



NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda

August 19, 2026

In-Person: Larimer County Loveland Campus, 200 Peridot Avenue, Loveland, CO

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	-	-	-

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
3	Regional Air Quality Council (RAQC) Updates	Tom Moore, RAQC	-	1:05
4	Air Pollution Control Division (APCD) Updates	Brendan Cicione, APCD	-	1:10

Metropolitan Planning Organization Agenda

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Approval of July 15, 2026 Meeting Minutes	Evan Pinkham	3	1:15
	Federal Performance Measures (PM): FHWA PM3 System Performance Updates	Becky Karasko	8	

Presentations

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	CDOT Transportation Alternatives Program (TAP) Call-for-Projects Presentation	Neysa Bermingham, CDOT	Handout	1:25
7	RAQC Programs NAAPME Grant Award Presentation	Jacob LaBure, RAQC	Handout	1:55



Outside Partner Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	NoCo Bike & Ped Collaborative	Jerome Rouser	-	2:40
9	Regional Transit Agencies	Joshua Ma, Transfort	-	2:45
10	Mobility Updates	Tanya Trujillo-Martinez	-	2:50

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
11	August Planning Council Meeting Summary Draft	Written Report	9	-
12	NFRMPO Air Quality Program Updates	Written Report	12	-
13	Freight Survey Results Report	Written Report	21	-
14	Mobility Committees	Written Report	35	-
15	Roundtable	All	-	2:55

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: September 16, 2026

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
July 15, 2026
1:05 p.m. – 2:23 p.m.**

TAC Members Present

Evan Pinkham, Chair – Weld County
Brendan Cicione – CDPHE-APCD
Hanna Feldmann – Greeley
Tim Hoos – Johnstown
Kevin Koelbel- Milliken
Wesley LaVanchy – Eaton
Tom Moore – RAQC
Scott Pearson – Windsor
Annabelle Phillips, Alternate – Fort Collins
Shani Porter – Severance
Josie Thomas – CDOT Region 4
Eric Tracy – Larimer County
Keith Wakefield, Alternate – Loveland

NFRMPO Staff:

Aaron Hull
Becky Karasko
Elizabeth Relford
Jerome Rouser
Jonathan Stockburger

TAC Members Absent:

Emma Belmont – FTA
Aaron Bustow – FHWA
Shantanu Tiwari – Evans
Tawn Hillenbrand – Berthoud
Kim Koivuniemi – Timnath
Town of Garden City
Town of LaSalle

In Attendance:

Lauren Boissy – UC Health
Reagan Chiaverini – CPDHE
Amanda Cabot – CDOT
Candice Folkers – COLT
Marrisa Gaughan – CDOT
Brittany Hanson – CDOT
Renaee Jording – GET
Jacob Kershner – CDOT
Joshua Ma – Transfort
Eric Patton – Transfort
Luke Seeber – Berthoud
Denise Staley – Weld County
Spencer York – CDOT

Call to Order

Chair Pinkham called the meeting to order at 1:05 p.m.

Public Comment

There was no public comment.

APPROVAL OF THE JUNE 17, 2026 TAC MINUTES

Pearson moved to approve the June 17, 2026 TAC Minutes. Wakefield seconded the motion, which was approved unanimously.

Air Quality Agenda

Regional Air Quality Council (RAQC) Updates

Moore announced a series of RAQC workshops, including one focused on on-road mobile source emissions control strategies scheduled for August 12, and noted materials and recordings from previous workshops are available online. Moore explained the first draft of the updated blueprint document will be released around September 1, with input from the workshops used to revise briefing papers and strategy proposals. Karasko asked about the influence of findings from a co-authored journal article on the blueprint strategies; Moore clarified the article compares planning contexts in four urban non-attainment areas and is not directly about emissions or strategies but may inform future blueprint versions.

Air Pollution Control Division (APCD) Updates

Cicione reported on upcoming APCD rulemaking hearings, including revisions to PM10 maintenance plans and Regulation 27 for greenhouse gas emission standards, aiming to improve transparency and regulatory programs.

Metropolitan Planning Organization Agenda

Action Items

Transfort FFY26 Program of Projects

Joshua Ma, Fort Collins, stated there was 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: \$4.5 million for \$ 5307, \$355,000 for \$5339, and \$46,000 for \$5310, with City of Loveland Transit programming its allocation as a direct recipient.

Pearson moved to recommend Planning Council approve the Transfort FFY26 Program of Projects. Wakefield seconded the motion, which was approved unanimously.

Transfort FFY25 Program of Projects- Revisions

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.

Phillips moved to recommend Planning Council approve the Transfort FFY25 Program of Projects. Wakefield seconded the motion, which was approved unanimously.

July 2026 TIP Amendment

Stockburger stated the Amendment 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.

Wakefield moved to recommend Planning Council approve the July 2026 TIP Amendment. Pearson seconded the motion, which was approved unanimously.

Presentation

CDPHE E-Mobility Analysis for Larimer and Weld Counties

Reagan Chiaverini, CDPHE, presented an analysis of e-mobility injury trends in Larimer and Weld counties. Chiaverini explained the methodology for collecting hospital and crash data, including keyword searches and ICD-10-CM codes, and noted limitations such as suppressed counts, bicycle misclassification, and lack of e-bike classification or ownership information. The analysis showed increasing trends in e-bike and e-scooter injuries, with e-bike injuries disproportionately affecting men between the age of 25-34. E-scooter injuries disproportionately impacted those between the ages of 5-15 years old. Chiaverini noted that 42 percent of e-bike riders involved in crashes wore helmets, compared to 12 percent of e-scooter riders involved in crashes. Feldmann asked if it is possible to amend the query to include additional micromobility provider names. Chiaverini noted it is possible and can be included in future data sets. Relford asked how CDPHE coordinates with CDOT on crash data. Chiaverini stated CDPHE works closely with CDOT and is in conversations on how to improve coordination between the two agencies as well as with local and regional partners.

Discussion Items

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

Jacob Kershner, CDOT, 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. Kershner outlined the performance measure approval process. CDOT and the NFRMPO must set joint targets for the following performance measures: Peak Hour Excessive Delay (PHED) and percent of non-single occupant vehicle (SOV) travel. Kershner noted these performance measures only apply to the Fort Collins Urbanized Area. Kershner 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 required to set targets for the Congestion Mitigation and Air Quality (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.

Wakefield asked if there are consequences if the region does not meet the targets. Karasko noted there is not a consequence for the MPO. Kershner also noted there is not a financial penalty to not meeting the targets.

Connected Communities 2055: RSCs

Rouser outlined the CDOT Region 4 US-34 Corridor Preservation Project. As part of this project, CDOT created a map outlining different roadway scenarios to see how expanding the regional roadway network along US34 between Boise Avenue and 65th Avenue will impact US34's performance. NFRMPO staff compared CDOT's roadway map with the proposed Regionally Significant Corridors (RSCs). Rouser asked TAC members to provide comment on proposed RSC alignments in comparison with the US34 preservation project map. Rouser discussed an opportunity to extend RSC 29 (4th Street) eastward

towards Centerra Parkway in Loveland. TAC expressed support for investigating the viability of extending RSC 29. Rouser will review the roadway classification of the existing roadway segments west of 4th Street and will bring an alignment proposal for TAC's review at a future meeting.

Regional Transit Discussion Highlights

Karasko noted participants discussed regional transit and bus rapid transit (BRT) definitions, the US34 Transit Study, the proposed US34 transit service, and the Poudre Express Intergovernmental agreement (IGA). Karasko stated the City of Greeley will be meeting with the City of Fort Collins and the Town of Windsor in August to discuss the Poudre Express IGA. Rouser stated the group also discussed the pros and cons of creating a regional transportation authority (RTA). He also noted Craig Seacrest with the Clean Transit Enterprise (CTE) will be presenting to Planning Council in December on Regional Transit Authorities (RTAs).

Outside Parter Reports

NoCo Bike and Ped Collaborative

Written report provided.

Regional Transit Agencies

Ma noted the next transit agency coordination meeting is July 29.

Mobility Updates

Hull reported RideNoCo has received 271 calls and 6,783 website visits so far in 2026 which is doubled from this point in 2025. NFRMPO partnered with the City of Fort Collins on the Summer Moves Challenge in June. There were about 50 participants with over 1,045 trips logged.

Reports

July Planning Council Meeting Summary Draft

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

2026 Quarter 2 TIP Modifications

Written report provided.

Mobility Committees

Written report provided.

Roundtable

Rouser noted NFRMPO staff is reviewing the submitted projects and will reach out to communities that have not submitted their projects.

Stockburger noted he will be sending out the TIP Delay Review to local agencies. The TIP Delay Review will be a discussion item at the August TAC meeting.

Wakefield stated the City of Loveland is currently developing their SS4A Safety Action Plan and will begin community engagement soon. The City of Loveland is also continuing to work on FRPR station area planning.

Karasko stated the UrbanSim email is info@urbansim.com. This email will include credentials and a link to the portal. When you log in, you will see your community's municipal boundary along with the parcel layer. Karasko noted to reach out to her or Tahjiba Tarannum with any questions concerning this process.

Pinkham noted the WCR54 and WCR13 roundabout construction is underway with completion in late October. The WCR74 and WCR31 roundabout project will go out to bid in August. Construction will begin soon after.

York stated CDOT has finished their portion of the SB25-030 inventory.

Feldmann noted the City of Greeley has completed the RAISE funding agreement for the MERGE project. City of Greeley staff are conducting public engagement for the SS4A project. Construction is anticipated to begin later this year or early next year. Greeley-Evans Transit (GET) is formally being rebranded to Gallop Transportation. Newly wrapped buses will be going out beginning on August 20 along with some service changes.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

None.

Meeting adjourned at 2:23 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, August 19, 2026, as a hybrid meeting.

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Becky Karasko

Date: August 19, 2026

Re: **Consent Federal Performance Measures (PM): FHWA PM3
System Performance Updates**

Background

The NFRMPO is required to set targets for PM3: System Performance on traffic congestion in conjunction with CDOT. These measures include Peak Hours Excessive Delay (PHED), Non-Single Occupant Vehicle (SOV) Travel, and CMAQ Traffic Congestion Performance Measures. The traffic congestion targets are only required to be set for urbanized areas (UZA) over 200,000 in population and within non-attainment or maintenance areas for ozone, carbon monoxide, or particulate matter National Ambient Air Quality Standards (NAAQS). For the NFRMPO and CDOT, this requirement applies to the Fort Collins Transportation Management Area (TMA).

