



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

May 1, 2025

In Person: Milliken Meeting House, 1201 Broad Street, Milliken, CO 80543

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>	-	-

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
3	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – April 3, 2025	Johnny Olson, Chair	10	6:05

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Air Pollution Control Division (APCD)	Written	Handout	-
5	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	16	6: 10
6	Regional Air Quality Council (RAQC)	Kristin Stephens, Vice Chair	21	-
7	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
8	Report of the Chair	Johnny Olson, Chair	-	6:25
9	Executive Director Report <ul style="list-style-type: none"> US34 Coalition Letter 	Paul Sizemore, Executive Director	35	6:30
10	Finance Committee	Written	Handout	-
11	Legislative Updates Report	Written	Handout	-
12	TAC <ul style="list-style-type: none"> TAC 10-Year Prioritization List Update 	Written	37	6:40
13	Quarter 1 2025 TIP Modifications	Written	Handout	-
14	Mobility	Written	Handout	-

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	April 2025 Off-Cycle TIP Amendment Resolution 2025-12	Jonathan Stockburger, Transportation Planner I	39	6:45
16	2025 NFRMPO Title VI Plan Update Resolution 2025-13	Becky Karasko, Transportation Planning Director	43	6:50
17	FY2026-2027 UPWP and FY2026 Budget Resolution 2025-14	Paul Sizemore Becky Karasko	Handout	6:55

Discussion Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
18	CDOT Region 4 10-Year Plan Discussion	Heather Paddock, Region 4 RTD	Handout	7:00

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
19	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	7:45
20	STAC Report	Written Report	45	-



21	Colorado Transportation Investment Office (CTIO)	Written Report	47	-
22	I-25 Coalition	Scott James, Weld County Commissioner	-	-
23	Front Range Passenger Rail District	Tricia Canonico, City of Fort Collins Councilmember Jon Mallo, Past Chair	-	-
24	Host Council Member Report	Dan Dean, Trustee, Town of Milliken	-	7:55

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: June 5, 2025 – Hosted by the Town of Severance



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 Shadduck-McNally, Commissioner

City of Loveland

Jon Mallo, Mayor Pro Tem – Past Chair

Town of Berthoud

William Karspeck, Mayor

Alternate- Mike Grace, Mayor Pro Tem

Town of Eaton

Liz Heid, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor

City of Fort Collins

Tricia Canonico, Councilmember

Alternate- Melanie Potyondy, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Town of Johnstown

Andrew Paranto, Councilmember

Town of LaSalle

Paula Cochran, Trustee

Town of Milliken

Dan Dean, Trustee

Alternate- Elizabeth Austin, Mayor

Town of Severance

Matt Fries, Mayor

Alternate- TBD

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

April 3, 2025

Hybrid Meeting in Evans, CO

Voting Members Present:

Johnny Olson – Chair	-Greeley
Kristen Stephens – Vice Chair	-Larimer County
Jon Mallo – Past Chair	-Loveland
Tricia Canonico	-Fort Collins
Mark Clark	-Evans
Dan Dean	-Milliken
Julie Cline	-Windsor
Paula Cochran	-LaSalle
Matthew Fries	-Severance
Scott James	-Weld County
Bill Jenkins	-Timnath
Will Karspeck	-Berthoud

Voting Members Absent:

Fil Archuleta	-Garden City
Jessica Ferko	-APCD
Andrew Paranto	-Johnstown

MPO Staff: **Paul Sizemore**, Executive Director; **Becky Karasko**, Transportation Planning Director; **Tanya Trujillo-Martinez**, Mobility Director; **Tonja Burshek**, Controller; **Jerome Rouser**, Transportation Planner II; **Jonathan Stockburger**, Transportation Planner I; **MyKayla Marek**, Transportation Planner I; **Aaron Hull**, Mobility Planner

In Attendance: Dan Betts; Brad Buckman; Ray Cundiff; Richard Christy; AnnaRose Cunningham; Michelle Edgerley; Jim Eussen; Omar Herrera; Dana Hornkohl; Kim Koivuniemi; Victoria Leonhardt; Dee McIntosh; Lynette Peppler; Scott Pearson; Evan Pinkham; Cody Sims; Justin Stone; Josie Thomas; Eric Tracy; Keith Wakefield; Dena Wojtach; Peter Wysocki

Chair Olson called the MPO Council meeting to order at 6:12 p.m.

Public Comment

No comments were submitted.

CONSENT AGENDA

James **moved to** *APPROVE THE MARCH 6, 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)

A written report was provided.

NFRMPO Air Quality Program Updates

Wojtach discussed control strategies being considered for the Statewide Implementation Plan (SIP). She explained a potential strategy that was recently introduced that would limit the production and sale of large spark-ignition forklift emissions. Wojtach described mobile source emission targets and the timing of emission reductions.

James stated he does not understand the nexus between a transportation planning region and tractor equipment. Wojtach responded there are questions that need to be addressed before this strategy moves forward and the NFRMPO and DRCOG have set up meetings with the RAQC to discuss the strategy further. James stated NFRMPO Staff do not have the bandwidth or ability to measure emissions from off-road equipment. Sizemore responded that this has been communicated to RAQC. Olson stated that any questions or concerns should be directed to Sizemore or Commissioner Stephens.

Wojtach provided information on ozone reduction efforts and meetings. She explained that despite these efforts, we are not seeing corresponding reductions in ozone levels. Wojtach mentioned that the APCD has recently announced their own ozone stakeholder meetings and control strategies.

Regional Air Quality Council (RAQC)

Stephens explained the nonattainment area is currently required to create a SIP to lower the ozone levels. Stephens discussed the difficulties in identifying new strategies and backup strategies to reduce ozone levels. Stephens explained some of the differences between the RAQC and the APCD. Stephens stated that the RAQC will need to come up with new strategies to reduce the ozone levels.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

Stephens stated the Community Clean Transportation Systems Grant Funding Program is currently accepting applications, which are due April 30th. Stephens mentioned that the NAAPME Board is contemplating the potential increase of funding for the Large Grant Program. Stephens explained that the Board is considering designating this grant money towards bus rapid transit projects.

Metropolitan Planning Organization (MPO) Agenda

Chair Olson opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Chair Olson provided information on the state's budget deficit currently being discussed by the Joint Budget Committee. Chair Olson stated he has heard the Bustang program has a \$30 million shortfall every year.

Executive Director Report

Sizemore discussed the evolving information from the Joint Budget Committee on the state's budget. Sizemore stated that there is a possibility that FASTER Safety, Revitalizing Main Streets, or MMOF funding could be reduced but this has not been finalized. He explained the current proposal evolving over the past few days could cut \$70 million from MMOF, but we are a few weeks out from knowing if that is the finalized budget cut plan. Sizemore explained that this is relevant because an action item later in the agenda is for a TIP Amendment which includes projects from the latest round of awarded MMOF funding. He stated that after discussing with CDOT, there is not a downside to continuing with this TIP Amendment as-is and it could be amended again if needed.

James asked if this could affect in-progress projects. Sizemore responded that CDOT will make every effort to have no impact on projects that are already far in the process. Olson brought up the idea that the NFRMPO could potentially not have a new call for projects and instead award money to the projects already selected this last round if they do not receive their full funding.

Sizemore introduced the NFRMPO's new Controller, Tonja Burshek, and the new Mobility Director, Tanya Trujillo-Martinez. Sizemore mentioned that the NFRMPO is recruiting for a Transportation Modeler position.

Finance Committee

A written report was provided.

Legislative Updates Report

Canonico mentioned that proposed bill HB25-1303 is working through the State Capitol to create a crash prevention enterprise. She explained the proposed bill would levy a \$3.50 surcharge on each insurance policy in Colorado. Canonico stated 80% of the surcharge would go to bicycle and pedestrian infrastructure and the remaining 20% would go to wildlife crossing infrastructure. Canonico mentioned the bill is anticipated to raise around \$92 million in the first five years.

TAC

A written report was provided.

Mobility

A written report was provided.

ACTION ITEM:

March 2025 TIP Amendment

Stockburger presented the March 2025 TIP Amendment, which includes four additional projects and three revisions. Additional projects include Greeley's 10th Street Transit Vision project, the Greeley Active Modes Plan project, Loveland's US34 Transit Sidewalk Connectivity project, and the Weld County On-Demand Transit Program project. Projects being revised include Greeley's US34 and 35th

Ave Interchange project, Greeley's US34 and 47th Ave Interchange project, and the Fort Collins Foothills Transit Station & Roundabout project. Stockburger stated all additional projects and one project revision are funded by the most recent MPOF Call for Projects and CDOT has advised the NFRMPO to proceed as normal with these projects.

James **moved to** approve *RESOLUTION 2025-11 APPROVING THE MARCH 2025 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Jenkins and **passed** unanimously.

DISCUSSION ITEMS:

2025 NFRMPO Title VI Plan Update

Karasko discussed the 2025 Title VI Plan update, which happens every three years. She stated that the draft version of the plan is included as a link in the memo. Karasko explained that the updated plan includes the 2022 Public Involvement Plan, the updated Limited English Proficiency (LEP) Plan, updated demographics, strategies and procedures for potential discrimination. Karasko stated the Title VI Plan only goes to Planning Council and not TAC. Karasko asked for any comments on the plan to be sent to her before the May Planning Council meeting.

FY2026-2027 UPWP Tasks

Karasko discussed the tasks of the updated FY2026-2027 UPWP. Karasko explained that four of the tasks are for Planning program area, one task is for the Mobility program, and one task is for Administrative items. Karasko stated that mid-year and year-end reports are created to report on progress of these UPWP Tasks. Karasko explained that there are no new tasks included in the UPWP and described the tasks that have been removed due to completion.

