

MEETING MINUTES of the TECHNICAL ADVISORY COMMITTEE (TAC)

North Front Range Transportation and Air Quality Planning Council

Hybrid Meeting

November 19, 2025

1:02 p.m. – 2:40 p.m.

TAC Members Present

Nicole Hahn, Chair – Loveland
Evan Pinkham, Vice Chair – Weld County
Emma Belmont – FTA
Aaron Bustow – FHWA
Tim Hoos – Johnstown
Dana Hornkohl – Fort Collins
Kim Koivuniemi – Timnath
Victoria Leonhardt – Greeley
Tom Moore – RAQC
Scott Pearson – Windsor
Eric Tracy – Larimer County

NFRMPO Staff:

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

TAC Members Absent:

Josie Thomas – CDOT
Brendan Cicione – CDPHE-APCD
Tawn Hillenbrand – Berthoud
Town of Garden City
Kevin Koelbel – Milliken
Town of LaSalle
Wesley LaVanchy – Eaton
Shani Porter – Severance

In Attendance:

Carisa Clinton – Fort Collins
AnnaRose Cunningham – Loveland
Candice Folkers – COLT
Caleb Feaver – Fox Tuttle Transportation Group
Omar Herrera – Windsor
Renaee Jording – GET
Tamara Keefe – FHU
Joshua Ma – Transfort
Annareli Morales – Weld County
Desiree Moore – Drive Clean Colorado
Drew Pearson – Wilson & CO
Kyra Reumann-Moore - RAQC
Luke Seeber – Berthoud
Spencer Smith – CoFC
Spencer York – CDOT

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 OCTOBER 15, 2025 TAC MINUTES

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

Air Quality Agenda

Regional Air Quality Updates

Moore noted updates for the November 7th Control Strategy Blueprint. These include updating primary recommendations, adding the Strategy Planning Analysis Summary Table, references to modeling tools and information, graphic showing efforts guiding the Blueprint, and various supporting documents. Moore noted the primary recommendations. The first Recommendation includes achieving attainment of the 70 ppb National Ambient Air Quality Standard for ozone in the 2030-32 period, by proposing a package of emissions reductions policies for implementation in 2030. The second recommendation includes a summary of the Blueprint presented at the AQCC Rulemaking Meeting on November 20-21, 2025. The third Recommendation includes analyzing the results of the 2025 Blueprint and seeing how it can be updated in 2026. The fourth Recommendation includes remaining in contact with the AQCC over the next five years for Blueprint updates and implementations.

Moore noted the 2026 Blueprint Actions following the fall 2025 endorsement. Quarter 1 includes collaborating with the AQCC, applying technical modeling tools, and beginning efforts for the Health and Costs of Current Ozone Impacts white paper and scope analysis of Fall 2025 strategies. Quarter 2 includes continued work on the collaborative evaluation process and completion of the Health Burdens white paper. Quarter 3 includes completing the strategy analyses, refining and augmenting strategy descriptions, and beginning to draft and review cycle for Fall 2026 Blueprint.

Moore noted the Blueprint Endorsement language was approved as a RAQC Board resolution. He also noted the Control Strategy Committee's next steps. These next steps include meetings for the Air Quality Control Commission meeting on November 19-21, 2025, the RAQC Source Apportionment and DDM Dashboards Forum on December 12th, and future Control Strategy Committee meetings to come in 2026.

APCD Updates

Karasko noted the hearings from two APCD meetings. The first was on October 15-17, 2025. This meeting included an adjudicatory hearing regarding asbestos related noncompliance issues for Edge Environmental LLC, revisions to Regulation Number 6 Part A, and revisions to Regulation Number 8, Parts A and E. The next hearing meeting will be on November 19-21, 2025. This meeting will include considering proposed elements to Colorado's State Implementation Plans (SIP) under the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS) and revisions to associated regulations including Regulation Number 3, Regulation Number 7, Regulation Number 11, Regulation Number 25, Regulation Number 26 and the Air Quality Standards, Designations and Emission Budgets.

Metropolitan Planning Organization Agenda

Consent Agenda

Hornkohl moved to approve the Consent Agenda. Tracy seconded the motion, which was approved unanimously.

Action Items

TMO Call for Projects

Trujillo-Martinez provided the background and timeline for the TMO Call for Projects. Funding for this Call for Projects is sourced from the Carbon Reduction Program (CRP). The NFRMPO Planning Council has set aside \$400,000 in CRP funds between FY24 and FY27 for TMO Incubator projects, with a 17.21 percent local match requirement. She asked for TAC approval to open the Call for Projects on December 5 following Planning Council approval at their December meeting.

Hornkohl moved to recommend the Planning Council approve the TMO Call for Projects. Leonhardt seconded the motion, which was approved unanimously.