CDOT and the NFRMPO are required to set 2- and 4-year targets for PHED, Non-SOV Travel, and CMAQ Traffic Congestion Performance Measures. A data-driven and collaborative approach was used to set the joint targets for 2- and 4-year reporting periods. The following targets will be submitted by CDOT to FHWA on October 1, 2026.

Target	2-Year Target (2027)	4-Year Target (2029)
Annual Hours of Peak Hours Excessive Delay (PHED)	3.3	3.3
Non-Single Occupant Vehicle (SOV) Travel	34.0%	35.0%
CMAQ Traffic Congestion Performance Measures	VOC: 421 kg/day	VOC: 856 kg/day
	NO _x : 603 kg/day	NO _x : 1,226 kg/day
	PM10: 128 kg/day	PM10: 261 kg/day

Action

NFRMPO staff request TAC members recommend Planning Council approve the proposed Joint CDOT-MPO PM3 Targets.

EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
August 6, 2026

CONSENT AGENDA

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

AIR QUALITY AGENDA

Air Pollution Control Division (APCD) Report – Jessica Ferko, APCD, provided a brief update on the written report provided.

NFRMPO Air Quality Program Updates – Dena Wojtach, announced the Ozone Exchange Conference contract with AQE is in place. A 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 in the region have exceeded the 70 ppb standard, with some even surpassing the older 75 ppb threshold. She provided updates on Air Quality Control Commission rulemakings, including streamlining transportation conformity and expanding lawn and garden equipment regulations to commercial operations. She discussed a public health impact assessment by the Colorado School of Public Health for the RAQC 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. Finally, she 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. She 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.

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

Report of the Chair – Stephens stated she has been appointed Chair of the National Association of Counties Transportation Committee and that 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.

PRESENTATION:

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. The corridor vision emphasizes reliability, multimodal integration, safety, and effective access management, requiring coordinated commitment from all local agencies. She then discussed the existing Access Control Plan (ACP) for the corridor, signed by all the communities. 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 and scenario evaluation and stated future steps include updating the ACP and intergovernmental agreements (IGAs) as needed, and ensuring all stakeholders remain aligned on the corridor's vision and requirements.

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 overview of the Federal Performance 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.

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 8/1/26

Introduction:

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council conducted by TRE in July 2026 for their August 6, 2026 meeting.

Summary:

In July 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 (IMW) Ozone Exchange Conference:

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

Notably, we are transitioning to a new dedicated ozoneexchange.org website and we will providing more details in the coming week.

Effective July 29, 2026, NFRMPO and PPACG now have a fully executed contract with Colorado Department of Public Health & Environment. Thus, we can now offset costs incurred on or after July 29, 2026 (and not for work prior to that date) using the awarded \$300,000.00 from the Air Quality Enterprise (AQE), which is slightly less than half of what the overall conference is estimated to cost. Remaining costs will be recovered via registration fees and sponsorships. Again, the conference will be held at cost and not for profit.

NFRMPO and PPACG have roughly delineated contract management, finance and registration responsibilities to PPACG. NFRMPO staff are responsible for venue and food related aspects, as well as transportation planning. Both NFRMPO and PPACG are splitting Marketing and Public Communications responsibilities, and are also enlisting IMW MPO peers with marketing and outreach in their respective states and areas.

Upcoming contract milestones include: notifying AQE Administrator of conference website and registration launch by 8/28/26 and of final program by 9/27/26. A dedicated Ozoneexchange.org website has been launched and registration information will be made available beginning August 10, 2026.

AQE's award ensures that registration costs will be reasonable and will promote attendance by keeping registration fees low and providing for hardship scholarships for governmental organizations, non-profit organizations and community representatives, etc. Registration fees have been set, and with transaction fees, attendees should plan on paying approximately:

- \$300/person for governmental/nonprofit organizations/community
- \$400/person for private industry, and
- \$500/person for late registration.



The Ozone Exchange program is being planned as follows, and invitations to session chairs, panelists and presenters have been sent out just this week.

Day 1 Sessions:

- Clean Air Act 101 and Planning Realities
- State of Ozone in the IMW
- Ozone Attainment Efforts in the IMW
- IMW Research to Improve Our Understanding of Ozone
- Transportation Planning's Role in Air Quality Planning
 - Goal: discuss roles and challenges in air quality planning, motor vehicle emission budgets, and conformity lapse
- Flash Talks on Incentive Program

Day 2 Sessions:

- Wildfire Smoke Impacts on Ozone
- Unique IMW Geographic Challenges
- Emerging Air Quality Methodologies
- Biogenic Emissions and Impacts
- Poster Session

Day 3 Sessions:

- Human-made Contributions
- Options for State Implementation Plan Development
- Improving Public Communications of the Ozone Problem and Health Impacts
- Opportunities to Align Ozone Public Messaging
- Research Next Steps

As an AQE grant awardee, we were invited to present in July at the CU Boulder Conference. The Ozone Exchange received strong support from researchers and other conference attendees. Attendees confirmed much of how the Ozone Exchange program was being planned.

Recommendations:

- Send personal invitation to AQCC, AQE, local governments and more to register for the Ozone Exchange
- Sign up to provide general public comment at AQCC's [August 20](#), September 16 and October 15 meetings

2026 Ozone Season Monitoring Data:

As of August 3, 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.

The Fossil Creek and the Timnath monitors have observed 4th max 8 hour ozone values of 79 and 76 ppb monitor has, both of which that includes one high 8 hour average (on 7/6/26) with a high probability of smoke impact. 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. See the RAQC's summary table, attached to this report.¹ Also note that this data has not been certified and includes flagged data that may have been influenced by wildfire and stratospheric intrusions.

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.

AQCC Activities:

The AQCC set an October 2026 rulemaking hearing that streamlines Transportation Conformity requirements, allowing the APCD to "provide concurrence on all transportation conformity determinations and remove the requirement for non-routine conformity determinations to be presented to the AQCC." ² The AQCC also set a November 2026 rulemaking hearing on proposed revisions to existing Lawn and Garden Equipment Emissions Reductions, expanding requirements to commercial operations. Additionally the AQCC adopted revisions to their Manufacturing Sector GHG Emission Standards.

RAQC Activities

The RAQC Board met in July and 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. All related materials are posted on the RAQC's website.³

Staff gave a presentation on background ozone differentiating between US Background in terms of ozone and ozone precursors. Staff shared information from 2000-2016 indicating that rural background levels in Colorado were not decreasing compared to other rural areas in the intermountain west. Staff anticipate an update to this analysis reflecting more current data in the coming months. See the RAQC's slide 10 below:

¹ RAQC's Current 8-Hour Ozone Summary, "Denver Metro/North Front Range Area – 2026 8-Hour Ozone Summary through August 3rd, 2026", accessed 8/4/26 here: <https://raqc.org/current-8-hour-ozone-summary/>

² See APCD's Agenda Item Control Sheet. 6/16/26. P. 3. Downloaded from: https://drive.google.com/drive/folders/1RggT9xIN-j7Bk_4YheFVz0ubY2M4x36H

³ RAQC's "July 2026 RAQC Board Meeting" materials accessed here: <https://raqc.org/event/july-2026-raqc-board-meeting/>

What measurements can tell us: examples of U.S. rural ozone trends

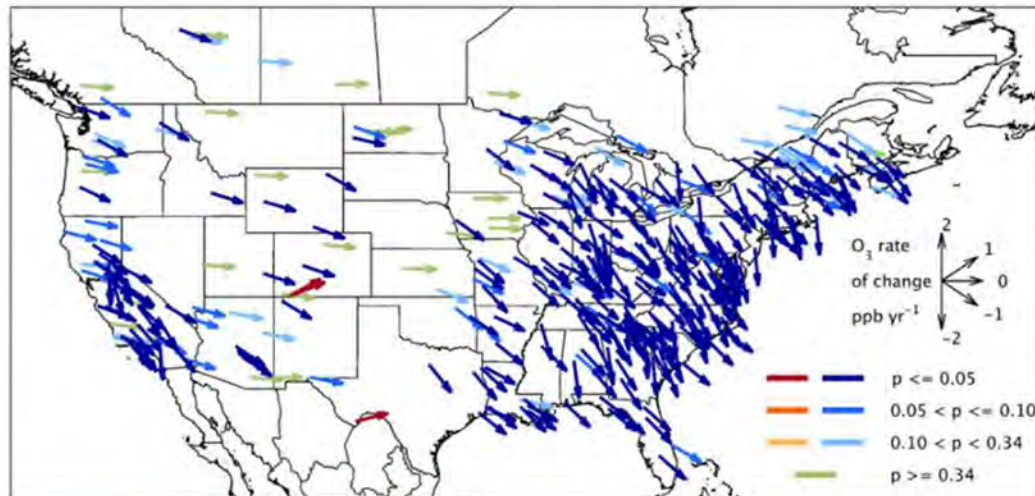


Figure S1. Trends in annual 4th highest MDA8 O₃ at rural sites in the U.S. and Canada.

Observations are April-September, 2000-2014. Vector colors indicate the p-values on the linear trend for each site: Blues indicate negative trends, oranges indicate positive trends, and green indicates weak or no trend; lower p-values have greater color saturation. Figure provided by the Tropospheric Ozone Assessment Report (Schultz et al., 2017). See Section 5 in main paper.

