

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
March 19, 2025
1:00 – 2:54 p.m.**

TAC MEMBERS PRESENT:

Nicole Hahn, Chair – Loveland
Evan Pinkham, Vice Chair – Weld County
Aaron Bustow – FHWA
Brendan Cicone – CDPHE-APCD
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
Mykayla Marek
Jerome Rouser
Paul Sizemore
Jonathan Stockburger

TAC MEMBERS ABSENT:

Tawn Hillenbrand – Berthoud
Pepper McClenahan – Milliken
Shani Porter – Severance
Town of Garden City
Town of Johnstown
Town of LaSalle

IN ATTENDANCE:

Hanna Feldmann – Greeley
David Eisenbraun – Weld County
Candice Folkers – COLT
Phil von Hake – CDOT
Lindsey Jones – STV Inc.
Dee McIntosh – CDOT
Desiree Moore – Drive Clean Colorado
Drew Pearson – Wilson & Co
Scott Pearson – Windsor
Jake Schuch – CDOT
Luke Seeber – Berthoud
Josie Thomas – CDOT
Keith Wakefield – Loveland
Martina Wilkinson – Next Phase Engineering

CALL TO ORDER

Chair Hahn called the meeting to order at 1:00 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE February 19, 2025 TAC MINUTES

Hornkohl moved to approve the February 19, 2025 TAC Minutes. Koivuniemi seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Council Updates – Moore discussed the planning activities and SIP chapters the RAQC is currently working on. He shared the timeline and review process for SIP chapter development.

Moore then explained Chapter 3 and Chapter 8 of the SIP. He then provided an update on air quality analysis and discussed the major milestones and timeline of their ozone attainment planning process. Moore noted the upcoming control strategy presentations and discussions.

APCD Updates – Brendon Cicione, CDPHE, discussed a rulemaking hearing which took place last month to align Regulation 7 with the EPA’s Model Rule 40 CFR Part 60 on ozone precursor emissions by way of standardizations to pre and early production oil and gas monitoring programs.

METROPOLITAN PLANNING ORGANIZATION AGENDA

ACTION ITEMS

March 2025 TIP Amendment – Stockburger presented the March 2025 TIP Amendment, which includes four additional projects and three revisions. Additional projects include Greeley’s *10th Street Transit Vision* project, the *Greeley Active Modes Plan* project, Loveland’s *US34 Transit Sidewalk Connectivity* project, and the *Weld County On-Demand Transit Program* project. Projects being revised include Greeley’s *US34 and 35th Ave Interchange* project, Greeley’s *US34 and 47th Ave Interchange* project, and the Fort Collins *Foothills Transit Station & Roundabout* project. Stockburger noted the public comment period opened on March 13th and will close on April 11th. Stockburger stated NFRMPO staff found no disadvantages and support adding the March 2025 TIP Amendment to the FY24-27 TIP.

Hornkohl moved to recommend the Planning Council approve the March 2025 TIP Amendment. Koivuniemi seconded the motion, which was approved unanimously.

PRESENTATIONS

Harmony Road/N I-25 Interchange Project – Martina Wilkinson, Next Phase Engineering, discussed the interchange project at Harmony Road/WCR 74 and I-25 that Timnath and Fort Collins are working on together. Wilkinson described the 1-mile stretch of Harmony Road the project is focused on as well as the current average annual daily traffic (AADT), Level of Service (LOS), the number of crashes, Level of Safety Service (LOSS), and delays in emergency response time within the project area. Wilkinson also provided a regional context to the project by explaining that the Harmony Road interchange sees the highest traffic volume out of all the interchanges north of US 34 along North I-25 within the North Front Range region.

Hahn asked if Fort Collins is anticipating a widening of Prospect Road to help redistribute the high volumes seen on Harmony Road. Wilkinson responded Fort Collins is considering this on the west side of I-25.

Wilkinson provided future AADT forecasts and explained there is an anticipated 30 to 40 percent increase in traffic volume over the next 20 years along Harmony Road and on I-25 near the interchange. She noted the current interchange configuration would not support the forecasted increase in traffic volume. Wilkinson shared information on recent improvements at the interchange such as re-striping to add a third westbound lane across the bridge, rebuilding the ramp terminal approaches and signals, and retiming the signals. Wilkinson then summarized the proposed study goals and considerations.

Drew Pearson, Wilson and Co, asked if a long-term goal of the project could be reexamining the capacity of nearby regional connectors such as SH392. Koivuniemi responded yes it could be, but it would depend on costs. Herrera mentioned Windsor is continuing to pursue funding and projects on SH392.

Herrera asked if there is a plan for Kechter Road east of I-25. Koivuniemi responded extending the road is mentioned in Timnath's Transportation Master Plan, but there is currently not money to fund this project.

Wilkinson and Koivuniemi both mentioned the importance of moving some predicted volumes off Harmony Road and onto other nearby roadways. Hahn agreed and mentioned the opportunity that Prospect Road must accommodate some of the predicted traffic volume.

