

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

**August 6, 2026**

### **Hybrid Meeting in Eaton, CO**

#### Voting Members Present:

|                          |                               |
|--------------------------|-------------------------------|
| Kristin Stephens – Chair | -Larimer County               |
| Liz Heid- Vice Chair     | -Eaton                        |
| Nicholas Bashford        | -Johnstown                    |
| Julie Cline              | -Windsor                      |
| Paula Cochran            | -LaSalle                      |
| Jessica Ferko            | -CDPHE-APCD                   |
| Matt Fries               | -Severance                    |
| Cecil Gutierrez          | -Transportation<br>Commission |
| Scott James              | -Weld County                  |
| Bill Jenkins             | -Timnath                      |
| Will Karspeck            | -Berthoud                     |
| Patrick McFall           | -Loveland                     |
| Johnny Olson             | -Greeley                      |
| Michael Orcutt           | -Milliken                     |

#### Voting Members Absent:

|              |               |
|--------------|---------------|
| Mark Clark   | -Evans        |
| Chris Conway | -Fort Collins |

**MPO Staff:** Elizabeth Relford, Executive Director; Becky Karasko, Transportation Planning Director; Tanya Trujillo-Martinez, Mobility Director; Jonathan Stockburger, Transportation Planner I; Lisa Joyner, Mobility Specialist.

**In Attendance:** Bill Becker; Brad Buckman; Amanda Cabot; Rich Christy; Jim Eussen; Hanna Feldmann; Jason Hallett; Will Jones; Jacob Kershner; Chris La May; Wesley LaVanchy; Joshua Ma; Jon Mallo; Heather Paddock; Darius Pakbaz; Evan Pinkham; Will Sander; Denise Staley; Justin Stone; Eric Tracy; Dena Wojtach.

Chair Stephens called the MPO Council meeting to order at 6:00 p.m.

#### Public Comment

None.

#### Councilmember Announcements

None.

### **CONSENT AGENDA**

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

## Lead Planning Agency for Air Quality Agenda

Chair Stephens opened the Air Quality portion of the meeting.

### REPORTS:

#### Air Pollution Control Division (APCD)

Jessica Ferko, APCD, provided a brief update on the written report provided.

#### NFRMPO Air Quality Program Updates

Dena Wojtach, Two Roads Environmental, announced the Ozone Exchange Conference contract with AQE is in place. She discussed the new conference website, with registration details, hotel information, and scholarship opportunities, will be live next week. She also discussed registration fees for the conference of \$300 for government/nonprofit/community, \$400 for private industry, and \$500 for late registration. Scholarships will be available on a first-come, first-served basis. She detailed the conference will include sessions on transportation planning's role in air quality, challenges in air quality planning, vehicle emission budgets, and conformity lapses.

Wojtach reported several ozone monitors observed 8-hour average values above 70 ppb this summer, including at: Fort Collins West, Fort Collins, Fossil Creek, Greeley Weld County, LaSalle Tower, Mehaffey Park and Timnath monitors in Larimer and Weld counties. The Fossil Creek and the Timnath monitors have observed 4th max 8-hour ozone values of 79 and 76 ppb monitors. The remaining certified ozone monitors in Larimer and Weld counties all have 4th max 8-hour ozone values ranging from 73-75 ppb, all exceeding the 70 ppb 8-Hour Ozone National Ambient Air Quality Standard. Remote ozone monitors in Rocky Mountain National Park and Gunnison (Gothic) monitors have also experienced high ozone levels. Rocky Mountain National Park and Gothic have 4th max 8-hour averages of 71 ppb and 69 ppb, respectively.

She provided updates on Air Quality Control Commission (AQCC) rulemakings, including an October 2026 rulemaking to streamline transportation conformity and a November 2026 rulemaking on proposed revisions to the existing Lawn and Garden Equipment Emissions Reductions, expanding requirements to commercial operations. Additionally, the AQCC adopted revisions to their Manufacturing Sector GHG Emission Standards.