Stephens asked if there are any tasks NFRMPO Staff do not have to complete due to the current administration's direction. Karasko explained the NFRMPO will not be completing an update to the EJ Plan and there are small wording changes that have been made to the TIP Amendment process.

FY2026-2027 UPWP FY2026 Budget

Sizemore discussed the FY2026 budget for the FY2026-2027 UPWP. Sizemore stated the fiscal year for the NFRMPO matches the calendar year. Sizemore explained the VanGoTM portion of the budget, which is separate from the rest of the MPO's budget because VanGoTM operates as an enterprise. He explained VanGoTM revenue sources, the proposed budget and provided the reasons behind an increase in the budget.

James asked what a comfortable amount of money is to keep in VanGoTM reserves. Sizemore responded at least six months of operational costs is what is recommended, and the VanGoTM program currently has enough in its reserves to operate for years with no additional FTA funding.

Stephens asked what type of vehicles get purchased. Sizemore responded Toyotas. Stephens asked if the potential increase in vehicle costs due to tariffs has been accounted for. Sizemore responded a budget amendment could be completed if vehicle costs increase.

Sizemore then explained the MPO budget, which includes the Planning program, Mobility program and the Administration program. He explained MPO revenue sources, the proposed budget and provided the reasons behind an increase in the budget. Sizemore summarized the Finance Committee's discussion on the budget and discussed the next steps in the budget process.

Jenkins asked if there would be an advantage to move the MPO fiscal year to align with either the state or federal fiscal year. Sizemore responded there is not an answer to this, but the new NFRMPO Controller will be modernizing the budget process this year.

James brought up specific budget line items, including how long the lease term is for rent and the amount allocated for consultants. Sizemore responded he is unsure how long the lease term is for rent and most of the money dedicated to consultants in the budget is due to a planned update to the Regional Travel Demand Model.

COUNCIL REPORTS:

Transportation Commission

Commissioner Gutierrez discussed the process of the Joint Budget Committee. Gutierrez highlighted the state legislature passed two bills last year that could have funding for transit related projects in the future. Gutierrez explained SB24-184 will likely be used for statewide rail projects in the first few years but could be used for other projects in the future. Gutierrez explained SB24-230 includes a rail funding program cash fund, a local transit grant program cash fund, and a local transit operations cash fund. Gutierrez stated this grant process is still not in place.

STAC Report

A written report was provided.

Colorado Transportation Investment Office (CTIO)

A written report was provided.

I-25 Coalition

James mentioned there was an I-25 Coalition meeting the night before. He explained the I-25 Coalition is focused on SH14, SH1, Segment 4, Segment 3B, and Segment 3. James mentioned the I-25 Coalition will meet on a quarterly schedule and announced the reemergence of the I-25 Coalition funding committee.

US34 Coalition

Cline discussed key points of the most recent US34 Coalition meeting. Cline explained the report from US34 TAC, projects along US34, and the effort to create a centralized database for sharing GIS resources. Cline mentioned the US34 Coalition will bring a letter to the next NFRMPO Planning Council

meeting about prioritizing the US34 corridor. Cline provided updates on the GoNoCo34 TMO. Cline stated the US34 Coalition will meet again in July and continue to meet on a quarterly basis.

Front Range Passenger Rail District

Canonico discussed last week's Front Range Passenger Rail District meeting in which the newest director, Jon Mallo, was introduced. Canonico mentioned strategies for the 2026 ballot were discussed with an emphasis on economic benefits. Canonico stated the Front Range Passenger Rail District sent a letter to state legislators to highlight their achievements so far. Canonico mentioned that funding from the FRA is starting to loosen up and make its way to the states again.

Mallo announced he was appointed to the Front Range Passenger Rail District finance committee. Mallo mentioned the finance committee is discussing the need to be prepared for upcoming elections, so they are moving more money towards marketing and outreach.

Host Council Member Report

Clark discussed roadway projects going on in Evans which include roadway and sight improvements on the corner of US85 and 31st Street, summer construction on 42nd Street at 23rd Avenue all the way down to 35th Avenue, widening Freedom Parkway to four lanes, improvements on 17th Avenue, and adding a light on 23rd Avenue and 34th Street. Clark mentioned the new development projects going on in Evans.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 7:44 p.m.

Meeting minutes submitted by: Mykayla Marek, NFRMPO Staff

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 4/21/25

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 May 1, 2025, Meeting.

Summary:

In April 2025, TRE tracked activities at the Regional Air Quality Council (RAQC), state legislative activities, and as federal activities. Colorado Department of Public Health & Environment's Air Pollution Control Division (APCD) announced Colorado's intentions for ozone planning efforts for the Denver Metropolitan North Front Range – seeking a voluntary reclassification to the next more stringent nonattainment designation under the 2015 Ozone National Ambient Air Quality Standard (NAAQS) instead of waiting for EPA to act on all areas nationally. Subsequently, the APCD identified a list of strategies that they intend to develop and implement in coming years. RAQC staff intend to develop a different set of control strategies.

Air Quality Activities:

AQCC Activities:

In April, the AQCC set an August 2025 rulemaking hearing considering setting more stringent GHG requirements for landfills, by establishing GHG monitoring requirements, lowering thresholds for triggering control requirements, adding control requirements and phasing out the use of open flares at landfills. As drafted, reporting begins March 31, 2026, which determines if additional monitoring or control equipment installation. This proposal impacts landfills owned/operated by local governments.

Separately, the AQCC adopted rules increasing fees used to cover APCD costs, reporting of Toxic Air Contaminants (TACs) and streamlining emissions reporting. Notably, the AQCC directed the APCD to improve accountability in terms of permitting efficiency and communicating those efforts. The AQCC also held a work session discussing their draft Procedural Rules Guidebook considering the procedural changes adopted in December 2024.

The APCD Executive Director reported Colorado's intent to seek voluntary reclassification from Serious to Severe under the 2015 Ozone NAAQS, due to "...the region [being] unable to model attainment and, based on recent monitoring data, is unlikely to monitor attainment...".¹ The APCD listed control strategies by the AQCC, whose emission reductions have not yet been fully realized to date but will be by the next anticipated 2032 attainment date. This voluntary reclassification will trigger more stringent requirements, including lower permitting thresholds, offsets and control requirements for operations in the nonattainment area that take effect with EPA's approval of the voluntary reclassification, as well as lower VOC content limits for specified consumer products and a penalty fee program that takes effect in 2027. The Colorado

¹ See March 28, 2025 letter from Colorado Department of Public Health and Environment's Michael Ogletree, Senior Director of State Air Quality Programs, to the Regional Air Quality Council Board. Downloaded April 4, 2025, here: https://raqc.egnyc.com/dl/uayp6lv9Tr/25Apr_RAQC_Board_Meeting_Reclassification.pdf



Chamber of Commerce estimates fees associated with the Penalty Fee Program alone at \$12,738.00 per ton of VOC and NOx in 2025.²

APCD Activities

The APCD has scheduled several upcoming public stakeholder meetings to address ozone and the upcoming ozone State Implementation Plan rule proposal they intend to put forth this summer. These meetings

RAQC Activities

Much of the RAQC's April Board meeting centered on the APCD's letter of intent to seek voluntary reclassification from a Serious to a Severe ozone nonattainment area under the 2015 Ozone NAAQS. During that meeting, the RAQC staff identified that they would continue efforts to develop control strategies, including setting Mobile Source Emissions Targets and establishing indirect source rules. Staff indicated that they intended to administer reporting elements of these programs, given the APCD would not commit to administering these programs until they better understood the scope, timelines and resources needed to do so.

On 4/16/25, the RAQC held their Control Strategies Committee Meeting, providing updates on indirect source control strategies. Staff indicated that the anticipated voluntary reclassification will allow for more detailed discussions on indirect source control strategies to occur through November 2025.

The 2025 Ozone Planning Forum scheduled for 4/16/25 was postponed and has not yet been rescheduled. This meeting was anticipated to share updated modeling results for the nonattainment area. Notably, the RAQC's Executive Director, Mike Silverstein shared, "Recent updated computer modeling of Front Range air shows continuing violations closer to 80 parts per billion... That means Colorado isn't projected to meet even the more lax 2008 standard of 75 parts per billion before 2027..."³

ISR Workgroup update:

This subcommittee is scheduled again to meet 4/22/25.

Other Air Quality Initiatives:

EPA Actions

Several recent Presidential Executive Orders were issued with the deregulation agenda, intended to bolster energy development and strengthen the electric grid, address climate related efforts, and more including, "Directing the Repeal of Unlawful Regulations", "Reducing Anti-Competitive Regulatory Barriers", "Reinvigorating America's Beautiful Clean Coal Industry and Amending Executive Order 14241", "Regulatory Relief for Certain Stationary Sources to Promote American Energy", "Protecting American Energy from State Overreach", and

² See the Colorado Chamber of Commerce's direct testimony presentation before the Air Quality Control Commission, at the April 17-18, 2025 rulemaking hearing on Regulation 3 & 7, slide 11, here:

<https://drive.google.com/drive/u/1/folders/1mHHQc6dHz26Exq0NaNvNxZnfFvPFROk>

³ See the Colorado Sun 4/16/25 article, "Colorado is giving up on near-term ozone improvements in favor of longer outlook," here: <https://coloradosun.com/2025/04/16/colorado-ozone-air-pollution-downgrade/>

“Strengthening the Reliability and Security of the United States Electric Grid.” All of these have potential air quality rule, regulation, policy or administrative impacts.

