



## NFRMPO Technical Advisory Committee (TAC)

### Hybrid Meeting Agenda

June 17, 2026

**In-Person: Larimer County Administrative Building, 200 West Oak,  
Lake Estes Conference Room, Fort Collins, CO 80521**

Virtual: Weblink: [Join the meeting now](#) Meeting ID: 296 378 513 083 34 Passcode: oU3HD7dU

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Introductions	Evan Pinkham, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-
3	Approval of May 20, 2026 Meeting Minutes	Evan Pinkham	3	1:05

### Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Regional Air Quality Council (RAQC) Updates	Tom Moore, RAQC	-	1:10
5	Air Pollution Control Division (APCD) Updates	Brendan Cicione, APCD	-	1:15

### Metropolitan Planning Organization Agenda

#### Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	2026 Public Involvement Plan (PIP)	Jonathan Stockburger	9	1:20
7	NFRMPO GHG Transportation Report: 2050 RTP Amendment & FY2026-2029 TIP	Jerome Rouser	11	1:25



**Presentation**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	MMOF 2026 Update	Medora Bornhoft, CDOT	Handout	1:35

**Discussion Items**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	GET CNG Replacement and Expansion Bus Purchases Project Scope Change	Hanna Feldmann, City of Greeley	Handout	2:00
10	Connected Communities 2055: Data Request	Jerome Rouser	--	2:20

**Outside Partner Reports**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
11	NoCo Bike & Ped Collaborative	Written Report	Handout	-
12	Regional Transit Agencies	Joshua Ma, Transfort	-	2:30
13	Mobility Updates	Tanya Trujillo-Martinez	-	2:35

**Reports**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	June Planning Council Meeting Summary Draft	Written Report	24	-
15	NFRMPO Air Quality Program Updates	Written Report	27	-
16	2026 Colorado Legislative Updates	Written Report	35	-
17	Mobility Committees	Written Report	46	-
18	Connected Communities 2055 RTP: Fact Sheet	Mykayla Graalum	Handout	-
19	Roundtable	All	-	2:40

**Meeting Wrap Up:**

- Next Month's Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: July 15, 2026

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
Hybrid Meeting  
May 20, 2026  
1:00 p.m. – 2:27 p.m.**

**TAC Members Present**

Evan Pinkham, Chair – Weld County  
Dana Hornkohl, Vice Chair – Fort Collins  
Brendan Cicione – CDPHE-APCD  
AnnaRose Cunningham – Loveland  
Hanna Feldmann – Greeley  
Tim Hoos – Johnstown  
Kim Koivuniemi – Timnath  
Tom Moore – RAQC  
Scott Pearson – Windsor  
Josie Thomas – CDOT  
Shantanu Tiwari – Evans  
Eric Tracy – Larimer County

**NFRMPO Staff:**

Aaron Hull  
Mykayla Graalum  
Becky Karasko  
Elizabeth Relford  
Jerome Rouser  
Jonathan Stockburger  
Tahjiba Tarannum  
Tanya Trujillo-Martinez

**TAC Members Absent:**

Emma Belmont – FTA  
Aaron Bustow – FHWA  
Tawn Hillenbrand – Berthoud  
Kevin Koelbel – Milliken  
Wesley LaVanchy – Eaton  
Shani Porter – Severance  
Town of Garden City  
Town of LaSalle

**In Attendance:**

Joshua Ma – Fort Collins  
Denise Staley – Weld County  
Tamara Keefe – FHU  
Gina Fox – CDOT  
Renaë Jording – GET  
Candice Folkers – COLT  
Nicole Hahn – Larimer County  
Cody Davis – Muller Engineering  
Katrina Klobberdanz – CDOT  
Spencer York – CDOT

***Call to Order***

Chair Pinkham called the meeting to order at 1:00 p.m.

***Public Comment***

There was no public comment.

***APPROVAL OF THE APRIL 15, 2026 TAC MINUTES***

Hornkohl moved to approve the April 15, 2026 TAC Minutes. Feldmann seconded the motion, which was approved unanimously.

***Air Quality Agenda***

**Regional Air Quality Updates**

Moore noted the Control Strategy Committee meeting will be on June 17<sup>th</sup>. He noted there will be various speakers at the meeting from the North Front Range region, including Jeff Colette from Colorado State University who will be presenting on a study looking at the causes and sources of ozone. He also noted Xcel Energy will be at the meeting to discuss data centers.

### **Air Pollution Control Division (APCD) Updates**

Cicione noted in April the AQCC adopted measures to control emissions of five priority air-toxic contaminants. This was passed as a result of HB22-1244. There will be a rulemaking hearing on regulations number three and seven regarding permitting and emission reportings in May.

### ***Metropolitan Planning Organization Agenda***

#### ***Presentation Item***

#### **Mulberry Interchange Project Updates**

Gina Fox, CDOT, noted the project schedule. Design for the project began in February 2024. As of May 2026, the project is progressing towards 30 percent design completion. She provided background information on the project, including project location, existing conditions, and an Environmental Impact Statement (EIS) report which featured the project. She noted how the project coincides with CDOT's 10-Year Plan of Projects and mentioned that the final project cost could rise to \$75M to \$80M. She noted the project still requires grants for final design and construction. She noted the project goals, which include safety, aging infrastructure, reliability, regional connectivity, stakeholders, floodplain and drainage, funding, and innovation. She noted recent drainage issues from 2022 and 2024 from 10-year flooding events. She discussed recent bicycle and pedestrian crash history at the intersection and noted a lack of pedestrian infrastructure or lighting at the intersection. She noted the projected traffic volumes for each direction of the intersection for 2024 and the projected traffic volumes in 2050. She noted the intersection redesign is following the Performance & Acceptance Criteria Evaluation (PACE). She discussed the ideal intersection redesign and the likely intersection redesign with the expected amount of grant funding. She also noted the upgrades for pedestrian infrastructure at the intersection for the likely redesign and also mentioned that version of the project does not address the floodplain issues.

Tiwari asked how the location for the pedestrian crossing was identified. Fox responded patterns of crossing and probable destinations were studied to determine the location. She also mentioned reaction times from drivers coming from the intersection to be able to stop at a pedestrian crossing. Moore asked if there are plans to widen I-25 Northbound. Fox responded currently there are not. Hornkohl asked what kind of signal is located at the pedestrian crossing. Fox responded it is a full signal. Hahn asked if the level of service (LOS) required lane expansion or if the project looked at existing capacity. Fox responded the project used existing capacity. Hahn asked if the LOS fails soon or if it is just for the left turn at the intersection. Fox responded it is just the left turn. Relford asked if CDOT will do signal timing as part of this project. Fox responded it would be a City of Fort Collins project. Karasko asked how the location of the pedestrian crossing will keep people from crossing elsewhere. Fox responded there will be fencing to funnel them to that area. Graalum asked if there are design considerations to slow vehicles down on Mulberry. Fox responded they are closing accesses for certain turn movements and they are looking at reducing speeds currently. Relford asked why CDOT is not designing a pedestrian underpass or overpass instead of an at-grade signal. Fox responded it would cause a rise in the floodplain. Rouser asked if there are any bicycle or pedestrian improvements on the bridge. Fox responded that there will be and talks

are ongoing with the City of Fort Collins. Rouser noted one of the NFRMPO's Regional Active Transportation Corridors (RATCs) goes over the bridge at this interchange. Pinkham asked if CDOT has engaged with any of the local business owners near the project. Fox responded public comment will start this summer.