Wojtach discussed the July RAQC Board meeting where the RAQC Board was briefed on background ozone, a public health impacts assessment, future ozone impacts and a related Excel tool to project ozone benefits of control strategies at the monitors. She discussed a briefing the Board received on an "Ozone in the Denver Metro North Front Range: A Health Impact Assessment" completed by the Colorado School of Public Health for the RAQC. Health burdens of adverse health outcomes were assessed for the 9-county ozone nonattainment area for three scenarios: 1) the area's 8 hour daily maximum value was 65 ppb; 2) the area's 8-hour daily maximum value was 70 ppb; and 3) the area's 8-hour daily maximum value increased by 10 ppb over the previous five-year period. The assessment looks at asthma emergency department visits, respiratory hospitalizations, minor restricted activity days, school loss day and non-accidental mortality in the nine-county nonattainment area and then associated economic impacts per

category per scenario. The study also estimated annualized costs of ozone-related health outcomes in the nine-county nonattainment area to range from \$211M to \$1.94B, depending on ozone levels. She also discussed the RAQC Staff's presentation on their Future Ozone Impact Analysis (FOIA) for the Denver Metro/North Front Range Ozone Nonattainment Area and the related Future Ozone Impacts Estimator (FOZIE).

RAQC and APCD staff collaborated to develop the FOIA to estimate emission reduction potentials for each control strategy listed in the RAQC's Blueprint. These estimates are best case estimates that have not yet taken into account technical feasibility or economic reasonability, which is anticipated to occur at some point in the future. These reduction potentials were incorporated into the FOZIE Tool, allowing users to evaluate the ozone benefits at ozone monitors associated with one or more control strategies for future years 2030, 2035, and beyond 2035. It was discussed that, assuming all control strategy potentials were collectively realized, the FOZIE Tool predicted the nonattainment area would still fail to attain. Wojtach then walked the Council through the FOZIE tool, developed by the RAQC, which allows users to model the ozone reduction potential of various control strategies.

Jenkins asked about the reduction strategies in FOZIE, and if implementation of all the strategies in the model the ozone reductions would only be 0.5 ppb reduction and the cost of implementation of the strategies and stated this highlights the need for the upcoming Ozone Exchange Conference. James asked, does this tool show that even if the region implements all the strategies, the region will still not be in attainment. Wojtach responded that that is what the model indicates and predicts the nonattainment area would still not attain. James asked if this model removes background and non-native ozone from the equation. Wojtach stated it does not.

Wojtach then discussed recent and upcoming workshops focus on non-road and on-road emission sources, with topics including zero-emission forklifts, commercial cooking, and landscape equipment and suggested the Council members may want to submit comments. She stated the RAQC may use the recently published "Ozone in the Denver Metro North Front Range: A Health Impact Assessment" to justify the implementation of high-cost reduction strategies.

Finally, she discussed the recently published "Urban Ozone Non-Attainment Interconnected Challenges of the Western US" by several members of the Intermountain West MPO air quality group. This paper identified several locations where four non-attainment areas in Las Vegas, Salt Lake City, Phoenix, and Denver, are experiencing similar challenges related to meteorology, topography, fire, natural sources, transport, etc. It also then detailed that each of these non-attainment areas has its own unique challenges. It concluded with a recommendation for more process-informed and regionally-tailored ozone management strategies coupled with changes in monitoring approaches and a coordinated crossed air shed campaign, for example a monitoring campaign and analysis of that data. She stated this underscores the value of the upcoming Ozone Exchange Conference this fall.

### Regional Air Quality Council (RAQC)

A written report was provided.

### Metropolitan Planning Organization (MPO) Agenda

## REPORTS:

### Report of the Chair

Stephens stated she has been appointed Chair of the Transportation Committee of National Association of Counties and their focus will be on transportation reauthorization.

### Executive Director Report

Relford discussed comments submitted on the Front Range Passenger Rail Service Development Plan by NFRMPO staff to the FRPR District Board. The FRPR Board adopted the SDP at their meeting on July 31. A press release on the Ozone Exchange Conference will be released next week. She then discussed the recent launch of the VanGo™ app, which will streamline NTD data collection. She discussed recent office space tours; senior staff participated in this week of office space options for the NFRMPO. Options will be presented by the NFRMPO's agent at the August Finance Committee meeting. She also stated the 2025 NFRMPO Audit was submitted on time. She also requested Council members provide her with any comments on the RAQC's strategies they would like staff to submit.

