



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

May 2026 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, June 4, 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 on [Wednesday, June 24, 11 a.m.-1 p.m.](#) Register to join an upcoming meeting on [Saturday, July 18, 11 a.m.-12 p.m.](#)
- **Air toxics monitoring report public meetings:** The division is holding public meetings in July to review the second year of the state's air toxics monitoring program. The division installed monitors at [seven sites](#) around Colorado to gather [air toxics](#) measurements. The division will share results and trends observed from these monitoring sites throughout 2025. The division is seeking input on which questions the public would like it to address when it publishes the 2025 report in October 2026. The air monitors and annual reports are required under [House Bill 22-1244: The Public Protections from Toxic Air Contaminants Act](#).
 - Register to join an upcoming meeting: [Monday, June 22, 6-8 p.m.](#) and [Tuesday, June 23, 11 am-1 p.m.](#)
- **Final greenhouse gas reduction plans:** Join these meetings to discuss final greenhouse gas reduction plans for large industrial facilities in Colorado. The plans are for facilities covered under the [Greenhouse Gas Emissions and Energy Management for Manufacturing Phase 2 rule](#), or GEMM 2. These plans demonstrate how each facility will meet its individual greenhouse gas emissions limit in 2030 under [Colorado Air Quality Regulation 27](#). In 2025, the division gathered feedback on draft versions of the plans. The division and a third party contractor reviewed feedback, requested updates as appropriate in response to feedback, then finalized the plans. The final plans available now include:
 - [American Gypsum.](#)
 - [Cargill.](#)
 - [Golden Aluminum.](#)
 - [JBS.](#)
 - [Natural Soda.](#)
 - [Sterling.](#)



- [Suncor.](#)
 - [Yuma.](#)
 - Register to join an upcoming meeting:
 - [Saturday, June 6, 11 a.m.-1 p.m.](#)
 - [Wednesday, June 10, 1-3 p.m.](#)
- **Carbon Management 101:** Join this series to discuss the basics of carbon management projects in Colorado. Carbon management refers to projects that reduce carbon dioxide and greenhouse gases using technology. The meetings will cover:
 - Carbon capture, use, and storage projects
 - Differences between state agencies for certain projects
 - Discuss how the upcoming technical working group will track carbon dioxide emissions from carbon capture and storage projectsRegister to join an upcoming meeting on [Tuesday, June 16, 1-3 p.m.](#) and [Wednesday, June 17, 6-8 p.m.](#)



[Air Quality Control Commission](#) (Commission) Updates:

May 21 & 22, 2026 Commission Meeting

- **Request for Rulemaking Hearing for Regulation Number 7 - Oil & Gas Operations -** The Division will request that the Commission set a hearing to consider revisions addressing oil and gas operations impacted by EPA's Emission Guideline 40 CFR Subpart OOOOc and the associated state 111(d) plan.
- **Request for Rulemaking Hearing Regulation 19 - Lead Dust Hazard and Clearance Update -** The Division will request that the Commission set a hearing to consider the proposed update to Regulation Number 19. The proposal will incorporate revisions finalized by EPA in October 2024. Updating State requirements strengthens protections for children under the age of 7 and allows the Air Pollution Control Division to maintain delegation of the Lead-Based Paint Activities rule. The Division will also request other revisions based on requirements in the federal rules include revisions to the definition of lead-based paint abatement, training program accreditation applications and amendments, and training course notifications.
- **Rulemaking Hearing for Regulation Number 3 - Permitting and Emissions Reporting, Regulation Number 7 - Emissions Reporting -** The Commission adopted revisions to Regulations Number 3 and Number 7 related to Air Pollutant Emission Notice (APEN) requirements and fees. These revisions aim to improve efficiencies around emissions reporting by reducing redundancies and increase fees to help the Division cover expenses of additional work incurred by state and federal requirements.

June 24-26, 2026 Commission Annual Planning Retreat

- **Discussion of Programmatic Issues -** To discuss the Division's structure and program-by-program activities. To discuss the progress made in achieving goals, milestones, and other relevant air quality policy matters. To identify and discuss items for inclusion on the Long Term Calendar including regulatory/policy issues and potential facility tours.
- **Discussion of Legislative Session -** Commission staff will provide an overview of the 2026 legislative session and implications for the Commission.
- **Discussion of Election of Officers -** The Commission will elect Officers (Chair, Vice-Chair, and Secretary) to the Executive Committee of the Commission for the upcoming year. The Commission Administrator will facilitate the nomination and election process.





Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 6/3/26

Introduction:

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council for their June 4, 2026 meeting.

Summary:

In May 2026, TRE focused on jointly planning an intermountain west Fall 2026 ozone conference (now known as the Fall 2026 Ozone Exchange) with the Pikes Peak Area Council of Governments (PPACG).

Air Quality Activities:

Fall 2026 Intermountain West Ozone Exchange Conference:

Conference details can be found at: <https://nfrmpo.org/air-quality/ozone-exchange/>

Congratulations! Colorado's Air Quality Enterprise (AQE) voted to award \$100,000.00 in grant funding to NFRMPO and PPACG to host this conference. AQE Board members were very supportive of the outlined conference goals, made several suggestions and then left open the opportunity for NFRMPO and PPACG to seek additional grant funding to incorporate those suggestions. Suggestions were as follows: 1) the conference duration should be expanded; 2) the final conference report should be published; 3) public communications on air quality and specifically the EPA's Air Quality Index (AQI) was confusing; and 4) the conference could help identify research gaps for future AQE funding. NFRMPO and PPACG are incorporating many of these suggestions, expanding the conference duration, incorporating suggestions around the AQI, and helping identify research gaps into the planning of the conference. The expansion to three days has a significant cost impact, and as such NFRMPO and PPACG have requested an additional \$150,000.00 from the AQE, for a total overall request of \$250,000.00. Conference costs are now projected to be approximately \$670,000.00 (compared to the 2 day estimate of approximately \$445,000.00).

NFRMPO and PPACG subsequently have consulted the AQE Administrator on these suggestions, as well as seeking additional funding and working to entering into a contract to secure currently approved funding. Based on this consultation, it was agreed that the NFRMPO and PPACG would adjust their cost estimates to account for updated information and holding the conference over three days and submit that supplemental cost estimate to the AQE. The AQE must hold a special meeting to vote on whether or not to approve awarding additional funding. Once the amount is finalized, a contract must be drafted and executed before NFRMPO and PPACG can receive any AQE funding. In reality, funding is not anticipated to be transferred until July or August, well into the conference planning. NFRMPO and PPACG are actively seeking sponsors, in part to secure funding earlier than August and help offset costs being incurred by both NFRMPO and PPACG.

A Call for Abstracts has been issued, seeking researchers and other presenters to present at the conference. Abstracts are due 6/23/26.

Separately, two Town Halls have been scheduled to provide information on the conference itself, identifying conference organizers and their intent in hosting the conference. The 5/15/26 Town Hall was held and Commissioner Stephens made introductory statements to 18 attendees (excluding our planning team). Attendees all had an air quality background, from Colorado, Arizona and Utah. As second Town Hall is scheduled to be held on 6/3/26, 6-7 pm.

2026 Ozone Season Monitoring Data:

As of June 1, 2026, several ozone monitors observed 8-hour average values above 70 ppb thus far in 2026, including at: Fort Collins West, Fort Collins, Fossil Creek, Greeley Weld County, LaSalle Tower, Mehaffey Park and Timnath monitors in Larimer and Weld Counties. Several exceedances occurred on May 11 and 15 – dates that several monitors throughout the Front Range experienced high ozone levels.

Notably that both the Greeley Weld, LaSalle Tower and Timnath monitors have already observed three exceedances of the 70 ppb standard, ranging from 77-71 ppb. Mehaffey Park experienced two exceedances, 76-71 ppb. Based on current data, three-year average values (aka Design Values) that may be used in reference to the ozone standards, for all EPA certified ozone monitors in the Larimer and Weld Counties exceed the 70 ppb standard, ranging from 72-75 ppb. For reference, see the RAQC's summary table, attached to this report.¹ Also note that this data has not been certified and includes flagged data that may have been influenced by stratospheric intrusions.