### **Action Items**

#### **May 2026 TIP Amendment**

Stockburger noted the May 2026 TIP Amendment included two project modifications and one project addition from various agencies. The first project modification was the Larimer and Weld County project *WCR 13 (LCR 1) and WCR 54 (LCR18) Roundabout* project with \$10,614,122 Local Overmatch funding added to FY26. The second project modification was the *Foothills Transit Station & Roundabout*. This modification adjusts project description from finalized design to finalized construction, removes \$10,714,000 Federal RAISE grant as award was withdrawn by U.S. DOT, removes FY25 \$389,835 and FY26 \$96,019 State MMOF funds as second award of \$485,854 was declined, removes \$400,000 FASTER funds as award will be rescoped to a different project, and removes \$1,587,110 in Local and \$732,371 in LOM. The remaining \$105,890 Local funding is to satisfy match requirement for remaining MMOF funds. The project addition was the new Greeley project *35th Avenue Intersection Improvements* with \$850,000 Federal DIS funding, \$398,694 Federal HSIP funding, and \$256,799 Local funding in FY27.

Hornkohl moved to recommend Planning Council approve the May 2026 TIP Amendment. Cunningham seconded the motion, which was approved unanimously.

### **Discussion Items**

#### **Connected Communities 2055 RTP Regional Performance Measures**

Rouser noted the differences between the Regional Performance Measures and the federally mandated performance measures. He noted the purpose of these measures is to guide transportation planning decisions and track what the regional considers to be important. He walked through the performance measures that were set for the 2050 RTP, which include population within paratransit and demand service response areas, fixed-route revenue hours, non-motorized facility hours, non-single occupant vehicle trips, daily vehicle miles traveled (VMT), projects requiring more than one extension, travel time index on regionally significant corridors (RSCs), and percent of devices connected by fiber of RSCs. He then noted the proposed additions for the 2055 RTP, which include replacing non-motorized facility hours with percent of regional active transportation corridor network built out, changing projects requiring more than one extension to projects with no extensions needed, adding truck travel time reliability on RSCs, adding serious injuries and fatalities per capita for various transportation modes, adding total number of crashes, and adding transit ridership per capita.

Feldmann asked if there were any statistics that say if the region was on track to meet any of the performance measures that were set for the 2050 RTP. Rouser responded the NFRMPO does not have any tracking for that but will be having meetings to discuss how to make the performance measures more useful. Cunningham asked about comparing where the region is today to the 2050 RTP. Rouser noted there have been discussions to check in on the performance measures more frequently.

Rouser noted the next steps, which include taking the discussion to Planning Council with the inclusion of a vision statement.

Cunningham noted the possible downside of having regional performance measures of safety is setting them as targets, which implies the region expects a certain number of serious injury and fatal crashes. Graalum responded that by the NFRMPO setting their own targets they can explore rephrasing them.

### **Connected Communities 2055 RTP RATCs, RTCs, and RSCs**

Rouser noted the recommended changes to the Regionally Significant Corridors (RSCs) and the Regional Transit Corridors (RTCs) from a workshop held on April 6, 2026. The changes include: New Regional Transit Corridor (RTC) along SH402 between Loveland and Evans, new RTC on Colorado Boulevard between Johnstown and WCR74, new RSC along 1st Street/LCR20E/Ronald Reagan Boulevard in Loveland and Johnstown, extending RSC 28 (Prospect Road) eastward to RSC 11 (SH257) and westward to RSC 18 (Taft Hill Road), extending RSC 18 (Taft Hill Road/ Wilson Ave/ LCR19) southward to RSC 13 (SH402/Freedom Parkway), extending RSC 13 (SH402/Freedom Parkway) westward to RSC 18 (Taft Hill Road/ Wilson Ave/LCR19), extending RSC 20 (WCR17) northward to its northern terminus at RSC 12 (SH392), and extending RSC 17 (LCR17/Shields Street) eastward to RSC 16 (LCR7/LCR9/Timberline Road). He noted there were no changes to the Regional Active Transportation Corridors (RATCs). He noted the next steps to approve the updated corridors.

### **2026 Public Involvement Plan (PIP) Draft**

Stockburger discussed the purpose of the PIP, which is to establish how the NFRMPO engages with the public and stakeholders. He noted the PIP outlines schedules, strategies, and methods to ensure all community members can participate meaningfully in the NFRMPO's planning processes. He noted that the PIP is updated every four years and the previous plan was approved in 2022. He noted what is new to this Plan, which includes an executive summary, an outreach locations map, NFRMPO GIS OpenData information, NFRMPO contact form information, outlining differences between public and stakeholder engagement, and the results of the 2026 PIP Survey. He also noted what has been updated from the 2022 PIP, which includes a list of the updated engagement strategies, updated accessibility information, updated branding standards, updated active social media platforms, updated federal legislation, updated list of NFRMPO plans and programs, updated how the NFRMPO measures successful engagement, and updated various maps. Lastly, he noted the upcoming schedule leading up to the Plan's release. The document has an anticipated adoption date of July 6, 2026.

### **Connected Communities 2055 RTP: Data Requests**

Rouser noted the data needed from NFRMPO member communities for the 2055 RTP. This data request includes projects that need to go into the Plan, travel model needs, and operations and maintenance costs. Rouser walked through the data request spreadsheet member communities are being requested to fill out for their projects and operations and maintenance. He noted they will provide definitions for operations and maintenance and provide scopes for the Intersection Improvement Costs section of the data request.

Feldmann asked to confirm if the NFRMPO updated the data request sheet with new projects from the TIP since the last RTP. Rouser responded that they have not and those will have to be added by the communities.

Tarannum walked through the travel demand model data request spreadsheet, which includes transit survey results and observed traffic counts. Rouser noted the spreadsheet will be sent out before the end of May and the data will be needed by the end of June.

### ***Outside Parter Reports***

#### **NoCo Bike and Ped Collaborative**

Rouser noted the May NoCo Bike and Ped meeting featured an in-person event at the Fort Collins Walk and Wheels Skills Club, which is a place where people of all ages can learn skills for safety while using an active transportation mode. They learned how Fort Collins developed the hub and were able to test various features that were there.

#### **Regional Transit Agencies**

No updates were provided.

#### **Mobility Updates**

Trujillo-Martinez noted applications are open for the various federal transit funding opportunities and are due on May 29, 2026. She noted various communities will be receiving requests for letters of support for the RideNoCo federal transit funding application. She noted the Mobility team recently attended the CASTA conference. She noted the updated RideNoCo website is completed and will be live the following week. She noted RideNoCo received two grants through AARP.