EPA rescinded its 2021 guidance specifying how states can address attainment with NAAQS, if international emissions contributions are excluded. Further, EPA agreed to reconsider previous determinations in Utah, limiting the use of Clean Air Act Section 179B. InsideEPA.com speculates that this move is responsive to a request in the April 2024 joint letter from Arizona, Colorado, Utah and Wyoming governors.

Colorado General Assembly Actions

Several air quality-related bills have been signed into law, including several transportation related bills, including:

- HB25-1054 repealing audits of CDPHE’s Air Program (aka vehicle inspection and maintenance program);
- HB25-1076 addressing motor vehicle administration and was an outgrowth of the 2024 Transportation Legislative Review Committee;
- SB25-051 changing the way RTD calculates operating costs; and
- SB25-052 addressing RTD Operating Costs defines operating costs to mean all operating expenditures.

Transportation related air quality bills that lost, include:

- HB25-1046 increasing the number of transportation planning regions;
- SB25-024 addressing registration of off-highway vehicles;
- SB25-117 reducing transportation costs by reducing fees imposed on fuels, passenger rides, short-term rentals; and
- HB25-1046 relating to Increase Maximum Number of Transportation Planning Regions.

Additional transportation-related bills still under consideration include:

- HB25-1039 addressing Commercial Vehicle Muffler Requirements;
- HB25-1112 allows local authorities to enforce vehicle registration requirements;
- HB25-1118 allows for EPA approved alternative catalytic converters to be installed in limited cases. As amended, this bill requires vehicles retrofit with alternative catalytic converters be tested within 30 days to verify that the vehicle achieves the necessary emissions standards, regardless of being proximate to vehicle emissions testing centers that are only located in the Denver Metro North Front Range;
- HB25-1127 allows owners of surplus military vehicles to register vehicles to drive on highways;
- HB25-1189 reforms motor vehicle registration, including the setting of fees, vehicle registration expiration dates, shipping fees, and addressing salvage vehicles;
- HB25-1197 addressing the sale and labeling of e-bikes;
- HB25-1198 establishes a new 15 member Regional Planning Commission, establishing a state-wide authority in coordinating housing, land use and other planning;
- HB25-1267 directs the adoption of rules that govern retail electric vehicle charging equipment and methods of sale;
- HB25-1277 requires labeling of fuel products regarding the combustion of which emits GHGs;



- HB25-1281 allows small Japanese KEI vehicles to be treated as a motor vehicle, but not allowed on roads with greater than 55 mph speed limits;
- HB25-1291 sets consumer protections for transit riders to be established by transportation network companies;
- HB25-1292 addressing transit developers and CDOT, requiring a study on transit highway corridors and utility corridors;
- SB25-160 addressing motor vehicle sales by manufacturer's affiliates; and
- SB25-161 addressing Transit Reform outlines study, planning and coordination requirements for RTD.

There are two bills addressing different air quality related enterprises to watch: SB25-030 – Increase Mode Choice Reduce Emissions and Nonattainment Area Air Pollution Mitigation Enterprise and SB25-126 – Reducing Costs of State Regulation (lost). This last bill repeals substantial air quality statutes in recent years.

Other air quality-related bills still being considered include:

- HB25-1269 directs compliance with 2040 building energy performance standards set by the AQCC;
- HB25-1042 relating to Air Quality Control Regulation Workforce Impact;
- SB25-182 allows tax credits for industrial embodied carbon improvements; and
- SB25-286 allows for assessment of civil penalties for violations of fuel quality standard for reformulated gasoline.
-

Air quality-related bills that passed include:

- HB25-1280 directing the PUC's development of advanced leak detection technology rules for pipelines (passed and waiting on signatures); and
- SB25-039 defines "agricultural buildings," and exempts them from energy efficiency mandates (signed into law);

Other notable bills include:

- HB25-1069 is still being considered, addressing stakeholder participation, creating a process to publish bills that may be introduced to General Assembly in the upcoming session;
- HB25-1093, was signed into law addressing limitations on local anti-growth laws;
- HB25-1126 addressing membership of the Public Utilities Commission;
- HB25-1170 addressing lobbying by nonprofit entities;
- HB25-1175 addressing smart meter opt-in requirements; and
- SB25-120 establishing a nuclear workforce development and education program; and
- SB25-202 repealing the Climate Change Markets Grant Program.

There are two bills relating to energy code requirements that both lost. SB25-141 – Municipal Government Exemption from Energy Code Requirements, and SB25-156 – Reducing Costs of State Regulation both reduce or repeal certain energy code requirements.

Further, SB25-254 is still under consideration, and transfers \$5 million from General Fund to the Stationary Sources Control Fund in 2025-2026 only.

Colorado Air Quality Enterprise

The Colorado Air Quality Enterprise anticipates the next Request for Proposal to focus on developing/hosting an Air Quality Data Center website that will improve air quality data access and dissemination. The website is envisioned to include criteria pollutants, air toxics, ozone and methane. The RFP amount is anticipated to be at least \$4.5 million, and \$500,000 in annual operations and maintenance costs.

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)

- 4/21/25 APCD Stakeholder Meeting on Emergency Generators
- 4/22/25 RAQC ISR Control Strategy Subcommittee Meeting
- 4/29/25 APCD Ozone 101 Stakeholder Meeting
- 5/1/25 NFRMPO Council Meeting
- 5/2/25 RAQC Board Meeting
- 5/15/25 AQCC Meeting
- TBD RAQC 2025 Ozone Attainment Forum

Other Anticipated Air Quality Activities

- RAQC Board Discussion of Mobile Source Emission Targets in May
- EPA's NAAQS Guidance
- EPA's Ozone NAAQS Reconsideration
- EPA's Reconsideration of the PM_{2.5} NAAQS

Recommendations:

- NFRMPO staff should engage RAQC staff on their Mobile Source Emissions Targets concept paper as soon as possible



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

March 28, 2025

Regional Air Quality Council Board
1445 Market Street
Suite #260
Denver, Colorado 80202

Dear Members of the Regional Air Quality Council Board:

The Air Pollution Control Division (Division) appreciates the opportunity to share further actions the State of Colorado (State) will be taking in light of recently completed modeling results.

Given that the region is unable to model attainment and, based on recent monitoring data, is unlikely to monitor attainment, the State will be requesting voluntary reclassification from Serious to Severe nonattainment under the 2015 ozone National Ambient Air Quality Standard (NAAQS). Voluntary reclassification is a process by which the State requests that the United States Environmental Protection Agency (EPA) proactively reclassify an area rather than wait for EPA to determine the area failed to attain the standard and then reclassify it as a matter of law. This action will result in lower thresholds for major sources of air pollution in the nonattainment area defined by the 2015 ozone NAAQS - meaning more sources will be subject to more stringent permitting provisions and reasonably available control technology requirements sooner than if the State waits for EPA to reclassify the area. It does not absolve the State of the need to develop State Implementation Plan (SIP) revisions this year, nor does it limit the State's ability to continue to develop and implement technically and economically feasible measures to reduce emissions of ozone forming pollution.

The State recognizes that this is a hard decision to make, but believes taking this step is the only reasonable and responsible path forward given the reality of the region's circumstances.

Though this is a difficult choice, it is not without advantages including:

- 1) Removal of the requirement to submit attainment demonstration modeling to EPA in 2025.
- 2) Additional time to utilize resources provided by [Senate Bill 24-229](#) to conduct further analyses and enhance our planning efforts.
- 3) Removal of the need to hold certain reduction strategies in reserve as contingency measures.
- 4) Next attainment date of August 3, 2032, which allows for already adopted strategies to fully mature as well as implementation of other long term strategies.



Removal of the requirement to submit attainment demonstration modeling to EPA in 2025

If the State were to submit photochemical modeling to EPA in 2025 that doesn't demonstrate attainment, the State would be vulnerable to sanctions as the required attainment demonstration would not be approvable. By requesting voluntary reclassification, however, the State no longer has an obligation to submit photochemical modeling with this SIP submission and, therefore, is alleviated of the sanction risk.¹

Sanctions are non-discretionary and, if the SIP deficiency is not resolved, would apply beginning 18 months after the effective date of the disapproval. Sanction actions would include:

- Nonattainment New Source Review sanctions: Requirement that a ratio of at least 2-to-1 will be required for emissions reductions to be achieved within the nonattainment area to offset emissions from new or modified major facilities.
- Federal Highway sanctions: Restriction of highway funding and prohibition on Secretary of Transportation approval of projects and/or awarding of grants.

Additional time to utilize resources provided by Senate Bill 24-229 to conduct further analyses and enhance our planning efforts

Colorado has reduced emissions of ozone forming pollution generated by human activity by more than 50% since 2011. The region, however, continues to struggle with high levels of ozone due to challenging topography and meteorology as well as high background levels and impacts from wildfire smoke. Deepening our understanding of how these factors impact ozone formation will better prepare us to address the challenges they present. To support this critical deepening of understanding the Colorado General Assembly, under Senate Bill 24-229, afforded the Colorado Department of Public Health and Environment \$275,000 over the next two fiscal years to conduct additional photochemical modeling studies. This funding is being contracted by the State to the Regional Air Quality Council to design and execute investigative photochemical modeling efforts with the goal of better understanding the complex factors that impact ozone monitors in the Denver Metro North Front Range ozone nonattainment area.

¹ See 90 Fed. Reg. 5651, 5665 (Jan. 17, 2025) (where EPA finalized its position that "[p]lanning requirements applicable to the lower, former classification for the ozone NAAQS continue to be legally required following a change in an area's classification level, except: (1) the attainment demonstration; (2) [Reasonably Available Control Measures]; and (3) for areas that are voluntarily reclassified, contingency measures to address failure to attain by the attainment date associated with the prior classification.")



