

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
Hybrid Meeting  
February 19, 2025  
1:02 – 2:37 p.m.**

**TAC MEMBERS PRESENT:**

Nicole Hahn, Chair – Loveland  
Omar Herrera – Windsor  
Dana Hornkohl – Fort Collins  
Kim Koivuniemi – Timnath  
Victoria Leonhardt – Greeley  
Tom Moore – RAQC  
Eric Tracy – Larimer County

**NFRMPO STAFF:**

Aaron Hull  
Becky Karasko  
Jerome Rouser  
Jonathan Stockburger  
Paul Sizemore

**TAC MEMBERS ABSENT:**

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

**IN ATTENDANCE:**

Brendan Cicione – CDPHE-APCD  
Gina Fox – CDOT  
Medora Bornhoft – CDOT  
Annelies van Vonno - CDOT  
Phil von Hake – CDOT  
Dee McIntosh - CDOT  
Keith Wakefield – Loveland  
Drew Pearson – Wilson & Co  
Candice Folkers - COLT

**CALL TO ORDER**

Chair Hahn called the meeting to order at 1:02 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE January 15, 2025 TAC MINUTES**

Hornkohl moved to approve the January 15, 2025 TAC Minutes. Koivuniemi seconded the motion, which was approved unanimously.

**AIR QUALITY AGENDA**

**Regional Air Quality Council Updates** – Moore walked through the schedule for the 2025 Serious Ozone Attainment Plan. Each monthly RAQC Board Meeting will discuss two to three chapters of the plan until June 6. The March 7 meeting will go over Chapters 1, 2, and 6. Moore also discussed the analysis work

update for the attainment plan. This included a broader schedule for the Serious 70 parts per billion (ppb) Ozone Attainment Planning Timeline, with ozone monitoring slated to begin on August 3, 2027. Moore also discussed the near-term timeline from January 2025 to March 2025. Moore mentioned the need to receive data from surrounding states for the National Emissions Modeling Platform. Moore mentioned that by March 7, RAQC hopes to design values for 2026 to present to the board, which includes model estimates and associated strategies. Moore discussed data from the Tons per Summer Ozone Season Day (9-County NAA). This data shows NOx totals, which include a total Anthro difference of -8.7% and a total Anthro and Natural difference of -7.9% from 2022 to 2026. This data also shows VOC totals, which include a total Anthro difference of -1.6% and a total Anthro and Natural difference of -0.8% from 2022 to 2026. Moore highlighted further data which shows the NOx difference from 2022 to 2026 includes a 7% reduction from on-road emissions. Meanwhile, the amounts of VOC emissions show little change. Moore discussed the Board Control Strategy Consideration Timeline, which ends in June with the Board endorsing their ideal mix of control strategies. Moore discussed the Deep Dive Slate Preparation Schedule, which includes Board Topics and CSC Topics for each respective meeting per month. Moore also discussed the next steps for Slate Development, the forming of one or more slate options, and an example of what one of the slate options would look like.

**APCD Updates** – Brendon Cicione, CDPHE, discussed the previous month’s AQCC meeting. The division recommended attainment designation for the revised 2024 PM 2.5 Max Standard. There was also a rulemaking hearing, updating the vehicle inspection program. Another rulemaking hearing was in response to HB22.1244, in which the commission established a new regulation to identify five priority air toxic contaminants.

## **METROPOLITAN PLANNING ORGANIZATION AGENDA**

### **ACTION ITEMS**

**National Performance Measures 4 Year Target** – Karasko discussed CDOT’s adjustments to the midyear 4-year targets. The NFRMPO is in-line with all targets except for one: the *Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition*. This target was recommended by the Planning Council to be changed from 36% to 38.5%. Karasko noted that we as a region are already at 58%.

Koivuniemi moved to recommend Planning Council approval of the National Performance Measures 4 Year Target. Hornkohl seconded the motion, which was approved unanimously.

### **PRESENTATIONS**

**CDOT 2025 Active Transportation Plan** – Medora Bornhoft, CDOT, discussed the progress with CDOT’s Statewide Active Transportation Plan. Bornhoft started by discussing the meaning of active transportation, which is any human-scale and typically human-powered mode of transportation. Bornhoft discussed the plan’s purpose, which includes setting goals, policy recommendations, action steps, integration with local and regional bike and pedestrian plans, creation of a tool to prioritize active transportation investments, integration with other statewide planning initiatives. Bornhoft emphasized that this will not be a project-based plan. Bornhoft provided an update as to where the plan is with its public and stakeholder engagement process. Phase 1 included a public survey, which closed on

September 13 with over 3,000 responses. CDOT is currently working on phases 2 and 3, which focus on identifying vision, goals, and strategies, as well as creating an implementation plan. Bornhoft emphasized the importance of the Statewide Community Advisory Committee for these phases, which has met two times and will meet two more times. Bornhoft discussed the four overarching goals of the plan, which include safety, equity, mobility choice, and connected communities.

