



## North Front Range Transportation & Air Quality Planning Council

### Virtual Meeting Agenda

January 8, 2026

**Virtual:** Call-in Number: (872) 240-3212 **Access Code:** 187-535-685

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

For assistance during the meeting, please contact [staff@nfrmpo.org](mailto:staff@nfrmpo.org)

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

### Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – December 4, 2025	Kristin Stephens	10	6:10
	2025 Quarter 3 Unaudited Financials	Tonja Burshek, Controller	16	

### Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Air Pollution Control Division (APCD)	Written Report	Handout	-
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Rivers Environmental	Handout	6:15
7	Regional Air Quality Council (RAQC)	Kristin Stephens	24	-



8	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens <i>No meeting in January 2026</i>		-
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## Metropolitan Planning Organization Agenda

### Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	Report of the Chair <ul style="list-style-type: none"> <li>2026 Committee Appointments</li> <li>2026 STAC Representative</li> </ul>	Kristin Stephens	-	6:30
10	Executive Director Report	Elizabeth Relford	-	6:40
11	Finance Committee	Written	29	-
12	TAC	Written	31	-
13	Mobility	Written	Handout	-

### Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	Initiative #75 Ballot Measure: Restore Our Roads	Tom Peterson, CAPA Tony Milo, CCA	32	6:55

### Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	Foothills Transit Station MMOF Match Relief Request <b>Resolution 2026-01</b>	Joshua Ma, Transfort	34	
16	2022-2026 NFRMPO Safety Performance Measures Targets <b>Resolution 2026-02</b>	Mykayla Graalum, Transportation Planner I	36	7:25

### Discussion Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	US34 Transit Study	Becky Karasko, Transportation Planning Director Ian Chase, HDR	Handout	7:35



**Council Reports**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
18	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	8:20
19	STAC Report	Liz Heid, NFRMPO STAC Representative	-	-
20	Colorado Transportation Investment Office (CTIO)	Written Report	40	-
21	Front Range Passenger Rail District	Tricia Canonico, City of Fort Collins Councilmember Jon Mallo	-	-

**Executive Session**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
22	Executive Session	<i>To consider personnel matters, pursuant to C.R.S. §24-6-402(4)(f), regarding the contract of the Executive Director and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies.</i>	-	8:30

**Meeting Wrap Up:**

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: February 5, 2026 – Town of Windsor



## MPO Planning Council

### *Larimer County*

**Kristin Stephens, Commissioner – Chair**

Alternate- Jody Shaddock-McNally, Commissioner

### *Town of Eaton*

**Liz Heid, Mayor Pro Tem – Vice Chair**

Alternate- Glenn Ledall, Trustee

### *City of Greeley and Greeley Evans Transit (GET)*

**Johnny Olson, Councilmember – Past Chair**

Alternate- Brett Payton, Mayor Pro Tem

### *Town of Berthoud*

**William Karspeck, Mayor**

Alternate- Mike Grace, Mayor Pro Tem

### *City of Evans*

**Jeff Crabtree, Councilmember**

Alternate- Mark Clark, Mayor

### *City of Fort Collins*

**Tricia Canonico, Councilmember**

Alternate- Melanie Potyondy, Councilmember

### *Town of Garden City*

**Fil Archuleta, Mayor**

### *Town of Johnstown*

**Andrew Paranto, Councilmember**

### *Town of LaSalle*

**Paula Cochran, Trustee**

### *City of Loveland*

**Patrick McFall, Mayor**

Alternate- Laura Light-Kovacs, Councilor

### *Town of Milliken*

**Dan Dean, Trustee**

Alternate- Elizabeth Austin, Mayor

### *Town of Severance*

**Matt Fries, Mayor**

Alternate- Brittany Vandermark, Mayor Pro Tem

### *Town of Timnath*

**Bill Jenkins, Councilmember**

### *Town of Windsor*

**Julie Cline, Mayor**

Alternate- Ron Steinbach, Mayor Pro Tem

### *Weld County*

**Scott James, Commissioner**

Alternate- Perry Buck, Commissioner

### *CDPHE- Air Pollution Control Division*

**Jessica Ferko, Manager, Planning & Policy Program**

### *Colorado Transportation Commission*

**Cecil Gutierrez, Commissioner**

Alternate- Heather Paddock, Region 4 Director



## **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

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

GLOSSARY (cont'd)

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

GLOSSARY (cont'd)

<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
<b>MAPG</b>	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
<b>MMOF</b>	Multimodal Transportation and Mitigation Options Funds (state funds allocated to MPOs and TPRs in SB18-001)
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>MVEB</b>	Motor Vehicle Emissions Budget
<b>NAA</b>	Non-Attainment Area (for certain air pollutants)
<b>NAAPME</b>	Nonattainment Area Air Pollution Mitigation Enterprise
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NARC</b>	National Association of Regional Councils
<b>NCMC</b>	Northern Colorado Mobility Committee (also known as the Joint Mobility Committee)
<b>NEPA</b>	National Environmental Policy Act
<b>NFRT &amp; AQPC</b>	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
<b>NFRMPO</b>	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
<b>NHS</b>	National Highway System
<b>NoCo</b>	Northern Colorado Bicycle and Pedestrian Collaborative
<b>NOFO</b>	Notice of Funding Opportunity
<b>NOx</b>	Nitrogen Oxides
<b>OBD</b>	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
<b>O<sub>3</sub></b>	Ozone
<b>OIM</b>	Office of Innovative Mobility, division of CDOT
<b>PACOG</b>	Pueblo Area Council of Governments
<b>PL</b>	Federal Planning (funds)
<b>PIP</b>	Public Involvement Plan
<b>POP</b>	Program of Projects
<b>PPACG</b>	Pikes Peak Area Council of Governments (Colorado Springs)
<b>PPP (also P3)</b>	Public Private Partnership
<b>R4 or R-4</b>	Region 4 of the Colorado Department of Transportation
<b>RAQC</b>	Regional Air Quality Council
<b>RATC</b>	Regional Active Transportation Corridor
<b>RPP</b>	Regional Priority Program (a funding program of the Colorado Transportation Commission)
<b>RSC</b>	Regionally Significant Corridor
<b>RTC</b>	Regional Transit Corridor
<b>RTD</b>	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
<b>RTDM</b>	Regional Travel Demand Model (of the NFRMPO)
<b>RTP</b>	Regional Transportation Plan
<b>SH</b>	State Highway
<b>SIP</b>	State Implementation Plan (air quality)
<b>SOV</b>	Single Occupant Vehicle

GLOSSARY (cont'd)

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

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

**December 4, 2025**

## **Hybrid Meeting in Timnath, CO**

### Voting Members Present:

Johnny Olson – Chair  
Kristin Stephens – Vice Chair  
Patrick McFall  
Tricia Canonico  
Mark Clark  
Julie Cline  
Jessica Ferko  
Cecil Gutierrez  
  
Liz Heid  
Scott James  
Bill Jenkins  
Will Karspeck  
Matt Fries

-Greeley  
-Larimer County  
-Loveland  
-Fort Collins  
-Evans  
-Windsor  
-APCD  
-Transportation  
Commission  
-Eaton  
-Weld County  
-Timnath  
-Berthoud  
-Severance

### Voting Members Absent:

Fil Archuleta  
Paula Cochran  
Dan Dean  
Andrew Paranto

-Garden City  
-LaSalle  
-Milliken  
-Johnstown

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

**In Attendance:** Brad Buckman; Rich Christy; Steve Conaway; James Eussen; Nicole Hahn; Omar Herrera; Will Jones; Kim Koivuniemi; Joshua Ma; Jon Mallo; Dr. Annareli Morales; Drew Pearson; Scott Pearson; Lynette Peppler; Adrienne Sandoval; Justin Stone; Josie Thomas; Eric Tracy.

