

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

# January 2026 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, February 5, 2026

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

- **Oil and gas emission control updates:** Join a public meeting to learn the division's proposed updates to controlling pollution in the oil and gas industry. The proposals would include revisions to Air Quality Control Commission Regulation 7 and Regulation 19. The division will also share a brief update on controlling lead hazards. [Register to join an upcoming meeting: Tuesday, April 21, 6-8 p.m.](#) Register to join the [upcoming meeting: Wednesday, June 24, 11 a.m.-1 p.m.](#) Register to join the [upcoming Saturday, July 18, 11 a.m.-12 p.m.](#)
- **Potential changes to lawn and garden equipment requirements:** The division is rescheduling engagement opportunities on its planned proposal to expand requirements for lawn and garden equipment. The division will no longer hold a public meeting on Jan. 15 on this issue, and will instead hold meetings in spring 2026. This is to align with updates to the Air Quality Control Commission's [long term calendar](#). Colorado currently has [lawn and garden equipment requirements for government agencies](#) in place, and the proposal would expand requirements to commercial operators. The proposed rule would include revisions to [Air Quality Control Commission Regulation 29](#). The regulation aims to reduce emissions that form ground-level ozone pollution in the parts of Colorado that do not meet federal standards. Register to join the rescheduled meetings:
  - [Wednesday, May 27, 1-2:30 p.m.](#)
  - [Tuesday, June 2, 6-8 p.m.](#)



## Air Quality Control Commission (Commission) Updates:

### **January 15, 2026 Commission Meeting**

- **Regulation Number 3 - Permitting and Emissions Reporting, Regulation Number 7 - Emissions Reporting:** The Division will request the Commission to set a hearing to consider revisions to Air Pollutant Emission Notice (APEN) requirements and fees.

### **February 18-20, 2026 Commission Meeting**

- **Regulation Number 9: Boulder County Parks & Open Space:** The Division and the Boulder County Parks & Open Space will present to the Commission its significant user prescribed fire planning renewal document
- **Particulate Matter (PM10) Maintenance Plan Revisions:** The Division will request that the Commission set a hearing to consider revisions to Regulation Number 1, Regulation Number 4, Regulation Number 16, State Implementation Plan, Specific Regulations for Nonattainment-Attainment/Maintenance Areas (Local Elements), and Air Quality Standards, Designations and Emission Budgets that impact PM10 maintenance plans (Canon City, Pagosa Springs, Telluride, Denver Metro, Aspen, Steamboat Springs, Lamar). The proposal will evaluate potential revisions to remove federal enforceability of PM10 emission control requirements, if no longer necessary, and make them state-only requirements.
- **Regulation Number 27 - Manufacturing Sector Greenhouse Gas Emissions Standards:** The Division will request that the Commission set a hearing to consider revisions to Regulation Number 27 to address greenhouse gas emissions from the industrial and manufacturing sector which revisions follow the Commission's request that the Division review and evaluate the ability of the rule adopted in 2023 to assure sufficient compliance by and compliance pathways for the affected sources.
- **Regulation Number 7 - Oil & Gas Operations:** The Commission will consider revisions to Regulation Number 7 to address oil and gas operations impacted by EPA's Emission Guideline 40 CFR Subpart OOOc.





February 4, 2026

**SUBJECT: Comments from Colorado Agencies on Safer Affordable Fuel-Efficient Vehicles Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks**

We are submitting comments on behalf of Colorado state agencies involved in advancing clean air, helping consumers reduce their energy bills, and maximizing choice for Colorado's consumers. The proposed rollback of federal Corporate Average Fuel Economy (CAFE) standards—along with the weakening of multi-pollutant emissions standards—directly undermines Colorado's commitment to improving air quality, lowering consumer costs, reducing greenhouse gas emissions, and achieving its zero-emission vehicle goals. These federal actions threaten to stall progress, increase costs for consumers, worsen public health outcomes, and put the United States at a strategic disadvantage in the global clean energy economy. They also continue a pattern of making major changes in standards in different directions with each new administration, undermining stability and predictability for the auto industry, which weakens American competitiveness and increases cost to consumers.

**Ceding Competitive Edge to China**

By reducing fuel efficiency requirements, the federal action discourages investment in the advanced automotive technologies necessary in the global transition to zero-emission vehicles (ZEVs).

