

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

July 2, 2026

Hybrid Meeting in Johnstown, CO

Voting Members Present:

Kristin Stephens – Chair	-Larimer County
Liz Heid- Vice Chair	-Eaton
Nicholas Bashford	-Johnstown
Julie Cline	-Windsor
Bill Jenkins	-Timnath
Patrick McFall	-Loveland
Josh Ochs	-Severance
	Alternate
Lynette Peppler	Weld County
	Alternate

Voting Members Absent:

Mark Clark	-Evans
Paula Cochran	-LaSalle
Chris Conway	-Fort Collins
Jessica Ferko	-CDPHE-APCD
Cecil Gutierrez	-Transportation Commission
Will Karspeck	-Berthoud
Johnny Olson	-Greeley
Michael Orcutt	-Milliken

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

In Attendance: Bill Becker; Brad Buckman; Tricia Canonico; Michelle Edgerley; Hanna Feldmann; Nicole Hahn; Meaghan Johnson; Will Jones; Evan Pinkham; Denise Staley; Justin Stone; Josie Thomas; Dena Wojtach.

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

Public Comment

None.

Councilmember Announcements

None.

CONSENT AGENDA

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

Lead Planning Agency for Air Quality Agenda

Vice Chair Heid opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

NFRMPO Air Quality Program Updates

Dena Wojtach, Two Roads Environmental, provided an update on the 2026 Intermountain West Ozone Exchange Conference, including an additional funding award of \$200,000 from the Air Quality Enterprise (AQE). The total AQE funding amount for the Exchange is \$300,000. The estimated total amount needed for the entire conference is \$700,000. She noted the newly awarded funding will be heavily dedicated toward funding travel costs of those presenting at the Exchange. She noted the current registration cost is estimated at \$300.

Wojtach also noted the extension of the call for abstracts, which closed on June 30th. She noted there were a total of 61 abstracts submitted from across Colorado and the Intermountain West. These abstracts will be used to create the conference agenda. She noted a rough agenda outline of the 3-day Exchange schedule. Day one will focus on air quality planning, day two will focus on air quality research, and day three will focus on air quality public health communications, research gaps, and next steps. She encouraged councilmembers to continue help spread the word about the conference. She noted two sponsorships have been secured, one from the Wasatch Front Regional Council and the other from Clark County, Nevada.

Jenkins asked if media representatives will be invited to the Exchange. Wojtach noted they have not been invited yet, but that will be considered.

Wojtach noted several ozone monitors within the region exceeded 70 parts per billion (ppb) in June, with most exceeding in the past week. She noted those exceedances are likely due to the wildfires occurring across the state and country. She provided a correction from the May RAQC report regarding a smoke impact tool. She noted the correction no longer identifies that the RAQC provided that update. She noted the overall discussion about smoke impacts on the region remains the same. Wojtach explained the EPA's proposed Ozone Reclassification State Implementation Rule, which aims to reduce duplicative requirements for areas under multiple ozone standards but lacks concrete regulatory revisions. After consulting with the Air Pollution Control Division, Wojtach recommended monitoring the situation rather than submitting Council comments at this time.

Regional Air Quality Council (RAQC)

A written report was provided

Metropolitan Planning Organization (MPO) Agenda

REPORTS:

Report of the Vice Chair

Heid encouraged communities to ensure their alternates for the Planning Council have their paperwork filled out.

Executive Director Report

Relford described a unified letter from Intermountain West MPOs supporting the Build America 250 Act and advocating for the use of current population data in formula funding. She noted the comments from the Intermountain West MPOs are largely aligned with the comments from the Association of Metropolitan Planning Organizations (AMPO). The Council was asked for and gave approval for Relford to sign the letter on their behalf.