RAQC Board Meeting - July 10, 2026

RAQC
Regional Air Quality Council

10

The Board was also briefed 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.⁴ 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 9-county area, and then associated economic impacts per category per scenario. The report’s Table 9. Economic impacts of ozone for modeled HIA scenarios summarizes these costs. In summary, “[t]otal annualized costs for the modeled outcomes in this HIA for the DM/NFR were estimated to be between \$211 million (low end of 70 ppb counterfactual) and \$1.94 billion (high end of MDA worsens by 10 ppb counterfactual) (2024 dollars).”⁵

Staff presented their Future Ozone Impact Analysis (FOIA) for the Denver Metro/North Front Range Ozone Nonattainment Area and the related Future Ozone Impacts Estimator (FOZIE).^{6, 7}

⁴ Colorado School of Public Health. “Ozone in the Denver Metro North Front Range: A Health Impact Assessment.” July 6, 2026. Downloaded 8/3/26 from:

https://raqc.egnyte.com/dl/j8fkMxdRQRWx/CSPH_RAQC_HIA_Report_FINAL2.pdf

⁵ Ibid. p. 32

⁶ RAQC’s “Future Ozone Impact Analysis (FOIA) for the Denver Metro/North Front Range Ozone Nonattainment Area” Final Report. June 2026. Downloaded 7/7/26 here:

https://raqc.egnyte.com/dl/JfVgVWkB77tG/FOIA_Report_Final_June_2026.pdf

⁷ RAQC’s “Future Ozone Impacts Estimator Excel Dashboard.” June 2026. Downloaded 7/7/2026 here:

https://raqc.egnyte.com/dl/f9PMqB6wjmwf/Blueprint_DDM_FOZIE_Final.xlsx

Regarding the FOIA, the RAQC and APCD staff collaborated to estimate emission reduction potentials for each control strategy listed in the RAQC's Blueprint. It appears that these estimates are best case estimates that have not yet considered 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. Notably, the RAQC Board Chair Kramer identified that assuming all control strategy potentials were collectively realized, the FOZIE Tool predicted that the nonattainment area would still fail to attain, triggering a Board discussion in light of the Public Health Impacts Assessment findings and the need for a Communications strategy on the issue.

Notably, the FOIA and FOZIE Tool identify that significant ozone benefits to come from on-road and non-road control strategies. ⁸ See Tabel 2-1 from this report below:

Table 2-1. Summary of Estimated Changes in 2026 Emissions by Fall 2025 Blueprint Control Measure

Sector	Control Measures	2026 anthropogenic emissions		reductions by 2030		reductions by 2035		reductions beyond 2035	
		NOx (TPD)	VOC (TPD)	NOx (TPD)	VOC (TPD)	NOx (TPD)	VOC (TPD)	NOx (TPD)	VOC (TPD)
Oil and Gas	Assess & Adopt Wellsite Venting and Blowdowns			0.0	-0.5	0.0	-0.5	0.0	-0.5
	Assess of Summertime application Electric Drill Rig and Fracturing Engines			-19.2	-2.9	-25.1	-3.8	-25.1	-3.8
	Assess O&B Effects of AQOC's Upstream O&G NOx Intensity Rule by 2030			-13.3	0.0	-13.3	0.0	-13.3	0.0
Oil and Gas Total		45.1	96.0	-32.5	-3.4	-38.4	-4.3	-38.4	-4.3
On-Road	Assess Indirect Source Voluntary Facility Emissions Reductions Plans (VERPs)			-1.0	-0.8	-1.0	-0.8	-1.0	-0.8
	Assess Options for Enhanced Compliance w/ Vehicle Registration / Expanded VM Testing Program			-1.0	-0.8	-2.0	-1.6	0.0	0.0
	Assess O&B Effects of Colorado Clean Vehicle Regulations			-10.5	-4.2	-18.8	-8.4	-23.4	-12.4
	Assessment of Continued LDV Electrification Incentives			-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
	Implement Indirect Source Data Reporting			0.0	0.0	0.0	0.0	0.0	0.0
	Implement Indirect Source Emissions Reduction Plans			0.0	0.0	-2.0	-1.6	-2.0	-1.6
	Implement Summertime Free Fare Transit			0.0	0.0	0.0	0.0	0.0	0.0
On-Road Total		33.2	26.3	-12.6	-5.9	-23.9	-12.4	-26.5	-14.9
Non-Road	Adopt Non-Road Engines Emissions Targets			-1.7	-3.4	-3.3	-6.9	-8.3	-17.1
	Adopt Zero-Emissions Forklift Regulations			0.0	0.0	-0.1	0.0	-0.8	-0.1
	Landscape Maintenance Equipment Additional Requirements by 2030			-3.5	-13.8	-4.2	-16.5	-4.2	-16.5
Non-Road Total		37.5	42.0	-5.2	-17.2	-11.2	-37.1	-16.8	-47.5
Point	Tightened Operating Emission Limits for Large Stationary EGU and Non-EGU Sources			-6.9	-0.5	-6.9	-0.5	-6.9	-0.5
	Tightened Operating Emission Limits for Large Stationary Non-EGU Sources			-1.7	-0.5	-1.7	-0.5	-1.7	-0.5
Point Total		26.2	22.0	-8.6	-1.0	-8.6	-1.0	-8.6	-1.0
Non-Point	Assess and Implement Consumer Products VOC Controls			0.0	-3.3	0.0	-3.3	0.0	-3.3
	Assess and Quantify Emissions Reductions from Commercial Buildings requirements			-0.3	0.0	-0.6	0.0	-0.9	0.0
	Assess Commercial Cooking Requirements			0.0	-0.2	0.0	-0.2	0.0	-0.2
Non-Point Total		4.2	107.2	-0.3	-3.5	-0.6	-3.5	-0.9	-3.5
2026 Total Nonattainment Area Emissions		146.2	253.5						
Total of Emissions Control Measure Reduction Estimates by 2030, 2035, and after 2035				-59.1	-31.1	-82.6	-58.3	-91.3	-71.2

The RAQC then held subsequent workshops on the Public Health Impacts Assessment, FOIA and the FOZIE Tool, going into more detail than at the Board meeting. The RAQC held a July 13 public meeting on the Public Health Impacts Assessment, the FOIA and FOZIE Tool.

July 15 workshop on Stationary Sources and Oil and Gas control strategies (asking for public comments by July 29), a July 28 workshop on Non-road, Non-point control strategies (asking for public comments by August 11), and has scheduled an August 12 workshop on On-Road

⁸ RAQC's "Future Ozone Impact Analysis (FOIA) for the Denver Metro/North Front Range Ozone Nonattainment Area" Final Report. June 2026. p. ES-3 and p. 12. Downloaded 7/7/26 here:

https://raqc.egnyte.com/dl/JfVgVWkB77tG/FOIA_Report_Final_June_2026.pdf

control strategies. The July 28 Public Workshop for Non-Road and Non-Point Strategies touched on zero-emission forklifts, commercial cooking, commercial buildings, non-road engines, landscape maintenance equipment, and consumer products.⁹ NFRMPO staff should consider whether or not to provide comments on any of these strategies.

NFRMPO staff should attend the on-road workshop and should consider providing comments on those related control strategies.¹⁰

Other Air Quality Activities:

TRE reviewed the following article, “Urban ozone nonattainment: Interconnected challenges in the Intermountain Western U.S.”¹¹ Authors examine “...recent field campaigns, regulatory analyses, and observationally constrained modeling to summarize shared drivers of stalled progress and the region-specific mechanisms that modulate ozone accumulation...” in Phoenix, Las Vegas, Salt Lake City and Denver. The authors “... identif[y] factors, both shared and specific to each airshed, driving persistent nonattainment. Elevated background ozone, wildfire smoke, terrain driven recirculation, and vertical entrainment all limit the effectiveness of local controls, though dominant mechanisms differ by area. For lawmakers and regulators, these findings underscore the need for region specific strategies, better vertical and precursor monitoring, and improved attribution of controllable versus transported ozone to support sound, technically defensible regulatory decisions.”¹²

TRE's key takeaways from this article include:

- Meteorology, topography, wildfire, natural sources, transport and background (Ozone and background precursors) all play roles in each nonattainment area
- Each nonattainment area has its own nuances impacted ozone levels
- Local contributions still have an impact on local ozone levels
- DMNFR nonattainment area is the most populated and largest out of the 4 nonattainment areas
- DMNFR nonattainment area has both urban and rural aspects: O&G, mobile corridor and agriculture all play contribute to ozone levels
 - Spatially heterogeneous sources that vary in contributions type and amounts are a big factor
- Article recommends more “process-informed and regionally tailored ozone management strategies”
 - Change in monitoring approach:
 - from just ozone compliance to also include Precursor concentrations, chemical regimes and/or vertical structure
 - from just ground-level to routine vertical profiling
 - more speciation

⁹ RAQC Public Workshop for Non-Road and Non-Point Strategies. July 28, 2026. Materials posted here: <https://raqc.org/event/public-workshop-for-non-road-and-non-point-strategies/>

¹⁰ RAQC Public Workshop for On-Road Strategies. August 12, 2026. Materials posted here: <https://raqc.org/event/public-workshop-for-on-road-strategies/>

¹¹ E. Robinson, C. Roychoudhury, Y. Hameed, R. Bares, T. Moore, P. Herckes, M. Fraser, A. Arellano, and A. Sorooshian. “Urban ozone nonattainment: Interconnected challenges in the Intermountain Western U.S.” Journal of Air and Waste Management Association. August 3, 2026. <https://doi.org/10.1080/10962247.2026.2694482>

¹² Ibid. p.1. Abstract.

- Coordinated cross-airshed campaigns (designed for model evaluation)

Separately, EPA proposed “Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducements for SCR-Equipped Diesel” that touch upon newly manufactured highway engines and vehicles and nonroad engines and equipment.¹³ This action is one of many that will result in higher emissions than existing regulations allow, and may create challenges for transportation planning agencies to meet current motor vehicle emission budgets and satisfy future conformity determinations.