- **Risk to Domestic Manufacturing:** Lower standards incentivize U.S. manufacturers to continue relying on older, less-efficient internal combustion engine (ICE) technology. This reduces the imperative to rapidly scale up production of ZEVs and their components, effectively ceding global market leadership—especially in battery and electric vehicle technology—to countries like China, which are heavily subsidizing and investing in these sectors, while the global market transitions to ZEVs.
- **Missed Economic Opportunity:** Colorado is actively working to attract and grow its clean technology sector, including EV manufacturing, battery recycling, and charging infrastructure deployment. Rollbacks hinder these efforts by sending confusing market signals and reducing demand for advanced vehicle components and expertise.

**Cost Impacts to Coloradans**

The most immediate impact of weakened standards will be felt directly in the wallets of Colorado families and businesses through higher transportation costs.



- **Higher Fuel Costs:** These rollbacks act as a hidden tax on consumers. Based on past estimates, Coloradans stand to lose millions of dollars collectively each year due to increased trips to the gas pump. The analysis for the current fuel economy standards estimated saving passenger car and light truck owners more than \$600 in fuel over the lifetime of their vehicles, which would be lost with this proposal.
- **Reduced Consumer Savings:** The benefits of fuel economy improvements—such as an estimated \$630-\$840 in annual household savings seen previously—will be forfeited. Additionally, electric vehicles have been found to have significantly lower maintenance costs than internal combustion vehicles; these savings will also be limited by this proposal. This disproportionately affects lower-income Coloradans who spend a larger percentage of their income on transportation.
- **EV charging investments:** The state, local governments, federal government, and utilities have all invested in public and private charging in Colorado based on the EV adoption trajectory of the recent past as well as state goals. These ongoing investments could become underutilized if incentives and regulatory frameworks continue to be destabilized.

### **Worse Air Quality and Public Health Outcomes**

Colorado's Front Range already struggles with persistent air quality issues, currently in severe non-attainment for ground-level ozone. Tailpipe emissions are a significant contributor, and the roll back of these standards will exacerbate a problem that is multifaceted, and requires a multitude of strategies to reach attainment.

Transportation emissions are amongst the most challenging to mitigate given the diverse stakeholders and number of individuals that need to implement change over long time horizons.

- **Increased Air Pollution:** Weaker standards will lead to a higher volume of harmful pollutants, including nitrogen oxides (NOx), carbon monoxide (CO), and fine particulate matter (PM2.5), which are ozone precursors.
- **Public Health Crisis:** Increased pollution will inevitably worsen respiratory and cardiovascular diseases. Medically sensitive groups, including children, the elderly, and communities near high-traffic corridors—often environmental justice communities—will bear the brunt of these adverse health outcomes. In addition to worse health outcomes, this will increase medical costs for Coloradans and the State.
- **Increased Burden on Other Industries:** Without policies in place in the transportation sector, the need for stricter regulations on other industries like



oil and gas and manufacturing would be needed to meet federal air quality standards.

### **Increased GHG Pollution**

Transportation is one of the largest sources of greenhouse gas emissions in Colorado. Achieving the state's statutorily mandated targets of reducing GHG pollution by 26% by 2025, 50% by 2030, and net zero emissions by 2050 (from 2005 levels) is fundamentally reliant on rapidly decarbonizing the light-duty and medium-duty vehicle fleet.

- **Hindrance to State Goals:** The rollback directly contradicts and complicates Colorado's regulatory efforts, including the adoption of the Zero Emission Vehicle (ZEV) standard and the implementation of clean truck rules. Federal action that increases the GHG profile of new vehicles sold in Colorado makes the state's targets significantly more difficult and expensive to achieve in the time horizon outlined.
- **Long-Term Impacts:** Since the average lifespan of a vehicle is over 15 years, every inefficient vehicle sold under these weaker standards represents decades of avoidable GHG emissions that will remain on Colorado roads, inhibiting the State's emissions trajectory from what otherwise would be achievable.