Chair Olson called the MPO Council meeting to order at 6:01 p.m.

### Public Comment

No comments were submitted.

### Announcements

Gutierrez noted he will be conducting Tuba Christmas on Saturday, December 9<sup>th</sup> at Oak Street Plaza in Old Town Fort Collins.

### Public Hearing

Karasko stated that the regional emissions analysis for the FY2026-2029 TIP and 2050 RTP Amendment demonstrate conformity with the Northern Subarea budgets established for both the 2018 8-hour ozone National Ambient Air Quality Standards or NAAQS as well as the Northern Subarea budgets established for both the 2008 and 2015 8-hour ozone NAAQS. Karasko continued, informing the Council that the FY2026-2029 TIP and the 2050 RTP Amendment meet all conformity criteria as identified in title 40 of the Code of Federal Regulations (or CFR) Section 93.109 (Criteria and procedures for determining conformity of transportation plans, programs, and projects) and meets all planning requirements identified in 23 CFR 450 (Planning Assistance and Standards). This Conformity Determination was deemed to be routine and does not require the Air Quality Control Commission (AQCC) to concur. No public comments were received on the Conformity Determination document during the public comment period, which opened on October 6, 2025, and closed on November 4, 2025.

### CONSENT AGENDA

Stephens **moved to** *APPROVE THE CONSENT AGENDA*. The motion was **seconded** by James 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)

Written Report was provided.

#### NFRMPO Air Quality Program Updates

Written Report was provided.

#### Regional Air Quality Council (RAQC)

Stephens noted RAQC approved the Blueprint. Stephens stated there will be additional votes on the Blueprint as edits are made.

#### Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

Stephens announced NAAPME has approved their annual report. Stephens noted NAAPME will begin discussing the larger grant program in March. This grant program is aimed for BRT and transit projects.

### Metropolitan Planning Organization (MPO) Agenda

Chair Olson opened the MPO portion of the meeting.

## REPORTS:

### Report of the Chair

Olson noted there will be a ballot initiative in 2026 to redirect some sales tax revenue from vehicle-related taxes to transportation. Council expressed interest in having the group spearheading the ballot initiative to give a presentation to Council.

### Executive Director Report

Relford noted the EPA posted the Maricopa Association of Governments (MAG) 179B analysis for public comment and asked if Council would like to submit a letter of support during the public comment period that ends on December 19th. James recognized Dr. Annareli Morales with Weld County. Dr. Morales provided a high-level overview noting there is a significant amount of ozone coming into the region from surrounding states and from other countries. James **moved** to direct the Executive Director to draft a letter of support to submit to EPA prior to the public comment period. The motion was **seconded** by Cline and passed by a vote of 9 to 2. Then, Relford noted the NFRMPO has three RFPs out to bid for the Regional Transportation Demand Model, IT Services, and Audit Services. The goal is to have contracts by the end of the year and early January. Relford stated the MPOs office lease goes out to February 2027 and Relford will work with Cushman & Wakefield to begin looking into other locations to use for lease negotiations. NFRMPO staff had an organizational deep dive on November 18th and will put forth strategic plan recommendations for 2026.

### Finance Committee

A written report was provided.

### TAC

A written report was provided.

### Mobility

A written report was provided.

## PRESENTATIONS:

### State Demographer Presentation

Demographer Watkins gave an overview of the relationship between people and the economy. Both the national and statewide fertility rates are lower than they have been historically, and the population is aging which is resulting in slower population growth. The projected population estimates for both Larimer and Weld Counties have gone down between 2023 and 2024 due to changes in net migration estimates. This is due to housing costs, immigration policy, and a slowdown in job growth. Watkins noted Colorado's population growth is still anticipating outpacing the nation in population growth, but this may change due to housing affordability. Watkins discussed Larimer and Weld Counties demographic estimates. Larimer County has a rapidly aging population with a slowdown in school aged children while Weld County is seeing significant net migration of young families and is anticipated to continue to lead

the state in births. Watkins outlined some of the factors that can change population forecasts and discussed alternate population scenarios.

#### ACTION ITEMS:

##### 2026 officer Elections

Chair Olson opened nominations for 2026 Planning Council Chair. James nominated Stephens for Chair. The motion was seconded by Heid and Stephens was elected 2026 Planning Council Chair by acclimation. James nominated Heid for Vice Chair. The motion was seconded by Karspeck and Heid was elected 2026 Council Vice Chair by acclimation.

##### NFRMPO Front Range Passenger Rail District Board Members

Relford noted Canonico's term ends on December 31, 2025, and Mallo's term ends in 2027. Both Canonico and Mallo expressed interest in staying on the FRPR Board of Directors. Both Mallo and Canonico agreed to continue to attend Planning Council meetings to provide updates and both agreed to step down at any point if requested by the Council.

James **moved** to approve RESOLUTION 2025-28 APPROVING NFRMPO REPRESENTATIVES TO THE FRONT RANGE PASSENGER RAIL DISTRICT BOARD OF DIRECTORS. The motion was **seconded** by Karspeck and **passed** unanimously.

#### DISCUSSION ITEMS:

##### 2022-2026 NFRMPO Targets for Safety Performance Measures

Graalum gave an overview of both Statewide and Regional crash trends. Graalum noted there are five federally required safety performance measures that are updated annually and are set based on a five-year rolling average. The NFRMPO can either support CDOT's targets or set regionally specific targets. Through 2023, the NFRMPO supported CDOT's targets. In 2024 and 2025, the NFRMPO set regionally specific targets. Graalum outlined three different options. These options are to support CDOT's targets, set regionally specific targets using a forecast equation, or set regionally specific targets using a percentage reduction. TAC recommended setting regionally specific targets using a forecast equation. Graalum outlined the NFRMPO Towards Zero Deaths Policy and noted TAC expressed interest in updating that policy. Council expressed support for setting regionally specific targets using a forecast equation and updating the NFRMPO's Towards Zero Deaths Policy.

##### Foothills Transit Station MMOF Match Relief Request

Joshua Ma, City of Fort Collins, discussed Transfort's request for local match relief on previously and newly awarded MMOF funding after the NFRMPO MMOF Reconciliation for the project Foothills Transit Station and Roundabout. Transfort is requesting a local match rate reduction from 50% to 25%. The reason for this request is because a majority of the project boundaries are within Larimer County, which only uses 25% local match rate compared to Fort Collins' 50% local match rate. Council expressed support for this match reduction request.

## COUNCIL REPORTS:

### Transportation Commission

Gutierrez noted the Transportation Commission and CTIO will both be meeting remotely. The Commission will be doing an executive session for an update on negotiations with the North Rail Project with Burlington Northern. The Commission will be focusing on CDOT's 10-year plan. The Commission reviewed Regions 3 and 5 10-year plan at the November meeting. The Commission will be reviewing Regions 1,2, and 4 10-year plan in January. The Commission is expected to approve the 10-year plan in March.

### STAC Report

Written report was provided.

### Colorado Transportation Investment Office (CTIO)

A written report was provided.

### Front Range Passenger Rail District

Canonico noted the FRPR was negotiating contracts. There was an amendment to the primary station locations to include Broomfield, Westminster, and Louisville. The FRPR Board adopted the District's 2026 Ballot Access Plan.

### Host Council Member Report

Jenkins noted the Town has completed the first phase of the Timnath Parkway project which included bike lanes and a shared-use path. The Town will continue the project into 2026 which includes extending Timnath Parkway northward and adding a roundabout at LCR5 and Buss Grove. The Town is upgrading traffic signals on Harmony to include new detection controls and fiber to better coordinate signals and respond quickly to issues. The Town received a federal SS4A grant to prepare a town wide safety action plan. The Town is coordinating with regional partners on the I-25/Harmony interchange. Voters approved funding for a new recreation center near Timnath Parkway and Old Town Timnath.