Relford also outlined concerns with proposed changes to the Office of Management and Budget (OMB) Uniform Guidance, including new federal authority to terminate grants mid-cycle, the appointment of a federal liaison who would review and have the power to veto regional funding, stricter compliance requirements for subrecipients, neutral speech policies against not speaking supportively of the federal government, putting financial guarantor liability onto MPOs, and reducing the minimum dollar threshold of contracts to \$250,000. This guidance would also have impacts on the financial departments of communities of all sizes. The Council was urged to support a letter requesting an extension or pause in rulemaking and to encourage local finance directors to submit comments before the July 13th deadline. Relford noted the contents of the current letter, which includes supporting transparency and efficiency in federal financial assistance and shared goals of responsible stewardship of federal transportation funds, and streamlining grants and reducing the burden of contracting. However, to ensure the rule supports those implementations, the letter encourages OMB to either extend the comment window or pause the rulemaking to thoroughly evaluate its impacts. She noted there have already been over 40,000 comments submitted regarding the rulemaking. She noted this Guidance has never been changed this drastically and the NFRMPO only learned about it on June 18, 2026. OMB wants this rulemaking effective on October 1, 2026. Council supported signing the letter.

Heid asked the letter to be forwarded to each councilmember so it can be sent forward to community's finance directors so communities can formulate further comments. Jenkins described the rulemaking as pollical control over funding, which could be abused by any pollical party.

Relford noted NFRMPO staff finished developing core values for the organization.

Front Range Passenger Rail District

Canonico noted the Commissioners reports focused on the ballot rollout schedule. She noted there will be a public branding rollout on July 13, 2026. She noted this rollout will include a new website, a branding event, and a launch party. She noted the District has already completed 20 town halls and there will be an additional 10 across the next month. She noted there will be a town hall in Fort Collins on July 29, 2026, and one in Loveland on July 30, 2026. She noted on July 24, 2026, the District will be approving the Final Delivery Plan. On August 28, 2026, the District will meet in Pueblo and vote on whether to include Front Range Passenger Rail on the ballot for the 2026 voting cycle. The District will also be touring the Siemens Arrow Rolling Stock, which the District hopes to use for Front Range Passenger Rail. Board actions for the previous meeting included contracts of service for the Ballot Access Plan and the extension of the deadline of the Local Return Program, which helps communities build out their station

areas. Also, Fort Collins and Loveland have applied for federal FTA funding for transit-oriented development planning. Additionally, they discussed how they should price fares and which groups should receive reduced fares. Heid asked if there will be discounts for Military. Canonico responded that it was not discussed but is a good one to keep in mind. She also noted the rail will have special event pricing and used Broncos games as an example. She noted there has been an additional station added to North Colorado Springs, with a possibility of it being on ground of the United States Air Force Academy.

Colorado Transportation Investment Office (CTIO)

Canonico noted discussion about increasing tolling costs at the May CTIO meeting. Initially, the increase was going to be 4.5 percent based on the consumer price index. She noted CTIO pushed back on that percentage, and now it is down to 3.6 percent. She also noted CTIO is going to look at N I-25 tolls on Segments 6, 7, and 8 in the fall since there is currently not enough data. She noted that on N I-25 segment 2, the speeds are not where they should be as federally mandated, so the toll rate credits and additional dollars are being adjusted by a dollar. She noted an amendment to the 2026 to 2027 Budget for previously unanticipated costs, including the new CDOT Central Service Cost Allocation Plan, the Pikes Peak Area Council of Governments toll lane feasibility analysis, the Courtesy Patrol Sponsorship Program along I-70, the starter services for the Front Range Passenger Rail, and Granby's Layer Work Facility.

Finance Committee

A written report was provided. Jenkins added that due to funding increases, the NFRMPO's trust fund is not going to decrease.

June 2026 TAC Executive Summary

A written report was provided.

Mobility Program Updates

A written report was provided.