### Colorado Transportation Investment Office (CTIO)

Gutierrez provided an update on the I-25 funding discussed at the Council meeting in November 2025, the TIFIA loan looks like it will be looked at favorably and discussions are moving forward. He discussed CTIO's plan to take over the back-office operations of E470. This should be in place in the next year. This will provide more information and data for CTIO. He discussed CTIO Board's discussion of Bustang funding. Requested CTIO provide an analysis of revenue streams to see what the revenues are and potential for funding Bustang.

James asked about the dataset used and the time period related to the Rental Car Fee. Gutierrez stated the study began in July 2025 and that the local usage of rental vehicles was higher than visitor usage.

Stephens asked about the increase in toll rates for I-25. Gutierrez discussed the formulas for the various costs for sections of I-25 and the inflationary increase. He stated the goal is to implement dynamic pricing on each corridor once they have the data to do so.

### Front Range Passenger Rail District

Mallo discussed the comments from NFRMPO on the recently adopted Service Delivery Plan. He stated the Plan will be readopted at their August meeting. He discussed the July meeting and stated the Board unanimously adopted the Service Development Plan (SDP). He discussed key elements of the SDP, including the approval of the starter service in 2029, which includes three daily trips between Denver and Fort Collins. He noted this service does not require a vote and is funded. The expansion timeline for the service is five years from voter approval, which would add an additional two roundtrips and to extend the service south to Colorado Springs and Pueblo. The service operator will be Amtrak.

Mallo then discussed the ballot proposal for this fall would include a sales tax increase of one-third of one cent, or 0.33 cent sales tax. This measure would only be on the ballots for those residents living in

the District in municipalities with a train stop. If it passes it is anticipated to raise \$295M annually and would fund both the southward expansion and potential northward growth plans.

He discussed planned investment for Phase one, which is starting in 2029, is \$332M and it is a combination of a variety of sources, including: RTD with \$156M from the Fast Track Sales and Use Tax that Boulder County has been paying for quite some time; CTIO is contributing their car rental congestion impact fee; and CTE is contributing the oil and gas extraction fee. He stated the key feature to all this is for the first phase, there are no new taxes. He discussed the route will be using existing freight corridors with upgrades to passing sidings, track signals and stations. He also mentioned potential special event stations for the Denver Broncos and the Denver Summit Soccer Club are being contemplated. He added that a second North Colorado Springs station has been added due to the growth in population in North Colorado Springs.

Karspeck asked if the ballot measure fails and the starter service is implemented with the funding described, what is the plan for expansion of the service? Mallo replied if the ballot measure fails they will need to consider what the expansion plans for the north portion will be as the goal all along has been to include the entire Front Range in the service. Karspeck replied this is a great deal for the District and the starter service and expressed his hope that conversations on expanding the service and stops including communities who do not already have planned station locations to be added.

Olson asked what type of train engines will be used. Mallo responded the upcoming District meeting in August will be in Pueblo to test ride a hybrid train set, that is both electric and diesel powered. The cost and timeframe of receiving these trainsets is unknown.

### Finance Committee

A written report was provided.

### July 2026 TAC Executive Summary

A written report was provided.

### 2026 Quarter 2 TIP Modifications

A written report was provided.

### Mobility Program Updates

A written report was provided.

## PRESENTATION:

### US34 Corridor Preservation Study

Heather Paddock, CDOT Region 4 RTD, provided an update on the US34 Corridor Preservation Study. She stated the Study aims to proactively preserve right-of-way (ROW) along US 34 to accommodate future growth, transit, and utility needs. She discussed the US34 Planning and Environmental Linkages (PEL) Study, completed in 2019. As a part of the PEL, the Access Control Plan (ACP) was updated.

She highlighted the variety of land uses and developments along the US34 corridor and stated the corridor cannot be everything to everyone and this study is preserved ROW and to look at parallel

corridors as well. She discussed the rapid development of the US34 Corridor and the need for ROW preservation; funding constraints and the need to leverage partnerships and collaboration with private developers to secure contributions, impact fees, or cost-sharing agreements; and network integration and the evaluation of parallel routes and ensuring the corridor projects simultaneously enhance the local network.

She then highlighted the US34 corridor vision which emphasizes reliability, multimodal integration, safety, and effective access management, requiring coordinated commitment from all local agencies. Paddock also discussed the US34 Mini TAC and its role in establishing a footprint for long term corridor preservation through coordinated local and regional partnerships ensuring consistent design, access, and mobility standards. She discussed the goals of the study and measures of effectiveness, including reliability, multimodal, improving safety, access, and implementation. She then discussed the existing ACP for the corridor and access management. She stated rapid development along the corridor poses challenges for preserving ROW and implementing the planned corridor vision.