### Executive Session

Chair Olson requested a motion to enter an Executive Session.

Stephens **moved** the Council enter into an Executive Session pursuant to section C.R.S 24-6-402(4)(f) for discussion of a personnel matter regarding the Executive Director's Performance Evaluation Process for the current year and potential salary and benefits contract and not involving any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies. The motion was **seconded** by Cline and **passed** unanimously.

Council entered Executive Session at 8:32. The Session ended at 9:16.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 9:16 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff



## MEMORANDUM

**To: NFRMPO Finance Committee**

**From: Tonja Burshek**

**Date: December 18, 2025**

**Re: CY 2025 3<sup>rd</sup> Quarter Unaudited Financial Statements**

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statement for the 3<sup>rd</sup> Quarter of Calendar Year 2025 is attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

### **MPO Highlights**

- Cash flow has become more consistent due to timely CDOT invoicing and subsequent payment. Improvements expected for 2025 have been realized thus far.
- In Q3 of 2025, the Consolidated Planning Grant (CPG) funds are being expended first with Surface Transportation Block Grant (STBG) funds being used next. The STBG funds are expended with \$5K requested in Q4. In 4<sup>th</sup> quarter, the remaining 2025 5310 Urban and Rural funding will be expended in the place of STBG.
- CPG and STBG reimbursement request submissions occurred beginning in July (Q3). In Q3, \$741,025.03 was deposited for CPG and STBG. Other funding was also received in Q3.
- Payroll expenses closer to expected amount due to filling open positions.

### **VanGo™ Highlights**

- Van sales and purchases are completed for the 2025 Calendar year.
- Implementation of the new TripSpark software and app are underway reflecting in an overage compared to budget for Q3.

**Note 1:**

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

**Note 2:**

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2025 indirect cost rate was calculated using the 2023 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

METROPOLITAN PLANNING ORGANIZATION  
For the Nine Months Ending Tuesday, September 30, 2025

	2025 9	2025 Year to Date	2025 Budget	Variance	% Complete	
<b>REVENUE</b>						
FHWA-Federal Income-CPG	316,334	743,310	1,349,868	606,558	55.07%	
FHWA-Federal Income-STBG	29,554	159,439	273,816	114,377	58.23%	[A]
FTA-Federal Income-5310	75,946	75,946	74,340	(1,606)	102.16%	[B]
State Funds_MMOF	0	70,627	420,744	350,117	16.79%	[C]
State-CDPHE	10,154	24,538	35,004	10,466	70.10%	
<b>Subtotal Grant Revenue</b>	<b>431,988</b>	<b>1,073,860</b>	<b>2,153,772</b>	<b>1,079,912</b>	<b>49.86%</b>	
Local Match-Member Entities	2,120	46,305	316,992	270,687	14.61%	
City of Fort Collins Funds	19,608	19,608		(19,608)	0.00%	
<b>Subtotal Local - All Sources</b>	<b>21,728</b>	<b>65,913</b>	<b>316,992</b>	<b>251,079</b>	<b>20.79%</b>	
Interest Earned	15,826	47,012		(47,012)	0.00%	[D]
Use of Reserves			(243,802)	(243,802)	0.00%	[E]
<b>Subtotal Other Revenue Sources</b>	<b>15,826</b>	<b>47,012</b>	<b>(243,802)</b>	<b>(290,814)</b>	<b>-19.28%</b>	
<b>Total Revenue- Combined Sources</b>	<b>469,542</b>	<b>1,186,785</b>	<b>2,226,962</b>	<b>1,040,177</b>	<b>53.29%</b>	
<b>EXPENDITURES/EXPENSES</b>						
Administration	46,681	109,307	205,872	96,565	53.09%	
Transportation Planning	154,253	583,486	816,996	233,510	71.42%	
Mobility Management	61,950	62,240	189,576	127,336	32.83%	
<b>Subtotal Payroll Expense</b>	<b>262,884</b>	<b>755,033</b>	<b>1,212,444</b>	<b>457,411</b>	<b>62.27%</b>	
Professional Services & Consulting	126,888	375,054	543,216	168,162	69.04%	
<b>Subtotal professional Services &amp; Consulting</b>	<b>126,888</b>	<b>375,054</b>	<b>543,216</b>	<b>168,162</b>	<b>69.04%</b>	
Insurance Expense	5,215	7,822	8,316	494	94.06%	[F]
Office Furniture/Data Equipment (non-cap)	2,231	6,692	56,124	49,432	11.92%	[G]
Office Supplies	277	756	1,272	516	59.43%	
Communications (phone/data/fax)	2,420	7,750	11,124	3,374	69.67%	
Postage	139	354	602	248	58.80%	
Rent	15,960	124,287	202,128	77,841	61.49%	
Other Office (Facility, Advertising, etc.)	656	7,705	2,040	(5,665)	377.70%	[H]
Dues, Licensing, Subscriptions and IT	4,708	15,464	19,032	3,568	81.25%	
Maintenance Contracts & Website Hosting	31,449	45,146	70,260	25,114	64.26%	
Software maintenance	13,257	63,032	60,324	(2,708)	104.49%	[I]
Outreach	416	6,166	20,676	14,510	29.82%	[J]
Other Operating Costs	2,205	7,668	168	(7,500)	4564.29%	[K]
Event/Meeting Expense	735	1,985	3,516	1,531	56.46%	
Indirect Costs	(9,538)	(34,447)	(21,588)	12,859	159.57%	[L]
Travel/Conference/Training Expense	4,962	11,795	37,308	25,513	31.62%	[M]
<b>Subtotal Other Expenses</b>	<b>75,092</b>	<b>272,175</b>	<b>471,302</b>	<b>199,127</b>	<b>57.75%</b>	
<b>Total Expenditures/Expenses</b>	<b>464,864</b>	<b>1,402,262</b>	<b>2,226,962</b>	<b>824,700</b>	<b>62.97%</b>	
Excess(Deficiency of Revenue over Expenditures)	4,678	(215,477)	0	215,477		

- [A] STBG is actually 100% spent. \$109K of the budget was received in 2024 as the grant began in October 2024. The remaining \$5K was requested in Q4.
- [B] 5310 Funding ends in December. Majority of requests were made in Q3.
- [C] MMOF funding was reduced. Current allocation funds through 12/31/2026. Since 5310 Urban will not be available in 2026, the MMOF funds will be used next year to offset that
- [D] Interest budgeted line item is included with the calculation for use of reserves  
When revenues are projected to exceed expenses, the reserves are adjusted to balance
- [E] the budget.
- [F] Paid for 3 quarters. Insurance increased more than budgeted.
- [G] Budgeted for data upgrades to occur later in the year. Anticipated in December.
- [H] Longer than anticipated advertising for open positions (Mobility director, controller, modeler)
- [I] Unforeseen server migration due to VMware discontinuation.
- [J] Outreach events occur primarily in the Summer and Fall. Most purchases made via Credit
- [K] Bank fees greater than what was budgeted. Eliminated overall by changing to Chase.  
Additionally, the hotel/airfare for an ED candidate is included here that was not anticipated.
- [L] The Indirect Cost amount is reflected as negative since it is VanGo's portion of the Indirect Cost item. This negative amount matches the positive on the indirect costs row [G] in the VG report. Need to review budgeted amount for next budgeting cycle.
- [M] Majority of travel expenses occur after Q2. Most purchases made via Credit Card so will not reflect until Q4.

