

MEETING MINUTES of the TECHNICAL ADVISORY COMMITTEE (TAC)

North Front Range Transportation and Air Quality Planning Council

Hybrid Meeting

August 20, 2025

1:01 p.m. – 2:44 p.m.

TAC Members Present

Nicole Hahn, Chair – Loveland
Evan Pinkham, Vice Chair – Weld County
Eric Tracy, Past Chair – Larimer County
Aaron Bustow – FHWA
Brendan Cicione – CDPHE-APCD
Omar Herrera – Windsor
Tim Hoos – Johnstown
Dana Hornkohl – Fort Collins
Victoria Leonhardt – Greeley
Tom Moore – RAQC

NFRMPO Staff:

Aaron Hull
Becky Karasko
Mykayla Marek
Elizabeth Relford
Jerome Rouser
Jonathan Stockburger
Tahjiba Tarannum
Tanya Trujillo-Martinez

TAC Members Absent:

Kim Koivuniemi – Timnath
Shani Porter – Severance
Tawn Hillenbrand – Berthoud
Town of Milliken
Town of Garden City
Town of LaSalle

In Attendance:

AnnaRose Cunningham – Loveland
Cody Davis – Muller Engineering
Caleb Feaver – Fox Tuttle
Candice Folkers – COLT
Renaë Jording – GET
Tamara Keefe – FHU
Joshua Ma – Transfort
Dee McIntosh – CDOT
Annareli Morales – Weld County
Eric Patton – Transfort
Drew Pearson – Wilson & Company
Craig Secrest – CTE
Spencer York- CDOT
Steven Younkin – Greeley

Call to Order

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

Public Comment

There was no public comment.

APPROVAL OF THE JULY 16, 2025 TAC MINUTES

Tracy moved to approve the July 16, 2025 TAC Minutes. Pinkham seconded the motion, which was approved unanimously.

Air Quality Agenda

Regional Air Quality Updates

Moore provided an update from the RAQC Control Strategy Blueprint Workshop meeting on August 18th. He noted the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) board approved the RAQC's application to the Community Clean Transportation Assistance Grant Funding Program. This grant awards \$1.5 million, allowing the expansion of the Clean Air Auto Repair, Engines Off, Accessible Bikes for Community, and *Simple Steps. Better Air.* programs throughout Larimer and Weld counties. He walked through the agenda for the Workshop to note how the Control Strategy Blueprint is being developed. He noted the topics which are included in the Control Strategy Blueprint, which include Ozone Air Quality Planning Context for our Region, Emission Control Strategies, Control Strategy Blueprint: Summary for Stakeholder Review, and the Blueprint Endorsement Consideration Process by the RAQC Board. He walked through the three "buckets" of strategies for the Blueprint development. Bucket 1 is Immediate "off-the-shelf" Ozone season emission reduction actions. Bucket 2 is Year-round and/or Ozone Season Strategies. Bucket 3 is AQCC already-adopted Rules-on-the-Books or "adopt by then" strategies. He walked through the strategies included in each "bucket", including the general categories of Source Category used for Emission Reduction Planning, Oil & Gas Production, Permitted Stationary Sources, and Mobile Sources. Moore noted more details and information about the "buckets" can be found on the Blueprint webpage. He shared the timeline and next steps for the Blueprint, which mentions that comments from the Workshop are due by August 25th.

Relford noted she and Karasko are working with the RAQC and APCD to have an updated presentation on one of the regulations that is identified in one of the "buckets" based on some of the questions that arose during the previous Planning Council meeting, specifically concerning Regulation 11. Relford encouraged all communities to submit comments before the deadline. Moore emphasized that this is a strategic plan and is not regulatory.

APCD Updates

Cicione provided an update on the three requests for a rulemaking hearing from APCD at the last AQCC meeting. The first request was for revisions to the common provisions regulation to address HB20-1143 regarding inflation adjustments and maximum fines and penalties for air quality control violations. The second request involved revisions around Regulation 6 due to changes with the EPA's Source Performance Standards and Emissions Guidelines. The third request was for revisions to Regulation 8 to incorporate changes the EPA made to National Emissions Standards.