### ***Reports***

#### **May Planning Council Meeting Summary Draft**

Written report provided.

#### **NFRMPO Air Quality Program Updates**

Written report provided.

#### **2026 Colorado Legislative Updates**

Written report provided.

#### **Mobility Committees**

Written report provided.

#### **Roundtable**

Pearson noted Windsor will be advertising a roundabout project next week. He also noted they have advertised their TMP and are currently seeking consultants for updating those plans.

Cunningham noted Walk and Bike month starts in June. She noted Loveland will be holding engagement for the Front Range Passenger Rail station location and their SS4A project throughout the summer.

Feldmann noted Greeley has a new Public Works Director. She noted Greeley is currently working on their Electric Vehicle and Alternative Fuel Plan. She noted Greeley will be hosting stations for Lets Bike

Day. She noted Greeley is finishing their NEPA review for their SS4A project. She noted Greeley will be doing engagement for that project throughout the summer.

Karasko noted the NFRMPO's Quadrennial Review was held on April 9, 2026 and stated the finalized report will be available by June 14, 2026. She noted the NFRMPO will be submitting their GHG Transportation Report for the 2050 RTP Amendment to CDOT and CDPHE by the end of the day. She noted the Call for Abstracts is open for the 2026 Intermountain West Ozone Exchange. She stated one Virtual Town Hall was held on May 15, 2026 and an additional one will be held on June 4, 2026.

Tarannum noted she is working on a dashboard for the travel demand model. She also noted the next Model Steering Committee meeting will be on June 26, 2026.

Graalum noted the NFRMPO was not awarded a Highway Safety Office grant. She noted the NFRMPO is continuing to examine how they can make a similar safety event still happen. She noted she will be reaching out to communities with updated crash data to see how that can be implemented. She noted she is working on updating the webpage for the 2055 RTP. She noted June will be a busy outreach month for the NFRMPO.

Stockburger noted he will be getting back into working on the Freight Northern Colorado Plan.

Rouser noted the General Assembly is out of session and the legislative updates revolve around what the governor will or will not sign. He noted HB26-1398, which is the retail delivery fee bill. That bill passed both houses and is currently on the governor's desk. He noted HB26-1399, which is the MMOF General Fund Transfer Bill. That bill went to Conference Committee and the currently language states there is only a one-year funding elimination. He noted that at the federal level a draft of the surface transportation reauthorization bill was released and is going to the House tomorrow to be marked up.

### ***Meeting Wrap-Up***

#### **Final Public Comment**

There was no final public comment.

#### **Next Month's Agenda Topic Suggestions**

None.

**Meeting adjourned at 2:27 p.m.**

**Meeting minutes submitted by:** Jonathan Stockburger, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, June 17, 2026, as a hybrid meeting.**

## MEMORANDUM

**To: NFRMPO Technical Advisory Committee**

**From: Jonathan Stockburger**

**Date: June 17, 2026**

**Re: 2026 Public Involvement Plan (PIP)**

### Background

The Public Involvement Plan (PIP) includes details on how the public and stakeholders will be engaged and stay informed in the NFRMPO's processes. This document provides schedules, how to find public comment opportunities and public hearing notices, how to stay up to date with the NFRMPO, and information on our current and future engagement strategies. Utilizing the various strategies identified within this document, all parties will be engaged early and often, with an understanding of how their feedback will be incorporated into the planning process. The NFRMPO strives to meet members of the public where they are and make engagement an easy and accessible process. The NFRMPO also strives to ensure the public and stakeholders are engaged thoroughly, and information from both sides is easily accessible to the other. Active participation in the planning processes from all groups improves the understanding of different viewpoints, different needs and concerns, and helps to identify common goals across the region.

This document is updated every four years to ensure the schedule and strategies are up to date. Most NFRMPO plans are required to have a public comment period, and all are encouraged to engage the public and stakeholders during a plan's development.

The 2026 PIP features the following updates from the 2022 PIP:

- Updated engagement strategies
  - Types of outreach events
  - Identifying levels of engagement
  - Key websites and webpages
- Updated accessibility information
- Updated branding standards
- Updated active social media platforms
- Updated federal legislation
- Updated list of NFRMPO Plans and Programs
- Updated measuring for defining successful engagement
- Updated maps
  - Focus Communities
  - Limited English Proficiency
  - Access to Internet
  - Broadband Serviceable Locations
  - Environmental and Demographic Impact Analysis



The 2026 PIP also features the following new additions to the plan:

- Executive Summary
- Outreach locations map
- NFRMPO GIS OpenData Information
- Information on NFRMPO Contact Forms
- Outlining differences in public and stakeholder engagement
- 2026 PIP Survey results from 22 respondents

The 2026 PIP can be reviewed here:

[https://nfrmpo.org/wp-content/uploads/2026\\_PIP\\_Draft\\_5.7.2026.pdf](https://nfrmpo.org/wp-content/uploads/2026_PIP_Draft_5.7.2026.pdf)

### **Recommendation**

Staff requests TAC recommendation for Planning Council approval of the 2026 PIP.