AQCC Activities:

The AQCC adopted regulations adjusting emission and reporting fees to cover Air Pollution Control Division costs. Additionally, the RAQC's Mike Silverstein provided an update on their Blueprint, public health impacts of air quality report and funding status to the AQCC. Note that the public health impacts report is due out in July 2026.

RAQC Activities

The RAQC Board met in May, receiving briefings on the RAQC's AQE funded project on Smoke Impact Assessment System (SIMAS) and future Front Range Passenger Rail Train (aka Colorado Connector or "COCO").

SIMAS screens the likelihood of smoke impacts on high ozone days 2020-2024, in terms of no influence, low, medium and high probability of influence on high ozone levels. This impact is then used to adjust projected 2026 ozone levels by removing that degree of impact to understand if monitors would still be projected to meet or exceed ozone standards. Table 1-3 of the analysis indicates that by adjusting for wildfire impacts, 2026 ozone projections exceeded the 75ppb ozone standard at CHAT, RFNO and NREL monitors (see Table 1-3 below).² Thus, area monitors were projected to still exceed ozone levels even if significant wildfire impacts were removed.

¹ RAQC's Current 8-Hour Ozone Summary, "Denver Metro/North Front Range Area – 2026 8-Hour Ozone Summary through June 1st, 2026", accessed 6/2/26 here: <https://raqc.org/current-8-hour-ozone-summary/>

² See RAQC's "Smoke Impact Assessment System (SIMAS) version 2 report" March 2026, Table 1-3 on p. 12. Report posted as of 6/2/26 here: <https://raqc.egnyte.com/dl/76CgF798yFkP>

Table 1-3. Base year 2020-2024 ozone Design Value (DVB) and projected 2026 future year ozone Design Value (DVF) at monitoring sites calculated by SMAT-CE using the CAMx 2022 and 2026 modeling results and a 2020-2024 ozone DVB based on all ozone observations (Default DVB).

AQS Number	Site Name	Using Default DVB	
		2020-2024 DVB	2026 DVF
80013001	Welby	75.7	74.2
80050002	Highland Reservoir	76.7	74.9
80050006	Aurora - East	73.7	72.4
80130014	Boulder Reservoir	75.3	73.7
80310002	CAMP	73.0	71.7
80310026	La Casa	75.7	74.3
80350004	Chatfield State Park	81.3	79.4
80410013	U.S. Air Force Academy	71.0	69.5
80410016	Manitou Springs	72.7	71.2
80450012	Rifle - Health Dept.	60.0	59.2
80590006	Rocky Flats - N.	81.3	79.6
80590011	NREL	81.3	79.6
80590014	Evergreen	76.0	74.0
80690007	Rocky Mountain NP	71.0	69.9
80690011	Fort Collins - West	76.0	74.9
80691004	Fort Collins - Mason	71.7	70.7
80770020	Palisade Water Treatment	63.7	62.9
80830006	Cortez - Health Dept.	62.3	61.3
81230009	Greeley - Weld Tower	72.0	70.9
81230013	Platteville Observatory	70.7	69.5



Staff also outlined next steps in refining their Blueprint document over time and highlighted the development of a report on Public Health Effects from Air Quality specific to Colorado’s Denver Metropolitan North Front Range Ozone Nonattainment Area. This report is anticipated to be made available in Summer 2026.

Staff highlighted key bills they are tracking in this Colorado Legislative Session as the session wraps up, including:

- Transportation related: SB26-021; SB26-172; HB26-1398; and HB26-1399;
- Clean Energy related: SB26-033, SB26-028, SB26-022, HB26-1051, HB26-1007; and
- Data Center related: HB26-1030 and SB26-102.

In particular, HB26-1399 was revised to remove language that permanently eliminated funding to multimodal transportation and mitigations options fund (MMOF) for transportation planning efforts in large part to address Colorado’s budget deficit. That language has been subsequently struck, so that MMOF funding has only been eliminated for 2026, and not for all future years.

On May 18, 2026, the RAQC held a meeting on Indirect Sources, highlighting a need to better understand emissions at indirect sources and suggesting that reporting should be pursued in Colorado for warehouses, entertainment venues, universities and/or airports. These indirect source types require transportation of people or things to or from their operations, and thus have an indirect impact on air quality. Additionally, this meeting included a briefing on Arizona’s efforts to provide emission reduction credits for mobile sources, to satisfy federal requirements



under the Nonattainment New Source Review program. The Phoenix-Mesa ozone nonattainment area has taken this approach to address Clean Air Act obligations for areas not meeting National Ambient Air Quality Standards and still allow for new sources or modifications at existing facilities within their area. Colorado's air permitting framework does not currently allow emission reduction credits to be issued for mobile sources.

Colorado General Assembly Air Quality Activities:

TRE only tracked Colorado's Legislative Session activities on a limited basis in May, noting those bills discussed at the RAQC's May Board meeting (mentioned above). Those bills are briefly summarized below.

- **SB26-172** was signed into law and adjusts the boundaries of the Front Range Passenger Rail District, creates residency requirements for the district board, and adjusts how ballot measures are brought by the district.
- **SB26-033** did not pass. This bill was written to create a clean energy permitting coordination office, providing technical assistance and permitting support for specific electric generation sites, and requiring safety and emergency preparedness plans on clean energy projects.
- **SB26-028** did not pass. This bill was written to remove wind energy from state energy and climate targets.
- **SB26-022** did not pass. This bill was written to provide extensions to utilities subject to the 80% reduction of greenhouse gases by 2030, where those utilities notify the state of challenges they are experiencing or anticipate experiencing. Different utilities are subject to different 2026 notification deadlines. Municipalities and cooperative electric associations may revise their Clean Energy Plans to extend the reduction timeline to begin no later than by 2040. This bill also prohibits the AQCC and APCD from "undertaking any action" that impacts electric reliability or increases average annual electric rates greater than 1.5%. This bill has bipartisan support.
- **SB26-021** was signed into law. This bill came out of the Transportation Legislative Review Committee. This bill expands Clean Fleet Enterprise authority to support public and private fleet operators to update their fleets, repealing deadlines to provide financial support to operators to replace certain aging, heavy-duty diesel trucks by 12/31/31. This bill has bipartisan support.
- **HB26-1007** was signed into law and requires certain retail utilities to allow for customer ownership and use of meter collar adapter to permit interconnection of distributed energy.
- **HB26-1051** was signed into law. This bill extends the Microgrid Community Resilience Grant program that currently expires 9/1/26. This bill has bipartisan support.
- **HB26-1039** was signed into law. This bill was written to eliminate the annual transfer from the general fund to the multimodal transportation and mitigation options fund, and, in connection therewith, reducing an appropriation. This bill has bipartisan support.
- **HB26-1398** passed and is awaiting Governor signature. This bill was written to modify expenditure requirements out of the Multimodal Transportation Options Fund beginning in FY 2026-27. This bill has bipartisan support.
- **HB26-1030** did not pass. This bill was written to create a state sales tax exemption for data centers that meet certain requirements and establishes a new authority to



administer the tax exemption certificates and ensure compliance with requirements for these data centers.

- **SB26-102** did not pass. This bill was written to create requirements for large-load data centers regarding development, utilities, environmental impact, operations, and location. It also establishes requirements for utilities that provide electricity to large-load data centers.

Other Air Quality Activities:

EPA announced their intention to repeal a previous determination that Utah's Wasatch Front failed to attain the 2015 Ozone National Ambient Air Quality Standard (NAAQS) by 8/3/2024, based on an updated 179B analysis of international contributions and additional analysis of wildfire contributions.³ This action proposes to repeal the area's downgrade to a serious ozone nonattainment area, and instead maintain the moderate nonattainment classification under the 2015 Ozone NAAQS for the area. While related to EPA's March 2026 Phoenix-Mesa Nonattainment Area in Arizona action finding that the area would have attained the 2015 Ozone NAAQS by the 8/3/24 attainment date but for international contributions at the Phoenix-Mesa area's ozone monitors, it differs in approach.⁴

Comments are due on EPA's proposed action for Utah are due 6/1/26.