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Removal of the need to hold certain reduction strategies in reserve as contingency measures

By requesting voluntary reclassification, the State no longer has an obligation to develop federally enforceable control strategies to hold in reserve as contingency measures with this SIP submission. This allows the State to focus resources on the continued implementation and refinement of existing emissions reduction strategies, as well as development of additional new and innovative strategies to reduce ground level ozone levels in efficient and cost effective ways.

New attainment date of August 3, 2032, which allows for already adopted strategies to fully mature and implementation of other long term strategies

Colorado has recently adopted bold strategies that will be implemented over time, with the greatest ozone forming pollution reductions expected in the late 2020's and early 2030's. These strategies include:

- [Nitrogen Oxides \(NOx\) Reduction Program for Upstream Oil and Gas Operators](#) (initiated in March 2023): Governor Polis directed the Air Pollution Control Division to develop rules that apply to upstream oil and gas operators in areas of Colorado that do not meet federal ozone pollution standards. According to Governor Polis's direction, these operations need to achieve a 30% reduction in NOx by 2025 and at least a 50% reduction in NOx by 2030 compared to 2017 emission levels. Preliminary data for 2024 shows the reduction program has exceeded this directive 5 years ahead of schedule: achieving a 35% reduction in NOx emissions from 2023 to 2024, which is equivalent to achieving a 52% reduction in NOx compared to 2017 emission levels. This is an annual reduction of 1,842 tons of ozone forming pollution.
- [Advanced Clean Trucks/Low NOx Omnibus](#) (adopted in April 2023): The Advance Clean Trucks Rule directs manufacturers of medium- and heavy-duty on-road vehicles to sell an increasing percentage of zero-emission vehicles from model year 2027 and beyond. Zero-emission vehicle types include electric, hydrogen, and plug-in hybrids. The rule is projected to reduce ozone forming pollution by 32,210 tons by 2050.
- [Colorado Clean Cars](#) (adopted in October 2023): The Colorado Clean Cars standard directs vehicle manufacturers to sell 82% electric vehicles by model year 2032. The standard also requires new gasoline-powered cars and passenger trucks to produce less air pollution. The rule is projected to reduce ozone forming pollution by 2,522 tons annually by 2040 with a 1,116 tons of ozone forming pollution being reduced annually by 2032.
- [Greenhouse Gas Emissions and Energy Management 2 Program](#) (adopted in October 2023): This program requires 18 of Colorado's highest-emitting manufacturers to collectively reduce their greenhouse gas emissions 20% by 2030, compared to 2015 levels. The reduction of greenhouse gasses will have the co-benefit of reducing ozone





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forming pollution.

- [Stationary Engine Standards](#) (adopted in December 2023): Operators of natural gas-fired engines 100 horsepower or larger and diesel engines 500 horsepower or larger are subject to NOx emission standards with all engines needing to be compliant by 2029. Looking at reductions that will occur after 2025, the rule is projected to reduce ozone forming pollution by 2,198 tons annually once fully implemented in 2029.
- [Greenhouse Gas Intensity Program for Upstream Oil and Gas Operators](#) (updated in May 2024): This program requires all upstream oil and gas operators to optimize their operations to meet an emissions generated per barrel of energy produced standard. The first standard is established for 2025 with more stringent targets set for 2027 and 2030. The reduction of greenhouse gasses will have the co-benefit of reducing ozone forming pollution.
- [Energy and Carbon Management Commission \(ECMC\) Cumulative Impacts/Enhanced Standards and Practices Rules](#) (adopted in October 2024): The rules require oil and gas operators to adopt new, more protective practices when applying for oil and gas permits and ensure that operators are compliant with air pollution rules. The rules require operators and ECMC to provide additional opportunities for communities – particularly disproportionately impacted communities – to engage in the permitting process. The State is currently unable to quantify reductions specifically associated with these requirements but recognizes this requirement will further reduce emissions of ozone forming pollution in the nonattainment area.
- [Midstream Fuel Combustion Equipment Rule](#) (adopted in December 2024): Midstream facilities must begin taking steps to reduce emissions from combustion fuel equipment by February 14, 2025. Then, midstream facilities have a 2030 deadline to meet emissions limits for both the overall sector and their own company. The rule prioritizes direct reductions in the front range of the state and in disproportionately impacted communities statewide. The rule is projected to reduce ozone forming pollution by 1,857 tons annually once fully implemented in 2030.
- [Vehicle Inspection/Maintenance Program Updates](#) (adopted in January 2025): Recent revisions to the State's vehicle inspection/maintenance program provide extra convenience for gasoline-powered vehicle owners. The revisions also require heavy-duty trucks from model year 2008 and newer to utilize a more effective testing method, ensuring a more accurate evaluation of nitrogen oxides (NOx) emissions.
- [Pneumatic Controller/Pump Retrofit Program](#) (adopted in February 2025): Oil and gas operators will need to retrofit or replace existing pneumatic controllers and pumps to ensure they do not generate emissions. The rule is projected to reduce ozone forming pollution by 4,099 tons annually once fully implemented in 2029.

Cumulatively, these rules will reduce emissions by over 11,110 tons each year by 2032.





COLORADO
Department of Public
Health & Environment

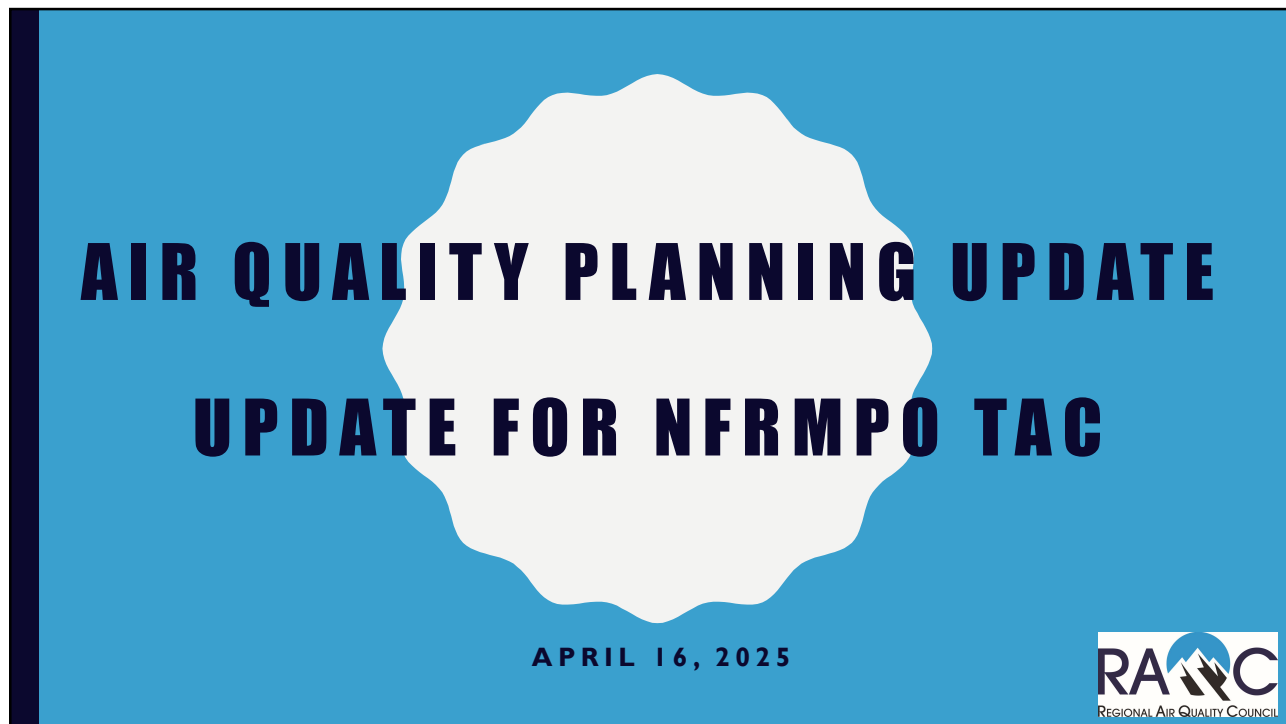
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The State remains committed to building on this bold work as we continue to protect Colorado's air quality in partnership with the Regional Air Quality Council.