### **Negative Impact of Wildly Varying Standards Between Administrations**

Since 2009, Federal fuel economy policy has been subject to several major shifts that have resulted in both major increases to fuel economy standards and major rollbacks of those standards. Overhauling the standards with every new administration undermines the ability of automobile manufacturers to plan and make rational investments. It also adds significant costs and confusion for the industry, which is passed on to consumers and the public through increased vehicle costs and fluctuating air quality and public health outcomes, and undermines American competitiveness. It is important to provide regulatory certainty to the auto industry, while also achieving important affordability outcomes for consumers and protections for local air quality. We do not believe that these things are mutually exclusive. Progress needs to be made on establishing common ground among all stakeholders to agree on a tough but reasonable standard that can lead to sustainable progress on vehicle affordability, fuel economy, and public health that will not be subject to the frequent and counterproductive policy shifts that have occurred in the last two decades.

Our agencies strongly oppose the proposed changes, and urge the Administration to leave the current standards in place. Any future changes should be informed by a



COLORADO  
Energy Office



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consensus negotiated with all key stakeholders to avoid wildly varying standards and ensure durability for automakers, state policymakers, and consumers alike. We appreciate this opportunity to comment. Thank you,

A handwritten signature in black ink that reads 'Will Toor'.

Will Toor  
Executive Director, Colorado Energy Office

A handwritten signature in black ink that reads 'Kay Kelly'.

Kay Kelly  
Chief of Innovative Mobility, Colorado Department of Transportation



# COLORADO

## Department of Transportation

Division of Transit and Rail  
2829 W Howard Place  
Denver, CO 80204

North Front Range Metropolitan Planning Organization (NFRMPO)  
c/o Kristin Stephens  
NFRMPO Chair  
419 Canyon Ave #300  
Fort Collins, CO 80521

January 29, 2026

**Subject:** Response to NFRMPO Letter on Bustang and Outrider Service Improvements  
(Dated January 9, 2026)

Dear Chair Stephens,

Thank you for your letter and valuable suggestions for enhancing the Bustang and Outrider programs. We wholeheartedly agree that these services are vital to both the State, and the North Front Range region's mobility, economic vitality, and environmental goals.

We appreciate your input regarding system usability and equity, and we are actively addressing the suggested improvements. Below is an update on the points raised in your correspondence:

- **Paper Ticket Options on Routes:** We are actively moving forward with providing paper ticket options. An order for physical tickets is currently in the process of being submitted to our vendor, which will allow for the bulk purchase and distribution of physical tickets. For on-route ticket sales, walk-up customers are currently (and have always been) able to pay their fare in cash; exact change is required, though change cards may be available on coaches equipped with Genfare fareboxes.
- **Medical Seating Reservations:** CDOT is currently developing a ticketing platform that will allow reservations on mainline routes, including the North





# COLORADO

## Department of Transportation

Line. In addition to helping address overloads on certain trips, this will also help reduce the challenges faced by medically fragile riders.

- **Improved Schedule Coordination:** We recognize that missed connections, particularly for medically fragile riders, are a critical concern. We would appreciate it if NFRMPO could provide any specific examples of misaligned schedules or routes that are currently causing issues for your riders.
- **Consistent Stop Naming:** We acknowledge the need for consistent stop naming, a concern that has been raised previously. We have noted these inconsistencies, especially on the North Line, and have already begun work to formalize consistent naming conventions. An effort was started last month to track and standardize stop names for our website, GTFS data, and internal documents.
- **Service Levels and Accessibility:** We share your view on the importance of maintaining current service levels, expanding services statewide, and improving accessibility for all residents. We are actively working to secure sustainable funding for Bustang and are exploring several options, including service optimization, redirection of existing resources, and/or leveraging toll revenue to support Bustang operations. Any available productivity data from NFRMPO that illustrates the performance and necessity of current service levels would be highly valuable to support our efforts to justify our funding request.

We value your continued collaboration and look forward to discussing these matters further at our scheduled meeting on January 30, 2026, to collectively problem-solve solutions that ensure these essential services continue to reach all Coloradans.