Pinkham asked if there is a problem with pedestrian or cyclist fatalities and injuries in the project area. Wilkinson responded there have been no bike or pedestrian crashes in this area over the last three years and this is likely due to the limited bike and pedestrian movement on Harmony Road. Wilkinson stated there is an interest to increase bike and pedestrian mobility options in this area.

DISCUSSION ITEMS

NFRMPO Safety Dashboard – Marek presented a draft version of the NFRMPO Safety Dashboard, which includes serious injuries and fatal crashes from 2019 to 2023 in the NFRMPO region. Marek explained the draft dashboard can be filtered by community, county, injury type, vulnerable road user type and year. She further explained that as filters are applied to the dashboard, the display shows the number of fatal and serious injury crashes, the number of fatalities, the number of serious injuries, the number of pedestrian crashes, the number of bike or e-bike crashes and the number of motorcycle crashes automatically updates. Marek noted a user can also click on any data point in the dashboard which will display additional fields with information on the selected crash. Marek then gave TAC members a demonstration on how to use the draft version of the dashboard.

Hahn asked if it is possible to include more recent crash data in the dashboard that comes directly from the NFRMPO communities. Marek responded having more recent crash data from communities would be ideal. She explained MPO staff does not have access to crash data until CDOT makes the data available to the public which is a lengthy process. Hahn suggested the NFRMPO communities come up with a common file structure or type such as shapefiles to share the crash data directly with NFRMPO staff.

Leonhardt mentioned the fact that as of now it makes more sense for communities to use their own data instead of a regional dashboard due to having more up-to-date data. Leonhardt stated if communities share their more recent data with NFRMPO staff then it would begin to make sense for them to use the regional dashboard instead. Hahn agreed and mentioned a regional dashboard would be great for projects on the border of municipalities or for projects spanning multiple communities.

Pearson stated he previously worked on a crash dashboard for the Kansas Department of Transportation. Pearson mentioned a benefit to using data from the state is the consistency in the structure of the data. Pearson suggested additional widgets be added to the dashboard and law enforcement could be interested in utilizing a dashboard with more information on impairment trends. Marek responded by mentioning the expanded features included in the Denver Regional Council of Governments (DRCOG) crash dashboard. Marek suggested TAC members look to see if the DRCOG dashboard included any features they would like to see in the NFRMPO dashboard.

Koivuniemi asked TAC members which crash system their community uses. Many TAC members responded with either Crash Magic, Vision Zero Suite or get their crash data from the state patrol. Wilkinson stated combining CDOT crash data with local crash data could lead to inconsistent or missing data.

Herrera asked if it was possible to add more layers to the map on the dashboard and filter crashes by those additional layers. Herrera requested layers for Regionally Significant Corridors (RSCs) and trails. Marek responded she should be able to add more layers and can see if filtering the crash data by RSCs is possible.

Marek described the desired outcomes of having a regional crash data dashboard. Marek asked TAC for additional feedback on the draft version of the dashboard. Hahn stated having a dashboard with current crash data for only some of the communities with a disclaimer explaining this is better than having a dashboard that includes no recent crash data. Hahn also mentioned getting involved with DRCOG and the state to get crash data sooner would be ideal.

Marek asked TAC members what the best meeting format is to discuss this further. TAC members agreed a separate meeting outside of TAC meetings would work best.

Marek discussed next steps and informed TAC members the dashboard can be viewed until 5:00PM on Friday, March 21st and requested additional feedback through email.

FY2026-2027 UPWP Tasks – Karasko stated the NFRMPO has been working to develop tasks for the FY2026-2027 Unified Planning Work Program (UPWP). She mentioned there is a link in the memo to the draft UPWP tasks and potential deliverables. Karasko described the tasks which were removed from the updated UPWP, such as the Statewide Household Survey and the LINKNoCo Study. Karasko requested TAC members to review the FY2026-2027 UPWP Tasks and provide comments and projects to be included by Monday, March 31st by 5:00PM.

Keith Wakefield, Loveland, asked if their Safe Streets and Roads for All (SS4A) grant project should be included in the UPWP because they are currently unsure of its status. Karasko responded by saying it does not need to be included until the grant is contracted. Karasko explained modifications can be made to the UPWP once a grant is contracted.

NFRMPO 10-Year Priority List Update – Karasko provided TAC members with an updated list of projects from the January 10-Year Priority List Workshop. Karasko then discussed the scoring criteria for the 10-Year Priority List. Karasko explained the current criteria were developed in 2020 and includes categories

for Safety, Mobility, Economic Vitality, Asset Management, Strategic Nature, Regional Priority, and Project Readiness. Karasko asked TAC for feedback on the bullet points under each category and the maximum score allocated for each category.

Hahn suggested adding five points to the maximum score for the Safety category and suggested five points can be taken away from the Asset Management category. Karasko mentioned projects that are studies would score low under the Asset Management category.