MPO  
For the Nine Months Ending Tuesday, September 30, 2025

ASSETS

Cash and Cash Equivalents	\$735,164
Investments	1,454,409
Receivables	412,403
Prepays	16,847
Due From Other Funds	1,759,027
Capital Assets, net	8,082
Long Term Liabilities	<u>805,628</u>
Total Assets	<u><u>5,191,560</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Acrued Liabilities	1,018,386
Deferred Revenue	46,828
Advances From Other Funds	3,311,852
Accumulated Leave	<u>30,403</u>
Total Liabilities	<u><u>4,407,469</u></u>

FUND BALANCE

Unreserved	999,568
Current Year Rev over (under) Exps	<u>(215,477)</u>
Total Fund Balance	<u><u>784,091</u></u>

Total Liabilities and Fund Balance	<u><u>5,191,560</u></u>
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VanGo  
For the Nine Months Ending Tuesday, September 30, 2025

	2025 9	2025 Year to Date	2025 Budget	Variance	%	
<b>REVENUE</b>						
Program Revenue - Fares	30,345	95,286	150,000	54,714	63.52%	
Sale of Vehicles	34,800	48,700	75,000	26,300	64.93%	
City of Fort Collins Funds	271,728	271,728	350,004	78,276	77.64%	
<b>Subtotal VanGo Revenue-All Sources</b>	<b>336,873</b>	<b>415,714</b>	<b>575,004</b>	<b>159,290</b>	<b>72.30%</b>	
Interest Earned	49,109	147,493		(147,493)	0.00%	[A]
<b>Subtotal Other Revenue Sources</b>	<b>49,109</b>	<b>147,493</b>		<b>(147,493)</b>	<b>0.00%</b>	
<b>Total Revenue- Combined Sources</b>	<b>385,982</b>	<b>563,207</b>	<b>575,004</b>	<b>11,797</b>	<b>97.95%</b>	
<b>EXPENDITURES/EXPENSES</b>						
Fleet Insurance	21,042	37,828	50,100	12,272	75.50%	
Fleet Motor Fuel & Oil	10,514	31,693	50,244	18,551	63.08%	
Fleet Repairs & Maintenance	10,762	32,485	65,460	32,975	49.63%	
Fleet Repairs & Maintenance-Insurance Deductible		1,000	2,268	1,268	44.09%	
Guaranteed Ride Home	83	148	96	(52)	154.17%	
Fleet - Tolls/Rider incentives	1,127	3,447	3,600	153	95.75%	
<b>Subtotal Fleet Expense</b>	<b>43,528</b>	<b>106,601</b>	<b>171,768</b>	<b>65,167</b>	<b>62.06%</b>	
<b>VanGo Payroll</b>	<b>24,226</b>	<b>87,495</b>	<b>138,816</b>	<b>51,321</b>	<b>63.03%</b>	
Professional Services and Consulting	0	0	48	48	0.00%	[B]
Office Supplies	0	0	132	132	0.00%	[C]
Postage	0	44	12	(32)	366.67%	[D]
Credit Card Fees	1,368	8,237	9,348	1,111	88.12%	
Other Office (Facility, Repairs, Furn, etc.)	0	0	252	252	0.00%	
Dues, Licensing, Subscriptions, IT BU	5,693	7,000	5,040	(1,960)	138.89%	[E]
Maintenance Contracts & Website Hosting	27,483	27,564	30,528	2,964	90.29%	[F]
Rideshare Promotion	674	14,329	21,672	7,343	66.12%	
Indirect Costs	9,538	34,447	114,324	79,877	30.13%	[G]
Travel/Conference/ Training	1,589	2,717	3,924	1,207	69.24%	
Capitalized Equipment/Vehicles	0	159,684	200,004	40,320	79.84%	
Budget Only - Use of Rserve	0	0	(120,864)	(120,864)	0.00%	
<b>Subtotal Other Expenses</b>	<b>46,345</b>	<b>254,022</b>	<b>264,420</b>	<b>10,398</b>	<b>96.07%</b>	
<b>Total Expenditures/Expenses</b>	<b>114,099</b>	<b>448,118</b>	<b>575,004</b>	<b>126,886</b>	<b>77.93%</b>	
Excess(Deficiency of Revenue over Expenditures)	271,883	115,089		(115,089)		

- [A] Interest budgeted line item is included with the calculation for use of reserves
- [B] Low use items. Funds not expended yet in Q3
- [C] Low use items. Funds not expended yet in Q3
- [D] Mailing for Titles of vans sold at auction. Postage higher than in previous years
- [E] VanGo's portion of the Acumatica software
- [F] TripSpark Implementation deposit
- [G] Budgeted amount originally based on 18.8% of total Indirect Cost. May need to review for next budget cycle

VanGo  
Statement of Net Assets  
For the Nine Months Ending Tuesday, September 30, 2025

ASSETS

Cash and Cash Equivalents	\$23,425
Investments	4,357,434
Receivables	295,328
Advances to Other Funds	3,311,852
Prepays	22,643
Capital Assets, net	384,439
Total Assets	<u>8,395,121</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	3,179
Deferred Revenue	3,099
Due to Other Funds	1,759,027
Accumulated Leave < 1 year	10,530
Accumulated Leave > 1 year	2,497
Total Liabilities	<u>1,778,332</u>

FUND BALANCE

Unreserved	6,501,700
Current Year Rev over (under) Exps	115,089
Total Fund Balance	<u>6,616,789</u>

Total Liabilities and Fund Balance	<u>8,395,121</u>
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North Front Range Transportation and Air Quality Planning Council  
Cash and Investment Institution Listing  
As of September 30, 2025

<i>Institution</i>	<i>Account Number</i>	<i>Balance as of September 30, 2025</i>		
		<i>MPO</i>	<i>VanGo</i>	<i>Total</i>
<b>Cash</b>				
1st National Bank	8629	270,994		270,994
1st National Bank	7343		27,312	27,312
Chase Bank	5605	42,054		42,054
Chase Bank	5613		\$45,059.85	45,060
Petty Cash		75		75
<b>Total Cash</b>		<b>313,123</b>	<b>72,372</b>	<b>385,494</b>
<b>Investments</b>				
COLOTRUST	8001	1,454,408	4,357,434	5,811,842
<b>Total Investments</b>		<b>1,454,408</b>	<b>4,357,434</b>	<b>5,811,842</b>
<b>Total Savings and Investments</b>		<b>1,767,531</b>	<b>4,429,805</b>	<b>6,197,337</b>

<i>Operating Reserves</i>	<i>Capital Reserve</i>	<i>Reserved for Specific Use</i>	<i>Other</i>	<i>Other</i>	<i>Total</i>
<i>MPO</i>	<i>VanGo</i>	<i>VanGo</i>	<i>MPO</i>	<i>VanGo **</i>	
			270,994		270,994
			0	27,312	27,312
			42,054	0	42,054
			0	45,060	45,060
			75		75
<b>0</b>	<b>0</b>	<b>0</b>	<b>313,123</b>	<b>72,372</b>	<b>385,494</b>
1,188,036	161,972	467,959	266,373	3,073,772	5,811,842
<b>1,188,036</b>	<b>161,972</b>	<b>467,959</b>	<b>266,373</b>	<b>3,073,772</b>	<b>5,811,842</b>
<b>1,188,036</b>	<b>161,972</b>	<b>467,959</b>	<b>579,496</b>	<b>3,146,144</b>	<b>6,197,337</b>

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

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

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-through Entity Identifying Number	Grant Total	Total Expenditures	Remaining Funds
<u>U.S. Department of Transportation</u>					
Passed through Colorado Department of Transportation					
<i>Highway Planning and Construction Cluster:</i>					
Highway Planning and Construction	20.205	FY25 25-HTD-ZL-00102	1,349,872	743,310	606,562 CPG <sup>1</sup>
Highway Planning and Construction	20.205	22-HTD-ZL-00171-M0002	197,882	159,439	38,443 STBG
Total Highway Planning and Construction Cluster			1,547,754	902,749	645,005
 <i>Transit Services Programs Cluster:</i>					
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	25-HTR-ZL-00246	10,625	0	10,625 5310 Rural <sup>2</sup>
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	25-HTR-ZL-00247	125,000	94,932	30,068 5310 Urban <sup>2</sup>
Total Transit Services Programs Cluster			135,625	94,932	40,693
Total U.S. Department of Transportation			1,683,379	997,681	685,698
<b>Total Federal Financial Assistance</b>			<b>1,683,379</b>	<b>997,681</b>	<b>685,698</b>

<sup>1</sup> Expires in December 2026

<sup>2</sup> Not awarded until 6/18/2025. Remaining to be requested before EOY.