Discussion Items

Transfort Match Relief Request - MMOF

Joshua Ma, City of Fort Collins, discussed Transfort's request for local match relief on previously and newly awarded MMOF funding after the NFRMPO MMOF Reconciliation for the project Foothills Transit Station and Roundabout. Transfort is asking for the local match rate to be reduced from 50 percent to 25 percent. Ma noted the MMOF grant amount will stay the same. He noted the reason for this request is due to the majority of the project being within Larimer County, which only uses an adopted 25 percent local match rate for MMOF projects compared to Fort Collins' 50 percent local match rate. Ma also noted City budget cuts, declining sales tax revenue, and rising operational costs all putting a strain on local funding are other reasons cited for the request.

Hahn asked for clarification on who owns the land on the east side of the presented map. Ma responded it is leased through Colorado State University for their West Campus. Hahn asked for additional clarification on whether the MMOF funding amount is changing. Ma responded the MMOF funding remains the same and it is being used by this project to satisfy the match rate for the federal RAISE grant. Leonhardt asked if the scope of the project would change. Ma responded it would not. Hahn noted this also has to be a Planning Council discussion, so the earliest it could be approved is January. Karasko added this request also has to go to the Transportation Commission for their approval following Planning Council's approval.

2022 – 2026 NFRMPO Targets for Safety Performance Measures

Graalum provided an update to the 2022 – 2026 NFRMPO Targets for Safety Performance Measures. She started by comparing trends at the statewide level and NFRMPO level for fatalities and serious injuries. She noted that statewide fatalities have been trending down the last two years, however NFRMPO fatalities have been trending upwards for the last three years. She noted both the statewide and North Front Range region have had a downward trend for the last year involving serious injuries. Non-motorized injuries have been trending downward statewide for the last year, while those numbers have been trending upwards for the last two years in the North Front Range region. She also noted the most prominent causes of fatalities, serious injuries, and non-motorized fatalities and serious injuries in the region.

Hornkohl asked for clarification on why motorized and non-motorized bicycles are reported in the same category. Graalum responded the information received from CDOT has no category noting whether or not the bicycle is motorized. D. Pearson asked if scooters and other mobility devices are included in the non-motorized category. Graalum responded that she is unsure.

Graalum noted a chart showed the months where fatality and serious injuries crashes occur most often. Fatalities are most common in October and June, serious injuries are most common in September and June, and non-motorized crashes are most common in October and November.

Graalum walked through the safety target options for the region, which include either adopting the targets set by CDOT or creating regionally specific targets. These targets are set on a five-year rolling average and must be data driven. The safety targets include number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and the number of non-motorized fatalities and injuries. Graalum noted the NFRMPO had used the statewide targets through 2023 but has used regionally specific targets the previous two years. She noted that none of the regional targets set in the 2020 to 2024 period were met. She noted the methodologies that other Colorado MPOs are using to set their regional safety targets. She also noted the various safety plans adopted by local communities in the NFRMPO region and noted that two of the local communities will start work on their safety plans soon. She discussed the differences between statewide and regional safety targets that could be adopted. She noted the safety performance measures for fatalities and fatality rate for the statewide targets decreased from last year's targets while the serious injuries and serious injury rate for the regional targets decreased from last year's targets. She noted forecasts for 2025 and 2026 fatalities, serious injuries, and non-motorized fatalities and serious injuries compared to a yearly 1% reduction in fatalities. She ended by noting the timelines for setting safety targets before they are due to CDOT on February 26, 2026.

D. Pearson noted that CDOT changed their serious injury classification. He recommended looking five years into the past instead of ten to get a better picture of what the serious injury forecast will look like. Graalum noted there are only four years of data to go from after 2021. Hornkohl asked if communities developing safety action plans are planning to adopt vision zero strategies. Hahn noted Loveland currently has a proclamation to reduce traffic deaths by 20% by 2035. Hahn noted the previous Safety Action Plan did not meet all of the Safe Streets for All criteria because there was previously no commitment to a date to get to zero traffic deaths. Leonhardt noted she likes the way DRCOG structured their safety goals. Karasko noted the NFRMPO cannot do their safety goals in the same way since they do not have a set regional date to achieve vision zero. Leonhardt asked how DRCOG calculates their reductions. Graalum responded that they do a number reduction instead of a percentage reduction. She also noted that there was discussion during the 2020 MPO resolution to do something aligned with vision zero but it did not go past the discussion phase. D. Pearson recommended stacking the fatalities and serious injuries charts due to the hypothetical of fewer fatalities but increased serious injuries being considered an improvement. Hahn noted she prefers the regional safety performance measures to the statewide ones, also noting that she prefers more ambitious goals. Relford asked how the NFRMPO can help assist communities with achieving their safety goals. Hahn and Cunningham responded that providing information on which regional projects are making a positive change with safety would be beneficial and comparing that to the safety benefits that were mentioned in the project grant application for MPO funded projects. D. Pearson asked about how safety is being promoted by the MPO. Various people noted that various emergency services and communities make road-safety-related social media posts. Leonhardt noted the need for more safety education from the MPO and all agencies. TAC decided it would be beneficial to hear the Planning Council's perspective on the safety measures before the TAC moves to adopt one of the safety performance measure options. Graalum ended the conversation by noting her last name change from Marek.