Sincerely,

Paul DesRocher  
Director, Division of Transit and Rail

Cc: Shoshana Lew, Executive Director, CDOT  
Elizabeth Relford, Executive Director, NFRMPO  
Sally Chafee, Chief of Staff, CDOT  
Kay Kelly, Chief of Innovative Mobility, CDOT  
Jan Rowe, Assistant Director, Planning and Operations, CDOT

Attachment: [NFRMPO letter dated January 9, 2026](#)



# Legislative Report

February 2026

## Direct NFRMPO Impact:

<b>Title</b>	<a href="#">HB26-1065</a> : Transit and Housing Investment Zones
<b>Description</b>	Concerning transit and housing investment zones.
<b>Summary</b>	<ul style="list-style-type: none"><li>Creates a mechanism for a local government and transit agencies to:</li><li>Undertake a transit investment project</li><li>Designate a transit investment area in which the project will be built</li><li>Create a transit investment authority or designate other financing entities with the power to receive and use the increment of revenue derived from the states sales tax collected in the area.</li><li>Allows local governments to apply to the Office of Economic Development and the Colorado Economic Development Commission to undertake a project, and to form an authority or designate a county revitalization authority, metropolitan district, or urban renewal authority as the approved financing entity.</li><li>Creates the Colorado Affordable Housing in Transit Investment Zones Tax Credit. The credit is awarded in connection with qualified low- and middle-income housing projects in transit and housing zones.</li></ul>
<b>Status</b>	<ul style="list-style-type: none"><li>1/21/2026: Introduced in House – Assigned to Finance</li></ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"><li>Allow local agencies to create transit investment areas to help fund transit projects.</li></ul>

<b>Title</b>	<a href="#">SB26-021</a> : Clean Fleet Enterprise Replacing Aging Diesel Trucks
<b>Description</b>	Concerning authorizing the clean fleet enterprise to encourage the replacement of high-emitting trucks with low-emitting trucks in motor vehicle fleets.
<b>Summary</b>	<ul style="list-style-type: none"><li>Authorizes the Clean Fleet Enterprise to incentivize, support, and accelerate the replacement of diesel-powered trucks with a model year of 2009 and earlier with heavy-duty truck that is a model year of 2018 or later.</li><li>Authorizes the enterprise to use clean fleet enterprise funds to provide money to support the replacement of aging heavy-duty diesel trucks.</li></ul>
<b>Status</b>	<ul style="list-style-type: none"><li>1/14/2026: Introduced in Senate – Assigned to Transportation &amp; Energy</li></ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"><li>Would result in lower-emitting heavy-duty trucks on the regional network which would help the NFRMPO achieve Air Quality/GHG reduction requirements.</li></ul>

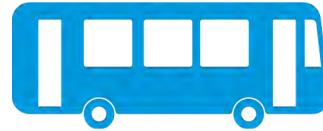
<b>Title</b>	<a href="#">HB26-1071</a> : Local Government Vehicle Identification System on Interstate Highways
<b>Description</b>	Concerning allow a local government to locate an automated vehicle identification system on an interstate highway.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Authorizes local government to locate an Automated Vehicle Identification System (AVIS) on a highway that is part of the federal interstate highway system.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 1/26/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Authorize local governments to locate AVIS on a highway that is part of the federal interstate highway system (I-25).</li> </ul>

<b>Title</b>	<a href="#">HB26-1076</a> : Transportation Statutory Clean-Up
<b>Description</b>	Concerning modification to select statutory provisions relating to transportation.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Changes the name of the freight mobility and safety branch within the transportation development division to the office of freight mobility and safety.</li> <li>• Establishes a 4-year term limit for members of the NAAPME board who are appointed by the Governor and clarifies when the initial term for each appointment ends. <ul style="list-style-type: none"> <li>○</li> </ul> </li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 2/02/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Clarifies NAAPME board term limits which will impact the NFRMPO's NAAPME representative.</li> </ul>

<b>Title</b>	<a href="#">HB26-1086</a> : Adjust Subdivision Access to State Highway System
<b>Description</b>	Concerning an adjustment to the requirement that subdivision plans must provide access to the state highway system.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Current law prohibits local authorities from approving a subdivision plan or plat that do not have access to the state highway system.</li> <li>• Removes this restriction and specifies that a person may submit, and a local authority may approve, an application for a subdivision plan or plat that does not provide all lots and parcels created by the subdivision access to the state highway system.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 2/02/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Allow local agencies to approve subdivision plans or plots that do not have access to the state highway system.</li> </ul>