Metropolitan Planning Organization Agenda

Presentation Items

Clean Transit Enterprise (CTE) SB230 Formula Grant Program NOLA

Craig Secrest, CTE, provided an overview for the new SB230 Formula Grant Program. CTE was initially created in 2021 by SB-21-260 and is funded by a retail delivery fee. This program provides support for transit vehicle electrification, transit, and passenger rail. Secrest walked through the program goals, which include GHG reduction, improvement of transit services statewide, transparency, limiting administrative burden, and minimizing program volatility. Secrest noted the types of projects and

agencies that would be eligible for funding under the program. Transit services must be “open door”, they must satisfy standard DTR administrative and institutional capacity requirements, and agencies must submit a Comprehensive Operational Analysis (COA). The general eligible usage of this grant’s funds is activities that increase ridership and decrease GHG, which could include operating costs, route expansion, marketing, and vehicle purchases. This grant comes with a 20 percent local match requirement. The grant currently has \$38M available funding in FY26 and will have \$75M to \$80M in FY27. To apply for the grant, agencies must submit a cover letter, COA, baseline data, zoning and planning questionnaire, and any other helpful documentation. Responses are reviewed on a rolling basis. Secrest noted the Discretionary Program and the Passenger Rail Program are still under development. Secrest ended by noting he does virtual offices hours every Wednesday and to look at the CTE website for more information.

Moore asked for clarification on the relation of CTE to the operation is Bustang. Secrest responded the CTE currently has nothing directly related to Bustang. Secrest also noted the program could be used to create connections between local transit services and Bustang. Moore reiterated the need for local transit connections along Bustang routes. Secrest added that part of the Discretionary Program will be to help build and update mobility hubs.

Pearson asked for clarification on CTE’s role with the Front Range Passenger Rail. Secrest responded that CTE is part of the Joint Service Executive Oversight Committee, which is being put together as an entity that can work on funding as a whole and negotiate with existing freight rail providers.

Relford noted that the CTE and the US34 Coalition should come together and look for transit opportunities.

Action Items

Off-Cycle August 2025 TIP Amendment

Stockburger presented the Off-Cycle August 2025 TIP Amendment, which includes one additional project and one project revision. The project addition is *Harmony Road Mobility Hub* with \$500,000 State SB-267 funding. The project revision is an update to the *Region 4 Surface Treatment* pool with the project *Centerra Parkway East* with \$6,550,105 Federal STBG funds and \$1,361,605 SHF in FY27 and \$6,006,446 Federal STBG funds and \$1,248,592 SHF in FY28.

Hahn asked about the *Centerra Parkway East* project location. Cunningham responded the project is on US34 between Scheels and US257.

Hornkohl asked if the project manager for the *Harmony Road Mobility Hub* is known. Stockburger responded that he does not know specifically, but it is being done through CDOT DTR.

Hornkohl moved to recommend the Planning Council approve the Off-Cycle August 2025 TIP Amendment. Pinkham seconded the motion, which was approved unanimously.

Discussion Items

2050 RTP Amendment

Karasko discussed the amendment to the 2050 RTP. This amendment was necessary due to the requirement for a conformity analysis from one of the new locally funded FY2026-2029 TIP projects from Weld County. The project adds one new lane in each direction on WCR 66, for a total of 4 miles lanes. This project met the NFRMPO's definition of a regionally significant air quality project due to its distance and the capacity that is being added. Karasko noted these projects require a new Conformity Determination and an updated GHG Transportation Report. Also included in this request is an update to the West Elizabeth BRT project to better reflect the stop locations and the alignment. Karasko noted the GHG Transportation Report will be brought to the September TAC meeting for discussion.

Cunningham noted Karasko mentioning at a RAQC meeting that the Front Range Passenger Rail is not considered a fiscally constrained project in the 2050 RTP. Cunningham asked if the joint service changes its fiscally constrained status. Karasko responded that the status does not change since there is still no known cost for the Front Range Passenger Rail.