# RAQC UPDATE

## NFRMPO TAC MEETING

# DECEMBER 17, 2025

### EPA Ozone NAAQS Timelines – current DM/NFR Nonattainment Area situation

Key Dates for Ozone Nonattainment Areas	2008 75 ppb NAAQS	2015 70 ppb NAAQS
Serious area attainment date	July 2021	August 2027 (from monitored data 2024-26)
Severe area attainment date	July 2027 (from monitored data 2024-26)	August 2033 (from monitored data 2030-32)
Extreme area attainment date	July 2032	August 2038

EPA 2015 NAAQS Actions affecting DM/NFR Nonattainment Area	Dates After NAAQS Promulgation	EPA Issue Date
<b>2015 Ozone NAAQS</b> revision, monitoring rules, exceptional event demonstration schedule, & PSD permit grandfathering provision	Upon promulgation	October 1, 2015
Area designations guidance	Milestone: 4 months	February 25, 2016
Final area designations for nonattainment (nationwide)	Milestone: 24 months	April 30, 2018
DM/NFR NAA expanded to include northern Weld County	EPA response to court case	August 3, 2018
2015 Ozone NAAQS: State Implementation Plan (SIP) Requirements	Milestone: 24 months	December 6, 2018
SIP Submittal Deadlines and Implementation Requirements for Reclassified Nonattainment Areas Under the Ozone NAAQS	Revised Rule	January 17, 2025





# ESTIMATES OF EMISSIONS REDUCTIONS NEEDED FOR 70 PPB OZONE NAAQS ATTAINMENT

## Lessons from Ozone attainment planning – emissions projection horizons:

- Modeling 2016 to 2026 emissions changes showed attainment in the 75 ppb Severe SIP adopted in 2023 – monitoring must confirm by end of 2026.
- Modeling 2022 to 2026 emissions changes did not show attainment for the 70 ppb Serious SIP now being considered – reclassification to Severe is imminent.

## Future projections:

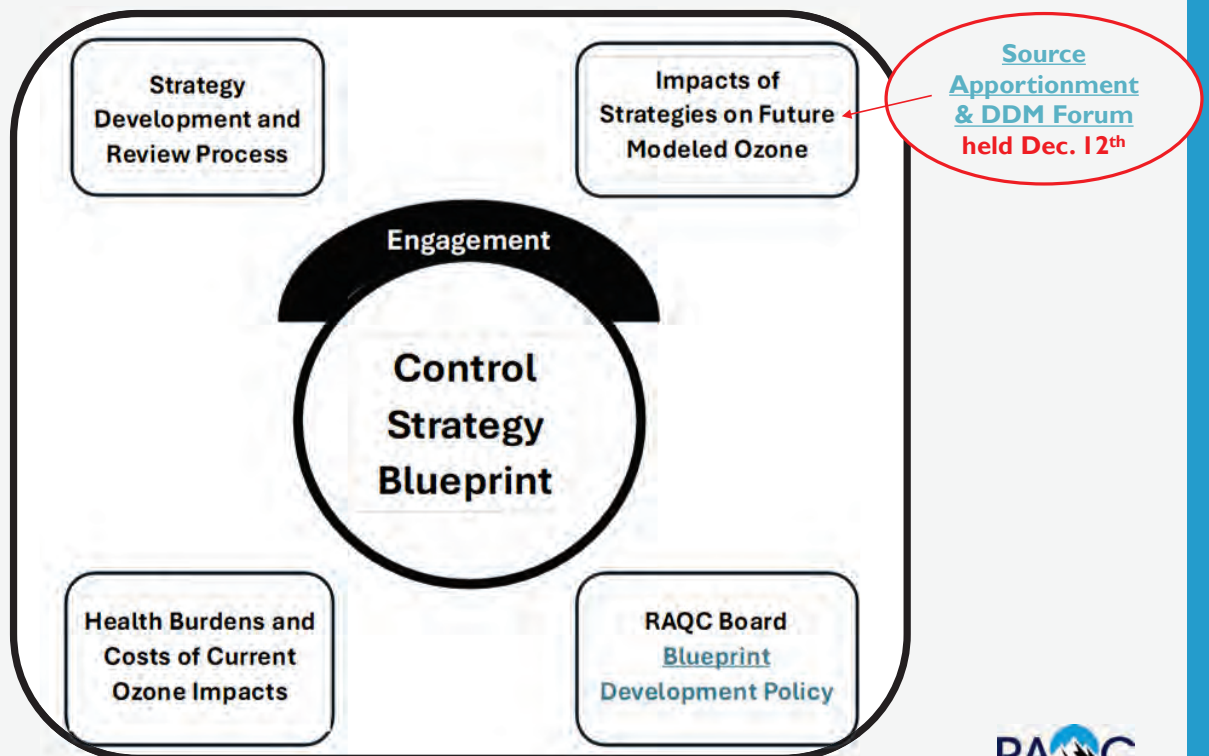
- When 2022 to 2032 emission changes are modeled, anticipated local emissions reductions will assist in showing attainment for the 70 ppb Severe standard in the early 2030s, but as currently estimated, they won't be enough.
  - conclusion from: [Fall 2025 Ozone Attainment Forum – October 30<sup>th</sup>](#)



NFRMPO TAC RAQC Update – December 17, 2025



# EFFORTS GUIDING AND SUPPORTING CONTROL STRATEGY BLUEPRINT



NFRMPO TAC RAQC Update – December 17, 2025



# 2026 BLUEPRINT ACTIONS FOLLOWING FALL 2025 ENDORSEMENT

## • Quarter 1

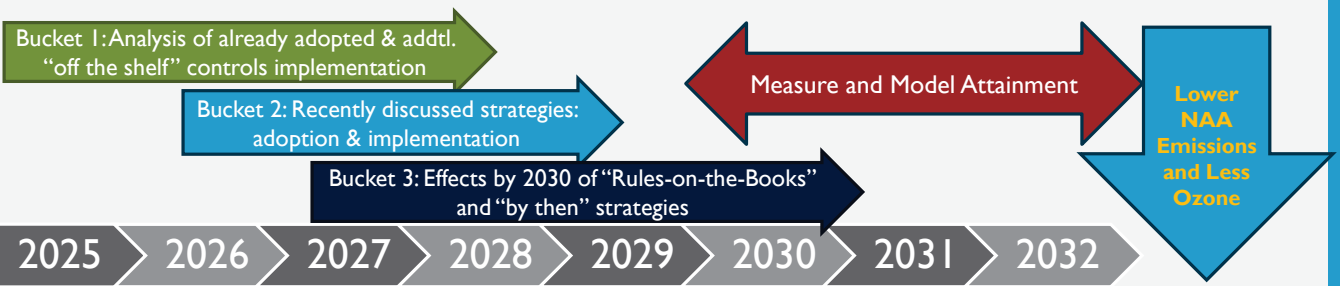
- Collaborate with APCD to communicate strategy evaluation for Board feedback
- Apply technical tools completed in 2025 to Analyze Impacts of Strategies on Future Modeled Ozone
- Begin efforts for Health Burdens and Costs of Current Ozone Impacts white paper and scope additional analysis of Fall 2025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