In short, Utah's analysis shows that by adjusting ozone levels to remove international contributions on high ozone days, and then excluding wildfire influenced data on certain days (pursuing those days as Exceptional Events) modeling would have demonstrated attainment, giving international contributions of up to 7 ppb on high ozone days.⁵

³ See EPA's Press Release "EPA Proposes Repeal of 2024 Nonattainment Decision for Utah's Northern Wasatch Front to Prevent Area from Being Penalized for Foreign Emissions." April 21, 2026.

<https://www.epa.gov/newsreleases/epa-proposes-repeal-2024-nonattainment-decision-utahs-northern-wasatch-front-prevent>

⁴ See EPA's "Determination of Attainment by the Attainment Date but for International Emissions for the 2015 Ozone National Ambient Air Quality Standards; Phoenix-Mesa Nonattainment Area, Arizona," 91FR13777, 3/23/26, here: <https://www.govinfo.gov/content/pkg/FR-2026-03-23/pdf/2026-05601.pdf>

⁵ See "Gc-20225-11-05_UDAQ-Additional 179B(b) Details" document associated with EPA's "Utah; Northern Wasatch Front; 2015 8-Hour Ozone National Ambient Air Quality Standards; Reconsideration and Repeal of Finding of Failure to Attain and Reclassification to a Serious Nonattainment Area; Determination of Attainment by the Moderate Attainment Date But for International Emissions," 91FR23209, 4/30/26. Docket ID: EPA-R08-OAR-2024-0552-0022, downloaded 4/30/26 here: <https://www.regulations.gov/document/EPA-R08-OAR-2024-0552-0022>

Figure 1 - Utah 179B Analysis Supplement⁶

Table 1: SMAT RRF results for regulatory monitors within the Northern Wasatch Front nonattainment area without EE days removed

179b SMAT - No EE Exclusions							
Site ID	Site name	DV Year (2021-2023)	b_o3_DV	f_o3_DV	rrf	# days	county
490450004	Erda	2023	71	66.3	0.9331	10	Tooele
490571003	Harrisville	2023	72	67.6	0.9385	7	Weber
490353015	Tech Center	2023	73	68.3	0.9358	10	Salt Lake
490353010	Rose Park	2023	74	69.2	0.9358	10	Salt Lake
490353006	Hawthorne	2023	75	70	0.9335	10	Salt Lake
490353014	Lake Park	2023	75	70.1	0.9345	10	Salt Lake
490353013	Herriman #3	2023	75	70.7	0.9422	10	Salt Lake
490110004	Bountiful	2023	76	70.8	0.9319	10	Davis
490353016	Prison/Inland Port	2023	77	71.9	0.9342	10	Salt Lake
490352005	Copperview	2023	77	72.7	0.9443	10	Salt Lake
490354002	Near Road	2023	77	72.5	0.9414	10	Salt Lake

Table 2: SMAT RRF results for regulatory monitors within the Northern Wasatch Front nonattainment area with EE days removed

179b SMAT - EE Exclusions							
Site ID	Site name	DV Year (2021-2023)	b_o3_DV	f_o3_DV	rrf	# model days used	county
490450004	Erda	2023	71	66.3	0.9331	10	Tooele
490571003	Harrisville	2023	72	67.6	0.9385	7	Weber
490353015	Tech Center	2023	73	68.3	0.9358	10	Salt Lake
490353010	Rose Park	2023	74	69.2	0.9358	10	Salt Lake
490353006	Hawthorne	2023	75	70	0.9335	10	Salt Lake
490353014	Lake Park	2023	75	70.1	0.9345	10	Salt Lake
490353013	Herriman #3	2023	75	70.7	0.9422	10	Salt Lake
490110004	Bountiful	2023	76	70.8	0.9319	10	Davis
490353016	Prison/Inland Port	2023	75	70.1	0.9342	10	Salt Lake
490352005	Copperview	2023	75	70.8	0.9443	10	Salt Lake
490354002	Near Road	2023	75	70.6	0.9414	10	Salt Lake
	EE 2021 Exclusions						

For comparison, Arizona’s analysis showed that on average, international emissions from both Mexico and Asia combined contribute 15 ppb to their ozone monitors throughout the year.⁷ While Colorado is likely impacted differently than Arizona and Utah, given our unique location, topography, meteorology, climate, and contributions from man-made sources and other factors, Colorado may experience contributions from outside of it’s authority to control, like Arizona and Utah. This issue has broad implications to the greater intermountain west region.

On a related note, two bills that address Clean Air Act provisions relating to emissions outside of the state’s control introduced and progressing through 119th Congress are worth tracking:

⁶ Ibid

⁷ Ibid, Table 3-1. p. 31.



Representative Evans' H.R. 6387 Fire Improvement and Reforming Exceptional Events Act or FIRE Act, and H.R.6409 Foreign Emissions and Nonattainment Clarification for Economic Stability or FENCES Act. TRE will continue to track these bills.^{8,9}

Upcoming Activities:

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

Meetings TRE Plans to Attend (or screen)

- 6/3/26 RAQC Board Meeting
- 6/17/26 RAQC Control Strategies Committee Meeting

Other Anticipated Air Quality Activities

- AQE special meeting discussing NFRMPO and PPACG's Supplemental Funding Request
- Litigation on EPA's final action determining attainment for the Phoenix area under the 2025 Ozone NAAQS and the associated 179B Analysis
- EPA's proposed action determining attainment for the Wasatch Front in Utah under the 2025 Ozone NAAQS and the associated 179B Analysis
- EPA's Exceptional Events Guidance
- EPA's Ozone NAAQS Reconsideration
- EPA's Reconsideration of the PM2.5 NAAQS

Recommendations:

- Track litigation on EPA's final action on their determination of attainment for the Phoenix-Mesa ozone nonattainment area in Arizona
- Track EPA proposal determining attainment for the Wasatch Front ozone nonattainment area in Utah
- Track NHSTA's final action on fuel economy standards
- Track Colorado's next steps addressing ozone, including:
 - RAQC's release of a report on public health impacts of ozone
 - Colorado's voluntary reclassification request
 - RAQC's air quality and public health report
 - RAQC's Blueprint evolution
 - RAQC's modeling updates
- Engage APCD to understand anticipated July 2026 revisions to conformity rules

⁸ See Congress.gov for information on HR.6387 – FIRE Act (119th Congress, 2025-2026), here: <https://www.congress.gov/bill/119th-congress/house-bill/6387?loclr=cga-bill>

⁹ See Congress.gov for information on H.R.6409 – FENCES Act (119th Congress, 2025-2026), here: <https://www.congress.gov/bill/119th-congress/house-bill/6409>



Denver Metro/North Front Range Area - 2026 8-Hour Ozone Summary*
Through June 1st, 2026

Monitor	1st Max 2026	2nd Max 2026	3rd Max 2026	4th Max			2024-2026 Estimated Average [^]
				2026	2025	2024	
Aurora East	76	77	75	72	70	81	74
^Smoke Impact Probability	None	None	None	None			
Blackhawk	68	67	64	64	66	79	69
^Smoke Impact Probability	None	None	None	None			
Boulder Reservoir	73	72	68	68	69	84	73
^Smoke Impact Probability	None	None	None	None			
CAMP	68	66	64	64	70	79	71
^Smoke Impact Probability	None	None	None	None			
La Casa	72	69	69	68	71	84	74
^Smoke Impact Probability	None	None	None	None			
Chatfield	76	73	70	70	73	86	77
^Smoke Impact Probability	None	None	None	None			
Evergreen	76	74	72	72	73	85	76
^Smoke Impact Probability	None	None	None	None			
***Fossil Crk	71	69	66	64	69	84	72
^Smoke Impact Probability	None	None	None	None			
Fort Collins - CSU	73	69	69	67	69	82	72
^Smoke Impact Probability	None	None	None	None			
Fort Collins West	73	69	68	67	72	83	74
^Smoke Impact Probability	None	None	None	None			
Greeley Weld County	77	74	72	70	71	81	74
^Smoke Impact Probability	None	None	None	None			
Highlands	72	72	70	69	62	73	66
^Smoke Impact Probability	None	None	None	None			
NREL	75	72	71	70	71	86	75
^Smoke Impact Probability	None	None	None	None			
**Mehaffey Park	75	71	69	69	70	NA	NA
^Smoke Impact Probability	None	None	None	None			
**LaSalle Tower	75	74	71	70	69	79	72
^Smoke Impact Probability	None	None	None	None			
Rocky Flats North	77	73	72	71	72	88	77
^Smoke Impact Probability	None	None	None	None			
**Timnath	76	73	71	69	73	78	73
^Smoke Impact Probability	None	None	None	None			
Welby	73	72	70	69	69	83	73
^Smoke Impact Probability	None	None	None	None			

* Based on 8-hour averages of raw 1-hour ozone data from the [Colorado Department of Public Health and Environment \(CDPHE\)](#) and consistent with [Data Reporting and Monitoring Conventions outlined in 40 CFR Part 50 - Appendix P](#).