Sincerely,

Michael Ogletree
Senior Director of State Air Quality Programs
Colorado Department of Public Health & Environment






1

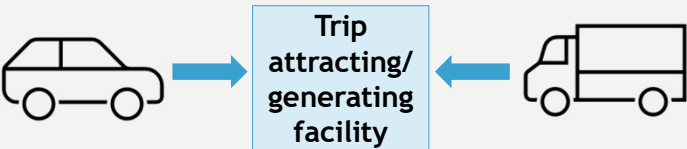


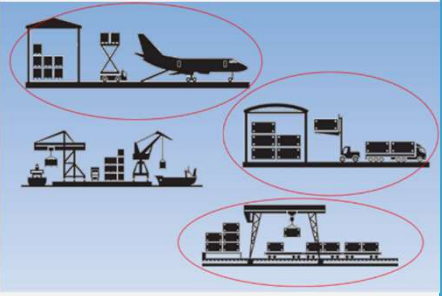
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INDIRECT SOURCE DEFINITIONS

Indirect Sources of Pollution - Facilities or installations that cause substantial mobile emissions activity (Trip Attractors & Generators)






Examples:

- Warehouses
- Industrial or commercial developments
- Entertainment & recreation venues
- Residential structures
- Airports
- Construction sites
- Universities
- Intermodal facilities


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TRADITIONAL AIR POLLUTION CONTROL METHODS AND INDIRECT SOURCE METHODS

Traditional Air Pollution Control	Indirect Source Emission Reduction Programs
<p>Sets emission limits on individual stationary or mobile sources</p> <p>Well established and successful rules & regulations</p> <p>Does not address the growth in the number of individual emission sources</p>	<p>Does not tackle individual vehicle emissions, but the collective emissions from existing VMT and projected growth</p> <p>Programs, plans, and regulations to reduce emissions from construction and operation</p>



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STATE IMPLEMENTED INDIRECT SOURCE PROGRAMS OVERVIEW

Existing State Indirect Source Program	Source Category Subject to Program	Year Adopted
South Coast, CA*	Warehouses, freight yards	2021
San Joaquin Valley, CA*	New development projects	2005
Oregon	Permit requirement for construction projects	1998
Washington, DC	Permit requirement for construction projects	2000

*Ozone and/or PM_{2.5} nonattainment areas

Programs typically define and set thresholds that determine what is regulated
Additional indirect source programs are currently under consideration in California, New York, and New Jersey

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WORK GROUP PROGRESS

- RAQC staff drafted charge statements for each subgroup that outlined process, participants, resources, stakeholders to engage, and tasks and desired outcomes that lead to recommendations to the RAQC Board
- Work Group meetings have centered iterative discussions and stakeholder input in reaction to materials shared, including from affected industries about their existing sustainability efforts, questions, and comments
- RAQC staff continues to work with the subgroups to bring in additional relevant stakeholders
- RAQC Board members are serving as conveners for each subgroup

Subgroup	Board Member Convener
Warehouses	Dena Wojtach, Two Roads Environmental
Entertainment & Recreation	Michael Fronapfel, Arapahoe County Public Airport Authority
Airports	Margo Melendez, former rep. for Town of Bow Mar
Universities	Margo Melendez, former rep. for Town of Bow Mar

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WORK GROUP PROGRESS, CONTINUED

- In March, RAQC staff shared draft straw-person recommendation options for an emissions reduction program for each facility type based on input received to date; these will be updated before the April meeting and will continue to evolve based on feedback
- These are now living documents on a [shared Google Drive](#) where work group participants can leave comments and suggestions and share resources
- Recommendation options currently being explored include: reporting requirements and regulatory and voluntary approaches to facility best management plans
- Timeframe:
 - Bring policy recommendations to the RAQC Board in October for endorsement
 - Bring RAQC Board-endorsed recommendations to the Air Quality Control Commission in November 2025 as part of a larger control strategy blueprint plan

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INDIRECT SOURCE EMISSION REDUCTIONS NEXT STEPS

- Develop estimates of potential emission reductions for menu of strategies
- Consider the types of vehicles, trips, and equipment and their range of activities
- Consider potential strategy elements and timeframes
- Make use of readily available data
- Estimates can be updated as more accurate local information/data becomes available
- RAQC to develop analysis with key technical support from Ramboll

DM/NFR NAA Local Interpretation of Key Data / Info Sources:

- DM/NFR Mobile Source Emission Inventory
- EPA Motor Vehicle Emission Simulator (MOVES) Model
- FHU 2023-2025 Analyses & Reports
- South Coast WAIRE Technical Analysis
- Others as applicable

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STAKEHOLDERS ENGAGED IN WORKGROUP

- **Government:** Adams County, Boulder County, City & County of Denver, City of Loveland, Weld County, APCD, CO Office of the Attorney General, EPA
- **Environmental interest:** Clean Air Task Force, Earthjustice, GreenLatinos, Western Resource Advocates
- **Warehouse, trucking & distribution:** Acme, Amazon, Caterpillar, CO Motor Carriers Association, CO WY Petroleum Marketers Assn., CO Retail Council, Prologis, Republic Services, Ryder, Supply Chain Federation, UPS
- **Entertainment venues:** Broncos (Empower Field at Mile High), Denver Arts & Venues (Red Rocks, etc.), KSE (Ball Arena, Dick's Sporting Goods Park)
- **Airports:** Airlines for America, Arapahoe County Public Airport Authority, CDOT Division of Aeronautics, Colorado Air and Space Port, Denver International Airport, Southwest Airlines, United Airlines
- **Universities:** University of Northern Colorado, University of Colorado (Anschutz, Boulder, Denver) Colorado State University, Auraria Sustainability Office
- **Transit & transportation:** DRCOG, NFRMPO, RTD
- **General/other:** AECOM, Colorado Chamber of Commerce, law firms, other consultants, members of the public

What other stakeholders should we seek to engage?

Who can you help us connect with?

Sign up for all upcoming work group meetings on our website:

<https://raqc.org/subcommittee/control-strategy-committee-indirect-sources-work-group/>



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IMPLICATIONS OF RECLASSIFICATION REQUEST FOR AIR QUALITY ANALYSIS AND PLANNING EFFORTS

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VOLUNTARY RECLASSIFICATION REQUEST BY STATE

- Letter sent to RAQC Board ahead of April 4 Board meeting
- The state has not yet submitted a formal reclassification request to EPA



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

March 28, 2025

Regional Air Quality Council Board
1445 Market Street
Suite #260
Denver, Colorado 80202

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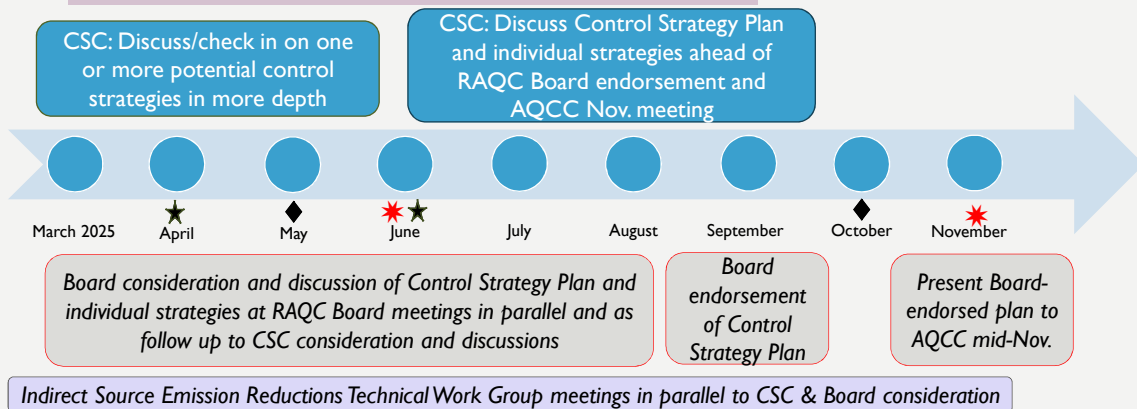
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CSC & BOARD CONTROL STRATEGY CONSIDERATION: UPDATED TENTATIVE TIMELINE

- ★ = month for Quarterly Ozone Attainment Fora
- ◆ = review Control Strategies Plan at CSC meetings
- ★ = Milestone check-in on Control Strategy Plan at Board meetings



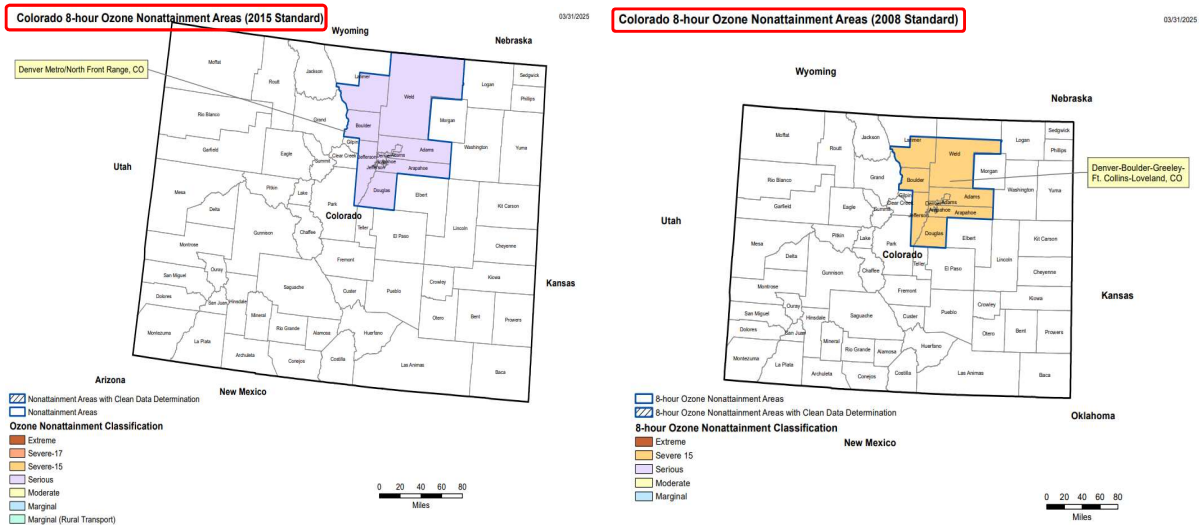
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Severe Area Reclassification Request spatial area (left) vs. Existing Severe Area Boundary (right) Clean Air Act control requirements will be the same



[Green Book Map Download | US EPA](#)

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ATTAINMENT PLANNING FOR 2015 70 ppb NAAQS SEVERE AREA