## • Quarter 2

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

## • Quarter 3

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



NFRMPO TAC RAQC Update – December 17, 2025

# STRATEGIES FOR FURTHER EXPLORATION FROM BOARD-ENDORSED BLUEPRINT

- 7 for Mobile Sources (On-Road and Non-Road Engines)
  - Indirect Sources (trip attractors and generators) Data Reporting, Voluntary and/or Regulatory Facility Emission Reduction Plans
  - Summertime Free Fare Transit
  - Landscape Maintenance Equipment Reductions
  - Non-Road Engines Emission Targets
  - Enhance Vehicle Registration/Emission Testing Compliance and Increase Reductions from the Vehicle Inspection and Maintenance Program
  - Analyze Viability of Continued Light-Duty Vehicle Electrification Incentives
  - Zero-Emission Forklifts
- 2 for Oil & Gas Production & Pre-Production
  - Wellsite Venting & Blowdowns
  - Electric Drill Rig and Frac'ing Engine Requirements

- 1 for Major Stationary Sources
  - Tighter Permit Limits in the Nonattainment Area
- 1 for Electric Generating Units and Large Non-EGU Facilities
  - Daily Emission Limits for Large Point Sources During Ozone Season
- 2 for Non-Point Sources
  - Commercial Cooking Requirements
  - Consumer Products VOC Emissions Reductions
- Plus plans to evaluate effects of existing rules
  - Upstream Oil & Gas NOx Intensity Rule
  - Required Clean Energy Plans
  - Adopted Clean Cars and Trucks Regulations
  - Changes in Design and Operation of Commercial Buildings



NFRMPO TAC RAQC Update – December 17, 2025



# EVALUATION METHODS FOR EMISSION STRATEGIES

## What will be evaluated?

- Contribution to reducing ozone precursor emissions
- Technologic and economic feasibility
- Implementation considerations and timeframes
- Are strategies quantifiable and enforceable?
- Strength of stakeholder engagement, and
- Impact in disproportionately impacted communities
- Effect of emission reduction strategies on future ozone projections

## How will the emission strategy descriptions and evaluation methods be available?

- Strategy Overviews at: [RAQC Control Strategy Blueprint](#) page and linked in document
  - Twenty-one (21) of 22 strategies listed in Buckets 1, 2, and 3 are available now
  - Some phased across buckets

NFRMPO TAC RAQC Update – December 17, 2025



## The Blueprint is about:

- Planning vs. deciding
- Inputs to modeled attainment in the early 2030s
  - Cleaner air is also a result of adopting emission controls,
  - while accounting for growth in population and economic activity.
- Emissions control analysis
  - Options for emissions mgmt. through regulations and voluntary programs.
- Publishing strategy ideas on a timeline for subsequent consideration.
  - Strategies are not “modular”, need to continue consideration of each/all/additional strategies to reduce emissions enough by 2030.
- Engaging stakeholders in strategic planning
  - Decisions about regulations are up to others.
- Aiming for success and improved air quality.

NFRMPO TAC RAQC Update – December 17, 2025





# QUESTIONS?

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

December 18, 2025

3:00 p.m.

Microsoft Teams

<b>Members</b>	<b>Staff</b>
Kristin Stephens	Elizabeth Relford
Bill Jenkins	Tonja Burshek
Liz Heid	Becky Karasko
	Tanya Trujillo-Martinez
	Michelle Edgerley
	Barbara Bills

The meeting was called to order by Stephens at 3:01 p.m.

**Approval of Minutes:**

Jenkins made the motion to approve the November 20, 2025, meeting minutes, and Heid seconded. The motion passed by acclamation.

**Organizational Updates:**

Relford reported on her outreach to the Employers Council for a compensation plan study, emphasizing the need for a structured pay system to enhance employee understanding of promotional opportunities and cost of living adjustments.

Relford also noted the impending deadline for the audit RFP and the popularity of the IT services RFP, with plans for collaboration between her and Jenkins to address inquiries.

Trujillo-Martinez presented updates on the mobility website platform transition, highlighting significant cost savings and increased public engagement, as website visits nearly doubled.

**Financial Updates:**

Burshek provided financial updates, including the implementation of Chase cards for better reporting, the submission of CDOT invoices, and the new contract structure for STBG.

**Q3 Unaudited Reports**

Burshek presented the third quarter MPO and VanGo financial statements, highlighting that interest earned from the Colorado Trust account was not included in previous budgets, but would be going forward to avoid dipping into reserves. There was discussion concerning Travel/Conferences/Training and how it should be budgeted, per employee or as a lump sum. Other items of discussion were the disbursement of STBG and 5310 funds by year-end, the possibility of separating Bank Fees from Other Operating Costs, and the unexpected cost of the server migration.

Burshek confirmed the implementation of Acumatica was on schedule and should be completed by February or early March.

A motion to approve the Q3 financials was made by Jenkins and seconded by Heid. The motion passed unanimously.

The meeting was adjourned at 3:47 p.m.

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
December 17, 2025**

**CONSENT AGENDA**

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

**ACTION ITEMS**

**2026 TAC Chair and Vice Chair Elections** – Tracy nominated Hahn for 2026 TAC Chair. Hahn was elected via unanimous consent. Hahn nominated Pinkham as the 2026 TAC Vice Chair. Pinkham was elected via unanimous consent.

**2022-2026 NFRMPO Safety Performance Measures Targets** – Graalum reviewed the federal requirements for establishing the five safety performance measure targets. She noted that both the TAC and the Planning Council agreed that the preferred approach for the 2022–2026 period is to use regional targets based on an ETS forecast equation. Hornkohl moved to recommend the Planning Council approve the 2022-2026 NFRMPO Safety Performance Measures Targets. Pinkham seconded the motion, which was approved unanimously.

**PRESENTATIONS**

**Siphon Overpass Project** – Hornkohl provided background on the Siphon Overpass project, noting that the Power Trail connection over the Union Pacific Railroad was ranked as the fifth priority project in the City of Fort Collins’ 2018 Bicycle and Pedestrian Grade-Separated Crossing Prioritization Study. He described the local and regional trail connections associated with the project and presented an overview of design considerations, funding sources, project schedule, and key construction milestones.

**US34 and Taft Intersection Project** – Hahn provided an update on the US 34 and Taft Avenue Intersection Improvement project. She explained that Taft Avenue was originally designed as a narrow arterial, making roadway improvements a long-standing need. Hahn reviewed existing conditions, project scope, construction duration, and noted that a major utility project was completed right before this project to minimize roadway closures. She reported a reduction in average PM peak-period intersection delay following project completion and indicated that safety performance data is still being evaluated.

**DISCUSSION ITEM**

**US34 Transit Study** – Chase presented an overview of the US 34 Transit Plan, including key considerations guiding its development. He reviewed the project schedule and summarized public and stakeholder engagement. Chase discussed proposed capital improvement locations, 10 percent design concepts and cost estimates, first and last-mile connections, route expansion analysis, and funding and implementation strategies. He concluded by outlining next-steps for finalizing and seeking approval of the plan.



## NO NEW TAXES. COMING IN 2026.

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Colorado's roads and bridges are in a disastrous state of disrepair. Our roads aren't safe. Colorado's mountain destinations and business centers are clogged by mind-boggling gridlock. Whether you live in the rural valleys of the Western Slope or the bustling neighborhoods along the Front Range, our state's transportation system is in critical condition.