**The Platteville Observatory was brought off line 2/8/24 and replaced by the La Salle Tower monitor on 2/14/24.

***The Fossil Creek monitor was brought online 8/2/2024 for the non-attainment area.

**Mehaf Park was brought online 6/5/2025.

The form of the standard is in parts per million (ppm), however, values in this table are expressed in parts per billion (ppb) for simplicity. Data is synced monthly with Air Pollution Control Division (APCD) monthly ozone summary with final quality assurance conducted by APCD at end of ozone.



Date: June 1, 2026

From: Tom Moore
Planning Director and Policy Advisor

Mike Silverstein
Executive Director

To: North Front Range Planning Council

Subject: June 2026 RAQC Update

RAQC Air Quality Planning & Ozone Season Update

Summary: At this month's June 5th Board meeting, Senior Air Quality Data and Program Analyst Manager **Kelley Grubbs** will share an update on tracking ozone levels for the 2026 season. Planning Director & Policy Advisor **Tom Moore** and Air Quality Planning & Policy Manager **Kyra Reumann-Moore** will share an update on the development of the Control Strategy Blueprint and related work products and plans for public workshops to gather stakeholder input this summer. [Please find the draft presentation here.](#)

Background: This topic continues ongoing discussions on various aspects of the RAQC's Control Strategy Blueprint-related work in 2026, as well as RAQC's work to track ozone levels in the region. For a refresher on the Blueprint and recent Board discussions, please see [the RAQC website](#) and the relevant [May Board presentation](#).

Simple Steps. Better Air. Program Update

Summary: RAQC's Communications and Programs Manager **Kelsey Simpkins** will provide an [update on the Simple Steps. Better Air. program](#), with a focus on plans and updates for the 2026 ozone season.

Background: This is a continuation of the RAQC's plans to provide regular, in-depth updates on one or two RAQC programs at a time at Board meetings in 2026 to allow more time for discussion and Board engagement in this important area of our work.

Federal Policy Changes Related to Air Quality

Summary: At the April Control Strategy Committee meeting, **Karen Mongoven**, Policy Director at the National Association of Clean Air Agencies, gave a presentation entitled *Clean Air Act Rulemaking procedures and EPA's Deregulatory Agenda*. We look forward to discussing this information with the full Board.



Pre-Meeting Materials Review Requested: Board members are asked to review the presentation in advance of this month's Board meeting to allow the Board to jump into discussion on how these matters relate to the work of the RAQC. You can select one or more of the following to review: [the CSC presentation](#) (43 slides), a [recording of the presentation at the CSC meeting](#) (see presentation from timestamp 22:00 to timestamp 56:00, with a Q&A session following), and an [adapted, summarized version of the CSC presentation](#) (18 slides).

Background: The impact of federal actions on the RAQC's work is a topic that has come up in RAQC Board discussions in recent months. This presentation is intended to provide context about recent and potential actions related to air quality and encourage questions and discussion.

End of Session Legislative Report

Summary: RAQC's legislative liaison **Eliza Schultz** will share a brief report now that the 2026 Colorado legislative session has concluded, with a focus on bills on which the RAQC Board has taken positions and others of interest that the RAQC is monitoring that have been topics of discussion at recent Board and Legislative Committee meetings.

Background: The RAQC's [legislative bill tracking report](#) contains updates on all of the bills that we tracked this year. The Legislative Committee has not met since the May Board meeting, so please refer to the [May Board meeting minutes](#) for an overview of the most recent discussions on legislative matters.

Follow-Up from May Board Meeting: At our last Board meeting, there was discussion on data centers and a request for more information on current and planning data centers in Colorado. [Please find an informative map here.](#)

Communications By RAQC

Communications update

Our SSBA paid media buys for the ozone season are starting to appear in local media more frequently. We also participated in the national Air Quality Awareness Week communications initiative, which was locally organized by CDPHE this year.

RAQC-owned media:

- Joint press release with CDPHE for start of the ozone season:
 - <https://cdphe.colorado.gov/press-release/stay-informed-this-summer-your-guide-to-understanding-ozone-pollution-and-smoke>
 - <https://raqc.org/stay-informed-this-summer-your-guide-to-understanding-ozone-pollution-and-smoke-impacts-on-air-quality-in-colorado/>



- Latest Air Monitor newsletter: <https://myemail.constantcontact.com/Air-Monitor--Get-ready-to-ride-for-clean-air-this-summer.html?soid=1102093017729&aid=BVaC1g7d9M0>
- New SSBA blog up: Six tips for biking around the Front Range this summer: <https://simplestepsbetterair.org/six-tips-for-biking-around-the-front-range-this-summer/>

Recent RAQC meeting information: The following links to agendas, materials, and brief summaries noting participants, discussion points, and next steps are from the most recent meeting of each active committee and work group. Information from past as well as for upcoming committee meetings remains available on the RAQC website.

- The [Control Strategy Committee](#) last met in April and will meet again in June.
- The [Legislative Committee](#) last met in April.
- The [Indirect Sources Work Group](#) met on May 18th.

Upcoming RAQC Community Events/Board Engagement Opportunities

RAQC staff have several upcoming events as part of the *Simple Steps. Better Air.* program's education and outreach efforts, now that it is ozone season. Please feel free to stop by and say hello! Feel free to reach out to [Haley Mendoza](#) with questions:

- [Outside Days](#) in Denver from May 29-31
- [Aurora Fest](#) on June 13
- [Fort Collins Food Truck Rally](#) on June 16
- [Summer Bike to Work Day in Denver](#) on June 24
- [Denver Pride 5K](#) on June 27

We invite nominations for “**Clean Air Champions**” to help us recognize the individuals, businesses, organizations, and others making a real impact on air quality in our region. [Nominate here by June 1st](#).

MEMORANDUM

To: NFRMPO Planning Council
From: Elizabeth Relford
Date: June 4, 2026
Re: Executive Director Written Report

Given the numerous organizational activities currently underway, I am providing a written Executive Director's report this month in order to dedicate my report time for a summary of the recent legislative session.

