026-27 Proposed Budget Overview (Jeff Sudmeier)

- **1. Amendment to FY26 Budget:**
 - September 2025 Program Reserve Balance is \$144.4M.
 - Amendments could move all but about \$47M of this to different Maintenance Accounts:
 - \$80M to "Supplemental Funding for Pavement Conditions (Surface Treatment)";
 - \$16.2M to "Maintenance Level of Service (MLOS) - Personal Services Budget Shortfall (Maintenance Program Reserve)";
 - \$1.1M to "Region 4 Roll-forward from FY24-25 (Maintenance Program Areas)".
 - TC will decide on these at its November meeting.
- **2. Draft FY27 Budget:**
 - SB25-258 reduces the Road Safety Surcharge by about \$43.2M thru FY27.
 - The Colorado Office of State Planning and Budgeting (OSPB) and Legislative Council Staff (LCS) both project state revenue to surpass the Taxpayer Bill of Rights (TABOR) cap in FY27, thus triggering refunds (there should be no direct impacts to CDOT, but General Funds could impact future transfers to State Highway Fund).
 - Enterprise revenue has increased notably.
 - CDOT's FY27 Draft Budget is available at codot.gov/business/budget/cdot-budget
- **STAC Action:** STAC recommended TC approval of these budget items.

I-270 Project Overview (David Merenich)

- This project needs multiple safety improvements, including enhancements to emergency response travel time and reliability, transit, bicycle/pedestrian connectivity, freight operations, greenhouse gas emissions, and air quality considerations.
- The Draft Environmental Impact Statement (DEIS) will include a Preferred Alternative with at least one Express Lane.
- Phase 1 Critical Bridge Construction is still on-track for March 2027 thru the 1st Quarter of 2030, while timelines for Phases 2 and 3 are still pending.
- I-270 DEIS Publication and Review anticipated to be on the CDOT website in mid-November, followed by an EPA Notice of Availability, three Public Hearings and two webinars (January 2026), and then a 60-day comment period starting by the end of January 2026.

STAC Work Program Development for 2026 (Darius Pakbaz)

- STAC should expect Officer Elections, work on the 10-Year Plan, STIP, Budget, regional project updates, and major transit project updates.
- STAC members provided numerous suggestions for additional work, most notably being a more advisory body and becoming more active with pending legislation and rulemaking, more in-person meetings, the potential to combine in-person STAC meetings with other events, such as relevant transportation-related events. Compliance with PD 1601 is difficult for many Metropolitan Planning Organizations (MPOs).

Rural Planning Assistance Allocations (Darius Pakbaz and Marissa Gaughan)

- Darius wants to do this well in advance of the start of FY27, budgeting up to \$198,000.
- RPA Reimbursement Requests due at least quarterly, and for each fiscal year by September 30.
- Unexpended RPA program funds do not carry over to next fiscal year, but CDOT could discuss transferring some of these funds to other TPRs.

STAC Action: STAC approved the proposed FY 2027 Rural Planning Assistance Program allocation.

Draft 10-Year Plan Overview (Darius Pakbaz)

- “The 2050 Statewide Transportation Plan is a launch pad, not a finish line”: Regional Transportation Plans feed into the Statewide Plan, which then feeds into the 10-Year Plan and the 4-year Statewide Transportation Improvement Program (STIP).
- Data Analysis is much easier and more effective through the 2050 Long Range Transportation Plan Visualizer, especially compared to printing out hundreds of maps as in previous cycles.
- Stakeholder and Public Engagement included over 100 meetings, at least one Telephone Town Hall for each TC district, surveys, and more.
- Performance-Based Planning led to PD14 (Advancing Transportation Safety, Fix Our Roads, and Sustainably Increase Transportation Choice).
- The Greenhouse Gas Planning Standard has helped manage the effects of Colorado’s transportation system on the climate.
- 10-Year Plan cycles are now transitioning from FY2019-27 to **FY2027-36**.
- CDOT estimates spending \$225M/year on its 10-Year Plan, using \$900M strategic funds over the first four years (through STIP), and then \$1.35B in the out years.
- CDOT Regional Staff will identify Priority Projects through TPRs, STAC representatives, TC Work Sessions, Public Outreach, and Stakeholder Support.
- Finalization and adoption of the 10-Year Plan is now anticipated to occur in March 2026.
 - Next briefing to STAC will be in January 2026;
 - Public Review and Comment will be in February 2026;
 - TC adoption of the 10-Year Plan and GHG Report are expected in March 2026;
 - CDOT and MPO/TPR reporting and coordination will take place throughout this period.

Other Business

- STAC canceled its December meeting;
The next STAC meeting is scheduled for Thursday, January 8, 2026, 8:30 am (virtual only).
- The February STAC meeting may be in-person.



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

Held: Thursday, October 16, 2025, 8:30 a.m.

The CTIO meeting was broadcast on YouTube Live as part of the CDOT Transportation Commission broadcast. A recording of the meeting can be found [here](#). The recording will be available for six months on YouTube after the meeting has been held. After that time, it will be archived.

The regular meeting of the CTIO Board of Directors was convened in accordance with applicable statutes of the State of Colorado, with the following Directors present:

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

Roll Call Regular Meeting

All board members were present. The meeting began at 8:32 a.m.

Budget Workshop

CTIO Director, Piper Darlington, provided a brief presentation on the Fiscal Year 2026-2027 Budget and noted that the board will be asked to approve the budget at a later date. The presentation focused on the following:

- Annual budget timeline
- Fund 537: Operating fund
 - Sources of funding
 - Uses of funding
 - Key areas of work for Fiscal Year 2026-27
- Fund 536: Special Revenue Fund
 - Sources of revenue
 - Revenue estimates

¹ The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise will refer to itself now and in the future, however, the HPTE name is retained for legislative and legal documents.

- Uses of funding
 - Key items still outstanding
- Next steps

Roll Call

All board members were present. The meeting continued at 10:11 a.m.

Consent Agenda

ACTION: Upon a motion by Director Sacripanti and seconded by Director Hart, a vote was conducted, and Resolution #479, September 17 and 23, 2025 Minutes, was unanimously approved.

Additional Project Information

Chair Gutierrez introduced an item to the board related to I-25 North and I-270 Express Lane projects that were discussed during the CTIO Board Retreat in September. Following discussion between members of the board, CTIO staff were directed to bring additional information on these projects to the next board meeting.

Adjournment

The CTIO Board adjourned at 10:16 a.m.