In July, TRE did not track the status of 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.^{14,15}

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)

- 8/6/26 APCD 2025 Colorado GHG Inventory public meeting
- 8/12/26 RAQC Public Workshop for On-Road Strategies (register: <https://us02web.zoom.us/join/laWL2Vl4RpONdeg4OuAYLQ>)
- 8/20/26 AQCC Monthly Meeting
- 9/11/26 RAQC Board Meeting

Other Anticipated Air Quality Activities

- 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 proposed reconsideration of “leftover SIP provisions”
- EPA’s Exceptional Events Guidance
- EPA’s Ozone NAAQS Reconsideration
- EPA’s Reconsideration of the PM2.5 NAAQS

Recommendations:

- Send personal invitations to AQCC, AQE, local governments and more to register for the Ozone Exchange
- Sign up to provide Ozone Exchange registration information during general public comment at AQCC’s [August 20](#), September 16 and October 15 meetings

¹³ See EPA’s “Proposed Rule: Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducements for SCR-Equipped Diesel” Fact Sheet. July 2026. EPA 420-F-26-012. Accessed online on 8/4/26, here: <https://www.epa.gov/system/files/documents/2026-07/420f26012.pdf>

¹⁴ See Congress.gov for information on HR.6387 – FIRE Act (119th Congress, 2025-2026), here: <https://www.congress.gov/bill/119th-congress/house-bill/6387?locl=rga-bill>

¹⁵ See Congress.gov for information on H.R.6409 – FENCES Act (119th Congress, 2025-2026), here: <https://www.congress.gov/bill/119th-congress/house-bill/6409>



- Track Colorado's next steps addressing ozone, including:
 - RAQC's Blueprint evolution
 - RAQC's modeling updates
- Track AQCC October rulemaking hearing specific to transportation conformity
- Track litigation on EPA's final action on their determination of attainment for:
 - Phoenix-Mesa ozone nonattainment area in Arizona
 - Wasatch Front ozone nonattainment area in Utah
- Track NHSTA's final action on fuel economy standards (Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022-2031 Passenger Cars and Light Trucks)



Denver Metro/North Front Range Area - 2026 8-Hour Ozone Summary*
Through August 3rd, 2026

Monitor	1st Max 2026	2nd Max 2026	3rd Max 2026	4th Max			2024-2026 Estimated Average [†]
				2026	2025	2024	
Aurora East	76	77	75	74	70	81	76
**Smoke Impact Probability	None	None	None	None	High	High	
Blackhawk	75	74	73	73	69	79	72
**Smoke Impact Probability	Low	High	None	None	None	None	
Boulder Reservoir	76	74	73	73	80	84	75
**Smoke Impact Probability	Low	None	Low	High	High	High	
CAMP	77	75	70	70	76	79	72
**Smoke Impact Probability	Moderate	Low	Low	Low	High	High	
La Casa	80	70	74	74	71	64	70
**Smoke Impact Probability	Moderate	Low	Low	None	High	High	
Chaffield	83	80	78	76	73	66	79
**Smoke Impact Probability	High	None	None	Low	High	High	
Evergreen	80	81	80	79	73	66	79
**Smoke Impact Probability	Low	None	High	None	High	High	
***Fossil Crk	81	81	79	79	67	64	70
**Smoke Impact Probability	High	Low	None	Low	High	High	
Fort Collins - CSU	77	76	74	73	67	80	74
**Smoke Impact Probability	Low	None	High	High	High	High	
Fort Collins West	77	76	74	74	72	83	76
**Smoke Impact Probability	Low	None	None	None	High	High	
Greeley Weld County	76	77	76	75	71	81	75
**Smoke Impact Probability	Moderate	None	Moderate	None	High	High	
Highlands	81	80	76	75	80	73	80
**Smoke Impact Probability	High	None	None	Low	High	High	
NREL	82	80	84	84	71	86	80
**Smoke Impact Probability	Low	High	Low	None	High	High	
**Metrafley Park	76	77	77	75	70	NA	NA
**Smoke Impact Probability	Low	None	High	Low	High	High	
**LaSalle Tower	77	75	74	74	69	79	72
**Smoke Impact Probability	High	None	Moderate	None	High	High	
Rocky Flats North	90	84	82	82	72	66	80
**Smoke Impact Probability	High	Moderate	None	None	High	High	
**Timnath	82	76	76	76	73	76	75
**Smoke Impact Probability	High	Low	None	None	High	High	
Wetby	83	80	75	75	80	83	75
**Smoke Impact Probability	High	None	None	Moderate	High	High	

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

**The Plataville Observatory was brought off line 2/6/24 and replaced by the La Salle Tower monitor on 2/14/24.

***The Fossil Creek monitor was brought online 8/22/24 for the non-attainment area.

**Metrafley Park was brought online 5/5/2025.

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 verified monthly with Air Pollution Control Division (APCD) monthly ozone summary with final quality assurance conducted by APCD at end of ozone season.

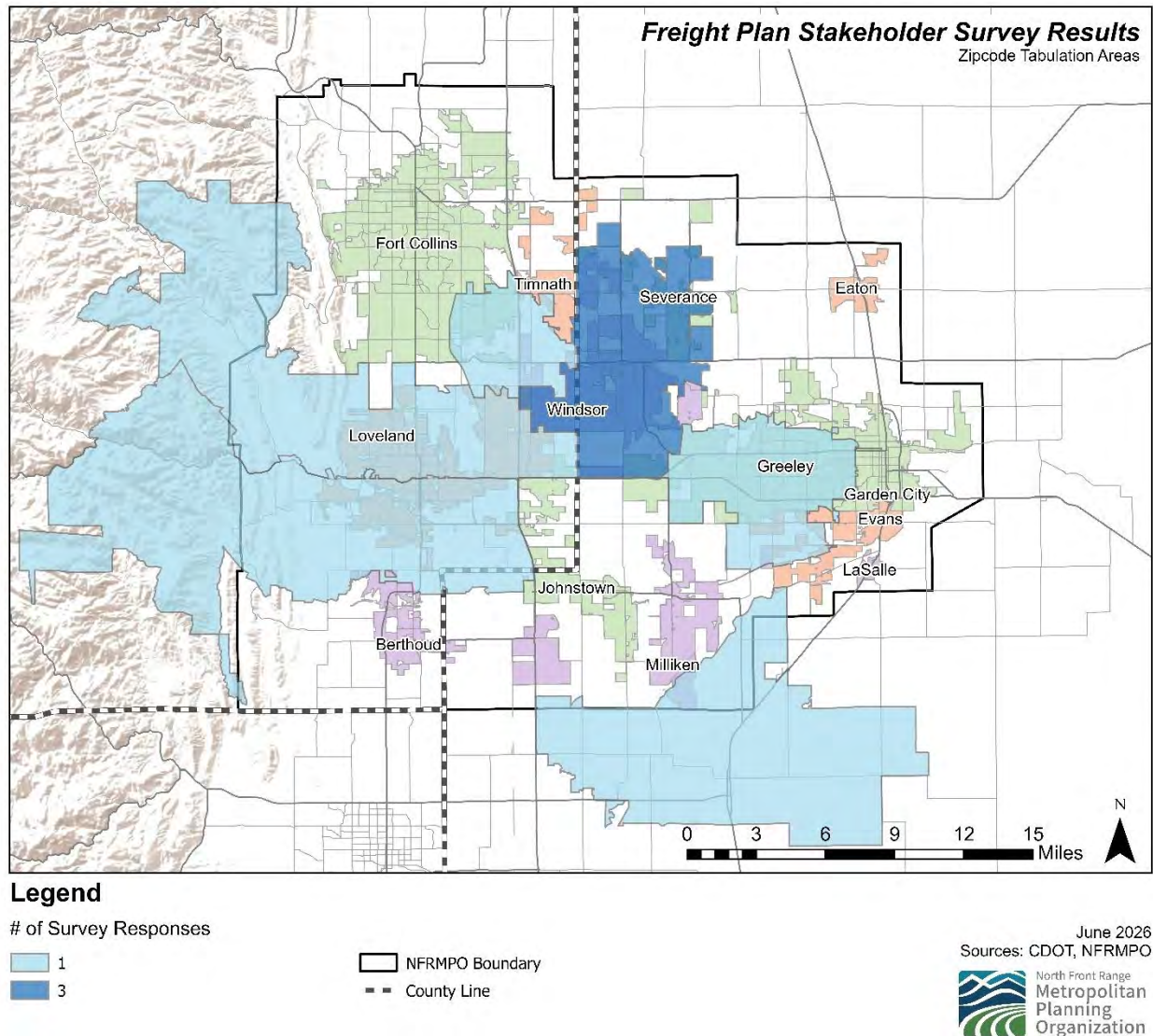
[†] The 2024-2026 value is an estimate based on certified monitor data from 2024 and 2025 and uncertified current data from 2026 and is the average of the 4th highest monitored data by site over 2024-2026.

**The smoke impact probability comes from the Smoke Impact Assessment System v2 (prepared for the RAOC). It is designed to determine the retrospective probability that smoke is impacting ozone formation at each monitor in the non-attainment area. Observational data and modeling results are used to determine a probability of smoke impact at each site, either none, low, moderate or high. The full report describing this project is [here](#).

8-hour average ozone value exceeds 75 ppb 2008 standard	3 = Days > 64 ppb	51 = Days > 70 ppb
8-hour average ozone value exceeds 70 ppb 2015 standard	12 = Days > 60 ppb	73 = Days > 65 ppb
8-hour average ozone value does not exceed 70 ppb 2015 standard	34 = Days > 75 ppb	82 = Days > 80 ppb
For 2026 Ozone Season Count of calendar days exceeding:		

Stakeholder Survey Results

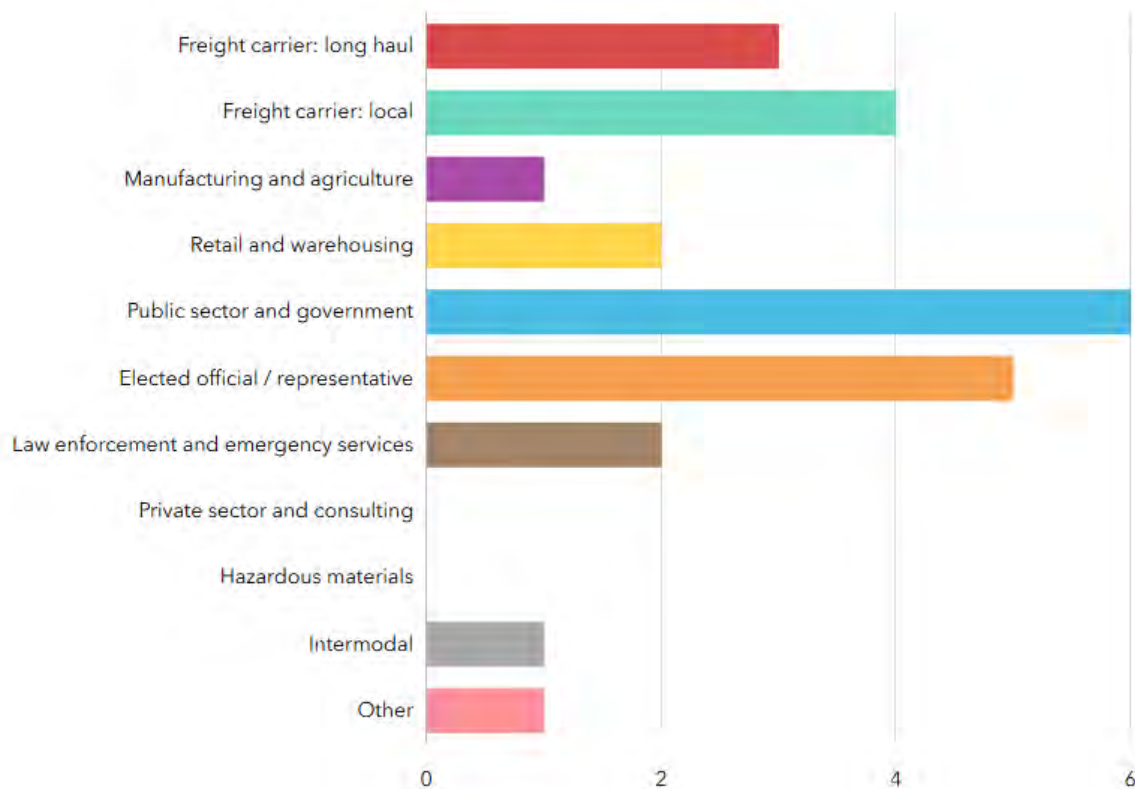
Zip code of responses received:



