

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
Hybrid Meeting October 16, 2024  
1:01 – 2:31 p.m.**

**TAC MEMBERS PRESENT:**

Mark Oberschmidt, Chair – Evans  
Nicole Hahn, Vice Chair – Loveland  
Omar Herrera – Windsor  
Dana Hornkohl – Fort Collins  
Kim Koivuniemi – Timnath  
Victoria McKennan – Greeley  
Tom Moore – RAQC  
Evan Pinkham – Weld County  
Eric Tracy – Larimer County

**NFRMPO STAFF:**

Mark Northrop  
Jerome Rouser  
Cory Schmitt  
Paul Sizemore  
Jonathan Stockburger

**TAC MEMBERS ABSENT:**

Aaron Bustow – FHWA  
Rick Coffin – CDPHE-APCD  
Jason Elkins – Johnstown  
Tawn Hillenbrand – Berthoud  
Pepper McClenahan – Milliken  
Shani Porter – Severance  
Town of Garden City  
Town of LaSalle

**IN ATTENDANCE:**

Candice Folkers – COLT  
Phil von Hake – CDOT  
Joshua Ma – Fort Collins  
Dee McIntosh – CDOT  
Josie Thomas – CDOT  
Johnny Olson – Benesch  
Gina Fox – CDOT  
Justin Piles – Loveland  
Keith Wakefield – Loveland  
Annamarie Jazwick – CIG  
Aislinn Droski – FTA

**CALL TO ORDER**

Chair Oberschmidt called the meeting to order at 1:01 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE August 21, 2024 TAC MINUTES**

Hornkohl moved to approve the September 18, 2024 TAC Minutes. Hahn seconded the motion, which was approved unanimously.

**PRESENTATION**

**I-25 and Mulberry Interchange Improvements** – Johnny Olson, Benesch, and Gina Fox, CDOT, presented on the I-25 and Mulberry Street/SH14 Interchange Improvement plan. Olson introduced the project location, mentioning the project was removed from Segment 8 and that the project had past issues with funding. Benesch was selected as the design consultant for the interchange improvements. Olson mentioned the growth Mulberry Street/SH14 has experienced, low-income residents in the area, and aspects of environmental justice protection areas.

Olson talked about existing conditions the new interchange will seek to address including unconventional traffic operations, flooding concerns, aging infrastructure, traffic growth, regional population growth, and safe connections for cyclists and pedestrians. For safe pedestrian and cyclist crossings, Olson mentioned the traffic fatalities that have occurred near the Comfort Inn and American Furniture Warehouse. Olson also mentioned witnessing people running across Mulberry Street/SH14 with no crosswalk or safety infrastructure present. Fox added this project should be viewed as more of a Mulberry Street/SH14 project rather than an I-25 project, as that is where more safety and funding issues are present. Fox also mentioned local fatigue from I-25 projects. Olson mentioned the flooding of Frontage Road 14 that has occurred twice this year and said Benesch has been working on determining whether that flooding is local or floodplain flooding.

Olson discussed the 2011 North I-25 EIS Report, which recommended three general-purpose lanes and one express toll lane from Denver to Mulberry Street/SH14. The EIS also called for rebuilding the Mulberry Street/SH14 interchange as a diamond, adding a carpool lot adjacent to the interchange, creating a west frontage road undercrossing, and realigning the northeast frontage road. Olson said this is one of the solutions Benesch will evaluate, and aspects of this EIS will likely be incorporated into the final product. Oberschmidt inquired if the EIS plan can be altered. Olson responded Benesch must stay within the framework of the alternatives; however, they can optimize anything within the EIS.

Olson discussed the Interchange Type Selection Report, which evaluated various intersection types. CDOT did not make a specific recommendation from this report, stating they are open to looking at other options not included in the report. Olson also discussed the major movements at the intersection based on a 2035 traffic forecast. The highest forecasts include going straight on Mulberry Street/SH14, turning right onto Southbound I-25, and turning left onto westbound Mulberry Street/SH14.

Olson described the project goals including enhancing safety, supporting equitable transportation connections across all modes, improving projected levels of service, bridge replacement, improving riding surfaces, addressing floodplain issues, modernizing the site for electric vehicles, coordinating with stakeholders, and securing construction funds. Fox added that she would like to challenge the group to develop further project goals beyond the ones listed. Herrera inquired about wildlife safety at the intersection. Fox responded that wildlife is not a major concern at the intersection. Fox said pedestrian safety certainly is a major concern due to the multiple fatalities that have occurred, mentioning there have been three fatalities since the Request for Proposal was released. Tracy added ensuring pedestrians can safely cross the bridge from the mobile home park is vital. Olson mentioned other options to separate pedestrians and vehicles, such as a pedestrian bridge.

Olson opened the discussion to a round table. Thomas asked if there had been any discussion with CDOT if there were any plans for a mobility hub at the site. Olson said the Harmony exit will be the location of

the mobility hub. Thomas mentioned the possible need for transit connections in the area due to disadvantaged communities nearby. Olson confirmed Transfort is a major stakeholder in the project.