Public Involvement Plan (PIP) Kickoff

Stockburger discussed the kickoff to the PIP, which is set to be adopted in 2026. He noted the purpose of the PIP and the NFRMPO goals for engaging the public and stakeholders. Stockburger noted the current involvement strategies that the NFRMPO uses, which include social media, outreach events, the website, the newsletter, surveys, interactive mapping, plan-specific outreach strategies, GIS Open Data, contact databases, contact forms, consistent graphics and branding, and hybrid meetings throughout region. He noted what will be new with this plan, which includes public vs stakeholder engagement, outreach event types, information on hosting a public meeting, GIS Open Data, contact forms, accessibility information, NFRMPO graphics and branding, contact databases, and an outreach locations map. He noted what will be updated from the previous PIP, which includes updated social media information, updated federal legislation, updated maps, updated outreach information, and how the NFRMPO defines outreach success. He walked through the questions that will be asked on the NFRMPO PIP Survey to try to gauge public feedback on how they want to be reached and how familiar they are with the NFRMPO. He noted the active NFRMPO social media platforms. He also noted updated NFRMPO Outreach Events strategies, which include attending more farmer's market type events, attending more university student events, attending more events year-round, and discontinuing multi-day events. Stockburger ended by providing a map of every outreach event the NFRMPO did in 2025.

Hahn noted she will send a copy of Loveland's AI Policy to the NFRMPO. Karasko asked if reviving the MPO 101 video series would be beneficial. Hahn responded it would be helpful. Rouser noted a video series idea of exploring trails in the region while on a bicycle. D. Pearson asked how children are defined in the outreach process. Karasko responded that it refers to anyone under the age of 17. D. Pearson noted his company does outreach at high schools when working on community plans. Cunningham noted Loveland has an upcoming Projects Fair that the NFRMPO will be invited to. She also noted Loveland works with the Parks and Rec Department to provide children with entertainment at outreach events. Karasko noted the NFRMPO is considering hosting a regional projects fair, but there are no official plans yet. Hornkohl noted he can put the NFRMPO in touch with the transportation fair planner for Fort Collins. He noted it would be helpful to know when the NFRMPO makes social media posts so he can notify the people in charge of the Fort Collins' social media or for the NFRMPO to be in direct contact with each community's social media team. Stockburger responded that he would reach out to each community to gather contacts for their social media teams. Leonhardt noted success with advertising posts on social media. She also noted they occasionally go to classes to talk about planning with interested students. She also noted that people are feeling over-surveyed. Hornkohl noted online outreach strategies from the most recent NACTO Conference.

Outside Partner Reports

NoCo Bike and Ped Collaborative

Rouser noted an in-person event at the Milliken Athletic Center. The focus of the event was small community bicycle and pedestrian planning. He noted the various strategies discussed to make processes easier for smaller communities. They also held discussions around a few of the NFRMPO Active Transportation Corridors. He noted an off-site field trip to the Bobcat Mounds to look at where the South Platte River Trail (RATC #1) will go through.

Regional Transit Agencies

None.

Mobility Updates

Rouser noted the Ruby Bridges Walk to School Day event grant. The event was held on Friday, November 13. The event included activities such as writing poetry or other forms of artistic expression relating to transportation. NFRMPO staff will judge the top two submissions, and the winners will both receive a bicycle. He noted that food and a new bike rack was also provided. Trujillo-Martinez noted there will be a social media post showcasing the two winners.

Reports

October Planning Council Meeting Summary Draft

Written report provided.

Mobility Committee Updates

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

Roundtable

Karasko noted a CMAQ flex request was processed for Greeley-Evans Transit for the US34 Buses. She also stated the Quadrennial Review for the NFRMPO will take place in 2026. She noted an RFP is out for the regional travel demand model. Proposals are due on December 12, 2025. Lastly, she noted she is requesting presentations and the December TAC meeting from anyone with a completed MPO-funded project.

Hornkohl noted he would be happy to present the Siphon Overpass at the next TAC meeting. He also noted the connection for the Power Trail and the Mail Creek Trail will be open in early December.

Leonhardt noted a public meeting later that day regarding the MERGE project.

Cunningham noted the FRP for the Front Range Passenger Rail Station Study has closed.

Rouser noted the due date for the SB 25-030 is December 31, 2025.

Tarannum noted the Household Data Survey has been received for the North Front Range. She noted she will be part of the scoring committee for the RFPs.

Stockburger reminded TAC members to take the NFRMPO Freight Stakeholder Survey. He also noted he will request ALOP information from local transit agencies soon.

Graalum noted she is looking for article ideas for the NFRMPO newsletter.

Pinkham noted Weld County has begun working on a Comprehensive Plan update.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

None.

Meeting adjourned at 2:40 p.m.

Meeting minutes submitted by: Jonathan Stockburger, NFRMPO Staff

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