- ✓ Clean Air Act-required control measures will effectively not be different with a Severe 2015 NAAQS nonattainment classification due to existing 2008 75 ppb NAAQS Severe Area status
- ✓ Additional and new local emission controls will be needed for the next plan to successfully demonstrate attainment of the 2015 NAAQS
- ✓ Those controls must be:
 - ✓ Focused on reducing ozone precursors (NO_x & VOC); and
 - ✓ Adopted and implemented across the 2025 to 2028 timeframe so reductions are occurring and leading to better ozone air quality ahead of the 2032 attainment year milestone
- ✓ Existing current modeling tools are suitable for making estimates now of the 2032ish air quality improvement from both “rules on the books” and new / additional control measures
 - ✓ RAQC and APCD are able to make the first round of those evaluations by Fall 2025



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2025 SERIOUS OZONE ATTAINMENT PLAN (2015 NAAQS): UPDATED CHAPTER DEVELOPMENT TIMELINE	
RAQC Board Meeting	Chapters for Review & Endorsement
February 7	<ul style="list-style-type: none"> Chapter 7: Reasonably Available Control Measures Chapter 9: New Source Review Chapter 12: Clean Fuel Fleet
March 7	<ul style="list-style-type: none"> Chapter 1: Background/overview Chapter 2: Monitor info Chapter 6: Reasonably Available Control Technology
April 4	<ul style="list-style-type: none"> Chapter 3: 2017 Base & 2023 milestone year inventories Chapter 8: Motor vehicle inspection and maintenance
May 2	<ul style="list-style-type: none"> Chapter 4: 2026 Attainment year inventory & reasonable further progress Chapter 11: Motor vehicle emission budgets
June 6*	<ul style="list-style-type: none"> Executive Summary

All chapters are developed in collaboration with the Air Pollution Control Division
 Chapters 5, 7, and 10 will not be submitted as part of the Serious administrative plan requirement given the state's request for voluntary reclassification

RAQC Update for NFRMPO TAC Meeting – April 16, 2025

RAQC
REGIONAL AIR QUALITY COUNCIL

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CHAPTER 4: 2026 ATTAINMENT YEAR INVENTORY & REASONABLE FURTHER PROGRESS (RFP)

- All Serious attainment areas must adopt revisions to their SIP that demonstrate attainment by the applicable attainment date and make “Reasonable Further Progress” towards attainment
 - The 2026 inventory is needed to demonstrate RFP
 - RFP is defined as a reduction in VOC emissions as compared to the 2017 baseline averaged over consecutive 3-year periods and equivalent to at least 3% of baseline anthropogenic emissions each year until the attainment date
- This chapter reviews control measures accounted for in the 2026 attainment year inventory, summarizes the emission inventory and its methodology across source types, and includes an RFP demonstration

RAQC Update for NFRMPO TAC Meeting – April 16, 2025



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CHAPTER 11: MOTOR VEHICLE EMISSION BUDGETS (MVEBS)

- What are MVEBs?
 - Transportation conformity is required under the Clean Air Act to ensure federally funded or approved highway and transit activities are consistent with state SIPs and requires that SIPs contain MVEBs
 - MVEBs are the portion of the total allowable emissions defined in the submitted or approved SIP or maintenance plan for a certain date for the purpose of meeting reasonable further progress milestones or demonstrating attainment or maintenance of the NAAQS for any criteria pollutant or its precursors, allocated to highway and transit vehicle use and emissions
- This chapter:
 - Describes the history and process of setting and implementing MVEBs under the 2015 federal Ozone Standard and the role of regional Metropolitan Planning Organizations in this process
 - Proposes emissions budgets for the total nonattainment area and northern and southern subareas

RAQC Update for NFRMPO TAC Meeting – April 16, 2025



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U.S. 34 COALITION

North Front Range Metropolitan Planning Organization (NFRMPO)
Planning Council
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

April 3, 2025

Dear Members of the NFRMPO Planning Council,

On behalf of the US-34 Coalition, we are writing to urge you to prioritize the US-34 Corridor in the 10-Year Prioritization effort. The US-34 Corridor is already a critical regional transportation route that serves as a vital link for both local and interstate travel – and volumes along this corridor are forecasted to increase significantly over the next 25 years. It has become increasingly clear that without a strategic, coordinated effort to improve and enhance this corridor, the growing needs of our communities and the region will not be met effectively.

Prioritizing US-34 is crucial not only for the communities directly along the corridor, but also for those further removed, as it serves as a vital link for residents traveling between multiple municipalities and counties. Prioritizing this corridor will address the significant growth expected in Weld County and benefit the entire NFRMPO region by improving connectivity and facilitating the movement of goods and people across northern Colorado communities.

The US-34 Coalition and its Technical Advisory Committee (TAC) convene regularly to collaborate on the unique issues facing the corridor. This coalition is actively dedicated to the corridor – this commitment sets US-34 apart. Our efforts represent a demonstrated, unified dedication to bringing improvements to the US-34 Corridor through collaboration and partnerships, as well as a holistic, regional perspective.

This unique focus is a testament to the seriousness with which we approach the challenges and opportunities along the US-34 Corridor. As a coalition, we have consistently advocated for a corridor-level perspective that emphasizes the need for partnership and regionalism—prioritizing comprehensive, long-term solutions over individual, competing projects. Our work is not just about improving one section of highway; it is about ensuring that the entire corridor serves the needs of our region, communities, businesses, and visitors in the most effective and sustainable way possible.

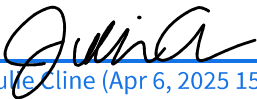
301 Walnut Street Windsor, CO 80550 Phone: 970-674-2400

Given our established commitment and the demonstrated effectiveness of our collaborative approach, we strongly believe that the US-34 Corridor deserves prioritization in the NFRMPO's planning processes. By prioritizing the US-34 Corridor, we can continue to move forward on impactful projects that enhance safety, connectivity, and regional growth while ensuring a robust and coordinated vision for the future of northern Colorado.

We ask that you recognize the value of this corridor-focused, partnership-driven initiative and allocate the attention and resources it requires. Together, we can ensure that the US-34 Corridor serves as a vital, efficient, and viable route for all who rely on it.

Thank you for your consideration, and we look forward to working with you to continue improving this critical corridor.

Sincerely,


[Julie Cline \(Apr 6, 2025 15:22 PDT\)](#)

Julie Cline, Chair

US 34 Coalition

jcline@windsorgov.com

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
April 16, 2025**

ACTION ITEMS

FY2026-2027 UPWP Tasks – Karasko outlined the process to approve the UPWP and noted the NFRMPO Finance Committee was delayed a week. Hornkohl moved to recommend the Planning Council approve the FY2026-2027 UPWP Tasks. Koivuniemi seconded the motion, which was approved unanimously.

April 2025 Off-Cycle TIP Amendment – Stockburger noted the April 2025 Off-Cycle TIP Amendment included the addition of the Fort Collins and Larimer County *Taft Hill Road Corridor* project with \$653,440 in MMOF, the *Greeley Neighborhood Safety Program* with \$500,000 Federal EAR funding and \$103,938 local EAR funding, and the Greeley *GET US34 Bus Expansion 80/20* with \$3,508,404 Federal FTA 5339 funding and \$877,101 local funding. Hornkohl moved to recommend the Planning Council approve the April 2025 Off-Cycle TIP Amendment. Tracy seconded the motion, which was approved unanimously.

PRESENTATIONS

2050 Statewide Plan – Marissa Gaughan, CDOT, gave an overview of Multimodal Planning at CDOT. She noted the Plan will be based on Policy Directive 14 (PD14), which provides three guiding principles: Advancing Transportation Safety, Fix Our Roads, and Sustainably Increase Transportation Choice. Gaughan outlined CDOT’s public engagement which includes public surveys, stakeholder meetings, attending community meetings, and hosting telephone town halls. She provided a brief history of the 10-Year Plan. Gaughan noted CDOT completed a Statewide Transportation Plan Data Visualizer to help provide stakeholders and public access to transportation data. She stated the next 10-Year Plan will be for FY2027-2036.

DISCUSSION ITEMS

Wilson Avenue Multiuse Path CRP Project Scope Change – David Kasprzak, City of Loveland, noted the City of Loveland was awarded Carbon Reduction Program (CRP) funds in 2023 for a multiuse path along Wilson Avenue. The original scope of the project was 43rd Street between Wilson Avenue and Glen Isle Drive and Wilson Avenue from 43rd Street to 29th Street. City of Loveland staff are proposing splitting the project into phases with the CRP funds being used for phases one and two. The City of Loveland would like to reduce the scope of the project that is funded by CRP to 43rd Street from Glen Isle Drive to Wilson Avenue and Wilson Avenue from 43rd Street to 35th Street. TAC supported the project’s scope change.

Regional Active Transportation Corridors (RATC) Update – Rouser gave an overview of the RATC visioning process and noted there are two major proposed changes to the RATC network. NFRMPO staff proposed expanding RATC #8: BNSF Fort Collins/Berthoud from its current northern terminus at the Poudre River Trail in Fort Collins to the northern NFRMPO boundary. This corridor will continue past the NFRMPO boundary into the Town of Wellington. Rouser noted the trail’s proposed alignment is reflected in the City of Fort Collins’ draft *Strategic Trails Plan*. NFRMPO staff proposed creating a new RATC along WCR17. RATC#13: Johnstown/Windsor’s proposed southern terminus is at the RATC#2: Little Thompson River Trail on WCR17 in Johnstown and the proposed northern terminus is WCR76. Rouser noted the proposed alignment is reflected in the Towns of Johnstown and Windsor and the City of Greeley’s plans. TAC recommended extending the northern terminus to

SH14. Rouser will meet with the Town of Severance to determine the alignment through Severance and determine a northern terminus. TAC expressed support for the extension of RATC#8 and the creation of RACT#13.