DISCUSSION ITEMS:

2026 Federal Planning Certification Review Report

Karasko provided an overview of the 2026 Federal Planning Certification Review. She discussed background on the review, noting that it takes place every four years. The Review includes the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), and local transit agencies. She noted the review was held on April 29, 2026, and the results of the review found the NFRMPO is compliant for Federal Planning Certification, which is effective from June 14, 2026, through June 14, 2030. She noted the NFRMPO received one commendation toward documenting standard operating procedures. She also noted the various recommendations received from the review, including aligning the TIP Amendment process showing differences between the online and paper versions, making sure inflation rate calculations are included in the TIP and RTP, changes to naming in the Travel Demand Model, and simplifications of the United Planning Work Program funding tables. Karasko noted the NFRMPO should be able to implement all changes within the next 18 months.

Relford noted a funding award of \$30,000 to the NFRMPO from CDOT which will go towards implementing an E-TIP software. She noted the changes that will happen to the TIP Narrative once the E-TIP is implemented.

Connected Communities 2055: RATCs, RTCs, and RSCs

Rouser noted the Regional Active Transportation Corridors (RATCs), Regional Transit Corridors (RTCs), and Regionally Significant Corridors (RSCs) that will be used as planning parameters for the 2055 RSCs, which included various additions. He started with RSCs, noting the criteria includes all interstates and highways, roads eligible for federal funding, crosses more than one jurisdiction, connects to an activity center, serves regional traffic, and will be complete by 2055. He walked through the list of current RSCs. He also noted the proposed 2055 RSCs, noting the largest addition being 1st St / LCR20E in Loveland and Johnstown. He noted other minor updates to the RSCs. He then noted the list and map of the RATCs and noted they remain unchanged after two discussions with TAC.

Jenkins asked about WCR 74 and Harmony Rd not being included on the map of RATCs. Rouser said that route was discussed, although it did not make it in the end due to surrounding communities not including the same amount of active transportation planning along that corridor.

He noted the list and map for the RTCs and noted there were two modifications from the 2050 RTP, including SH 402 and WCR 74. He noted the North I-25 alignment for the Front Range Passenger Rail has been removed, but I-25 still includes Bustang transit service. He noted that being an RTC does not guarantee transit service, just that it is feasibly possible by 2055. He ended by noting that the approval of all corridors will be an action item at the September Planning Council meeting.

NFRMPO Regional Crash Dashboard

Graalum presented the new regional crash dashboard tool. She noted its background, with Planning Council requesting the dashboard to be made in early 2025. She noted the Dashboard's creation process, which includes a lot of coordination with communities and CDOT, which all provide different ways of tracking their crashes. Before this Dashboard, the easiest way to see crashes was CDOT sending a spreadsheet, providing a difficult user experience with no visual element. The overarching goal of the Dashboard is to provide improved access to transportation safety data, assist with regional safety initiatives, and align with the NFRMPO's Safety Vision Plan adopted in 2020. She noted the final version of the Dashboard largely resembles the Denver Regional Council of Governments Safety Dashboard. She also thanked NFRMPO's intern John Meyer for his work on the Dashboard. She described the dashboard's features, which includes interactive maps, charts, graphs, and summary statistics. She noted CDOT's data was enhanced for the Dashboard by including RSCs and looking at crashes within a quarter-mile of a school.

Cline asked where the data comes from and how the data will be updated. Graalum responded that the Dashboard only includes CDOT data due to data collecting discrepancies from local communities. She noted the Dashboard currently includes all 2022 – 2024 data and noted plans for annual fall updates to support regional safety planning.

Jenkins asked if CDOT gets their data from Colorado State Patrol. Graalum responded that local agencies fill out information on the crashes with then gets submitted the Colorado's Department of Revenue, which is the state's official recordkeeper. After checking the data, the information gets sent to CDOT for continued cleaning. She noted that process is why getting updated crash data from the state takes a long time. Jenkins added that this makes it difficult to make informed, data-driven decisions. Bashford asked how often Graalum would like to see updated data in an ideal world. Graalum responded that twice a year would be nice. Jenkins noted that Timnath does not do their own crash investigations, they instead have a separate investigation team that comes in when needed.

Graalum provided a demonstration with various use cases of different data for the dashboard, showcasing its various filters and visual mediums. Graalum and Relford requested feedback.