- On May 22, 2026, the House Transportation & Infrastructure Committee marked up and approved H.R. 8870, the Build America 250 Act – Building Unrivaled Infrastructure and Long-term Development for America's 250th Act – a bipartisan, 5-year surface transportation reauthorization bill that invests in America's roads, bridges, rail transportation, and highway and motor carrier safety programs. Next steps will be a Full House vote, which has yet to be scheduled. The Senate Environment and Public Works Committee has outlined differing priorities, so unsure if both chambers will reach a compromise before September 30th. Highly likely, we continue to operate under a Continuing Resolution (CR).
- Submitted SPR SOW to CDOT, requesting \$160,200 to fund the Modeler position and software expenses. Including \$30,000 for new Electronic Transportation Improvement Program (E-TIP) software. We currently generate the TIP using excel spreadsheets, so it would be helpful to transition to an electronic TIP. We are requesting higher amounts of SPR funding because we do not receive enough CPG funding for our organization.
- On May 15th, The Ranch contract was completed to host the Ozone Exchange Conference at the Pedersen Toyota Center on October 26-28.
- The week of May 18th, we had a soft "Go Live" for Acumatica's finance module. We are currently operating in both Great Plains and Acumatica to ensure operational consistency. Migration of the Finance module is the priority, but we are still evaluating the functionality of Acumatica's payroll module too.
- Approximately 5% completed with the Employers Council contract. Still working through position description questionnaires (PDQs) and new job descriptions. Once all the job descriptions are completed, the next step is to evaluate them with the Federal Labor Standards Act (FSLA) exempt vs non-exempt classifications.
- Until the migration of Acumatica is operational, creation of the VanGoTM finance module has been placed on hold. VanGoTM will move forward with the National Transit Database (NTD) module and App Development, in accordance with the current contract.
- FTA accepted approval of the 2025 VanGoTM Annual Report submitted into the National Transit Database (NTD).
- City of Greeley VanGoTM Maintenance IGA lapsed. Working with the City of Greeley to get it updated and signed. Fleet maintenance continues to operate as if the agreement was in place. Only three vans currently operate in Greeley.
- On May 20th, met with AQE Administrator Neustifter to discuss surplus funding to host a third ozone exchange conference day. Will require a special AQE Board meeting in June to receive approval of additional funding. On 5/29, submitted a supplemental request for another \$150,000 to help offset registration fees. Received our first sponsor donation of \$1,000 from Beatty & Wozniak and have interest from other agencies.
- On May 27th, the AARP Community Challenge contract was completed for \$15,000 to support the creation of an Emergency Ride Fund for our RideNoCo Program.
- On May 29th, Mobility submitted FTA 5310 Urban & Rural, and 5311 Admin grant applications for 2027 mobility program operational funding.
- This past month, we provided two SS4A letters of support to the City of Fort Collins and Weld County.
- Working with Fort Collins on an IGA to memorialize the process of our FTA exchange fund program.
- On June 1, submitted Council's approved letter of support to EPA for Utah's NWF 179B Demonstration.
- The next Ozone Exchange public meeting is on June 3rd at 6 pm. To attend, please register at: [Virtual Town Hall Registration Link](#)
- On June 4th, presenting at the American Council of Engineering Companies (ACEC) Annual Conference, on Why Transportation cares about Air Quality.



June 1, 2026

U.S. Environmental Protection Agency
The Honorable Lee Zeldin, Administrator
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Subject: Docket No. EPA-R08-OAR-2024-0552 - Wasatch Front Regional Council's Comments to the Environmental Protection Agency (EPA) Utah;

Dear Administrator Zeldin:

The North Front Range Metropolitan Planning Organization (NFRMPO) represents local governments and communities in Northern Colorado that are committed to improving air quality while addressing the region's growing transportation needs. For more than 20 years, Colorado has invested substantial resources to reduce emissions of nitrogen oxides (NOx) and volatile organic compounds (VOCs), the primary local precursors of ozone formation. However, despite these efforts and significant reductions from local sources, ozone levels within the Denver Metro/North Front Range Nonattainment Area continue to exceed the federal National Ambient Air Quality Standard (NAAQS).

The North Front Range Metropolitan Planning Organization (NFRMPO) supports the U.S. Environmental Protection Agency's (EPA) proposed repeal of the December 2024 nonattainment reclassification decision for Utah's Northern Wasatch Front (NWF) ozone nonattainment area and the EPA's recognition that the NWF would have attained the 2015 ozone National Ambient Air Quality Standard (NAAQS) by the August 3, 2024 attainment date but for emissions transported into the region from outside the State of Utah, including emissions transported from outside the United States, as illustrated in the Utah Department of Environmental Quality's demonstration of emission impacts consistent with Section 179B of the Clean Air Act.

NFRMPO is responsible for transportation planning and air quality conformity considerations and shares the concerns identified by the State of Utah in their Section 179B demonstration regarding the challenges of meeting ozone standards despite significant local efforts and success in reducing ozone precursor emissions. Meeting federal air quality standards is not only essential for protecting public health, but also for maintaining the ability to effectively plan, program, and invest in transportation systems. Absent this exemption, failure to attain the standards could trigger federal sanctions that would restrict the ability to adopt or amend transportation plans and deliver needed projects. Such limitations would pose significant challenges as regions work to address continued growth and increasing transportation demands.

Over the past few decades air quality has improved greatly in the Intermountain West (IMW) region, and NFRMPO remains committed to continuing that progress through reduced mobile

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Fort Collins, Colorado 80521
(970) 800-9560
nfrmpo.org



source emissions from cleaner vehicles and fuels, as well as investments in transportation choices including transit, biking, and walking.

The NFRMPO appreciates EPA's consideration of Utah's technical analysis and supports the proposed action recognizing the role of international and background emissions under Section 179B of the Clean Air Act. We believe this action appropriately acknowledges the unique air quality conditions affecting the NWF and helps ensure that local communities are not penalized for pollution sources beyond their control. Accordingly, NFRMPO urges EPA to finalize the proposed action.

Thank you for the opportunity to provide comments in support of this determination.

Sincerely

Kristin Stephens

Kristin Stephens (Jun 1, 2026 10:10:29 MDT)

Kristin Stephens
NFRMPO Chair



**Front Range Passenger Rail District
Board of Directors 2026
REGULAR MEETING**

[Join Zoom Meeting](#)

Join by Phone: 720-707-2699

Webinar ID: 846 0703 5098

Friday, May 29, 2026, 9:00 AM

AGENDA

1. Call to Order; Roll Call, Establish Quorum (Pg. 3)

2. Public Comment

Advance registration is required to speak during Public Comment. The order of speaking is on a first-come, first-served basis. Public comments will be limited to 3 minutes per person. People wishing to make a comment must sign-up before the start of the meeting at https://bit.ly/FRPRD_PublicComment.

3. Approval of Minutes (Pg. 4-9)

A. Approval of April 24, 2026, Regular Meeting Minutes (Pg. 4-9)

B. Approval of April 28, 2026, Special Meeting Minutes (Pg. 10)

4. General Manager's Report

A. SB26-172

B. RTD Grant

C. Phase 2 Outreach Plan

5. State Report

6. Committee Reports (Pg. 11-26)

A. Government Affairs/Communications

i. Naming Guidelines (Pg. 11-17)

B. Finance

i. District Finances (Pg. 18-26)

C. Planning

D. Executive

7. Board Action Items (Pg. 27-118)

A. Resolution 2026-14 Authorizing the General Manager to Execute a Contract for Services with SB Digital (Pg. 27-39)



- B. Resolution 2026-15 Authorizing the General Manager to Negotiate and Execute a Contract for Human Resources Services with Sisneros **(Pg. 40-58)**
- C. Resolution 2026-16 Approving a Contract for Media Agency and Communications Services **(Pg. 59-91)**
- D. Resolution 2026-17 Authorizing the General Manager to Negotiate and Execute a Contract for Station Community & Special Event Stop Video Production **(Pg. 92-109)**
- E. Resolution 2026-18 Expressing Support for the City of Longmont RCE Grant Application **(Pg. 110-113)**
- F. Burdekin English Scope Amendment **(Pg. 114-118)**

8. Board Discussion Items

9. Director Updates

10. Executive Session

- A. Executive Session pursuant to Section 24-6-402(4)(f)(I), C.R.S. to discuss personnel matters.

11. Adjourn

Front Range Passenger Rail District Board of Directors

Need 9 voting members present for a quorum.