NFRMPO 10-Year Priority List Scoring – Karasko outlined the proposed scoring criteria which is based on CDOT's PD 14 goal areas. She noted NFRMPO staff met with CDOT R4 to discuss CDOT R4's 10-Year List of Projects they will send to CDOT headquarters. CDOT R4's deadline to submit their proposed list of projects is July 11th. Karasko noted CDOT R4 staff will be presenting at the May and June Planning Council meetings. TAC discussed data needs for the NFRMPO 10-year priority list and expressed interest in adding non-CDOT corridors to the NFRMPO's list for internal use. TAC discussed the scoring criteria and the scoring process, including whether to allow municipalities to provide their own safety data. TAC's recommendation is to prioritize I-25 and US34 projects. TAC will continue to discuss regional priorities outside of CDOT's 10-year list.

MEMORANDUM

To: NFRMPO Planning Council
From: Jonathan Stockburger
Date: May 1, 2025
Re: Action – Off-Cycle April 2025 TIP Amendment

Objective

To approve the Off-Cycle April 2025 Transportation Improvement Program (TIP) Amendment for the *FY2024-FY2027 TIP*.

Summary

The Off-Cycle April 2025 TIP Amendment includes 4 additions and 3 revisions from various regional agencies:

- Adding the Fort Collins and Larimer County new project *Taft Hill Road Corridor* with \$653,440 State MMOF funding and \$259,367 Local funding in FY26 and \$1,046,560 State MMOF funding and \$415,417 Local funding in FY27.
- Adding the Greeley new project *Greeley Neighborhood Safety Program* with \$500,000 Federal EAR funding and \$103,938 Local EAR funding in FY25.
- Adding the Greeley new project *GET US34 Bus Expansion 80/20* with \$3,508,404 Federal FTA 5339 funding and \$877,101 Local funding in FY25.

The 30-day Public Comment period for the Off-Cycle April 2025 TIP Amendment began on April 14, 2025, and concludes on May 13, 2025.

Funding Types and Uses

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

Exploratory Advanced Research (EAR) addresses the need to conduct research on longer term and higher risk breakthrough research with the potential for transformational improvements to plan, build, renew, and operate safe, congestion free, and environmentally sound transportation systems.

FTA §5339, the Bus and Bus Facilities Program, provides federal funds to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Within §5339, §5339(a) is a formula grant, §5339(b) is a competitive grant for buses and bus facilities, and §5339(c) is a competitive grant for low or no emission vehicles.



Analysis

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

Recommendation

TAC recommended Planning Council approval of the Off-Cycle April TIP Amendment to the FY2024-2027 TIP at their meeting on April 16, 2025.

Attachments

- Off-Cycle April 2025 Policy Amendment Form

NEW ENTRY

Title: Taft Hill Road Corridor
Sponsor: Fort Collins, Larimer County
STIP ID: SNF5788.051
TIP ID: 2026-010
Type: Bike and Ped
Air Quality: Excluded from conformity analysis
Description: Wider sidewalks, adding a new side path and protected bike lanes, and safer crossings.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$1,700,000	\$0	\$0	\$0	\$0	\$653,440	\$1,046,560	\$0	\$0
Local	L	\$674,793	\$0	\$0	\$0	\$0	\$259,376	\$415,417	\$0	\$0
	Total	\$2,374,793	\$0	\$0	\$0	\$0	\$912,816	\$1,461,977	\$0	\$0

Revision # **Revision Description**
2025-A4 New Project

NEW ENTRY

Title: Greeley Neighborhood Safety Program
Sponsor: City of Greeley
STIP ID: SNF5000.002
TIP ID: 2025-015
Type: Bike and Ped
Air Quality: Excluded from conformity analysis
Description: Improvements throughout Greeley consist of crosswalk markings, stop bars, speed humps, raised crosswalks, curb bulb outs, bike lanes, and push button signals.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	EAR	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0
Local	L-EAR	\$103,938	\$0	\$0	\$0	\$103,938	\$0	\$0	\$0	\$0
	Total	\$603,938	\$0	\$0	\$0	\$603,938	\$0	\$0	\$0	\$0

Revision # **Revision Description**
2025-A4 New Project

NEW ENTRY

Title: GET US34 Bus Expansion 80/20
Sponsor: City of Greeley
STIP ID:
TIP ID: 2025-016
Type: Capital
Air Quality: Excluded from conformity analysis
Description: GET will purchase five (5) 40' Gillig buses for expanded service along US34.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	FTA 5339	\$3,508,404	\$0	\$0	\$0	\$3,508,404	\$0	\$0	\$0	\$0
Local	L	\$877,101	\$0	\$0	\$0	\$877,101	\$0	\$0	\$0	\$0
	Total	\$4,385,505	\$0	\$0	\$0	\$4,385,505	\$0	\$0	\$0	\$0

Revision # **Revision Description**
2025-A4 New Project

RESOLUTION NO. 2025-12
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE OFF-CYCLE APRIL 2025 AMENDMENT TO THE
FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

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

WHEREAS, the Air Quality Conformity Findings conducted on the FY2024-2027 were positive and this TIP Amendment does not change the positive conformity findings on the FY2024-2027 TIP; and

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

WHEREAS, the FY2024-2027 TIP remains fiscally constrained.

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

- Adding the Fort Collins and Larimer County new project *Taft Hill Road Corridor* with \$653,440 State MPOF funding and \$259,367 Local funding in FY26 and \$1,046,560 State MPOF funding and \$415,417 Local funding in FY27.
- Adding the Greeley new project *Greeley Neighborhood Safety Program* with \$500,000 Federal EAR funding and \$103,938 Local EAR funding in FY25.
- Adding the Greeley new project *GET US34 Bus Expansion 80/20* with \$3,508,404 Federal FTA 5339 funding and \$877,101 Local funding in FY25.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of May 2025.

Johnny Olson, Chair

ATTEST:

Paul Sizemore, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: May 1, 2025

Re: 2025 NFRMPO Title VI Plan

Background

The Planning Council approved the 2022 NFRMPO Title VI Plan on May 5, 2022. The NFRMPO 2022 Title VI Plan received concurrence from CDOT in May 2022, with the requirement for the Title VI Plan to be updated on a triennial basis.

On December 1, 2016, the Colorado Department of Transportation (CDOT) notified the NFRMPO of CDOT's responsibility to oversee the NFRMPO's compliance with Title VI Program requirements established by the Federal Highway Administration (FHWA) due to the NFRMPO's status as a subrecipient of FHWA funds. Due to this, the NFRMPO must meet both FTA and FHWA-specific Title VI program requirements for MPOs. To address these requirements, the FY2025 NFRMPO Title VI Plan has been updated with the following:

- Incorporates the 2022 Public Involvement Plan (PIP), adopted December 1, 2022;
- Updated Limited English Proficiency (LEP) Plan;
- Updated demographic information for the region (2019-2023);
- Strategies for ensuring non-discrimination in primary program areas; and
- Procedures for identifying potential discrimination.

The adoption of the 2025 Title VI Plan will allow the NFRMPO to remain compliant with federal and state requirements. The 2025 Title VI Plan is available for review at: https://nfrmpo.org/wp-content/uploads/2025_Title_VI_Plan_DRAFT.pdf. The 30-day public comment period began on April 8, 2025 and will conclude on May 6, 2025.

Action

Staff requests the Planning Council approve ***Resolution 2025-13*** adopting the 2025 NFRMPO Title VI Plan pending no negative public comment.

RESOLUTION NO. 2025-13
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2025 TITLE VI PLAN

WHEREAS, the North Front Range Transportation and Air Quality Planning Council (dba NFRMPO), is the Metropolitan Planning Organization for the North Front Range of Colorado and receives both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in the work programs of the agency, and

WHEREAS, Title VI of the Civil Rights Act of 1964 Prohibits discrimination on the basis of color, race, national origin, or sex in programs and activities receiving federal financial assistance; and

WHEREAS, the NFRMPO commits to assure that no person shall, on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL100.259), be excluded from participation in, denied benefits of, or be otherwise subjected to discrimination under any NFRMPO program or activity regardless of the funding source; and

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council approves the Updated Title VI Plan that satisfies Title VI and attendant federal requirements. The Transportation Planning Director will continue to serve as the NFRMPO's Title VI Coordinator.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of May 2025.

Johnny Olson, Chair

ATTEST:

Paul Sizemore, Executive Director

Statewide Transportation Advisory Committee (STAC)

Meeting Summary

Date/Time: April 3rd; 8:30 a.m. - 11:30 p.m.

Public Comment (3 minutes allotted per speaker, 45 minutes in total) - Gary Beedy, STAC Chair

- Toni German and Commissioner Sonja Macys, representing Routt County and Routt County Safe Crossing Committee, spoke on the safety issues associated with the intersection of US 40 and Brannon Cr. This is a high risk area close to schools and residential areas, and intersection improvements are necessary to promote pedestrian safety. They have applied for a Safe Routes to School (SRTS) grant and while they were not recommended for funding, they called for consideration of their particularly high need for safety interventions.

State Legislative Update

Mode Choice Bill:

- Referred to appropriations, with an amended focus on creating a transit and active transportation gaps inventory.
- CDOT and MPOs must identify gaps and cost estimates by July 1, 2026 for a report due to the Transportation Legislation Review Committee (TLRC) by October 31, 2026.
- Communities over 5,000 must submit planned transit, bike, and pedestrian projects to regional MPOs to ensure alignment.
- Encourages prioritization of projects in disproportionately impacted communities (DICs).
- Concerns were raised about whether this applies to existing vs. new projects and the potential costs incurred if it necessitates new projects.