Colorado is collecting record breaking tax revenues from taxes and fees on cars, car registration, and gasoline. Since 2017, the legislature has created or increased fees on everything from gas at the pump to Uber rides and retail deliveries with a promise of fixing and funding our roads.

### **How can Colorado's roads and bridges be in such bad shape?**

The reasons for the years of neglect are relatively straightforward. The state's gas tax, the main transportation revenue source, has not changed since 1991. Meanwhile, road construction and maintenance costs have soared due to inflation, leading to chronic underfunding for both upkeep and upgrades. Colorado's explosive population growth – nearly 40% since 2000 – has dramatically increased traffic volume, accelerating wear and tear and congestion without a corresponding increase in infrastructure investment.

Roads and bridges that are deteriorated, congested, or lack safety features cost Colorado motorists a total of \$11.4 billion statewide annually – as much as \$3,060 per driver in some areas – due to higher vehicle operating costs, traffic crashes and congestion-related delays, flat tires and vehicle wear and tear.

With only 34% of Colorado's roads in "good" condition – far below the national average – the American Society of Civil Engineers' 2025 report gave Colorado a D+ grade for its roads and highways.

Meanwhile, the Colorado Department of Transportation (CDOT) faces a \$350 million annual shortfall just to maintain existing conditions. Of that amount, at least \$200 million is needed solely for pavement maintenance.

There is broad consensus that something must be done. But each and every year, roads are moved to the bottom of the priority list as lawmakers contend that we can't fund education, public safety, healthcare *and* roads. During budget challenges earlier this year, lawmakers pulled \$140 million from CDOT's budget, including \$65 million specifically designated for highway funds.

Funding our roads and highways must be a top priority, even while our state faces budget constraints.

## Proposed Solution

There is broad sentiment among Colorado voters that our roads are a mess and need to be fixed. An astounding **80% of Coloradans said they would vote yes/lean yes for a ballot measure that requires transportation dollars to be used to fund projects for automobile traffic on roads and bridges without raising taxes.**

Initiative #75 would constitutionally require a shift of transportation taxes Coloradans already pay on cars, tires, and gas to fund roads and bridges. Instead of this money disappearing into the general fund to pay for whatever shortfall the state faces each budget year, the money generated from motor vehicles would go to roads.

This measure accomplishes two things neither rural nor urban Coloradans have enjoyed for decades: It locks in sustained investment of an additional \$700 to \$900 million per year, without raising taxes, and it ensures that every region receives its fair share to address the most urgent local priorities.

- **Revenue** comes from all state sales, use, and excise taxes or fees on motor vehicles and fuel, along with two-thirds of state sales and use taxes collected on vehicle parts, equipment, materials, and accessories that are installed on vehicles.
- The money would be **distributed** according to the current Highway Users Tax Fund formula, which allocates revenue to the state, counties, and municipalities and safeguards funding for the Colorado State Patrol.
- Cities and counties will see an increase in funding as the overall “pie” gets larger so distributions go up. New funds under HUTF can only be used for roads, highways and bridges and not other types of transportation.

## MEMORANDUM

**To:** NFRMPO Planning Council  
**From:** Joshua Ma, Transfort  
**Date:** January 8, 2026  
**Re:** Transfort Match Relief Request – MMOF

### Objective

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

### Summary

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

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

### Analysis

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

### Recommendation

TAC members recommend Planning Council approve Transfort's MMOF match relief request.

### Attachments

- [CDOT MMOF Local Program Guidebook](#)
- Foothills Transit Station Boundary Map
- *Resolution 2026-01*



**RESOLUTION NO. 2026-01**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF) MATCH RELIEF**  
**REQUEST FOR THE FORT COLLINS TRANSFORT *FOOTHILLS TRANSIT STATION AND ROUNDABOUT***  
**PROJECT**

**WHEREAS**, Colorado Senate Bill (SB) 21-260 requires a match rate of 50 percent for every Multimodal Transportation and Mitigation Options Fund (MMOF) project; and

**WHEREAS**, the Transportation Commission (TC) is allowed to create a formula for reducing the match requirement for local agencies; and

**WHEREAS**, during the 2024 MMOF Call for Projects Transfort submitted and was awarded funding for the *Foothills Transit Station and Roundabout* project; and

**WHEREAS**, SB25-264 initiated MMOF funding reduction and impacted projects receiving funding in FY2025; and

**WHEREAS**, the *Foothills Transit Station and Roundabout* project was a project impacted by the MMOF funding reduction and Transfort has requested a local match rate reduction from 50 percent to 25 percent, which is the local match requirement for Larimer County where the project is located.

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby requests CDOT grant the *Foothills Transit Station and Roundabout* project a 25 percent MMOF local match rate.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 8<sup>th</sup> day of January 2026.

\_\_\_\_\_  
Kristin Stephens, Chair

ATTEST:

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

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Mykayla Graalum**

**Date: January 8, 2026**

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

### Objective

Planning Council approve the adoption of regional safety performance measure targets using an ETS forecast equation for 2022-2026 to Planning Council.

### Summary

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

To set Targets, the NFRMPO can either:

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

The NFRMPO TAC and Planning Council have agreed that setting regional safety performance measure targets using an ETS forecast equation is preferred for the 2022-2026 targets. The proposed regional targets for the 2022-2026 period include:

- Number of Fatalities – **45**
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – **1.129**
- Number of Serious Injuries – **295**
- Rate of Serious Injuries per 100M VMT – **7.625**
- Number of Non-motorized Fatalities and Serious injuries – **50**

### Analysis:

- Targets for the safety performance measures are set based on a rolling 5-year average.
- CDOT analyzed 10 years of historic crash data and used an exponential smoothing (ETS) analysis to forecast fatalities and serious injuries for 2025 and 2026. The 5-year average was calculated using actual fatality and serious injury numbers for 2022-2024 and the forecasted numbers for 2025-2026.
- NFRMPO Staff duplicated CDOT methodology using crash data for the region.
- The NFRMPO's targets for 2022-2026 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).
- The CDOT targets for the National Performance Measures are not aspirational targets, such as those established in the 2020-2021 Strategic Transportation Safety Plan. While



CDOT and the NFRMPO are still endeavoring to move toward zero deaths and injuries, the federally required targets are data driven in accordance with the FHWA requirements for target setting.

- The NFRMPO has set safety performance measure targets by supporting CDOT’s statewide targets from 2018-2023. All statewide Targets are presented in **Table 1**. From 2024-2025, the NFRMPO set its own regional targets instead of supporting the statewide targets. The 2024-2025 regional targets and the recommended 2026 regional targets are presented in **Table 2**.

## Considerations

- Setting regionally specific targets provides a more accurate reflection of safety in the North Front Range.
- The NFRMPO has a Towards Zero Deaths policy and many communities with safety policies throughout the region.
- The NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.
- There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets.
- The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets.
- The NFRMPO must adopt either to support all the statewide targets or adopt all the regionally specific targets.

## Recommendation

NFRMPO Staff requests that Planning Council approve the regional safety performance measure targets for 2022-2026 to Planning Council as presented in **Table 2**.