Name of company/agency/community:

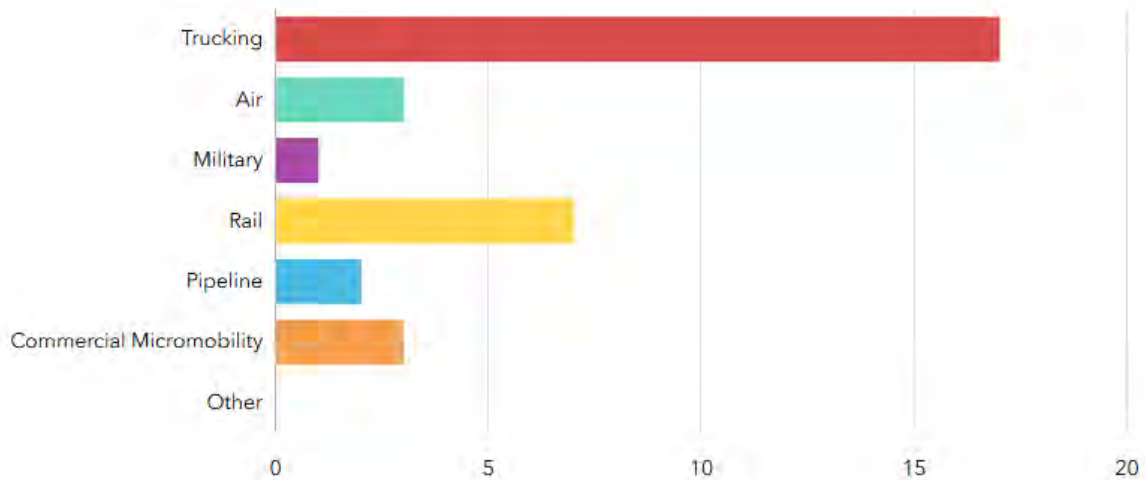
Acme Distribution, Burlington Northern Santa Fe (BNSF), City of Fort Collins, City of Loveland (2), Colorado Department of Transportation (2), Colorado State Patrol (2), Iron Woman Logistics Services, Larimer County, North Park Transportation, Regional Air Quality Council (RAQC), Town of Windsor (2), Walker Manufacturing Company, Weld County, Wyoming Department of Transportation.

Which of the following best describes your role in the freight industry?

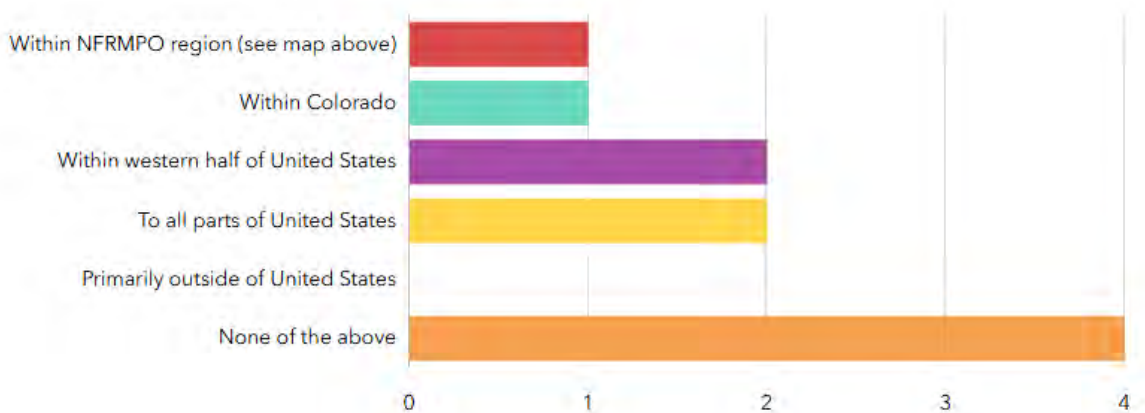


‘Other’ responses: Air quality evaluation and emission reduction programs

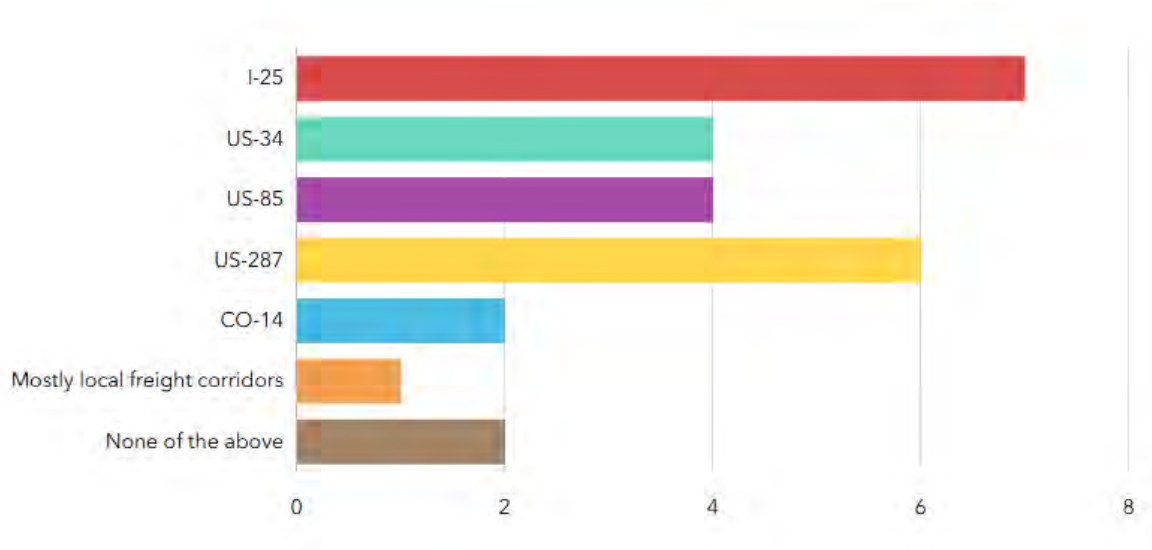
Which modes of freight does your company utilize/plan? Or, which types of freight movement are the most prominent in your jurisdiction?



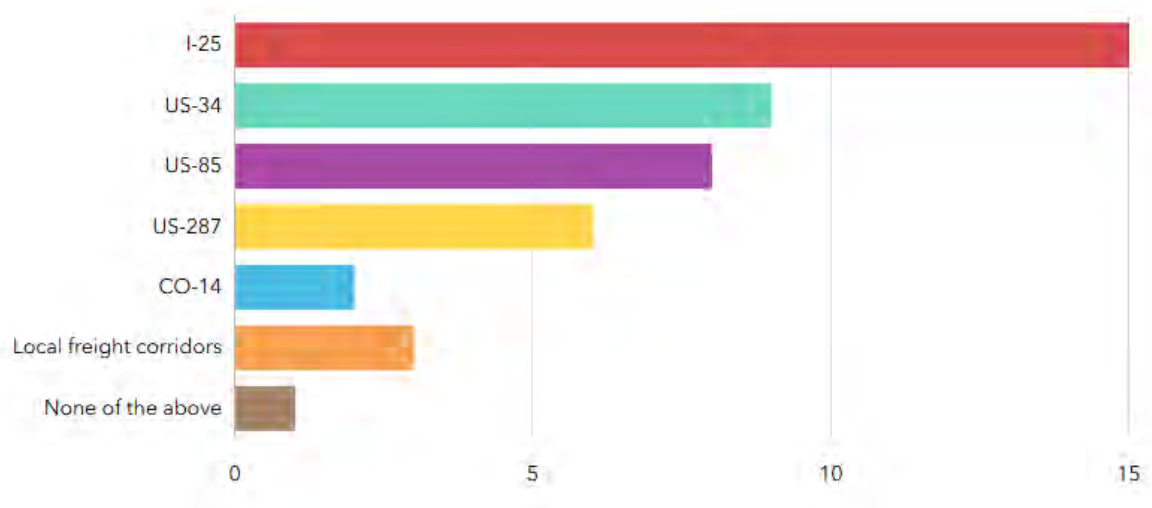
Where are your company's outgoing shipments most commonly sent?
(Skip if public sector, government, consultant, law enforcement, or emergency services)



Which Freight Corridors in the NFRMPO region do you utilize most often?
(Skip if public sector, government, consultant, law enforcement, or emergency services)



Which Freight Corridors in the NFRMPO region do you believe have the most freight-related issues?



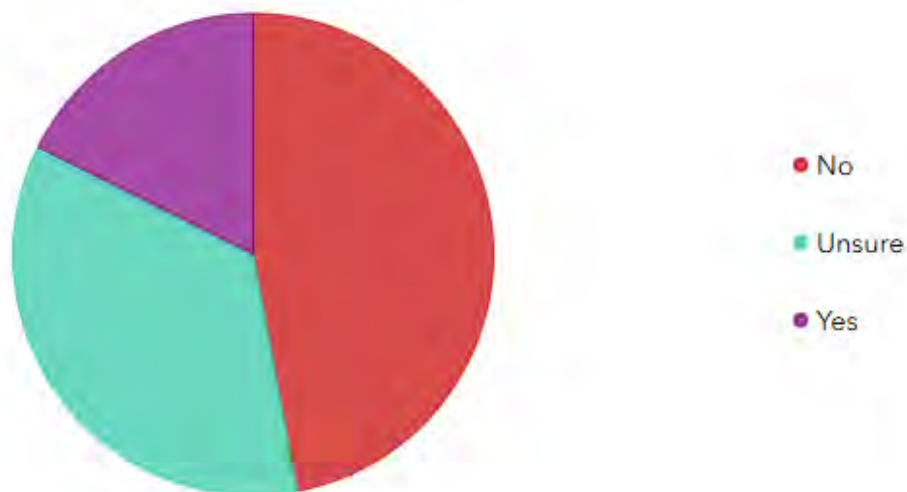
Are there any roads or highways you would like to see added as a freight corridor?