Olson asked the group if they see driving through the interchange as dangerous. The group unanimously agreed they did. Thomas mentioned the difficulties of getting Southbound on I-25 due to the number of semi-trucks in the right lane are often trying to pull onto the Prospect interchange. She also mentioned seeing many near-miss collisions. Thomas said the two highway exits may be too close together. Tracy stated distaste when getting off I-25 Southbound and heading westbound on Mulberry Street/SH14, citing confusing traffic patterns. Hahn mentioned the fatalities near the Maverick on the frontage road. Olson said attempts to address these problems were completed with an interchange redesign in recent years. Oberschmidt mentioned a new subdivision that will be built to the west of the project site, adding to the fact the area is likely to see heavier traffic counts soon.

Tracy asked if there were any changes on the project site from the floodplain risk assessment. Olson responded Larimer County is beginning to collect that data. Olson added the known issues with flooding in the northwest corner of the site and mentioned Larimer and Fort Collins will have to apply for the Environmental Protection Grant for the area.

Referring to the 2011 EIS Plan, Olson mentioned one of the changes he wants to make is removing two right-in right-outs to the west side of the site, citing they are too close to the intersection and would cause safety issues.

Hahn asked if there are plans to annex this site from Larimer County to Fort Collins. Tracy stated there are plans, and it will be annexed eventually.

### **AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Moore provided an overview regarding ozone and air quality planning within the North Front Range. From the 2024 8-Hour Ozone Summary across Colorado, 15 sites exceeded 75 parts per billion (ppb) NAAQS, while all 17 sites exceeded 70 ppb NAAQS levels. Moore mentioned three sites in the North Front Range that started operating this year including Fossil Creek, Timnath, and LaSalle. Moore discussed the Long-Term Trend in NAA-Wide Ozone Exceedance Days. The chart included 2024 information showing there were 41 days with a ppb greater than 71 and 22 days with a ppb greater than 75. Since 1998, the trend lines for both data sets have barely changed. Moore discussed the 2025 Serious Ozone Attainment Tentative Chapter Development Plan schedule, which includes meetings on February 7, March 7, April 4, May 2, and June 6 in 2025. On July 18-19, 2025, a request will be made for a Rulemaking Hearing for the Ozone Attainment Plan. On November 20-21, 2025, the Ozone Plan and remaining control strategies rulemaking hearing will be held. Moore ended by ensuring he would keep TAC updated with information from these meetings.

### **DISCUSSION ITEMS**

**MMOF Call for Projects** – Northrop provided an update on the 2024 MMOF Call for Projects process, which opened on October 4. Northrop reviewed the schedule for the Call including the project description due date and close of the Call. He then discussed the Applicant Workshop, which included an overview of the MMOF Call, applicant materials, online resources, and open discussion and questions. Northrop then provided an overview of the project descriptions received. NFRMPO Staff received 16 project descriptions from nine sponsor agencies. Project requests included fixed-route transit projects, bike and pedestrian projects, and multimodal transportation studies. Northrop discussed the draft project application, which is due to NFRMPO Staff by October 25. Items that must be included are a completed application, a project location map, an equity analysis worksheet, a detailed cost estimate per unit and by phase, project prioritization by category, and a sustainable funding plan for transit projects. If feasible, applications should include a letter of support from the mayor or town administrator or a resolution of support from the local government as part of the draft application. Thomas added these letters are not required until the final application but are preferred with the draft. Northrop then discussed the scoring process for the Call. He asked TAC members to contact NFRMPO Staff if they are interested in being on the scoring committee. Hahn inquired about how the scoring committee works with multiple people from one agency being a part of the scoring process. Northrop and Rouser responded that each agency submits one score. Hahn asked about the purpose of the town administrator’s letter of recommendation, which Northrop stated was to local agency support.

## **OUTSIDE PARTNER REPORTS**

**NoCo Bike and Ped Collaborative** – Written report was provided.

**Regional Transit Agencies** – No reports were provided.

**Mobility Updates** – No reports were provided.

## **REPORTS**

**September Planning Council Meeting Summary Draft** – Written report provided.

**Mobility Committee Updates** – Written report provided.

## **ROUNDTABLE**

Herrera noted that Windsor completed their 11th Street multimodal project.

Tracy noted progress with the Larimer County Transportation Master Plan, mentioning that their next step is doing one-on-one sit-downs with each community.

Thomas noted the Active Projects Report in the TAC packet. Thomas mentioned the importance of paying the project bills on time and encouraged members to pay attention to their FHWA end date.

Hahn noted that the Taft Avenue and US34 project is moving along. The city will now close the road on the north side of Taft and reopen the south side.

Koivuniemi noted that Timnath Parkway will likely be open within the next month.

Rouser noted that the Active Transportation Survey closed on September 27. The survey ended with 263 responses. Rouser noted that NFRMPO staff are analyzing that data, especially the open-ended responses. Rouser also noted that NFRMPO staff are in the process of RATC visioning, and Rouser is actively meeting with communities until Thanksgiving.

Oberschmidt noted that 37th Street in Evans is open to traffic, and Phase 2B of the project will begin soon. Work on the adjacent landscaping will be pushed back to next year. Oberschmidt also mentioned getting a group together to discuss digital project delivery and invited committee members to join.

### **MEETING WRAP-UP**

**Final Public Comment** – There was no final public comment.

**Next Month’s Agenda Topic Suggestions:** There were no agenda topic discussions.

**Meeting adjourned at 2:31 p.m.**

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

**The next meeting will be held at 1:00 p. m. on Wednesday, November 20, 2024, as a hybrid meeting.**