## Attachments

- **Table 1:** Historical CDOT Safety Performance Measure Targets
- **Table 2:** Historical NFRMPO Safety Performance Measure Targets (Beginning with 2020 – 2024 Targets)



**Table 1: Historical CDOT Safety Performance Measure Targets**

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

**Table 2: Historical NFRMPO Safety Performance Measure Targets (Beginning with 2020 - 2024 Targets)**

Measure	2020-2024	2021-2025	2022-2026: Preferred Option
Fatalities	39	36	45
Fatality Rate per 100M VMT	1.11	0.943	1.129
Serious Injuries	238	298	295
Serious Injury Rate per 100M VMT	6.73	7.671	7.625
Non-Motorized Fatalities and Serious Injuries	36	41	50



**RESOLUTION NO. 2026-02  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
TO SET REGIONAL TARGETS FOR THE 2022-2026 SAFETY PERFORMANCE MEASURES**

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

**WHEREAS**, 23 U.S.C. 150(c) requires the US Department of Transportation (US DOT) to establish national performance measures for safety, infrastructure condition, system performance, freight, and air quality; and

**WHEREAS**, the NFRT & AQPC and its member communities agree to work towards eliminating serious injuries and deaths in accordance with the NFRMPO Safety Vision: Towards Zero Deaths adopted on September 3rd, 2020 and will continue to pursue planning and funding opportunities to carry out this vision; and

**WHEREAS**, the Highway Safety Improvement Program (HSIP) regulations (23 CFR Part 924) require State Departments of Transportation (State DOTs) to set targets for the five safety performance measures established by the US DOT by August 31st, 2017 and annually thereafter; and

**WHEREAS**, the National Performance Management Measures regulations (29 CFR Part 490) require MPOs to set targets no later than 180 days after the respective State DOT sets targets; and

**WHEREAS**, the Colorado Department of Transportation (CDOT) set statewide targets and the NFRT & AQPC has elected to set regionally specific targets for the 2022-2026 performance period; and

**WHEREAS**, NFRT & AQPC sets the following targets for the 2022-2026 performance period:

- (1) Number of Fatalities – 45
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 1.129
- (3) Number of Serious Injuries – 295
- (4) Rate of Serious Injuries per 100 million VMT – 7.625
- (5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries – 50; and

**WHEREAS**, the CDOT and the NFRT & AQPC set the 2022-2026 safety targets with a data-driven approach and in collaboration with planning partners; and

**WHEREAS**, MPOs may set targets by agreeing to plan and program projects so they contribute toward the accomplishment of the state targets or by committing to a target specific to the MPO region; and

**NOW THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby sets safety targets for the NFRMPO region for 2022-2026 and agrees to plan and program projects to contribute toward the accomplishment of the regional safety targets.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 8th day of January 2026.

\_\_\_\_\_  
Kristin Stephens, Chair

ATTEST:

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



## Colorado Transportation Investment Office (CTIO)<sup>1</sup> Board of Directors Minutes

**Held: Thursday, November 19, 2025, 9:00 a.m.**

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

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

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

### Roll Call Regular Meeting

All board members were present. The meeting began at 9:01 a.m.

### Executive Session (Closed To The Public):

CTIO Chair Gutierrez proposed a motion to convene the CTIO Board in an executive session for the purpose of receiving legal advice related to the CTIO Board's specific legal questions regarding the use of CTIO's User Fees. Upon a motion by Director Hart and seconded by Director Sacripanti, the CTIO Board entered the Executive Session at 9:06 am. Members of the public were excused.

The CTIO Board of Directors exited the Executive Session at 10:09 a.m.

Chair Gutierrez stated that the CTIO Board's goal is to expand multimodal transportation options as part of an integrated statewide transportation system. Chair Gutierrez directed CTIO staff to work with CDOT staff and the Attorney General's office to identify ways that CTIO can use its resources to accomplish that goal.

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<sup>1</sup> 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. public

## Public Comment

The CTIO Board received public comments from the following individuals:

- Emily Bear (North Area Transportation Alliance)
  - Topic: I-25 North Projects
- Matt Frommer (Southwest Energy Efficiency Project (SWEEP))
  - Topic: CTIO and CDOT transportation priorities and funding
- Alana Miller (Natural Resources Defense Council)
  - Topic: Transportation choices related to the CDOT 10-year plan
- Alexandra Schluntz (GreenLatinos)
  - Topic: I-270 project and CTIO/CDOT transportation priorities related to multimodal projects and greenhouse gas reduction

Written public comment was also provided by GreenLatinos and Conservation Colorado.

## Comments from Directors

Board members reiterated their appreciation for members of the public who joined to provide public comment.

## Director's Report

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

- Participation in the recent North Front Range Metropolitan Planning Organization meeting to discuss the upcoming tolling commencement on Express Lanes from Berthoud to Fort Collins.
- Posting of a new position at CTIO - Deputy Director, Multimodal Finance & Policy Manager.
- Winter Park Express update on the start date, schedule, and pricing.
- Burnham Yard update.

### Discussion

CTIO Board members and staff discussed the following:

- RTD and other stakeholders' participation in the City-led Burnham Yard discussions.
- Winter Park Express rates and communications/outreach associated with promoting the service.
- The board also expressed its desire for the outreach to better reflect CTIO's role in supporting a reduction in the ticket prices.
- CTIO future staffing plans, including how CTIO is coordinating with Division of Transit and Rail to ensure future rail projects have the necessary support..
- I-270 and I-25 future presentations to the CTIO Board.

## Construction/Operations/Maintenance Questions from board members

There were no comments or questions from the CTIO Board.

## Consent Agenda

**ACTION:** Upon a motion by Director Hart and seconded by Director Cook, a vote was conducted, and Resolution #480, October 16th Minutes, and Resolution #481, CTIO 2026 Calendar, were unanimously approved.

**Discussion**

- The CTIO Board discussed the timing of quarterly mini retreats in 2026 and confirmed that extending existing meetings was preferred.

## **Fiscal Year 2026-27 Proposed Annual Budget Allocation Plan Approval**

CTIO Director Piper Darlington provided an overview of the proposed draft budget allocation plan for fiscal year 2026-27.

**ACTION:** Upon a motion by Vice-Chair Moran and seconded by Director Hart, a vote was conducted, and Resolution #482, Fiscal Year 2026-27 Proposed Annual Budget Allocation Plan, was unanimously approved.

## **I-25 North Toll Rate Approval**

Nathaniel Benton, CTIO Toll Systems Specialist, provided an overview of the toll rates on I-25 North from Berthoud to Fort Collins, introduced to the board in September.

**ACTION:** Upon a motion by Director Hart and seconded by Director Sacripanti, a vote was conducted, and Resolution #483, I-25 North Toll Rate Approval, was unanimously approved.

**Discussion**

- The CTIO Board and staff discussed why it is more expensive for users to pay the license plate fee rate and what steps CTIO, CDOT, and ExpressToll take to help users transition to an account to save money.

## **Tolling Services Agreement (TSA) Eighth Amendment Update**

Jason McEldowney, CTIO Technical Program Manager, presented to the board on the CTIO Commercial Back-Office System (CBOS) Program and the associated TSA Eighth Amendment. It included information on the following:

- CBOS overview and goals
- Mutual goals of the wind-down plan with E-470
- TSA wind down development
- Recommended solution

**Discussion**

- CTIO Board members and staff discussed the CBOS system, its future transition from E-470, and the use of a shadow system to test the transition.

## **Open Records Law Training**

Carla Martin, Assistant Attorney General, presented on annual best practices for open records and meetings.

C.R.S. Section 24-3.7-102 requires annual training in several areas, including:

- Statutory Powers and Duties
- Identifying and managing conflicts of interest
- Understanding the requirements of the Colorado Open Records Act and open meetings laws

The presentation focused on the following:

- CTIO Statutory Purposes
- Statutory powers
- Board responsibilities
- Conflicts of interest
- CTIO Bylaws
- Amendment 41
- Colorado Open Records Act overview
- Open meetings law and executive sessions

## **Adjournment**

The CTIO Board adjourned at 11:20 a.m.