SH402, SH60, CO392 (3), Boyd Lake Avenue, Centerra/Fairgrounds, Owl Canyon (2), I-70

Are there any roads or highways you would like to see removed as a freight corridor?

None

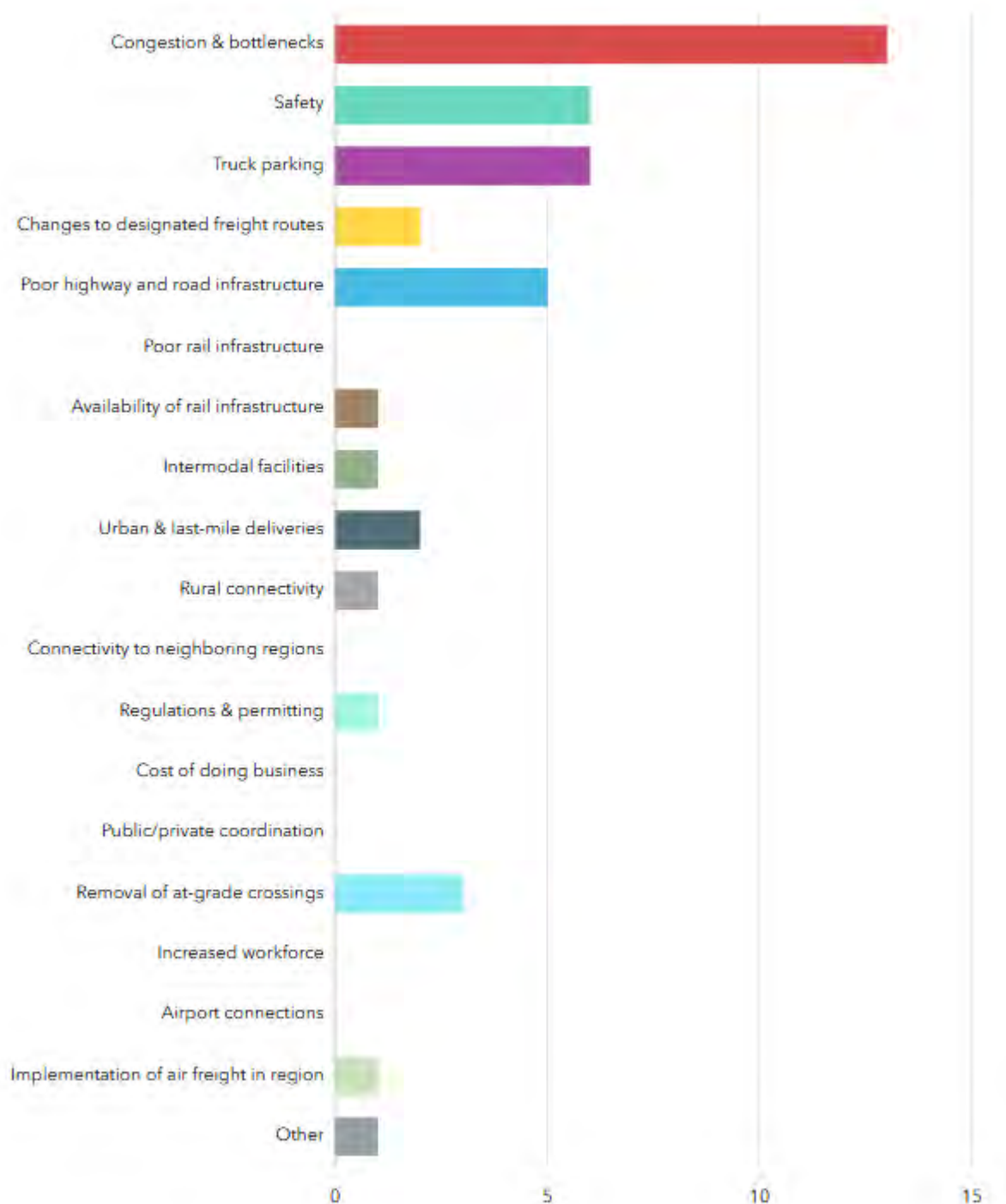
Do you believe the NFRMPO region has adequate truck parking?



How would you rate the entirety of the multimodal freight system in the NFRMPO region?



What specific areas of the NFRMPO region's freight system need the most work? (Please select a maximum of three responses)



'Other' responses: Air quality impacts of increased freight service in the NFRMPO region

What types of data, information, or research would be most helpful to include in the Plan?

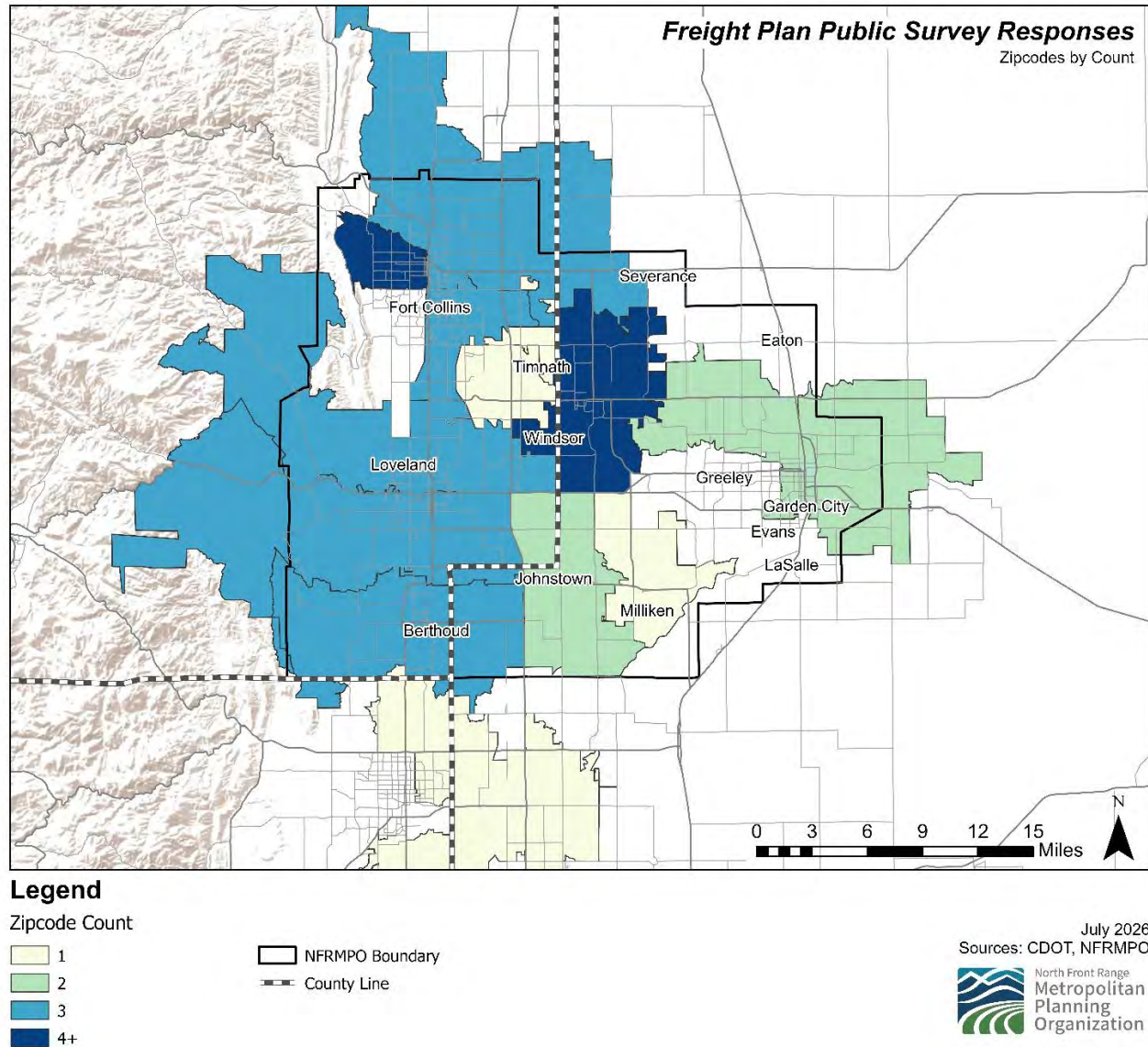
- Truck traffic patterns, trips per day, and weight loads
- Local weather trends; high-wind events, inclement weather-related roadway closures, traffic detours due to roadway incidents
- Closure Gates and Detour Routes
- Air quality modeling of freight scenarios

Do you have additional comments or suggestions for freight movement in the NFRMPO region?

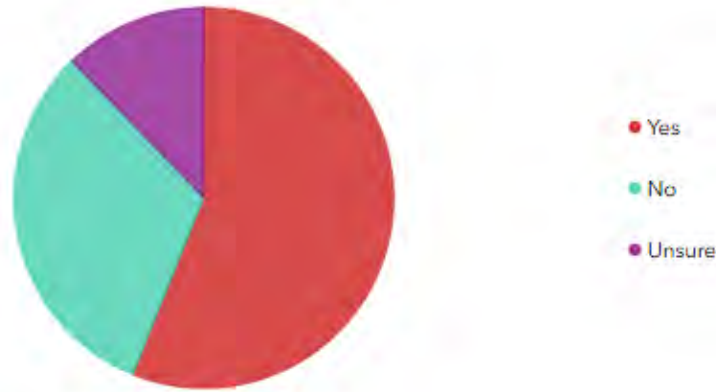
- Consider providing funds to separate multimodal use (i.e. bike and ped only, not bus) from freight routes. In other words, require and fund the construction of separated or barrier separated multimodal paths from existing roadways

Public Survey Results

Zip code of responses received:



Do you believe that existing truck freight routes are adequately integrated into the overall transportation network?