Bornhoft showcased the Priority Active Connections Explorer (PACE). PACE is a map-based tool which helps plan and prioritize active transportation facilities on all state highways. Specifically, PACE identifies priority segments and critical gaps based on a scoring methodology of every mile segment of state highway. The preliminary maps showcased included safety, mobility choice, connected communities, equity, and a final priority map. The safety map was determined by vulnerable road user crash history, high injury network data, and level of traffic stress data. The mobility choice map was determined with data from missing AT facilities, scenic byways and proposed US bikeways, short trips, and existing demand. The connected communities map was determined with data from transit, schools, parks and trails, main streets, and population and employment. The equity map was determined with data from disproportionately impacted community factors and various mobility barriers. The preliminary composite results map combined results from the four other maps and identified the segments with the highest priority levels both at the statewide and NFRMPO levels.

Hahn asked if there will be any aspect of the plan that looks at when communities should grade-separate or find alternative solutions at intersections. Bornhoft responded that is one of the goals with the creation of this tool, although there is no current guidance for intersections in the plan. Bornhoft mentioned that the user guide for the plan will compare the local active transportation networks to the ones at the state level and examine the crossings that overlap. The plan will also help identify where safer crossings are needed at the statewide level. Hahn mentioned the booming development on US-34 between Greeley and Loveland and how that will constitute a larger priority area along with a need for getting those grade separations and other safety features into the development of the area early.

Gina Fox, CDOT, asked if PACE considered any known future land uses. Bornhoft responded that it looks at the statewide travel models forecast specifically with trips 3 miles and under.

Drew Pearson, Wilson & Co, asked if the Vulnerable Road User Safety Assessment was just state facilities or if it was state and local facilities. Bornhoft responded that the assessment looked mostly at crash data instead of facilities.

Hahn asked how the TAC can get involved with CDOT's current plans that are also being worked on. Bornhoft mentioned upcoming outreach for the statewide plan as well as Strategic Highway Safety plan doing outreach with CDOT's engineering regions.

Bornhoft ended by discussing the next steps for the Plan. These steps include two future Community Advisory Committee meetings, finalizing objectives, strategies, and performance measures, refining the

project prioritization pool, developing and implementation plan, draft plan review in April 2025, and plan adoption in August 2025.

### **DISCUSSION ITEMS**

**Freight Northern Colorado Plan Update** – Stockburger discussed the progress on the 2026 Freight Northern Colorado (FNC) Plan. Stockburger mentioned that the kickoff for this plan was started in November 2023 by a different person. Stockburger provided his background as the former intern at CDOT’s Freight Mobility and Safety Branch under Craig Hurst and Erica Denney. Stockburger discussed the uses previously released FNC in 2019, which were to describe existing conditions and be a resource of freight data for stakeholders and the general public. Stockburger described what will be new with the 2026 FNC, which includes updating information and statistics and identifying potential freight projects or areas of concern in the region. Stockburger discussed the timeline of the FNC. The plan currently falls within the “Outreach, Data Collection, and Plan Outline” phase, and the anticipated publish date is Q2 of 2026. Stockburger discussed maps and datasets that will be added to the 2026 FNC, which includes roundabouts, timber structures, OSOW permitting data, city and county freight corridors, truck travel time reliability, emerging technologies, freight quiet zones, alternative fuel corridors, stakeholder and public surveys, mapping freight facilities, and the promotion of trucking resources. Stockburger also discussed data and statistics that will be updated from the 2019 FNC. Stockburger ended by calling for the TAC’s help with taking the stakeholder survey, promoting the public survey, sending contact information for freight stakeholders, and sending freight images from the TAC’s communities.

Gina Fox, CDOT, said she will reach out to Stockburger with meetings pertaining to truck parking studies in the region.