FY2026-2029 Transportation Improvement Program (TIP) Narrative Draft

Stockburger discussed the FY2026-2029 TIP Narrative and Project Tables. Stockburger noted some of the key information included in the narrative, such as project selection processes, conformity and greenhouse gas (GHG) information, the Annual Listing of Obligated Projects (ALOP) procedure, the TIP delay procedure, available funding sources, how the public is engaged in the TIP process, the TIP amendment and modification process, Environmental and Demographic Impact Analysis information, transportation performance management information, and the updated TIP Tables and Financial Plan. Stockburger noted that not much was added to the narrative. Instead, a lot of information was removed to stay up to date with current USDOT standards. Stockburger showcased the one new project being added to the FY2026-2029 TIP Tables: WCR 66 Corridor. Stockburger noted this version of the TIP was going to add SS4A funds; however, there are no projects in the region with a demonstration element currently in the STIP. Stockburger asked TAC members to look for their projects in the TIP Tables to make sure all their projects are present, and the funding amounts are accurate. Stockburger noted the public comment period for the FY2026-2029 TIP Narrative and the 2050 RTP Amendment will open next month. He ended by thanking Fort Collins and Loveland for their comments and noted he will look at them before the upcoming Planning Council meeting.

FY2025 TIP Delay Review

Stockburger discussed TIP projects subject to the TIP Delay Procedure for FY2025. Projects awarded by the NFRMPO Planning Council are subject to the annual Delay Procedure. He noted that the TAC approves the 1st delays while Planning Council approves any subsequent delays. He went over a list of 3rd delay, 2nd delay, and 1st delay projects. Some projects, subject to the Delay Review, met the milestone deadline and are not delayed. Stockburger pointed out two projects which would have been subject to a fourth delay and noted that the NFRMPO will be checking in with those projects' sponsors since the AD date for both projects is close to the delay deadline. Stockburger ended by noting that MMOF projects subject to ongoing reconciliation efforts are not considered for delay.

Pearson asked for clarification on the output of the TIP Delay Review. Karasko responded that the TAC and Planning Council can decide whether they wish to keep funding the delayed projects which they had previously approved. Pearson asked if there is a map available with the projects discussed. Karasko responded there is one for projects that were a part of the 2050 RTP and there will be a new map made available with the FY2026-2029 TIP Narrative.

Hornkohl asked for clarification on the standings of MMOF projects as part of the reconciliation. Stockburger responded that there will likely be a delay follow up to those projects when the MMOF reconciliation efforts are finalized.

MMOF Funding Reconciliation

Karasko and Hornkohl walked through two proposals for MMOF Project funding reductions as part of the MMOF reconciliation efforts. One proposal showcased the reductions without a Transportation Alternatives (TA) Call for Projects, and the other proposal showed the scenario without the call. Karasko noted it is unlikely for MMOF funds to be reduced further at the upcoming State Special Session. After discussion and changes to the no TA Call Proposal, TAC decided to review the new funding amounts and make sure they are still workable for the respective projects before the upcoming Planning Council meeting. TAC also highlighted the need to make sure these projects are given priority in future Calls for Projects with eligible funding sources.

Outside Parter Reports

NoCo Bike and Ped Collaborative

Written report provided.

Regional Transit Agencies

No update was provided.

Mobility Updates

Trujillo-Martinez discussed the TDM Call for Projects presented last month and noted it has been changed to a Transportation Management Organization (TMO) call for projects instead of a Transportation Demand Management (TDM) call for projects.

Reports

August Planning Council Meeting Summary Draft

Written report provided.

Mobility Committee Updates

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

Roundtable

Tracy noted Larimer County is presenting their Transportation Master Plan to their Planning Council tonight. Tracy noted the Plan had to change in the last week to remove any items that are not compliant with current federal standards.

Pinkham noted Weld County is finishing up their public engagement for their Safety Action Plan. He also noted Weld County will be hiring a new transportation planner.

Tarannum introduced herself as the new Transportation Modeler at the NFRMPO to the TAC.

Rouser noted various meetings pertaining to the implementation of SB25-030 and noted that will be a discussion item at the September TAC meeting.

Leonhardt noted Greeley has started a rebrand for their transit system.

Hornkohl noted that Fort Collins had to readvertise a project due to procedures that were not followed. TAC discussed the FHWA procedures that need to be followed.

Dee McIntosh, CDOT, noted that the 2050 Statewide Transportation Plan is still open for public comment through August 31st.

Karasko introduced Spencer York as the new NFRMPO liaison from CDOT Headquarters.

Hahn noted the Taft and US-34 project is complete and noted multiple engineering positions available in Loveland.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

Presentation from Jaclynn Streeter with the GoNoCo34 TMO.

Meeting adjourned at 2:44 p.m.

Meeting minutes submitted by: Jonathan Stockburger, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, September 17, 2025, as a hybrid meeting.