Representation	Name	Executive	Finance	Planning	GA/Comms
Gov Appt.	John Putnam	Chair	X	X	X
DRCOG	Chris Nevitt	Vice Chair	X	X	X
SCCOG	Luis Lopez	Treasurer	Chair		
DRCOG	Joan Peck	Secretary		X	X
PPACG	Cory Applegate			X	
<i>Union Pacific</i>	<i>Nathan Anderson</i>				
NFRMPO	Tricia Canonico			X	X
Gov Appt.	Daneya Esgar				X
PACOG	Miles Lucero			X	
Govt. Appt.	Maria Garcia Berry	X			
<i>New Mexico</i>	<i>David Harris</i>				
<i>RTD</i>	<i>Debra Johnson</i>				
<i>I-70 Coalition</i>	<i>Michael Koch</i>				X
Govt. Appt.	Josh Laipply	X	X	Chair	
Govt. Appt.	Claire Levy			X	X
NFRMPO	Jon Mallo		X	X	X
DRCOG	Deborah Mulvey			X	Chair
<i>Amtrak</i>	<i>Nicole Bucich</i>			X	
DRCOG	Sarah Nurmela			X	
Govt. Appt.	Jose Soto			X	X
<i>Wyoming</i>	<i>Dale Steenbergen</i>				
CDOT	Herman Stockinger	X			X
Colorado Springs ~ PPACG	Gayle Sturdivant			X	
<i>BNSF</i>	<i>Jim Tylick</i>				

Directors in italics are non-voting.



MEMORANDUM

To: NFRMPO Planning Council

From: Mobility Department, Tanya Trujillo-Martinez

Date: June 1, 2026

Re: Information Item - Grant Submissions Update

Summary

The NFRMPO Mobility Department submitted three coordinated grant applications on May 29, 2026, to support RideNoCo and regional mobility management across rural and urban areas, as well as core program operations. Award announcements are anticipated in September 2026.

The combined request totals \$565,500, including \$452,400 in federal funds and \$113,100 in local match. Together, these applications are intended to sustain and expand RideNoCo as the region's mobility hub, improve access for transportation-disadvantaged populations, strengthen regional coordination, and support scalable, data-driven mobility programs aligned with the Coordinated Plan.

- **5310 Rural Mobility Management (RideNoCo):** \$55,500 total request (\$44,400 federal / \$11,100 local). Sustain RideNoCo as a one-call/one-click mobility hub serving rural unincorporated Larimer and Weld counties within the NFRMPO boundary. Improves access to transportation through trip planning, referrals, outreach, and coordination, particularly for older adults, people with disabilities, and rural residents.
- **5310 Urban Mobility Management:** \$235,000 total request (\$188,000 federal / \$47,000 local). Expand and enhance mobility management services across urbanized areas through trip planning, travel training, one-on-one assistance, and regional coordination for older adults and individuals with disabilities.
- **Mobility Department Operations & Administration:** \$275,000 total request (\$220,000 federal / \$55,000 local). Sustain core Mobility Department operations, including RideNoCo, TDM, and TMO programs, while increasing regional coordination through staffing, oversight, and technology support.

Recommendation

This item is provided for information. Staff recommends Council receive the update on the recently submitted coordinated grant applications supporting RideNoCo and regional mobility management activities.

Attachments

- None.



MEMORANDUM

To: NFRMPO Planning Council
From: Tonja Burshek
Date: June 4, 2026
Re: Discussion Item – Organization 2026 Budget Update

Summary

In the past, the UPWP Budget and the MPO budget have been combined in the same resolution. The UPWP budget reflects estimated planning total revenues broken down by task. The MPO budget includes expenditures and revenues for the entire organization. During the certification review process this year, our federal partners confirmed we do not need to combine them for adoption. In addition, the UPWP budget can be amended to reflect Planning Total Estimates, which are also included as revenues in the MPO budget.

The benefit of adopting the UPWP Estimated Budget Totals separately means that when the MPO receives CDOT contracts with amounts that do not match the UPWP estimated amounts, it will not require an amended resolution. The same is true for adopting the MPO's budget separately. It would not require a budget amendment unless there is unanticipated revenue in excess of what was estimated, an emergency, fund transfers, spending limit exceedances, or grant project scope or timelines are changed substantially. These amendments can be made collectively through a budget supplemental process. This change will give the council a clearer understanding of the entire organization's budget of revenue and expenditures and eliminate the need to adopt resolutions based on fluctuating funding from the State and Federal governments.

Discussion

The budget was reviewed by Finance Committee on May 21, 2026. Since that presentation, errors were discovered in the revenue formulas resulting in a deviation from the original totals. This recalculation revealed a discrepancy in the net gain/loss for both MPO and VanGo as well as the amount originally expressed for what the MPO may need to use from the Colorado Trust reserve funds, and we wanted to bring the change to your attention for this discussion. This topic will go back to the Finance Committee in June and will come back to Council for adoption in July.

Attachments

- 2026 Budget overview with comparison to 2025 actuals.

NFRMPO
FY2026 Budget



North Front Range
Metropolitan
Planning
Organization

	2026 Budget		2026 Budget	2025 Actuals		2025 Actuals
	MPO	VanGo	Total	MPO	VanGO	Total
511000 Payroll (Pulled from Personnel tab)	1,313,076	164,584	1,477,660	1,326,982	130,779	1,457,761
514010 FSA Fee	3,225		3,225	3,144		3,144
514015 Pension Fees	1,000		1,000	750		750
519000 Payroll Processing Fees	5,600		5,600	5,404		5,404
514020 Workers Comp	1,300		1,300	1,283		1,283
522000 Fleet Insurance	-	53,000	53,000		44,399	44,399
522020 Fleet Motor Fuel & Oil	-	54,000	54,000		41,215	41,215
522029 Fleet Repairs & Maintenance - Tires	-	7,500	7,500		6,181	6,181
522030 Fleet Repairs & Maintenance	-	20,000	20,000		16,308	16,308
522031 Fleet Repairs & Maintenance - Labor	-	18,000	18,000		15,439	15,439
522032 Insurance Deductible	-	4,000	4,000		1,000	1,000
522040 Total Fleet Other	-	4,385	4,385		2,522	2,522
522041 Guaranteed Ride Home	-	225	225		148	148
522042 Riders Incentive	-	1,295	1,295		925	925
524010 Total Dues and Subscriptions	10,326	1,290	11,616	14,439	1,494	15,933
524020 Insurance	8,057	-	8,057	7,822		7,822
524030 Total Office Equipment-Non Cap	13,710	-	13,710	15,046		15,046
524040 Office Supplies	1,028	-	1,028	987		987
524045 Office Equipent Lease Payments	3,375	-	3,375	656		656
524050 Phone	41,433	-	41,433	10,517		10,517
524060 Postage	575	65	640	592	44	636
524070 Total Rent	194,157	-	194,157	190,955		190,955
524080 Total Repairs & Maintenance	-	-	-			-
524090 Advertising-Employment	2,500	-	2,500	8,331		8,331
524100 Busiess Merchant Card Fees	-	6,000	6,000		8,237	8,237
524110 Total Other Office Expense	500	-	500	1,140		1,140
526005 Total Temporary Employees-Contract	3,500	-	3,500			-
526010 Total Consultants	455,220	48,176	503,396	549,052	27,470	576,522
526015 Professional Services	-	50	50			-
526020 Data Acquisitions-non capital	-	-	-			-
526030 Total Event/Meeting	370	-	370	3,196		3,196
526040 Total Maintenance Agreement contracts	16,100	100	16,200	4,886	94	4,980
526050 Total Outreach	25,320	32,050	57,370	9,370	14,329	23,699
526055 Total Software Licenses	93,811	33,950	127,761	70,558	9,376	79,934
526057 IT Backups	6,432	-	6,432	6,245		6,245
526060 Total Website Expense	15,800	-	15,800	9,262		9,262
526065 Total Other (Bank Fees)	250	-	250	2,548		2,548
526070 Passthrough Funds	-	-	-	2,548		2,548
526080 Total Bad Debt Expense	-	-	-			-
527010 Total In state Travel	9,150	550	9,700	11,126	391	11,517
528000 Total Out of State Travel	22,800	3,200	26,000	3,523	2,326	5,849
611000 Total Capitalized Equipment	-	-	-			-
612000 Capatilized Vehicles	-	250,000	250,000		159,684	159,684
Total Direct	935,538	537,836	1,473,374	933,380	351,582	1,284,962
Total Indirect	(42,512)	42,512	-	(44,160)	44,160	-
Salary	1,313,076	164,584	1,477,660	1,326,982	130,779	1,457,761
Total Expenses	2,206,102	744,933	2,951,035	2,216,202	526,521	2,742,723
Grants and Fares Revenue	2,026,027	596,728	2,622,755	1,768,749	397,465	2,166,214
CoTrust Interest earned revenue	60,000	190,000	250,000	62,229	194,481	256,710
Gain on Vehicle sale			-		87,000	87,000
CoTrust Transfer for MMOF Local Match	130,000	-	130,000			-
Total Revenue	2,216,027	786,728	3,002,755	1,830,978	678,946	2,509,924
Net Gain/Loss	9,925	41,795	51,720	(385,224)	152,425	(232,799)
Anticipated reserve useage	-	-	-	(385,224)	-	(232,799)
Colorado Trust Balance (as of 5/19/2026)			\$ 6,362,672.51			\$ 6,103,901.12



MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: June 4, 2026

Re: NFRMPO Revised Greenhouse Gas (GHG) Transportation Report

Background

The NFRMPO’s GHG Transportation Report demonstrates the 2050 Regional Transportation Plan (RTP) Amendment complies with Colorado’s greenhouse gas (GHG) Transportation Planning Standard (“GHG Planning Standard”). The GHG Transportation Report was developed to meet the criteria specified in Colorado Revised Statutes §43-4-1103 and the Code of Colorado Regulations (2 CCR 601-22, Section 8.02.5.1). The NFRMPO is no longer required to conduct an emissions analysis for the 2025 compliance year per Section 8.02.1 of the Standard as that year is now in the past.

The Revised GHG Transportation Report is open for its second 30-day public comment period, which opened on May 21, 2026 and will close on June 21, 2026. Any comments received will be incorporated as applicable. The report was sent to CDOT and CDPHE on May 20, 2026 for their review prior to the Transportation Commission Workshop on June 17, 2026 and approval at the Transportation Commission meeting on June 18, 2026. Following Transportation Commission’s approval for the GHG Transportation Report, it will be brought back to Planning Council for approval and adoption at the July 2, 2026 meeting.

The Revised GHG Transportation Report can be accessed here:

https://nfrmpo.org/wp-content/uploads/2026-GHG-Transportation-Report_Draft-May-2026.pdf.

GHG Emissions Results, Million Metric Tons (MMT) per Year

NFRMPO	2029*	2030	2040	2050
Baseline Plan: 2045 RTP	1.55	1.53	1.08	0.78
Update Plan: 2050 RTP Amendment (Modeled Reductions Only)	1.44	1.42	0.97	0.71
Update Plan: 2050 RTP Amendment (with Additional Programmatic Investments)	N/A	0.02	N/A	N/A
Total GHG Reduction	0.12	0.13	0.11	0.07
Required GHG Reduction Level	0.08	0.12	0.11	0.07
Pass/Fail	PASS	PASS	PASS	PASS

*All values for 2029 are interpolated



Action

NFRMPO staff requests Planning Council member feedback on the results of the Revised GHG Transportation Report to be presented at the June Planning Council Meeting.



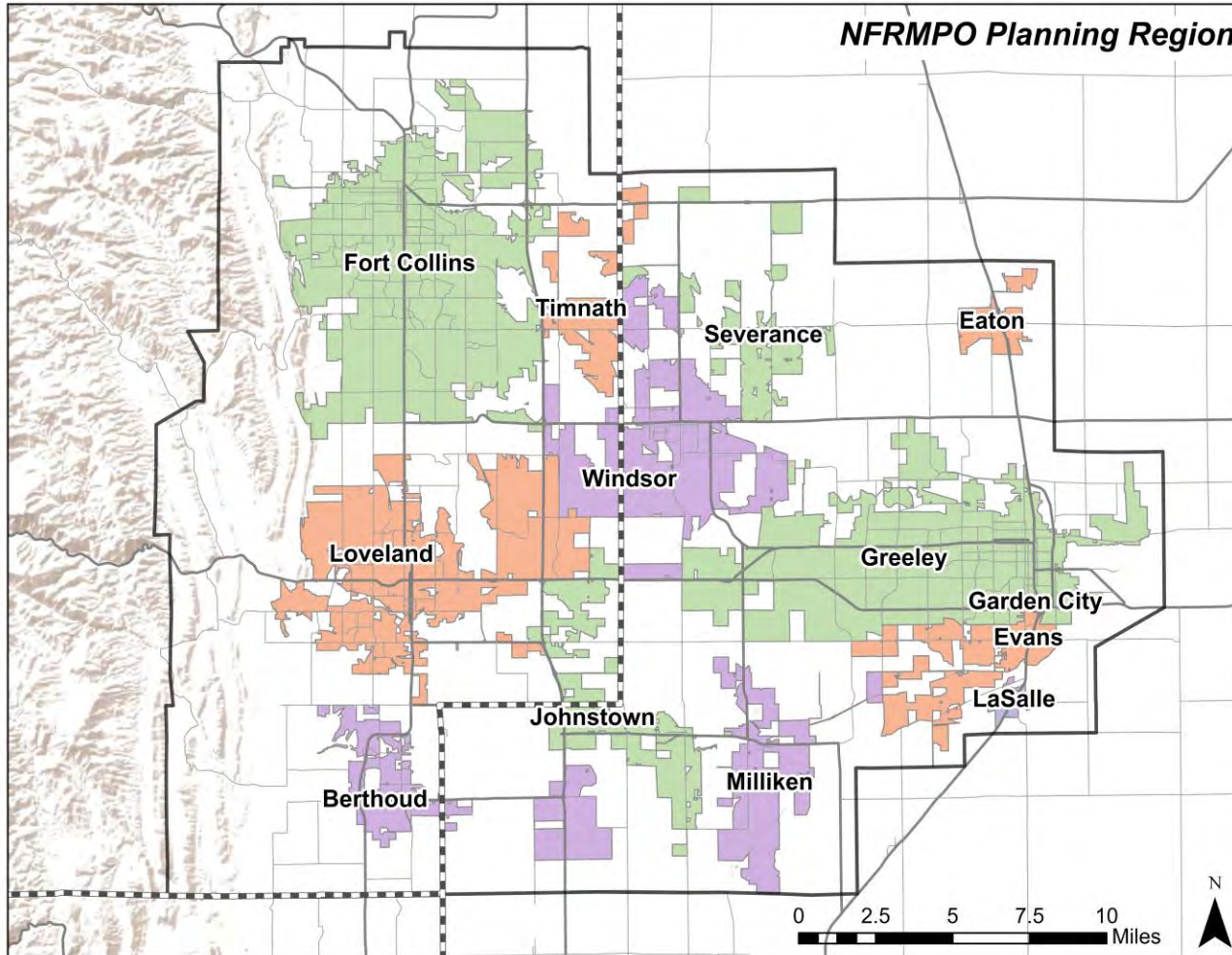
NFRMPO GHG Transportation Report

Colorado Transportation Commission Workshop
June 17, 2026



North Front Range
Metropolitan
Planning
Organization

North Front Range Metropolitan Planning Organization (NFRMPO) Region



Legend

- NFR Region
- County Line

- Formed in 1988 and expanded to current boundary in 2007
- Federally designated Transportation Management Area (TMA)
- Covers 675 square miles, with over 574,000 residents
- Funded through federal, state, and local government sources

April 2026
Sources: CDOT, NFRMPO



2050 Regional Transportation Plan (RTP) & 2050 RTP Amendment



What is the NFRMPO's 2050 RTP?

The 2050 RTP provides a long-range vision for the North Front Range regional transportation system and guides the implementation of multimodal transportation improvements, policies, and programs in the region.

The 2050 RTP is a fiscally constrained corridor-based plan, rather than a project-based plan, which allows for greater flexibility in meeting future needs and considers all modes.

Why are we amending the 2050 RTP?

During the NFRMPO FY2026-2029 TIP Project Submission Call held in December 2024, a locally funded capacity project was submitted. This project met the NFRMPO's definition of a regionally significant air quality project and required a 2050 RTP Amendment.

2050 Regional Transportation Plan (RTP) & the GHG Rule



How does the GHG Rule impact the NFRMPO's 2050 RTP & 2050 RTP Amendment?

The GHG Rule requires the NFRMPO to review the projects and travel model outputs within the 2050 RTP and all subsequent amendments.