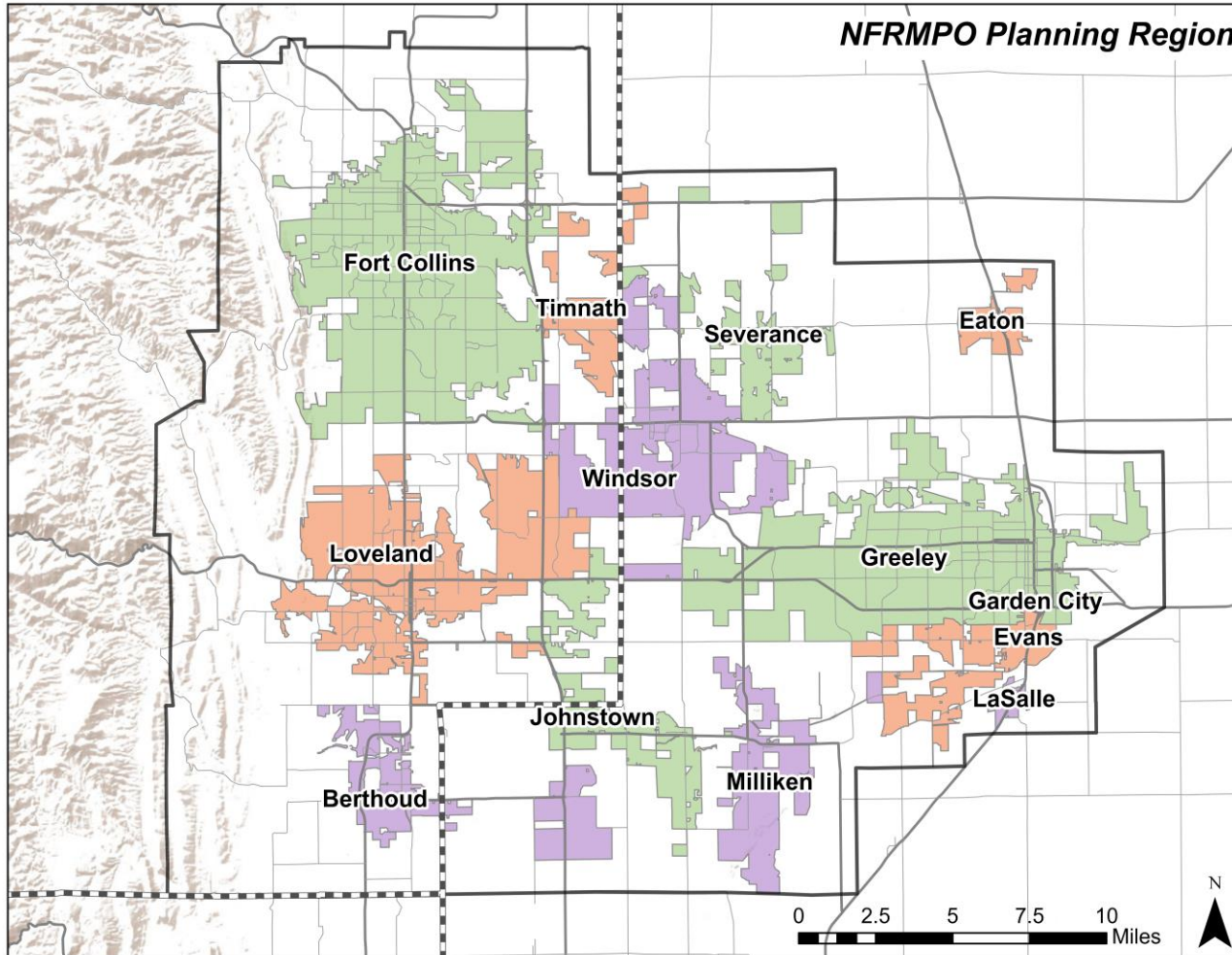
# NFRMPO GHG Transportation Report

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

# 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



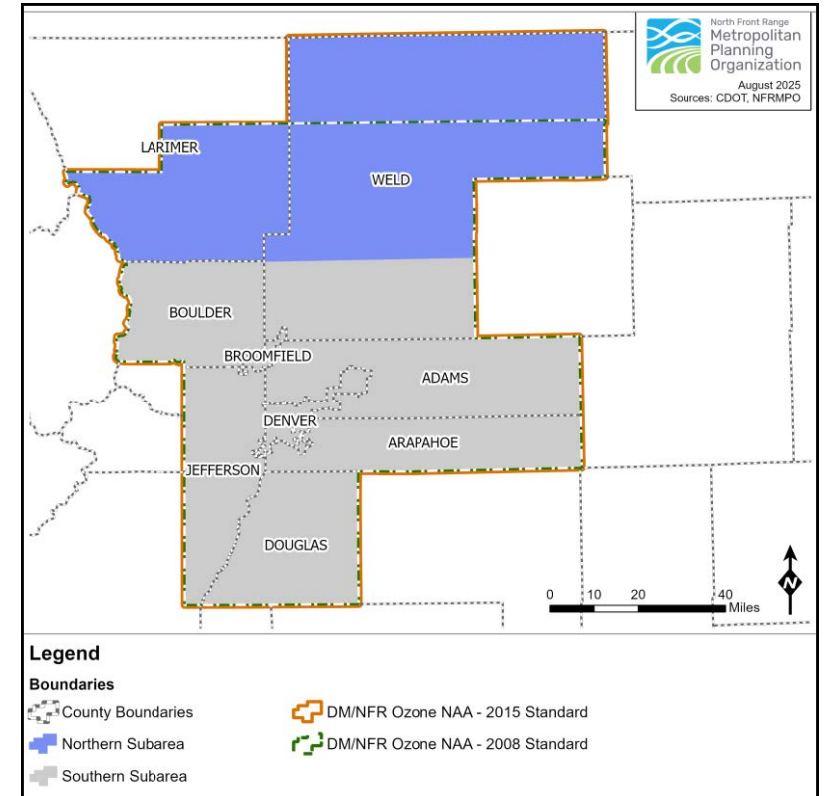
## How does the GHG Rule impact the NFRMPO's 2050 RTP & 2050 RTP Amendment?

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

- 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.



# 2050 RTP Amendment: Modeled Improvements & Funding Sources

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



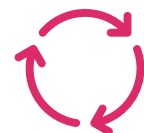
## GHG Emissions Results, Million Metric Tons (MMT) per Year

	2029*	2030	2040	2050
<b>Baseline Plan: 2045 RTP</b>	1.55	1.53	1.08	0.78
<b>Updated Plan: 2050 RTP Amendment</b>	1.44	1.42	0.97	0.71
<b>Reduction</b>	<b>0.11</b>	<b>0.11</b>	<b>0.11</b>	<b>0.07</b>
<b>Required GHG Reduction Level</b>	0.10	0.12	0.11	0.07
<b>Pass/Fail</b>	<b>Pass</b>	<b>Fail</b>	<b>Pass</b>	<b>Pass</b>

\* 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
<b>Total GHG Reduction</b>	<b>0.11</b>	<b>0.13</b>	<b>0.11</b>	<b>0.07</b>
<b>Required GHG Reduction Level</b>	0.10	0.12	0.11	0.07
<b>Pass/Fail</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>

# 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



## **Becky Karasko, AICP**

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## **Jerome Rouser, AICP**

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## **Tahjiba Tarannum**

Transportation Modeler  
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<https://nfrmpo.org/air-quality/ghg/>

EXECUTIVE SUMMARY of the  
North Front Range Transportation and Air Quality Planning Council  
June 4, 2026

**CONSENT AGENDA**

James **moved to** *APPROVE THE CONSENT AGENDA*. The motion was **seconded** by Heid and **passed** unanimously.

**AIR QUALITY AGENDA**

*NFRMPO Air Quality Program Updates* – Wojtach provided an update on the upcoming Ozone Exchange Conference and noted the Air Quality Enterprise (AQE) previously awarded \$100,000 to the NFRMPO and Pikes Peak Area Council of Governments for conference planning. A supplemental request for an additional \$150,000 has been submitted to support conference expansion, public communication efforts, and identification of future air quality research needs. Wojtach explained that expanding the conference from two days to three days increased estimated costs from approximately \$450,000 to \$670,000, with major cost increases related to food and beverage, scholarships, speaker stipends, and interpretation services. If approved, total AQE funding would increase to \$250,000 and help maintain registration costs at approximately \$300 per attendee for an estimated 500-person conference. Wojtach also reported that the call for abstracts is open through June 23, 2026, and that two conference town halls have been held with approximately 18 attendees each. Finally, she provided an ozone monitoring update, noting that the Greeley-Weld, LaSalle Tower, and Timnath monitors had already recorded three ozone exceedance days above the 70 parts per billion ozone standard as of June 1, 2026, and encouraged continued outreach efforts to reduce ozone-forming emissions during the summer season.