## Transportation-Related Bills – Limited NFRMPO Impact

- [HB26-1102](#): Funding for Colorado DRIVES Account
  - Increases revenue to the DRIVES account by redirecting \$2 of each late vehicle registration fee from the HUTF to the DRIVES account, and consistent with current law, crediting the remainder of the fees to the HUTF.
- [HB26-1053](#): Motor Vehicle Regulation Administration
  - Under current law, an owner of a vehicle that pays specific ownership tax, except intrastate commercial carriers, have their license plates retired and are reissued new plates when the vehicle's ownership is transferred. This bill repeals this requirement and authorizes the owner to transfer the plates to a new motor vehicle.
- [HB26-1041](#): Electronic Vehicle Records
  - This bill repeals the existing requirement that a paper certificate of title be used for specific vehicle transactions, thereby allowing the use of a certificate of title in an electronic format in all circumstances.
- [SB26-035](#): Increase of Traffic Violation Penalties
  - This bill increases the penalties for illegally overtaking a vehicle on the left in a no-passing zone and clarifies that no-passing zones are indicated by a solid yellow line or line pavement markings. The bill increases the penalties for multiple speeding violations within a one-year, 2-year, or 5-year period. The bill requires that drivers who have multiple speeding violations within a one-year, 2-year, or 5-year period receive a summons and complaint upon committing their violation instead of a penalty assessment notice.
- [SB26-063](#): Nonemergency Medical Transportation Services
  - This bill requires a transportation broker to contract with at least 5 transportation providers to provide nonemergency transportation services to medicaid members. Requires Medicaid members be able to preapprove nonemergency medical transportation services and choose a preferred transportation provider to receive non-emergency transportation services through.



## THE NORTHERN COLORADO MOBILITY COMMITTEES

The North Front Range MPO (NFRMPO) receives guidance and reports to three Mobility Committees: the **Larimer County Mobility Committee (LCMC)**, the **Weld County Mobility Committee (WCMC)**, and the combined **Northern Colorado Mobility Committee (NCMC)**.



Northern Colorado Mobility Committee Meeting

The goal of the Mobility Committees is to provide a forum for transportation providers, human services agencies, and interested members of the public to discuss mobility needs, network, and develop creative solutions to mobility challenges across the region. Each committee meets quarterly, and all meetings are open to the public. The **LCMC**, **WCMC**, and the **NCMC** are all hybrid meetings.

### GET INVOLVED!



Mobility for All, Empowering Movement, and Connecting Communities

## MEETING SCHEDULES

The **Larimer County Mobility Committee (LCMC)** meets on the fourth Tuesday of January, April, July, and October from 1:30 to 3:00 pm in a hybrid format at the Loveland Youth Campus.

The **Weld County Mobility Committee (WCMC)** meets on the fourth Tuesday in March, June, September, and December from 1:30 to 3:00 pm in a hybrid format at the United Way Weld County office.

The **Northern Colorado Mobility Committee (NCMC)** meets on the fourth Tuesday of February, May, August, and November from 1:00 to 3:30 pm in a hybrid format at the Windsor Community Recreation Center.

## MORE INFORMATION

If you would like to get involved with the **Mobility Committees**, please contact the Mobility team at [mobility@nfrmopo.org](mailto:mobility@nfrmopo.org) or call **970-672-0677**.

The **NFRMPO** is the transportation and air quality planning agency for portions of Larimer and Weld counties in Northern Colorado. Improving mobility and connecting communities.

[www.nfrmopo.org](http://www.nfrmopo.org)





**RIDE  
NOCO**



North Front Range  
Metropolitan  
Planning  
Organization

## Mobility for All | Empowering Movement | Connecting Communities

### Mission Statement

RideNoCo's mission is to ensure mobility for all by eliminating barriers and creating inclusive transportation solutions that empower individuals to move freely and confidently.

RideNoCo strives to build meaningful community connections by enhancing quality of life through accessible, reliable mobility solutions that support independence, promote well-being, and enable aging in place, so that everyone can thrive in their community.



### One-Call/One-Click Resource Center

RideNoCo is a centralized one-call/one-click resource center for transportation information in Northern Colorado and beyond. While RideNoCo does not provide rides, it offers a free service to help people find affordable, safe, and reliable transportation.

For more information, please contact us between 8 am and 5 pm, Monday through Friday, at (970) 514-3636 or [mobility@nfrmfo.org](mailto:mobility@nfrmfo.org).