Paddock stated the project is in phase one, with ongoing traffic analysis, stakeholder engagement, and scenario evaluation. She discussed the upcoming phase two, which will include the definition of the ultimate ROW along US34 including conceptual design, utility corridor, and regional detention. Additionally, the ACP will be revised and new intergovernmental agreements (IGAs) as needed, and ensuring all stakeholders remain aligned on the corridor's vision and requirements. She discussed the project in the US34 PEL that have been completed to date.

James stated funding is the key to getting improvements to US34 completed. Relford asked if what is being proposed in the study match what is currently in the ACP? Paddock responded that yes, and ACP calls for an interchange every mile along the corridor and that is not something CDOT cannot fund and stated Centerra Parkway and Rocky Mountain Avenue are too close to I-25 and would require a large realignment and rebuild to accomplish this. Olson stated US36 was in a similar condition prior to the express lanes being added and the ultimate vision for US34 should include an express lane and that a current lack of funding should not keep the region from thinking big and about what is needed by 2050. He stated the region needs an active group like Commuting Solutions did for US36 and even if it would have to occur in steps and phases, the region should not shortchange itself. Paddock voiced her agreement and stated that is the reason behind and the goal of this preservation study. There was discussion among the Council members on ensuring the outcomes of the study would be incorporated in the ACP and IGA updates to memorialize them and to ensure the ROW is not developed.

Relford discussed the NFRMPO's Regional Travel Demand Model and the 2055 RTP update and stated US34 east of I-25 will be modeled as a 4-lane facility only and not a 6-lane based on the requirement that the RTP be fiscally constrained. Jame asked if US34 is included in CDOT's 10-Year Plan. Paddock responded that a large portion of the Region 4 funding is on US34. James discussed the Regional Transit Authority (RTA) in Colorado Springs and suggested the same model should be applied in the North Front Range. Gutierrez agreed and stated that a local solution is needed.

## ACTION ITEMS:

### Transfort FFY26 Program of Projects (POP), *Resolution 2026-17*

Joshua Ma, Transfort, stated a public meeting held on July 1 with a virtual attendance option. Ma noted the FY2026 Transfort POP includes FTA § 5307, 5310, and 5339 apportionments for the Fort Collins TMA. Ma provided specific apportionment figures for FY26: \$4.5M for § 5307, \$355,000 for §5339, and \$46,000 for §5310, with City of Loveland Transit programming its allocation as a direct recipient.

James **moved** to approve *RESOLUTION 2026-17 REVISING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA §5307, §5310, §5339 FORT COLLINS URBANIZED AREA (UZA) PROGRAM OF PROJECTS FOR FFY26*. The motion was **seconded** by Jenkins and **passed** unanimously.

### Transfort FFY25 Program of Projects (POP)—Revisions, *Resolution 2026-18*

Ma noted Transfort is revising its Program of Projects (POP) for its FFY 2025 Federal Transit Administration (FTA) § 5307 formula grant as well as its FFY2021 American Rescue Plan (ARP) 5307 grant for the Fort Collins TMA. Transfort is amending its FY2021 ARP § 5307 Grant and program its FY2025 § 5307 Grant to exchange eligible project activities between the two awards. This item also includes revisions to Transfort's FFY2025 POP for § 5307, 5310, and 5339 to reflect final FTA awards.

James **moved** to approve *RESOLUTION 2026-18 REVISING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING THE REVISED FTA §5307, §5310, §5339 FORT COLLINS URBANIZED AREA (UZA) PROGRAM OF PROJECTS FOR FFY25*. The motion was **seconded** by Bashford and **passed** unanimously.

### July 2026 TIP Amendment, *Resolution 2026-19*

Stockburger presented the July 2026 Transportation Improvement Program (TIP) Amendment, which includes two project additions. includes a new NFRMPO project *RideNoCo Expansion* with \$72,000 State FASTER funding and \$18,000 Local funding in FY27 and a new Good Samaritan Society project *GSS Vehicle Purchase* with \$95,000 State SB228 funding and \$24,000 Local funding in FY27. Stockburger reported the public comment period for the Amendment opened on July 10, 2026, and will close on August 10, 2026. Approval of the Amendment is contingent upon the receipt of no public comments during the comment period.