HB25-1303 - Motor Vehicle Collision Prevention Funding:

- Passed the first committee, and is now moving to the Finance Committee.
- Allocates 80% of its funding for Vulnerable Road User (VRU) projects and 20% for wildlife.
- Funded by a \$3.50 per year auto insurance fee per vehicle, similar to other enterprises.

Road Safety Surcharge Reduction:

- Reduces fees by \$3.70 per vehicle, leading to a \$22 million annual revenue loss over two years.
- CDOT will absorb most of the impact, while cities and counties remain largely unaffected.

Transportation Budget & CDOT Funding Adjustments:

- SB25-257 reduces CDOT's General Fund Transfers.
- The Joint Budget Committee (JBC) is sweeping \$71.4 million from existing MMOF funding, which will mainly affect local projects. CDOT aims to keep ongoing projects moving despite funding reductions and will work with TPRs to constrain awards to new allocations. Ongoing application cycles may continue, but TPRs are advised to pause making any further award decisions until updated allocations can be determined. The legislature is expected to adopt the FY26 budget by early June at the latest.
- Future General Fund transfers to the Revitalizing Main Streets (RMS) program have been cut. Current projects will not be affected. The remaining program funds will be allocated to additional projects, but no additional funds are expected beyond FY25.

Other Updates:

- Clean Transit Enterprise (CTE) was denied continuous spending authority but granted three years of roll-forward authority.
- Marijuana Impaired Driving Program funding reduced to \$450,000 for outreach.
- Request for xeriscaping at a CDOT rest stop was denied; CDOT will receive the standard \$500,000 for general highway projects from the Capital Development Appropriation.

Federal Legislative Update

- Congress passed a continuing resolution to fund the government through the rest of the fiscal year - 9/30/2025, holding it at FY 2024 levels and will likely spend the summer putting together the next budget. Safe Streets for All grants (SS4A) NOFAs are out.

Rural Planning Assistance Program Budget Overview (Action Item) - Darius Pakbaz, Director, Division of Transportation Development

- CDOT provided a brief summary of the TPR Administrator meeting that occurred on February 6, 2025, and reviewed an updated distribution formula for FY 26 RPA program funds.
- There is a total of \$200,000 in federal funding set aside annually to support rural planning efforts, starting July 1st. Minimum base for TPR administration is \$8,000 and additional funding is added based on distance from CDOT HQ, duties of Chair and Vice Chair, and administration of tribal nations.

STAC Action: STAC voted in favor of the proposed formula for FY 2026 Rural Planning Assistance Program funds.

Safe Routes to Schools Update (Action Item) - Darius Pakbaz, Director, Division of Transportation Development

- CDOT staff summarized information about the list of Safe Routes to School (SRTS) projects recommended for funding for Fiscal Years 2025 (FY 25) and 2026 (FY 26). Out of the 23 project applications, 12 were recommended for funding.

Discussion

- The applications that were not recommended either had incomplete applications that did not provide the required aspects or data points, which applies to the Routt County application, or were simply not ready enough for implementation and funding yet. Other applicants were pointed to other more fitting grant programs to support the projects or told to reapply next cycle. Based upon questions about equity and representation across the state, it was explained that a big part of this program is ensuring that these grant opportunities are spread equitably across the state and historical data is examined to ensure this.
- **STAC Action:** STAC voted in favor of the recommended SRTS grant awards to forward to the TC for approval in April.

2050 Statewide Plan Update - Darius Pakbaz, Director, Division of Transportation Development

- An update was provided about the Statewide Plan public engagement opportunities (statewide survey and telephone town halls) and the upcoming efforts for the upcoming year regarding the 10-Year Plan Update. More information will be shared with STAC and the public when details with the vendor are finalized. A key data source for the planning effort is the [2050 Long Range Transportation Planning Visualizer](#).

2026-2029 STIP Development - Jamie Collins and Darius Pakbaz, Director, Division of Transportation Development

- The Draft FY2026 - FY2029 Statewide Transportation Improvement Program (STIP) was released for public review and comment on March 31, 2025. As part of the release, staff provided STAC an overview of the STIP and how it fits into the overall planning process.
- Next Steps and Milestones in the STIP development cycle include: 30-day public comment period, Public Hearing with the Transportation Commission in April, TC adoption in May, FHWA and FTA final review, and approval by June 30, 2025 for the 2026-2029 STIP to take effect on July 1, 2025.
- CDOT is implementing a new STIP software to replace the existing Public Budget Formulation module in SAP, called Project Tracker.

Other Business - Gary Beedy

- Next STAC meeting is scheduled for May 1st at 8:30 am, in-person at CDOT HQ.



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

Held: Wednesday, March 19, 2025, 10:45 a.m.

The CTIO meeting was broadcast on YouTube Live. A recording of the first part of the meeting can be found [here](#) and the second part is available [here](#) for six months after it was 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:

- Karen Stuart, Chair (in-person)
- Cecil Gutierrez, Vice-Chair (in-person)
- Nellie Moran (in-person)
- Nissa Erickson (remote)
- Eula Adams (in-person)
- Shelly Cook (in-person)
- Gina Sacripanti (in-person)

Roll Call Regular Meeting

All board members, with the exception of Director Sacripanti, were present. The meeting began at 10:45 a.m.

Public Comment

Mr. Kurt Huffman provided public comment on the Express Lanes Safety and Toll Enforcement Program (STEP). Information was also provided in hard copy by Mr. Huffman related to his public comment.

Comments from Directors

There were no comments from CTIO Directors.

Director's Report

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

- Update on collections of the Congestion Impact Fee.

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.

- Update on the Winter Park Ski Train expansion ridership - an increase of 150% compared to last year.
- Confirmation that CTIO published reports as required as part of Senate Bill 24-184 by March 1, 2025.
- Overview of recent participation in various rail meetings including the RTD board meeting and Front Range Passenger Rail Board meeting.

Director Sacripanti joined the meeting at 10:58 a.m.

Construction/Operations/Maintenance updates and questions from Directors

Discussion

- CTIO Board members and staff discussed the possible timing of tolling commencement on I-25 North (Berthoud to Fort Collins) based on the equipment installation and testing schedule.

Legislative Update

Emily Haddaway, CDOT Legislative Liaison, provided the legislative update to the board, which included details on the CDOT legislative priorities for the transportation bills introduced so far in the session as well as various questions from Joint Budget Committee members regarding CTIO revenues.

Communications Update

Tim Hoover, CDOT Deputy Director of Communications - Policy and Programs, provided a brief presentation to the board related to communication and outreach associated with STEP. The presentation included information on the following:

- I-70 Mountain Corridor Text Alert Service
- Media and Advertising
 - Direct media sponsorships
 - Print advertising
 - Influencer partnerships
 - Grassroots partnerships
- Creative and video production
- Website updates

Discussion

- CTIO Board members thanked staff for the update and commended them on the significant outreach efforts undertaken to date to reduce the number of people inappropriately using the Express Lanes under STEP.
- CTIO Board members and staff discussed possible additional avenues to explore with outreach. Staff agreed to consider board member comments to improve the outreach efforts.

Consent Agenda

ACTION: Upon a motion by Vice-Chair Gutierrez and second by Director Adams, a vote was conducted and Resolution #464, February 19, 2025 minutes, was unanimously approved.

Fiscal Year 2025-26 Fee for Service Intra Agency Agreement (IAA)

Piper Darlington, CTIO Director, presented information on the Fiscal Year (FY) 2025-26 Fee for Service IAA, noting that this had been discussed with the board at a previous meeting, and asked for approval.

ACTION: Upon a motion by Vice-Chair Gutierrez and second by Director Adams, a vote was conducted and Resolution #465, Fiscal Year 2025-26 Fee for Service IAA, was unanimously approved.

Fiscal Year 2025-26 Budget

Piper Darlington, CTIO Director, presented information on the Fiscal Year 2025-26 Budget, noting that this had been discussed with the board at a previous meeting and asked for approval.

ACTION: Upon a motion by Vice-Chair Gutierrez and second by Director Cook, a vote was conducted, and Resolution #465, Fiscal Year 2025-26 Budget, was unanimously approved.

Executive Session

CTIO Board Chair Stuart proposed a motion to convene the Board in a joint executive session for the purpose of receiving legal advice and an update on litigation against CTIO regarding toll evasion violations. The executive session discussion is required to be kept confidential pursuant to Sections 24-6-402(3)(a)(II) and (III). Upon a motion by Director Cook and second by Director Sacripanti, the CTIO Board entered the Executive Session at 11:43 am. Members of the public were excused.

The CTIO Board exited the executive session at 12:05 p.m. The public was invited to return.

Joint Workshop with the Transportation Commission related to Senate Bill 24-184 Joint Service Update

Diane Barrett (special advisor to the Governor), Del Walker (HNTB), and Tom Rousakis (EY) provided a presentation on a Senate Bill 24-184 report that required coordination with various transportation agencies to implement the completion of construction and operation of the Northwest Fixed Guideway Corridor, including an extension of the corridor to Fort Collins, as the first portion of Front Range Passenger Rail. The presentation included information on the following:

- Lowest cost option for joint starter service
- Starter joint service base investment assumptions
- Cost savings overview and process, including the estimated gap in funding.
- Planning-level capital costs
- Annual operations and maintenance costs for three round trips daily
- Capital and operating funding sources
- SB 24-184 and SB 24-230 revenue forecast
- SB 24-230 Clean Transit Enterprise Fund
- RTD financial snapshot
- RTD five-year financial forecast
- Preliminary Scenario Output

Discussion

- TC, CTIO Board members, CDOT staff, and the presenters discussed the costs associated with the plan, the funding gap, the next steps and the timeline.

Adjournment

The CTIO Board adjourned at 1:07 p.m.