*Regional Air Quality Council (RAQC)*- Stephens provided an update on RAQC activities, noting that a health impacts white paper and future ozone impact analysis are expected by the end of June 2026. She reported a series of Blueprint workshops addressing ozone reduction strategies will be held during the summer and RAQC staff offered support of the upcoming Ozone Exchange Conference. Stephens also noted the Nonattainment Area Air Pollution Mitigation Enterprise will next meet on June 20, 2026.

**METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA  
REPORTS:**

*Report of the Chair* – Stephens provided an update on the proposed federal Surface Transportation Reauthorization Bill (BUILD America 250), noting the bipartisan proposal includes higher overall transportation funding than anticipated, increased bridge funding, continued CMAQ and Safe Streets and Roads for All funding, additional MPO planning resources, and new freight and truck parking investments. She also announced completion of the final segment of the Poudre Trail, which now provides a continuous connection from Bellevue to Greeley, and highlighted the upcoming ribbon-joining ceremony celebrating the project's completion on June 13.

*Executive Director Report* – Relford provided a legislative update on this year's state legislative session. She noted that CDOT remains optimistic that the federal transportation reauthorization bill will advance through the House before the September 30 deadline, although additional discussion is anticipated in the Senate. Relford highlighted HB 26-1398, which changes the Retail Delivery Fee distribution from 85 percent for local agencies and 15 percent to CDOT to 70 percent to local agencies and 30 percent to CDOT. She also discussed HB 26-1399, which eliminates the approximately \$10.5 million General Fund transfer for transportation funding, and HB 26-1430, which would reduce the state gas tax from 22 cents to 14 cents per gallon, establish a Transportation Funding Work Group, and create a new Road Enterprise Cash Fund. The new enterprise is

anticipated to generate approximately \$14.2 million annually through oversized and overweight vehicle permit fees to support roadway asset management and maintenance efforts.

#### ACTION ITEM:

**May 2026 TIP Amendment, Resolution 2026-11** – Stockburger presented the May 2026 TIP Amendment, which includes two project modifications and one project addition. He explained the key actions include the addition of \$10.6 million in local overmatch funding for the Larimer County roundabout project, the removal of \$10.7 million in withdrawn federal RAISE Grant funding and other associated funds from the Fort Collins Foothills Transit Station Roundabout project, and the addition of the City of Greeley’s 35th Avenue Intersection Improvements project with approximately \$1.4 million in federal and local funding. Stockburger added that the public comment period runs from May 18 through June 16, 2026.

James **moved** to approve *RESOLUTION 2026-11 APPROVING THE MAY 2026 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Heid and **passed** unanimously.

#### DISCUSSION ITEM:

**2025 NFRMPO Audit**- Koukpresso presented the Fiscal Year (FY) 2025 audit results and reported that NFRMPO received an unmodified audit opinion with no material weaknesses, significant deficiencies, compliance findings, or questioned costs. He noted that NFRMPO ended the year with approximately \$7.26 million in net position, \$8.30 million in total assets, and \$6.30 million in cash and investments. Federal awards expended increased to approximately \$1.53 million, exceeding the federal Single Audit threshold. Koukpresso also reported that the MPO General Fund ended the year with a fund balance of approximately \$276,810, while the VanGo™ Vanpool Program ended the year with a net position of approximately \$6.99 million and a fare recovery ratio of 21 percent.

**2026 NFRMPO Budget Update**- Burshek presented the FY 2026 budget and a revised budget adoption process which separates the UPWP and NFRMPO organizational budgets to improve transparency and reduce routine budget amendments. Staff reported the FY 2026 budget is not expected to require use of Colorado Trust Fund reserves despite FY 2025 ending with an approximate \$233,000 deficit covered by trust fund interest earnings. Relford highlighted the MPO’s improving financial position, noting the Colorado Trust balance increased from approximately \$6.1 million to \$6.3 million and provided an update on implementation of the new financial management system. Staff anticipates bringing a revised FY 2027 budget to Planning Council later this year.

**2026 Public Involvement Plan (PIP)**- Stockburger presented the draft 2026 Public Involvement Plan (PIP), highlighting new elements including an executive summary, outreach maps, GIS Open Data resources, updated public engagement tools, and results the PIP survey. The plan also updates engagement strategies, accessibility information, branding, communication platforms, and demographic mapping resources. The public comment period remains open through June 21, 2026, with final approval anticipated at the July Planning Council meeting.

**GHG Transportation Report 2050 RTP Amendment**- Karasko provided an update on the GHG Transportation Report associated with the 2050 RTP Amendment for a regionally significant capacity project on Weld County Road 66. While initial modeling did not meet the 2030 GHG reduction target, incorporation of additional programmatic investments, including broadband expansion and multimodal strategies, resulted in compliance with all required reduction targets. Transportation Commission consideration is anticipated at

their June 17th workshop and June 18th meeting, followed by Planning Council adoption at the July 2<sup>nd</sup> meeting and submission to FHWA.



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Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 6/3/26

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**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.<sup>1</sup> 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).<sup>2</sup> Thus, area monitors were projected to still exceed ozone levels even if significant wildfire impacts were removed.

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

<sup>2</sup> 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).**

AQ5 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.<sup>3</sup> 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.<sup>4</sup>

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.<sup>5</sup>

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<sup>3</sup> 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>

<sup>4</sup> 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>

<sup>5</sup> 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 Supplement<sup>6</sup>

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.<sup>7</sup> 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 119<sup>th</sup> Congress are worth tracking:

<sup>6</sup> Ibid

<sup>7</sup> 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.<sup>8,9</sup>