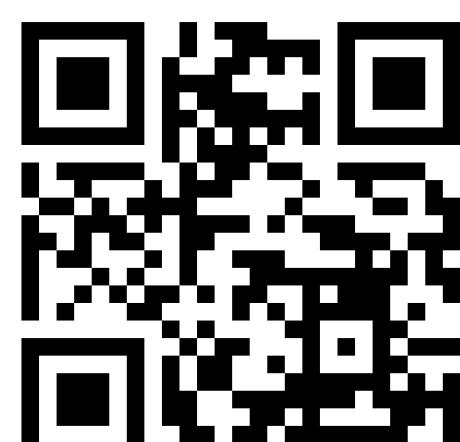
### Outreach & Education

RideNoCo organizes outreach and educational activities throughout the year. You can catch us at farmers' markets, local festivals, or resource fairs throughout the North Front Range.

RideNoCo is happy to set up a table at your event, perform travel trainings, present to your organization, and conduct community events. Please reach out to us for any inquiries!



Scan the QR  
Code for more  
information!



## **Mobility Director's Monthly Report - RideNoCo Mobility Program**

Reporting Period: January 2026

*Prepared by: Tanya Trujillo-Martinez*

### **Executive Summary**

January focused on strengthening RideNoCo's strategic foundation and advancing the program's role as a regional mobility coordinator. Key accomplishments included finalizing updated Mission, Vision, and Guiding Principles; pursuing new, non-traditional funding opportunities; and advancing planning for an innovative closed-loop referral system that addresses transportation as a critical social driver of health. These efforts position RideNoCo for sustainable growth, stronger cross-sector partnerships, and increased regional impact.

### **Strategic Alignment & Organizational Direction**

#### **Mission:**

Ensure mobility for all by eliminating barriers and delivering inclusive transportation solutions that empower independence, promote well-being, and support aging in place.

#### **Vision:**

A connected and inclusive region where accessible mobility enables all people, regardless of age or ability, to move freely, thrive, and engage with their community.

#### **Tagline:**

Mobility for All, Empowering Movement, Connecting Communities

#### **Guiding Principles:**

- Equitable, accessible mobility for all
- Independence and dignity for individuals
- Removal of physical and systemic barriers
- Strong community connections and education
- Innovation and collaboration across sectors

### **Funding & Resource Development**

The program continues to diversify funding sources to support sustainability and innovation.

- CDPHE Mini-Grant – \$8,125 (Submitted):

Proposed use: Community Safety Fair to benefit our region.

- Innovation & Non-Traditional Funding:

Exploring opportunities with the Colorado Office of Disability and participation in the 2026 eHealth Solutions Innovation Challenge.

### **Strategic Initiative: Closed-Loop Referral System**

Transportation remains one of the most significant barriers to accessing healthcare, employment, housing, and essential services across Northern Colorado. Current referral processes are fragmented and inefficient, limiting outcomes and accountability.

#### **Proposed Solution:**

RideNoCo will serve as the regional mobility hub for a secure, cross-agency closed-loop referral system that enables:

- Direct transportation referrals across healthcare, human services, housing, and community organizations
- Minimal, consent-based data sharing
- End-to-end tracking and confirmation of completed referrals

#### **Strategic Value:**

- Improves access to care and essential services
- Reduces duplication and administrative burden
- Strengthens equity and accountability
- Provides actionable data for planning and funding
- Positions RideNoCo as shared regional infrastructure

#### **Key Outcomes This Month**

- Established clear, aligned strategic direction for 2026 and beyond
- Advanced RideNoCo's leadership role in cross-sector mobility coordination
- Expanded funding pipeline beyond traditional transportation sources
- Laid groundwork for a scalable, region-wide coordination system

#### **Upcoming Priorities**

- Grant award notification and implementation planning (if funded)
- Continued partner engagement around closed-loop referral system
- Advancement of innovation challenge proposal
- Integration of updated Mission, Vision, and Principles into stakeholder communications



**COLORADO**  
Department of Transportation  
Office of Innovative Mobility

## TMO SEED FUNDING GRANT NOW OPEN

The Office of Innovative Mobility's Transportation Management Organization (TMO) Seed Funding Grant is now open. This grant accepts and scores applications on a rolling basis.



**Check out the Notice of Funding Announcement (NOFA) and Application on the OIM Grants website for more information.**

For more information on grants, see CDOT's Grant program page or the Clean Transit Enterprise website.