[Hide table](#)

Empty categories [Sort](#)

Answers	Count	Percentage
Yes	23	56.1%
No	13	31.71%
Unsure	5	12.2%

Are there any highways/roads that you think should be added as a freight corridor?

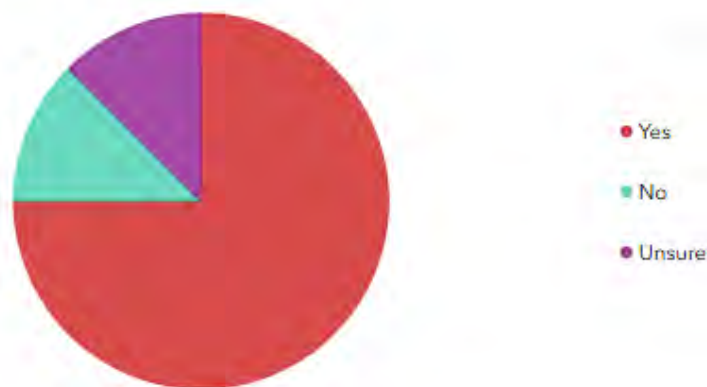
WCR 19 between 257 and Harmony	1
SH 60 to Bucees. What is the truck percentage on other State Highways as a comparison?	1
No.	1
New bypass around Windsor instead of 392 going through downtown	1
Expand 85 before building any more homes	1
Crossroads Blvd from I-25 to Highway 257	1
CR 52, between Colorado Blvd and I-25; CR 19 from Hwy 60 to CR 38; CR 38 from CR 19 to I-25; CR 44 between Colorado Blvd and I-25	1
CO 14 is dangerous for all traffic. Needs to be fully double/double lane with proper turn lanes, exit lanes the full length. CO392 should be added and improved. Both need to be proper double / double lane highways.	1
Boyd Lake Avenue, SH402, SH60, 392 W/O I25, Centerra/Fairgrounds	1
Between 287 and I-25, the 402, 392 and 56.	1

Are there any highways/roads that you think should be removed as a freight corridor?

The newly proposed section of 35th Ave, it's slated to become a large residential development. Existing residential on AA street.	1
Riverside/Jefferson in Fort Collins	1
Reducing stops on US-85 and US-34 would assist this greatly	1
None on this map.	1
None	1
No	1
Limited east/west routes identified in the region west of I-25. Do trucks only use US 34 and SH 14 in the region?	1
I would suggest removing Harmony Road. When it narrows to two, opposing lanes as you move east freight becomes an impediment and POVs often take risky chances to pass trucks moving at a more than 20mph difference in speed.	1
Highway 287	1

Express Lanes and HOV Lanes should be removed and allowed for traffic since it is too congested and only a lane for unsafe unenforced drivers and usually open.	1
Colorado Boulevard, Co Rd 13	1
CO14 should be removed, or improved. It is currently unacceptable, especially the West portions. HWY 14/I-25 intersection is way too busy.	1
392 through downtown/Main Street Windsor	1
392 from the Poudre River through downtown Windsor	1
392	1
287 through Fort Collins	1
287 inside Fort Collins.	1
287	1
257 between 392 and Harmony	1

Do you know any locations within the NFRMPO region that experience or have experienced any problems due to freight traffic?

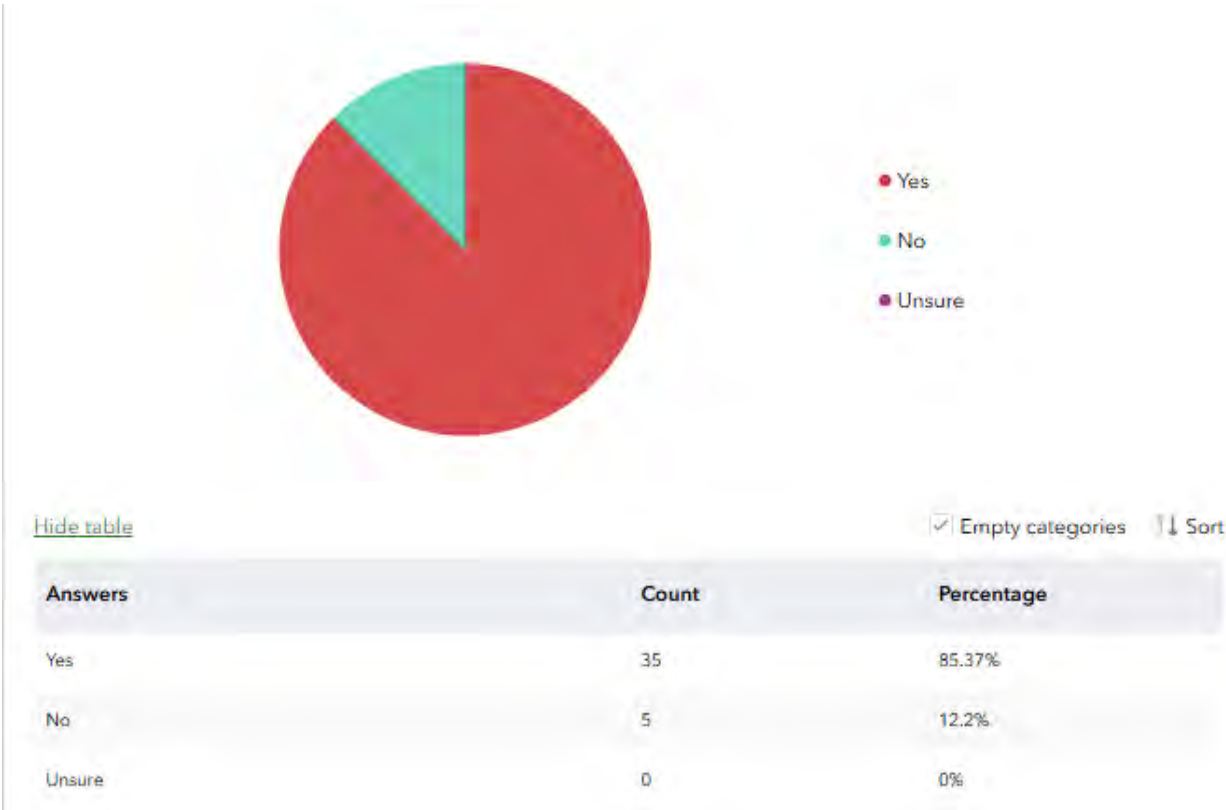


[Hide table](#)

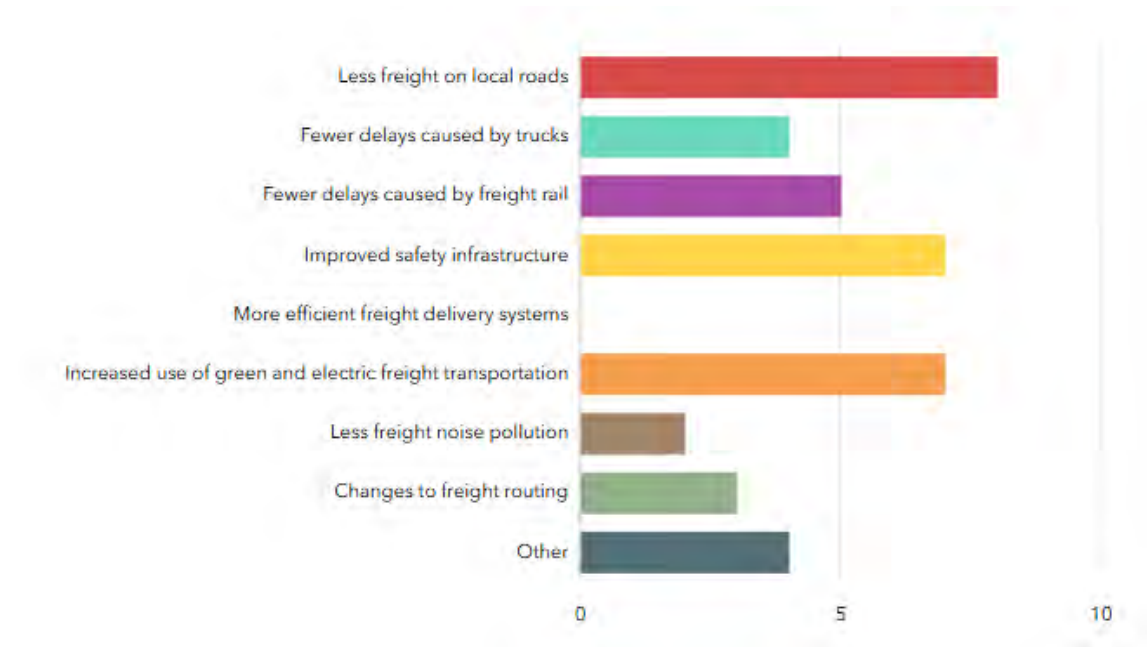
Empty categories [Sort](#)

Answers	Count	Percentage
Yes	30	73.17%
No	5	12.2%
Unsure	5	12.2%

Have you experienced delays caused by freight transportation?



What changes would you most like to see in the way freight moves through your community?



‘Other’ responses: Update to infrastructure is needed to handle the growing population; This looks like a massive waste of money. Let's keep business and America moving; I would like to see new freight rail lines installed near I-25 freeing up current rail lines for commuter traffic. And my opinion freight should mainly move by rail saving trucking for deliveries of 500 mi or less; Get rid of the toll lane on I25; Don't mandate electric trucks. High costs hurt independent operators, impairs safety; Avoid roundabouts if possible. They are slow, and often curb check and cross over the lane boundaries. Roundabouts are often not large enough for the trucks.

What changes would you most like to see in the way freight moves through your community?