**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

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

<sup>9</sup> See Congress.gov for information on H.R.6409 – FENCES Act (119<sup>th</sup> 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 <sup>^</sup>
				2026	2025	2024	
Aurora East	78 05/11/26	77 04/20/26	75 05/16/26	72 04/21/26	70	81	74
^^Smoke Impact Probability	None	None	None	None			
Blackhawk	68 05/15/26	67 05/12/26	64 05/30/26	64 05/22/26	66	79	69
^^Smoke Impact Probability	None	None	None	None			
Boulder Reservoir	73 04/21/26	72 05/15/26	68 05/13/26	68 05/11/26	69	84	73
^^Smoke Impact Probability	None	None	None	None			
CAMP	68 05/15/26	66 05/11/26	64 05/30/26	64 05/16/26	70	79	71
^^Smoke Impact Probability	None	None	None	None			
La Casa	72 05/15/26	69 05/11/26	69 04/20/26	68 04/21/26	71	84	74
^^Smoke Impact Probability	None	None	None	None			
Chatfield	76 04/20/26	73 05/11/26	70 05/15/26	70 05/09/26	73	88	77
^^Smoke Impact Probability	None	None	None	None			
Evergreen	76 05/15/26	74 04/20/26	72 05/12/26	72 05/09/26	73	85	76
^^Smoke Impact Probability	None	None	None	None			
***Fossil Crk	71 05/15/26	69 05/11/26	66 04/20/26	64 05/13/26	69	84	72
^^Smoke Impact Probability	None	None	None	None			
Fort Collins - CSU	73 05/15/26	69 05/11/26	69 04/20/26	67 05/13/26	69	82	72
^^Smoke Impact Probability	None	None	None	None			
Fort Collins West	73 05/15/26	69 05/11/26	68 04/20/26	67 05/13/26	72	83	74
^^Smoke Impact Probability	None	None	None	None			
Greeley Weld County	77 05/15/26	74 05/11/26	72 04/20/26	70 04/21/26	71	81	74
^^Smoke Impact Probability	None	None	None	None			
Highlands	72 05/16/26	72 04/20/26	70 05/15/26	69 05/05/26	62	73	68
^^Smoke Impact Probability	None	None	None	None			
NREL	75 05/15/26	72 04/20/26	71 05/09/26	70 05/28/26	71	86	75
^^Smoke Impact Probability	None	None	None	None			
**Mehaffey Park	75 05/15/26	71 04/20/26	69 05/13/26	69 05/11/26	70	NA	NA
^^Smoke Impact Probability	None	None	None	None			
**LaSalle Tower	75 05/15/26	74 05/11/26	71 04/20/26	70 05/16/26	69	79	72
^^Smoke Impact Probability	None	None	None	None			
Rocky Flats North	77 05/15/26	73 04/21/26	72 05/15/26	71 05/11/26	72	88	77
^^Smoke Impact Probability	None	None	None	None			
**Timnath	76 05/15/26	73 05/11/26	71 04/20/26	69 05/13/26	73	78	73
^^Smoke Impact Probability	None	None	None	None			
Welby	73 05/15/26	72 05/11/26	70 04/20/26	69 05/30/26	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 Resolution and Handling 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

## Legislative Report

June 2026

### Direct NFRMPO Impact:

<b>Title</b>	<a href="#">HB26-1398</a> : Retail Delivery Fee Revenue Allocation
<b>Description</b>	Concerning the allocation of retail delivery fee revenue credited to the multimodal transportation and mitigation options fund.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Adjusts the Retail Delivery Fee MMOF allocation from 85% allocated for local projects and 15% allocated for state projects to 70% allocated for local projects and 30% allocated for state projects</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>4/16/2026: Passed the Senate</li> <li>4/14/2026: Appropriations Discussion; Referred to Senate</li> <li>4/13/2026: Introduced in Senate- Assigned to Appropriations</li> <li>4/11/2026: Passed the House</li> <li>4/6/2026: Appropriations Discussion; Referred to House</li> <li>4/2/2026: Introduced in House – Assigned to Appropriations</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Result in less MMOF funding for local agencies</li> </ul>

<b>Title</b>	<a href="#">HB26-1399</a> : Eliminate General Fund Transfer to Multimodal Transportation Fund
<b>Description</b>	Concerning the elimination of the annual transfer from the general fund to the multimodal transportation and mitigation options fund, and, in connection therewith, reducing an appropriation.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Eliminates the annual \$10.5 million transfer from the general fund to the multimodal transportation and mitigation options fund (MMOF) for three years.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>4/28/2026: House voted to adopt Conference Committee Report</li> <li>4/24/2026: Senate voted to adopt Conference Committee Report</li> <li>4/17/2026: House Considered Senate Amendments; voted to not concur; requested a conference committee</li> <li>4/16/2026: Passed the Senate with Amendments</li> <li>4/14/2026: Appropriations Discussion; Referred to the Senate</li> <li>4/13/2026: Introduced in Senate- Assigned to Appropriations</li> <li>4/11/2026: Passed the House</li> <li>4/6/2026: Appropriations Discussion; Referred to the House</li> <li>4/2/2026: Introduced in House – Assigned to Appropriations</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Reduce the amount of MMOF funding available for local projects.</li> </ul>

<b>Title</b>	<a href="#">HB26-1430</a> : Transportation Funding Adjustments
<b>Description</b>	Concerning adjustments to transportation funding.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Contingent on voter approval of Initiative 175, this bill reduces: <ul style="list-style-type: none"> <li>○ The excise tax on gasoline from \$.22 per gallon to \$.14 per gallon;</li> <li>○ The excise tax on special fuel from \$.215 to \$.13 per gallon;</li> <li>○ Certain vehicle registration fees, including late fees; and</li> <li>○ Road usage fees initially from \$.06 to \$.04 per gallon, and then as necessary to offset the amount of state revenue diverted to transportation uses as the result of a proposed initiative</li> </ul> </li> <li>• Creates the support road transportation fund that will consist of state revenue dedicated to road transportation</li> <li>• Clarifies that state revenue collected to support road transportation, as defined in Initiative 175, does not include enterprise fee revenue</li> </ul>
	<ul style="list-style-type: none"> <li>• 5/13/2026: House approved Senate Amendments</li> <li>• 5/13/2026: Passed Senate</li> <li>• 5/12/2026: Appropriations Discussion; Referred to Senate</li> <li>• 5/11/2026: Finance Discussion; Referred to Appropriations</li> <li>• 5/8/2026: Introduced in Senate- Assigned to Finance</li> <li>• 5/7/2026: Passed the House</li> <li>• 5/6/2026: Appropriations Discussion; Referred to House</li> <li>• 5/6/2026: Transportation, Housing &amp; Local Government Discussion; Referred to Appropriations</li> <li>• 5/1/2026: Introduced in House – Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Impact the amount of road transportation funding available if Initiative 175 is approved by voters.</li> </ul>

<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: <ul style="list-style-type: none"> <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> </ul> </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>• 5/13/2026: House approved Senate amendments</li> <li>• 5/12/2026: Passed the Senate</li> <li>• 5/11/2026: Appropriations Discussion; Referred to Senate</li> <li>• 5/7/2026: Finance Discussion; Referred to Appropriations</li> <li>• 5/4/2026: Introduced in Senate- Assigned to Finance</li> <li>• 5/4/2026: Passed the House</li> <li>• 5/1/2026: Appropriations Discussion; Referred to House</li> <li>• 2/23/2026: Finance Discussion; Referred to Appropriations</li> <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="#">HB26-1071</a> : Local Government Vehicle Identification System on Interstate Highways
<b>Description</b>	Concerning allowing 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>• 3/19/2026: Local Government &amp; Housing Discussion; Referred to Senate</li> <li>• 2/26/2026: Introduced in Senate- Assigned to Local Government &amp; Housing</li> <li>• 2/23/2026: Passed the House</li> <li>• 2/17/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <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.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 5/7/2026: House approved Senate Amendments</li> <li>• 5/5/2026: Passed the Senate</li> <li>• 4/29/2026: Transportation &amp; Energy Discussion; Referred to the Senate</li> <li>• 2/20/2026: Introduced to Senate- Assigned to Transportation &amp; Energy</li> <li>• 2/18/2026: Passed the House</li> <li>• 2/10/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <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="#">HB26-1269</a> : Transit Access
<b>Description</b>	Concerning transit access.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Requires covered transit agencies to take specific actions in the following areas to increase transit access. For this bill, covered transit agencies refer to transit agencies that have at least one million unlinked passenger trips in the most recent year, and that are not the Colorado department of transportation or a regional transportation authority that provides funding for but does not directly provide transit services. <ul style="list-style-type: none"> <li>○ Information for transit riders;</li> <li>○ Language access initiatives;</li> <li>○ Access to restroom amenities; and</li> <li>○ Reporting requirements.</li> </ul> </li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 5/12/2026: House approved Senate Amendment</li> <li>• 5/8/2026: Passed the Senate</li> <li>• 5/4/2026: Transportation &amp; Energy Discussion; Referred to Senate</li> <li>• 3/30/2026: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>• 3/25/2026: Passed the House</li> <li>• 3/18/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 2/19/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>