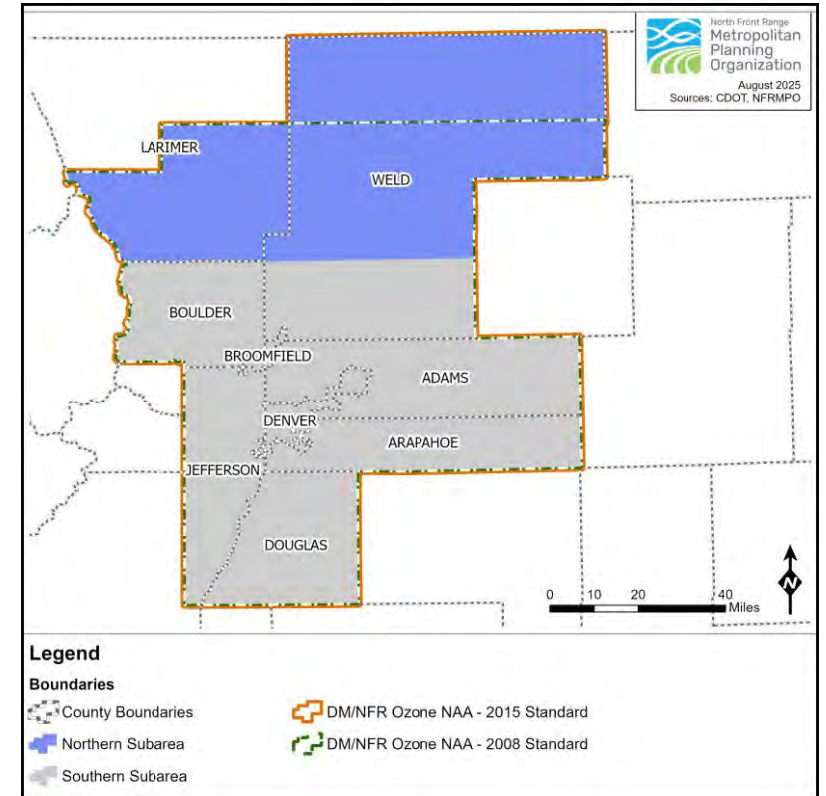
Since the 2050 RTP is a fiscally constrained corridor-based plan, rather than a project-based plan, this allowed for greater flexibility in the program of corridor-based projects within the RTP's out-years (2030, 2040, and 2050) to achieve the GHG reductions while still maintaining the federally-required fiscal constraint.

NFRMPO and Air Quality



North Front Range
Metropolitan
Planning
Organization

- NFRMPO is the lead planning agency for Carbon Monoxide (CO) within the North Front Range and is responsible for conducting conformity determinations for all NAAQS pollutants for which the region is not in attainment.
- NFRMPO staff conducts outreach in member communities during the Ozone Season to promote air quality and ways the public can help contribute to better air quality.
- Partners with the RAQC on Air Quality outreach in the NFRMPO region, including Mow Down Pollution events and funding calls.
- NFRMPO provides air quality alerts on the homepage to ensure public awareness.



Ozone Action Alert



2050 RTP Amendment: Modeled Improvements & Funding Sources

Category	Improvements	Funding Sources
Transit	<ul style="list-style-type: none"> Updated transit network to match local plans and efforts Acknowledgement of additional funding opportunities LinkNoCo recommendations 	CDOT 10-Year Plan, FTA, MMOF
TDM	<ul style="list-style-type: none"> TDM and SRTS programs based on local plans and efforts Impact of Council setting aside TMO funding Increase in work from home in all compliance years 	MMOF, IIJA, Local Funds
Operations	<ul style="list-style-type: none"> Arterial signal timing improvements by 2030 and additional signal timing improvements through 2050 	CDOT 10-Year Plan, IIJA, Local Funds
Active Transportation	<ul style="list-style-type: none"> Expansion of the local bicycle and pedestrian network by 2030 and increasing through 2050 Completion of Regional Active Transportation Corridors (RATCs) by 2050 	IIJA, MMOF, Local Funds



2050 RTP Amendment: GHG Reduction Strategies



Expenditure Category	Amendment Strategy			
	Transit	Operations	TDM	Active Transportation
Roadway O&M	Yes	Yes	Yes	Yes
Intersection Improvement Projects	-	Yes	Yes	-
Regional Active Transportation Corridor (RATC) O&M and Expansion	-	-	Yes	Yes
Transit O&M and Local System Expansion	Yes	-	Yes	Yes
Regional Transit Expansion	Yes	Yes	Yes	Yes
Regionally Significant Corridor (RSC) Capacity Projects	Yes	Yes	Yes	Yes
Non-RSC Capacity Projects	-	Yes	Yes	Yes

Progress Since Baseline Plan Adoption

- **2019 MMOF Call for Projects**
- **2021 CMAQ, STBG, and TA Call for Projects**
- **2022 & 2024 MMOF Call for Projects**
- **COLT Route Expansion Plan**
- **Regional Mobility Hubs (I-25/US34, I-25/CO56, and US34 in Greeley)**
- **TMO Incubator Creation in NFRMPO Region (GoNoCo34 TMO)**
- **Increase in Bustang North Line frequency**
- **Increase in Work from Home rates**
- **Increase in Safe Routes to School programing and implementation**
- **New State and Federal legislation with additional funding for multimodal transportation in the future**
- **Adoption of LinkNoCo corridors for investment**



Draft NFRMPO GHG Emissions Analysis



GHG Emissions Results, Million Metric Tons (MMT) per Year

	2029*	2030	2040	2050
Baseline Plan: 2045 RTP	1.55	1.53	1.08	0.78
Updated Plan: 2050 RTP Amendment	1.44	1.42	0.97	0.71
Reduction	0.12	0.11	0.11	0.07
Required GHG Reduction Level	0.08	0.12	0.11	0.07
Pass/Fail	Pass	Fail	Pass	Pass

* All values for 2029 are interpolated

Programmatic Investments Since Baseline Plan Adoption

- **Bike Lanes/Facilities**
- **Sidewalks/Pedestrian Facilities**
- **Shared-Use Paths**
- **Complete Streets Reconstruction**
- **New/Increased Fixed-Route Transit Service – Intercity Fleet Average Bus**
- **Waive Transit Fares 100%**
- **Trip Reduction Program – Voluntary**
- **Replace Signalized Intersections with Roundabouts**
- **Replace Diesel Transit Buses with Battery-Electric Buses**
- **Replace Diesel Transit Buses with Hybrid Diesel-Electric Buses**
- **Broadband Expansion**



Draft NFRMPO GHG Emissions Analysis with Programmatic Investments Since Baseline Plan Adoption



GHG Emissions Results, Million Metric Tons (MMT) per Year

	2029*	2030	2040	2050
Baseline Plan: 2045 RTP	1.55	1.53	1.08	0.78
Updated Plan: 2050 RTP Amendment with Only Modeled Reductions	1.44	1.42	0.97	0.71
Updated Plan: 2050 RTP Amendment Reductions with Additional Programmatic Investments	N/A	0.02	N/A	N/A
Total GHG Reduction	0.12	0.13	0.11	0.07
Required GHG Reduction Level	0.08	0.12	0.11	0.07
Pass/Fail	Pass	Pass	Pass	Pass

* All values for 2029 are interpolated

NFRMPO GHG Transportation Report Timeline



Task	Date
Travel Demand Model Update	May – June 2025
MOVES Runs	July 2025
Model Runs	August – October 2025
30 Day Public Comment Period on 2050 RTP Amendment	September – October 2025
TAC and Planning Council Discussions	September – October 2025
GHG Transportation Report Finalized	October 2025
30-Day Public Comment Period on GHG Transportation Report	October – November 2025
Revised Model Runs/Coordination with CDOT and CDPHE Staff	December 2025 – May 2026
30-Day Public Comment Period on Revised GHG Transportation Report	May – June 2026
TC Workshop/Meeting Adoption	June 2026
NFRMPO Planning Council Adoption	July 2026

Coordination between CDOT, CDPHE, NFRMPO



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