James **moved** to approve *RESOLUTION 2026-19 APPROVING THE JULY 2026 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Heid and **passed** unanimously.

## DISCUSSION ITEM:

### Federal Performance Measures (PM): FHWA PM3 System Performance Updates

Jacob Kershner, CDOT, provided an over of the Federal Performances Measures and noted each state is required to set targets for and report on the progress of performance metrics related to the surface transportation system and outlined the three federal performance measures. He outlined the

performance measure approval process. CDOT and the NFRMPO must set joint targets for the Peak Hour Excessive Delay (PHED) and percent of non-SOV travel performance measures. Kershner noted these performance measures only apply to the Fort Collins Urbanized Area. He outlined the target setting methodology for both performance measures. The proposed joint targets for the PHED performance measures are 3.3 for both 2027 and 2029. For the percent of non-SOV travel performance measure, the proposed joint targets are 34 percent in 2027 and 35 percent in 2029. Kershner stated the NFRMPO is also required to set targets for the CMAQ Total Emission Reduction performance measure. This performance measure is for the entire MPO area and is not a joint target. The NFRMPO could either support the State's targets or set regionally specific targets. The proposed CMAQ targets for the 2026-2027 two-year performance period are 421 kg/day VOC reduction, 603 kg/day NOx reduction, and 128 kg/day PM10 reduction. For the 2026-2029 four-year period, the proposed targets are 856 kg/day VOC reduction, 1,226 kg/day NOx reduction, and 261 kg/day PM10 reduction.

Jenkins asked if any data validates the journey to work American Community Survey (ACS) data used in the development of models. Kershner responded that FHWA requires the use of ACS data for the development of the measures. Jenkins asked if there is a way to validate the survey data. Relford responded ACS is Census data. Darius Pakbaz, CDOT DTD Director, stated ACS data is updated in 5-year sets every year and the recently completed statewide household survey data is a good comparison tool for the federal data. He stated the statewide household survey data is in the process of being analyzed and compared to the ACS data.

Stephens asked NFRMPO staff if they recommended joint targets or supporting the state's target. Relford stated this would be an action item next month. Karasko stated the NFRMPO supported the state's CMAQ targets in the previous reporting period and worked with CDOT staff to develop the joint targets.

## COUNCIL REPORTS:

### Transportation Commission

Gutierrez discussed the July Commission meeting, specifically the budget workshop and the impact of 2026 legislation on the budgets. With HB26-1398 that went into effect July 1, the annual General Fund transfer of \$10.5M to MMOF was eliminated. And for fiscal years 27, 28, and 29. He stated the legislation also included the split that was before at 85 percent to locals and 15 percent to CDOT. This elimination created some additional problems for Bustang funding, due to MMOF funding providing \$4M to Bustang. With the budget reductions, only \$2M was available for Bustang. of that MMOF. And the way to make up for that loss was for HB 26-1398 to change the spit from 85/15 to 70/30. This did not increase the funding for Bustang, but will provide \$4.8M and brings the total local MMOF reduction to \$11.3M. The legislature's rationale for this reduction was the passage of SB-230 to make up for the loss of funds.

### STAC Report

Stephens reported on the August STAC meeting and discussed the Bridge and Tunnel Enterprise presentation on the additional powers given to the enterprise from the state legislature. She mentioned Heather Paddock's presentation on Region 4 as well as the Scenic Byways presentation. She discussed the Continuing Resolution and the proposed transportation bills introduced in Congress. She also discussed proposed state legislation potentially being introduced in 2027.

### I-25 Coalition

James noted the Coalition met last night and discussed the 10-year plan and segments 4 and 3a. He stated he reached out to both gubernatorial campaigns to have them come present at a futures Coalition meeting.

### Host Council Member Report

Heid provided updates for the Town of Eaton. She highlighted a paving project on 1<sup>st</sup> Street and Juniper. She also discussed a crosswalk ramps project completed with CDBG funding. She also discussed the Town's enforcement of speed limits for e-bikes as well as overall safety discussions led by the Police Chief with students as the school year starts. Lastly, she discussed a \$5M transportation bond to cover a variety of repairs to roadways within Eaton that will be on the ballot in November.

### MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 8:23 p.m.

Meeting minutes submitted by: Becky Karasko, NFRMPO Staff