<p><b>NFRMPO Impact</b></p>	<ul style="list-style-type: none"> <li>• Transfort is the only NFRMPO transit agency that is impacted by this bill</li> <li>• Beginning on June 30, 2027, Transfort must ensure that clear, up-to-date transit system maps are displayed at all bus stations, and bus rapid transit stops. Transfort must ensure that information on fare rates and structures and eligibility requirements and application instructions for fare discount programs is available online and displayed in all transit vehicles and at all bus stations, and transit stops with a covered shelter. Transfort may meet these requirements by displaying summary information and a link or quick response (QR) code to a website with detailed information. Transfort is not required to replace its fixed signage, displays, or maps solely to comply with these new requirements and, instead, is only required to update the required information upon the regularly scheduled replacement of any signage, displays, or maps.</li> <li>• Transfort would be required to ensure that all publicly available information that it disseminates related to accessing its transit services, including fare structures, transit maps, service schedules, and rights and responsibilities of transit riders, is translated into languages that are widely spoken in any county in which the agency operates or that are required by the agency's existing language access plan. Existing language access plans can be used to satisfy this requirement</li> <li>• Require Transfort to annual report their progress on action areas required by the bill, and other required information, to the governor and a joint meeting of the transportation committees of the general assembly beginning on or before January 31, 2028, and on or before each January 31 thereafter. Agencies must post this annual report on a publicly accessible website.</li> </ul>
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**Direct NFRMPO Impact: Bills Signed by Governor**

<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 trucks 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>• 4/20/2026: Signed by Governor</li> <li>• 4/6/2026: House Amendments Approved by Senate</li> <li>• 4/02/2026: Passed the House</li> <li>• 3/17/2026: Transportation, Housing and &amp; Local Government; Referred to House</li> <li>• 3/3/2026: Introduced in House- Assigned to Transportation, Housing &amp; Local Government</li> <li>• 3/3/2026: Passed the Senate.</li> <li>• 2/23/2026: Transportation &amp; Energy Discussion; Referred to Senate</li> <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="#">HB26-1127</a> : Reporting After Fatal Car Crash
<b>Description</b>	Concerning a report after motor vehicle crashes resulting in death.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Requires coroners to include toxicology results for all deceased parties in required reports regarding motor vehicle crashes resulting in death</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>5/4/2026: Signed by Governor</li> <li>4/2/2026: Senate Amendments Approved by the House</li> <li>3/31/2026: Passed the Senate</li> <li>3/25/2026: Transportation &amp; Energy Discussion; Referred to the Senate</li> <li>3/10/2026: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>3/5/2026: Passed the House</li> <li>2/25/2026: Transportation, Housing, and Local Government Discussion; Referred to House</li> <li>2/04/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Provide additional information on crashes that result in a death. This information can assist with local communities and the region's safety priorities.</li> </ul>

<b>Title</b>	<a href="#">HB26-1237</a> : Transportation Safety Modifications
<b>Description</b>	Concerning modifications to select statutory provisions to improve transportation safety.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Clarifies tire, chain, and alternate traction device requirements on a state highway by removing references to four-wheel and all-wheel drive.</li> <li>• Prohibits an individual from stopping, standing, or parking a vehicle in the portion of a roadway designated as a bike lane, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or an official traffic control device.</li> <li>• Clarifies that specified officers and authorized employees may move an attended or unattended motor vehicle, vehicle cargo, or debris that is on a highway right-of-way and that obstructs or impedes traffic or highway maintenance or operations</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 5/5/2026: Signed by Governor</li> <li>• 4/8/2026: Passed the Senate</li> <li>• 4/1/2026: Transportation &amp; Energy Discussion; Referred to the Senate</li> <li>• 3/17/2026: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>• 3/12/2026: Passed the House</li> <li>• 3/10/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 2/18/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Planning Council has identified safety as a regional priority.</li> </ul>

**Direct NFRMPO Impact: Bills Rejected by General Assembly**

<b>Title</b>	<a href="#">HB26-1266</a> : Repeal Retail Delivery Fees
<b>Description</b>	Concerning the repeal of retail delivery fees.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Eliminates the retail delivery fees.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 3/10/2026: Transportation, Housing &amp; Local Government Discussion; Postponed Indefinitely</li> <li>• 2/19/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Retail delivery fees are used to fund NAAPME grants that can be used for projects in the region. This repeal would lead to less funding available for projects through NAAPME funding.</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 does 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>• 2/17/2026: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely</li> <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.
- [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.
- [HB26-1102](#): Funding for Colorado DRIVES Account
  - This bill authorizes the Department of Revenue to charge a fee for an individual who fails to appear at a scheduled appointment for a driver’s license, to redirect fees for special vehicle registrations for personalized license plates from the highway users tax fund (HUTF) to the DRIVES account, and to redirect \$2 of each late vehicle registration fee from the HUTF to the DRIVES accounts and crediting the remainder of the fees to the HUTF.
- [HB26-1242](#): Interlock Device for Impaired Drivers

- This bill will eliminate the waiting period to apply for an interlock-restricted license following a conviction related to driving under the influence of drugs or alcohol.

#### **Transportation-Related Bills – Limited NFRMPO Impact- Signed by Governor**

- [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.
- [SB26-026](#): Weight for Vehicles with Child Restraint System
  - As it relates to child restraint system requirements, current law defines a "motor vehicle" to include certain passenger vehicles that have a gross vehicle weight rating of less than 10,000 pounds. The bill increases the gross vehicle weight rating criteria in the definition to less than 16,000 pounds.

#### **Transportation-Related Bills – Limited NFRMPO Impact- Rejected by General Assembly**

- [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 medicare 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.
- [HB26-1125](#): Parent Penalties Minor Using Electric Bicycle
  - The bill creates penalties to be assessed against a parent or guardian who permits their minor child or ward to operate an electrical assisted bicycle, electric motorcycle, electric scooter, or electric skateboard (electric vehicle) if the minor child or ward operates the electric vehicle in a manner that violates certain laws concerning the usage of such electric vehicles, including laws regarding age requirements for different classes of such electric vehicles, how to safely and properly operate such electric vehicles on roadways or pathways, and required safety gear.