Karasko asked if the Regional Priority category should stay at 10 points. Koivuniemi asked what the difference is between the Strategic Nature category and the Regional Priority category. Hahn responded the Strategic Nature category mentions the ability to leverage funding, and the Regional Priority category does not mention funding. Hahn explained the Strategic Nature category could help projects score higher if they have already funding secured or have a variety of funding options available.

Wakefield asked what they can do to make sure the data coming from the different communities is consistent. Karasko explained the requested data is what everyone should have access to and some data can come from the NFRMPO's Regional Travel Demand model.

Koivuniemi asked if the scoring criteria could include definitions for what the point values mean. Karasko responded this is possible.

Leonhardt highlighted the value of prioritizing certain corridors and suggested higher priority corridors could be given a higher score. Leonhardt also mentioned the importance of considering the votes from the January workshop.

Wakefield mentioned only considering volume over capacity in the scoring does not account for nuances such as turning movements or similar operational issues. Karasko responded those kinds of operational issues can be added to the scoring criteria. Wakefield emphasized by doing so, the data can become inconsistent when trying to compare projects from different communities.

Koivuniemi mentioned some of the projects are very expensive and stated a cost-benefit ratio should be considered in the scoring criteria. Wakefield added the scalability of project costs should be considered as well.

Koivuniemi recommended that the scoring criteria could have varying points given to projects based on how high of a priority the corridor a project is located on.

Leonhardt asked when this would be going back to Planning Council. Karasko responded it could go to Planning Council as soon as May and at the latest it could go to Planning Council in June.

Wilkinson recommended the NFRMPO map the projects and include their score and cost. Wilkinson explained the benefits of having a visual showing where the highest scoring projects are located in the region.

OUTSIDE PARTNER REPORTS

NoCo Bike and Ped Collaborative – Written report provided.

Regional Transit Agencies – No updates were provided.

Mobility Updates – Hull mentioned the Mobility Team is continuing to work on the Coordinated Plan and are currently meeting with stakeholders. Hull stated a public survey is now open for the plan.

Sizemore announced the NFRMPO has hired a new Mobility Director, Tanya Trujillo-Martinez, who will begin on Monday, March 31st.

REPORTS

March Planning Council Meeting Summary Draft – Written report provided.

Mobility Committee Updates – Written report provided.

Legislative Updates Report – Rouser provided additional information on SB25-030, which is titled Increase Transportation Mode Choice Reduce Emissions. Rouser explained the Statewide MPO group created a fact sheet detailing the proposed amendments made to clarify the bill. Rouser explained the fact sheet outlines the goal of the bill and the responsibilities of MPOs and local communities as the bill is currently written. Rouser then described the required and encouraged responsibilities identified in the bill for MPOs and local communities. Rouser stated the bill will be going to the Senate Appropriations Committee before going to the House, therefore amendments could still potentially be made to the bill.

NFRMPO Air Quality Updates – Written report provided.

ROUNDTABLE

Karasko announced the NFRMPO has hired a Controller, Tonja Burshek, who will begin on Tuesday, March 25th.

Wakefield shared Loveland will have a busy construction season, which includes four big capital projects. He also announced Loveland is in the final steps of hiring a new transportation planner.

Leonhardt noted Greeley staff presented their Mobility Development Plan to their city council the night before. She explained the final review period for the plan closed earlier in the month and the plan will go back to their city council for adoption in April.

Pinkham announced the Weld County Safety Action Plan is currently underway and they are determining which events they would like to attend this summer to get feedback. He shared 15 communities in Weld County have signed onto the plan. Pinkham also shared Weld County has started their CIP Process.

Herrera shared Windsor will be going to their town board on Monday for a final work session on their Roadway Safety Vision Zero Plan. He stated Windsor should be adopting the plan soon.

Tracy shared Larimer County is in the final push on their Safety Action Plan and an update to their Transportation Master Plan should happen soon.

Stockburger thanked everyone for sending him their freight corridors. He stated the east side of I-25 has a robust local freight corridor system and the west side of I-25 has no local freight corridors. Stockburger requested TAC members send him any additional freight restriction data on parking, streets or noise. He noted the stakeholder freight survey should be sent out to TAC members before next month's meeting.

Hornkohl noted Fort Collins will be entering their construction season soon. Hornkohl announced the city will be doing a separated bike lane demonstration project on Centre Avenue using removeable bollards. Hornkohl shared the city will be putting in a signal at the intersections of College Avenue and Triangle Drive, College Avenue and Pitkin Street, and College Avenue and Columbia Road. He noted the underpass at Harmony Road and the Power Trail should begin construction in late April or early May, and there should be a Safe Routes to School project going in over the summer near Zach Elementary School.

Koivuniemi noted Timnath is wrapping up with their Parkway project in late May or early June. She shared they plan to have a small ribbon cutting ceremony soon.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – MPO 101 presentation.

Meeting adjourned at 2:54 p.m.

Meeting minutes submitted by: Mykayla Marek, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, April 16, 2025, as a hybrid meeting.