- This looks like a massive waste of money. Let's keep business and America moving. Make it as easy and cost-effective to move freight here as possible.
- Thank you for your attention to this situation. I don't have any solutions, but it is obviously a problem.
- Not really. Not very informed on this situation. From my perspective the biggest issue is the freight train traffic that passes through populated areas without actually unloading for their benefit. Just seems to cause a lot of delays in Fort Collins especially
- More trains and green transport
- make RR crossings safer and less destructive to car suspension systems.
- Integrate FNL airport more
- Input from trucking industry is important for this process. Residents may have concerns with noise but may not understand how limiting freight routes impacts freight efficiency.
- Increase rail safety along 85 Hwy towns. Minimize new regs that increase costs to small operators. Costs are leading to safety problems with more companies using untrained drivers. Liability for reckless drivers costs all truckers thru insurance.
- In the same way there are dedicated freight movement lanes, we also should have certain road dedicated as POV movement corridors. Right now, there are safety challenges where the corridors narrow as you move east on major roads. POVs taking very risky chances to move around trucks on two lane roads. Also, a lot of individuals do not understand how to handle safely passing when moving into a lane with traffic allowed to move in opposite direction. Also, airports. The Loveland airport should be restricted to light aircraft alone and height restrictions and safety zoning should be implemented for any larger traffic to move in and out of the Greeley airport. There are inadequate safety zones surrounding the Loveland airport and noise is becoming a huge, disruptive issue. Let's learn from other areas with multi-airport networks about how to set things up correctly.
- If we must have freight going through the center of towns, these roads NEED to have 4 lanes. If the road is 2 lanes two-way traffic and unable to have additional lanes added, it needs to be removed as a freight route and an alternate bypass route designated instead.

- If the state is not going to continue to support capacity projects, should Colorado consider identifying the right travel lanes as a designated truck route to help reduce congestion delays?
- I would much prefer to reduce taxpayer burden on road repair, reduce traffic delays/congestion from semis, and reduce road damage by making it a NoCo goal to move as much freight by train as possible. And see fewer “big rigs” on the road.
- I would like to see new freight rail lines installed near I-25 freeing up current rail lines for commuter rail. In my opinion freight should mainly move by rail saving trucking for deliveries of 500 mi or less.
- I am a locomotive engineer for Union Pacific and our trains keep getting longer and longer so you must take that into account for home/business/emergency access.
- HWY 85 is a nightmare. Too many stop lights, too many speed changes. Avoiding trucks and driving safely is treacherous. Similarly, HWY 34 is wildly overused and only getting worse. I-25 should be 4/4 lanes all the way to Wellington. The glacial pace of construction and improvements is not keeping up with actual needs.
- As overall traffic continues to increase in northern Colorado, civilian drivers are increasingly impatient often speeding, knowing freight weighs more etc, their safety and overall safety is a concern. Especially for drivers who cannot read English safety signs (should be required to operate any motor vehicle, especially commercially).
- Advocate for efficiency and clean air, but also understand local context, polling should be targeted to residents and business along local corridors as much as possible, and without question on proposed local corridors 1
- I would love to see passenger rail in the region and think freight plans should incorporate this possibility for the future. I know it's outside your planning region, but Would love to see you advocate for improving freight on 66 north of Longmont. I live in Berthoud and am constantly delayed commuting to work by Lyons concrete trucks.

Larimer County Mobility Committee (LCMC) Meeting Minutes

July 28th, 2026, 1:30 pm – 3:00 pm

Hybrid Meeting Location:

Loveland Youth Campus in the United Way Classroom 1 at 2366 E 1st St, Loveland, CO 80537

Welcome and Introductions

Call Meeting to Order, Welcome, and Overview of Agenda

Attendees:

In Person:

- Co-Chair Katlyn Kelly, Transfort
- Bailey Roubidoux, RAFT
- Megan Kalizac, zTrip
- Steve Conaway, RAFT
- Colleen Meyer, A Little Help

Virtual:

- Ari Edgley, Foothills Gateway
- Nathan Vander Broek, GoNoCo34
- Reese Koltz, ARC Larimer County
- Bridie Smith, COLT
- Dena Boutwell, Via Mobility Services
- Jacque Penfold, Citizen
- Dana Klein, Estes Park
- Amanda Cabot, CDOT

NFRMPO Staff:

- Tanya Trujillo-Martinez, Mobility Director
- Aaron Hull, Mobility Planner
- Lisa Joyner, Mobility Specialist

Introduction

Members introduced themselves and the agencies that they represent. Individuals who were in person went first, then those online.

Public Comment

There was no public comment at this meeting.

Transfort & COLT Updates

Bridie Smith said COLT will be restoring 30-minute service on routes #1 and #2 beginning August 17, 2026.

Co-Chair Katlyn Kelly shared that Transfort is doing some route realignment that will take effect on August 17, 2026, because of their Optimization Plan, and that there will be reductions and eliminations, including routes 10, 11, 12, 32, and 92. Co-Chair Kelly mentioned that Routes 19 and 81 will have expanded service days as well as that Dial-A-Ride will no longer have Sunday service, but Dial-A-Taxi will be available. Co-Chair Kelly pointed out that there is also a slight adjustment in the Dial-A-Ride Service area and hours, with all information available on the [Transfort Website](#).

Approval of April Meeting's Minutes

Motion made by Megan Kaliczak and seconded by Steve Conaway to approve the April 28, 2026, meeting minutes; the motion passed unanimously.

Changing the October LCMC Meeting Date Discussion

Hull discussed moving the October LCMC meeting from October 27, 2026, because NFRMPO staff will be attending the Ozone Exchange Conference from October 26–28 at The Ranch in Loveland. Committee members indicated that October 20 works best for most participants, and Hull noted that the conference is open to attendees for a fee.

Mobility Program Updates:

RideNoCo Data & Outreach Updates

Aaron Hull shared that future Mobility Program updates will be provided as handouts to allow more meeting time for discussion and presentations. Hull mentioned that they will continue to present on the call center, website, and outreach information in person. Hull reviewed year-to-date call center and website statistics, highlighted the new RideNoCo website and ride referral form, and announced upcoming RideNoCo and NFRMPO outreach events through October.

Mobility Leadership Updates

A written report was provided in the meeting handouts.

Mobility Planning Updates

A written report was provided in the meeting handouts.

Presentations

A Little Help Presentation

Collen Meyer discussed that the mission of A Little Help is to connect neighbors and empower older adults to thrive in their home and in their community. Meyer explained that the organization began in 2005 in Denver as part of Washington Park Cares and that in 2007, A Little Help became a 501(c)(3) non-profit in the Denver area, then launched service in Fort Collins in 2017, thanks to a grant from PAFC.

Meyer said that, from there, they expanded to Berthoud and Loveland and then to parts of Weld County in 2023. Meyer said that A Little Help serves older adults sixty and over and offers transportation services, outdoor help like raking, trimming, gardening, weed pulling, mowing, and snow shoveling. Meyer explained that the indoor services include dusting, organizing, hanging pictures, friendly visits, simple tech help, and pet walking.

Meyer discussed how to be eligible for services: you must be 60 years old or older, live in the service area, and have permanent residence. Meyer said there are no income requirements for services, and volunteers are trained and must pass a background check. Meyer explained the volunteer portal and how volunteers can review and accept client requests for service and arrange days and times. Meyer said they have over five hundred individual background-checked volunteers, and about 150 are active and accept most requests. Meyer discussed how A Little Help also has opportunities for groups of three or more to volunteer, and they offer several different programs. Meyer added that in November, they have dedicated Saturdays for fall outdoor cleanup. Meyer shared that in 2025, they impacted more than 400 older adults, had over 500 volunteers, and provided 1,700 direct services to older adults. Meyer estimated direct out-of-pocket cost savings of \$435,881 for serving members.

Steve Conaway asked what their transportation range is, and Meyer said that they really do not put a range on how far they will go but ask volunteers to stay within the community; it is up to the volunteers how far they want to go.

Co-Chair Kelly asked if they actively recruit volunteers, and Meyer said that they have stopped taking applications for services in Loveland because they do not have enough volunteers to meet the needs. Meyer mentioned that they are looking at how to recruit volunteers.

Lisa Joyner asked if people could sign up for transportation only, and Meyer said that once you fill out an application, you are eligible for all services.

Nathan Vander Broek asked if A Little Help works with businesses to volunteer and continue to get paid while working, and Meyer said they work with a few businesses that have VTO programs and are always looking for more.

Jacque Penfold asked if they could assist people living in RVs in RV parks, and Meyer said that she was not sure, but probably not because that is not a permanent resident.

Dena Boutwell asked what services are in the highest demand, and Meyer said that outdoor work is the highest in demand because it is physically demanding, and some cannot do it.

Co-Chair Kelly asked what the volunteer onboarding process is like, and Meyer said there is an online application and background check. Once that goes through, training begins.

Tanya Trujillo-Martinez asked what the lead time was for scheduling a ride for an established client, and Meyer said they ask for at least five days' notice.

Meyer closed by saying the website is a wonderful place for resources and to feel free to email her at colleen@alittlehelp.org.

Discussions

Mobility Case Study

Hull presented a case study about an older adult near Horsetooth Reservoir who uses a walker, lacks nearby bus service, and needs transportation to medical appointments in Loveland as well as personal and grocery trips in Fort Collins. Discussion ensued on the service-area limitations for SAINT and Dial-A-Ride, potential pickup points such as JJ's or Front Range Community College, and the process for applying for Dial-A-Ride and using Dial-A-Taxi vouchers. Megan Kaliczak walked through the process of applying for Dial-A-Ride services in both Loveland and Fort Collins and utilizing the Dial-A-Taxi \$15 voucher.

Wrap-Up

Next Meeting Agenda Suggestions

Co-Chair Kelly requested presentations from MediDrive and the Front Range Passenger Rail about the CoCo Colorado Connector. Hull mentioned that he can work on getting those set up for future meetings and that there will be upcoming Front Range Passenger Rail town halls at Fort Collins and Loveland.

Meeting Adjournment:

Co-Chair Kelly adjourned the meeting at 2:52 pm.

Upcoming Meetings:

- Northern Colorado Mobility Committee: August 25th, 2026
- Weld County Mobility Committee: September 22nd, 2026.
- Larimer County Mobility Committee: October 20th, 2026***

*Please note:

The NCMC, WCMC, and LCMC are **hybrid** meetings with a virtual option and in-person locations at the following:

- The NCMC in-person meeting location is the Windsor Community Recreation Center, Buckeye/Redwood Room, 250 11th St, Windsor, CO 80550.

- The WCMC in-person meeting location is The United Way of Weld County office at 814 9th Street, Greeley, CO 80631.
- The LCMC in-person meeting location is the Loveland Youth Campus in United Way Classroom 1 at 2366 E 1st St, Loveland, CO 80537.