## Northern Colorado Mobility Committee Meeting Minutes

May 26<sup>th</sup>, 2026,

1:00 p.m. – 3:30 p.m.

### Welcome and Introductions

#### Call Meeting to Order, Welcome, and Overview of Agenda

##### In-Person:

- WCMC Vice-Chair Steve Teets, WAND
- Megan Kaliczak, zTrip
- Robin Upton, CBTC
- Neal Marquez, PhD MPH, State Forecast Demographer, DOLA

##### Virtual:

- WCMC Chair Adrianna Torres, Via Mobility
- AnnaRose Cunningham, City of Loveland
- Bailey Roubidoux, RAFT
- Bridie Smith, COLT
- Heather Sterling
- Kristy Wygmans
- Parama Ghosh Roy, GoNoCo34/Steer
- Reese Klotz, Arc of Larimer County
- Shawn Croissant, Envision
- Steve Conaway, RAFT
- Tom Christian
- Trevor Trepanier, City of Greeley

##### NFRMPO Staff:

- Jerome Rouser, Transportation Planner III
- Aaron Hull, Mobility Planner
- Tanya Trujillo-Martínez, Mobility Director
- Elizabeth Relford, Executive Director

## **Introductions**

WCMC Vice-Chair Steve Teets started the meeting at 1 pm, went over the agenda, and then began introductions. Both virtual and in-person attendees introduced themselves and their organizations.

## **Public Comment**

No public comment was made.

## **Providers & Members Announcements & Updates**

WCMC Vice-Chair Teets introduced the providers and members' announcements section, asking for individuals to provide any updates to the group.

Trever Trepanier from GET talked about how GET will not be offering free fare summers this year because the grant that funded it has ended, but Mr. Trepanier mentioned that during the summer, bus fares will still be free for students.

Parama Ghosh Roy from GoNoCo34 mentioned that the TMO has created a toolkit for Bike to Workday on June 24, 2026, and it is now available on their website.

WCMC Vice-Chair Steve Teets announced that the NHP/Regional RAE & WELD County Health will host a public health day with a Mobile Health Bus, Resources, and Free Haircuts on 6/12/26 from 10 am – 2 pm at 710 11<sup>th</sup> Ave.

WCMC Vice-Chair Teets also discussed that on May 29, from 1-3 pm, Vice-Chair Teets will be providing information on service animals at the Lincoln Library.

## **Approval of Previous Meeting Minutes**

Megan Kaliczak moved to approve the February 2026 NCMC meeting minutes, seconded by Trevor Trepanier. The motion to approve the February 2026 NCMC Meeting Minutes was unanimously approved.

## **Mobility Program Updates**

### **NFRMPO Updates**

Elizabeth Relford gave updates on the NFRMPO, including the completion of the 2026 audit and the quadrennial review, and the upcoming air quality conference the MPO will host. Discussion ensued about the air quality conference.

### **Staff Activities Since Last Meeting**

Tanya Trujillo-Martinez gave an update on the Mobility program since the last NCMC, including website updates, the new referral system, and some of the grants being applied for.

### **RideNoCo Updates**

Aaron Hull provided updates on data about the calls and website visits from the beginning of the year. Hull also shared that we have received our first website referral. Megan Kaliczak provided a brief overview of the new state NEMT provider transition to Medi-Drive after Vice-Chair Teets had questions. Hull continued to provide additional stats and demographics that we have seen with our callers. He also shared the summer outreach plan for the NFRMPO Staff.

### **Mobility Planning Updates**

Hull provided updates on the Spring CASTA conference and highlighted that Vice-Chair Teets attended the first Mobility Summit, which was organized at Teets's suggestion following a meeting 2 years ago. Vice-Chair Teets also provided his perspective and highlights of his experience at CASTA.

Hull additionally discussed the 2026 Mobility Action Plan, updated goal areas, and key components of success with mobility program performance measures.

Hull also led a brief discussion on the process of updating the bylaws and articles of association.

### **Presentations**

#### **State Demographer Presentation - Neal Marquez, PhD MPH, State Forecast Demographer, DOLA**

Neal Marquez introduced himself and gave a brief overview of the state population projections. Marquez discussed why the state projects are done, then began discussing trends and projections for the state and for Larimer and Weld Counties. Marquez discussed where the NFRMPO population currently is and where it is headed. Marquez discussed some of the key trends tracked, such as lower fertility rates, fewer births, and an aging population. Marquez discussed how fewer babies are born in the state and more deaths, but that this is also a national trend. Marquez discussed how net migration is a key population factor for Colorado. Marquez discussed how fertility rates have fallen everywhere, that net migration is decreasing in Colorado, and that growth rates are slowing and are on par with the rest of the US. Marquez mentioned that Weld County is the fastest-growing county in Colorado. Discussion ensued about the projects and what this could mean for the region in the future.

#### **2025 Active Transportation Plan Presentation – Jerome Rouser, AICP, Transportation Planner II, NFRMPO**

Jerome Rouser introduced himself and the 2025 Active Transportation Plan. Rouser discussed what active transportation is and gave a brief overview of the 2025 Active Transportation Plan, followed by outlining it and going over each chapter and the appendices, with an outline of each, then a discussion ensued on the plan itself.

### **Discussions**



## Mobility Case Studies

Hull discussed the case study with the group, and the discussion ensued about how Envision and Via Mobility could help if the person is in unincorporated Weld County but not in Larimer County, or in part of Windsor, where they would have to use zTrip if they are in Larimer County.

## Wrap Up

### Next Meeting Agenda Suggestions

Vice-Chair Teets mentioned that it would be helpful in the future to have discussions on E-bikes and Moto-bikes in the communities, as they are currently causing many issues for the member municipalities of our region.

Vice-Chair Teets discussed how it would be helpful to have the new Medicaid Transportation broker for the State come to discuss any changes and updates.

The Committee also discussed the potential for a more accessible meeting location and the future meeting schedule.

### Meeting Adjournment

Motion made by Torres to adjourn the NCMC May meeting at 3:35 pm, seconded by Upton.

## Upcoming Meetings\*

- Weld County Mobility Committee (WCMC): June 23<sup>rd</sup>, 2026
- Larimer County Mobility Committee Meeting (LCMC): July 28<sup>th</sup>, 2026
- Northern Colorado Mobility Committee Meeting (NCMC): August 25<sup>th</sup>, 2026

### \*Please note:

- The NCMC, WCMC, and LCMC are **hybrid** meetings and will have an option to meet in person as well as virtually.
- Locations for the **hybrid** meetings will be at the following:
  - The NCMC hybrid meeting location is the Windsor Community Recreation Center, Buckeye/Redwood Room, 250 11th St, Windsor, CO 80550.
  - The WCMC hybrid meeting location is the United Way of Weld County office at 814 9<sup>th</sup> Street, Greeley, CO 80631.
  - The LCMC hybrid meeting location is the Loveland Youth Campus in United Way Classroom 1 at 2366 E 1st St, Loveland, CO 80537.