Connected Communities 2055: Vision Statement and Goals, Objectives, and Performance Measures (GOPM)

Rouser noted the differences from the approved 2050 RTP Vision Statement and the draft 2055 RTP Vision Statement. The 2055 RTP Vision Statement is: "Connect Northern Colorado communities through a safe, efficient, and integrated multimodal transportation system that supports vibrant communities, is environmentally sensitive, and strengthens the region's quality of life and long-term economic vitality." He walked through the definitions for Goals, Objectives, Performance Measures, and Targets (GOPMT). G is for Goals, which address key desired outcomes for the region and are the first step in supporting the vision statement. O is for Objectives, which are needed to support and accomplish the goals. P and M are for Performance Measures, which is an expression used to establish targets and access progress towards achievements of goals and objectives. Lastly, T is for Targets, which is a quantifiable value to be achieved.

Rouser noted the five Goal Areas, which include Safety, Health and Environment, Transportation Choice, Operations and Efficiency, and Economic Development. The objective of Safety is to improve safety for all users of the transportation system and working towards the elimination of fatalities and serious injuries. The objective of Health and Environment is to reduce the transportation system's impact on air quality with sustainable travel options, improving system efficiency, and supporting environmentally responsible infrastructure. The objective of Transportation Choice is to provide safe and convenient access to a variety of transportation options that meet the needs of all users. The objective of Operations and Efficiency is to optimize system performance through coordinated planning, data-driven decision making, and the integration of smart technologies to reduce congestion and improve travel reliability. The objective of Economic Development is to support economic development by funding multimodal transportation connections to key destinations, supporting efficient freight movement, and improving access to jobs, services, and markets.

He noted the background and importance of Regional Performance Measures (RPMs). These were first adopted with the 2040 RTP. They are designed to reflect regional priorities that are not covered in the Federal Performance Measures. He noted that RPMs are not required federally and the new iteration being presented is based on the 2050 RTP and a discussion with the NFRMPO's Technical Advisory Committee. He walked through the 2050 RTP RPMs, which includes population within Paratransit and Demand Response service area, fixed-route revenue hours, non-motorized facility miles, percent of non-

single occupant vehicle trips, daily vehicle miles traveled, projects requiring more than one extension, Travel Time Index, and percent of devices connected by fiber. He noted the proposed changes for the 2055 RTP, which include adding percent of Regional Active Transportation Corridor network built out, projects not requiring any delays, and Truck Travel Time Reliability. Also included is serious injury and fatality measures for vehicles, motorcycles, bicycles, pedestrians, and total crashes. Rouser noted this will be a discussion again at a later Planning Council meeting. He noted the NFRMPO will also be looking into how to incorporate the data into the planning processes.

Graalum added that transit ridership per capita was added because it was a performance measure in the congestion management process.

COUNCIL REPORTS:

Transportation Commission

No report provided.

STAC Report

A written report was provided.

US34 Coalition

Cline noted Relford provided a presentation to the US34 Coalition. Cline noted the importance of coordinating developments with the NFRMPO. She also noted an update from the new director of the GoNoCo US34 TMO. Relford added that Heather Paddock will be providing a presentation to the Planning Council next month.

Host Council Member Report

Bashford provided updates for the Town of Johnstown. He noted a realignment project on High Plains Boulevard from Ronald Reagan Blvd to US34. This project includes working with Union Pacific on their preferred crossing design. He noted an IGA with Windsor, Greeley, Weld County, and Johnstown to construct a new interchange at US34 and Weld County Road 17. He noted Colorado Blvd will be updated and realigned at WCR 50 with a roundabout. He noted a devolution agreement with the state which will dedicate the I-25 frontage road to Johnstown. He noted a new 70,000 sq ft entertainment facility is being built in Johnstown. He noted construction continues for a \$85 million water treatment expansion to increase capacity. He noted a groundbreaking for a new senior center in September. He noted the construction of new trail segments will be one of the high-priority items on the Town's updated budget.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 8:05 p.m.

Meeting minutes submitted by: Jonathan Stockburger, NFRMPO Staff