**NFRMPO 10-Year Priority List Update** – Karasko discussed the NFRMPO 10-Year Priority List Workshop. Karasko discussed the outcomes from the Council meeting, which included discussing the data needs prioritization, adding Harmony Road/WCR74 to the regional priority corridors, and coordinating a future workshop with the TAC in March to determine the scoring criteria for the list. Karasko also asked TAC members how the projects within the tiers should be ranked, if each tier should have the same criteria for ranking projects, and if the ideas for ranking the projects should be presented at a future meeting. TAC members shared a robust discussion on the need to add Harmony Road/WCR74, the purpose of the NFRMPO’s priority list in relation to the CDOT 10-Year Plan and the best way to move forward to finalize the NFRMPO list. It was determined TAC would recommend to Planning Council that the Tier 1 list should be the region’s priorities and that further workshops at this time for this iteration of the list would not be productive. TAC members discussed refining the criteria and definitions of the Tiers for future iterations of the NFRMPO’s Priority List.

**SS4A Funding Roundtable** – Tracy mentioned that Larimer County is at the tail end of their SS4A project, with adoption anticipated in April. Tracy also voiced concern with receiving federal grants like a RAISE grant and a Bridge Improvement Plan grant, which has been awarded but there has not been any contract. Tracy stated that the federal government will apparently be looking into reimbursing expenses. Tracy also mentioned they will be likely be reimbursed for the SS4A project.

Hornkohl mentioned that in 2023 Fort Collins was successful with a supplemental planning and implementation grant. Fort Collins is moving forward with the creation of separated bikes lanes on Center Avenue. Hornkohl also mentioned a 2024 grant which does not yet have an IGA contract for a bike study for the northwest area of Fort Collins to identify implementation grant opportunities with SS4A. Fort Collins also awarded a code audit that allows the implementation of the Active Modes Plan recommendations. This project includes a demonstration on Lake Street to do separated bike lanes and potentially close an intersection at Center and Lake. The project also includes looking at the Harmony corridor and identifying priority sections.

Keith Wakefield, Loveland, discussed Loveland's SS4A project. Loveland is in the process of trying to get an IGA approved for a planning and demonstration grant. FHWA has said that it cannot move forward at this time so all Loveland can do is wait. Loveland's application discussed developing a Safety Action Dashboard for data to be presented to the public, additional equity mapping, and a vision zero proclamation for the city. Loveland also has multiple demonstration projects, with one being a striping exercise on Cleveland to bring the street from three lanes down to two lanes, then determining uses for the additional space. Other demonstrations in Loveland include a mini roundabout at Garfield and 10<sup>th</sup> Street and exploring the use of A.I. with signal cameras to detect near misses.

Herrera mentioned that Windsor's plan funded through their SS4A grant should be finalized in the next couple months and that Windsor held their last stakeholder meeting in the previous month. Windsor finished doing their roadway safety audits to determine what the SS4A project might look like.

Leonhardt mentioned that their plan to use SS4A funds was approved by their council and Greeley is moving forward with their planning and demonstration grants. Leonhardt mentioned there are several quick build projects that Greeley is doing. Greeley is also waiting to see the results from some of the demonstration projects.

### **OUTSIDE PARTNER REPORTS**

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

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

**Mobility Updates** – Hull mentioned the various outreach events the mobility team has done in the past month, including Winter Bike to Work Day and talking with UC Health. Hull mentioned the mobility team is in the process of finalizing the My Way to Go program, which is currently launched but needs a few tweaks before it is promoted to the public. Lastly, Hull mentioned they are in the process of starting the Coordinated Plan and that he has reached out to various stakeholders within the TAC.

### **REPORTS**

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

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

**Legislative Updates Report** – Written report provided.

**NFRMPO Air Quality Updates** – Written report provided.

### **ROUNDTABLE**

Keith Wakefield, Loveland, mentioned the start of the 4<sup>th</sup> Street revitalization project. Construction is anticipated to start next week. The US-34 and Fast project is anticipated to begin construction sometime from the spring to mid-summer. Lastly, he mentioned the large amount of development coming to US-34 and the need to address congestion on that corridor.

Hornkohl mentioned that the Fort Collins Council approved the last piece of funding for the College and Trilby Intersection Project. The second phase of construction will begin in March. Hornkohl also mentioned they are looking to advertise the Power Trail Underpass within the next two weeks.

Karasko mentioned the NFRMPO is in the hiring processes for a controller and a mobility director. The NFRMPO is also accepting applications for a planning intern and a transportation modeler.

Hahn mentioned Loveland is hiring transportation planners.

### **MEETING WRAP-UP**

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

**Next Month's Agenda Topic Suggestions:** Karasko mentioned a recommendation to reintroduce the MPO and explain its significance.

**Meeting adjourned at 2:37 p.m.**

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

**The next meeting will be held at 1:00 p.m. on Wednesday, March 19, 2025, as a hybrid meeting.**