

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
February 18, 2026
1:00 p.m. – 2:56 p.m.**

TAC Members Present

Evan Pinkham, Chair – Weld County
Brendan Cicione – CDPHE-APCD
AnnaRose Cunningham – Loveland
Tim Hoos – Johnstown
Dana Hornkohl – Fort Collins
Kevin Koelbel – Milliken
Kim Koivuniemi – Timnath
Hanna Feldmann – Greeley
Tom Moore – RAQC
Scott Pearson – Windsor
Shani Porter – Severance
Josie Thomas – CDOT
Eric Tracy – Larimer County

NFRMPO Staff:

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

TAC Members Absent:

Emma Belmont – FTA
Aaron Bustow – FHWA
Tawn Hillenbrand – Berthoud
Town of Garden City
Town of LaSalle
Wesley LaVanchy – Eaton

In Attendance:

Emily Barden – CDOT
Nathan Beauheim – Loveland
Daniel Buendia – Berthoud
Cody Davis – Muller Engineering
Candice Folkers – COLT
Omar Herrera – Windsor
Tamara Keefe – FHU
Scott Kemper – Loveland
Victoria Leonhardt - FHU
Joshua Ma – Transfort
Dee McIntosh – CDOT
Desiree Moore – Drive Clean Colorado
Eric Patton – Transfort
Denise Staley – Weld County
Jaclynn Streeter – Steer
Spencer York – CDOT

Call to Order

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

Public Comment

Desiree Moore, Drive Clean Colorado, noted the Colorado Energy Office’s Community Accelerated Mobility Projects grant implementation funding is currently open.

APPROVAL OF THE JANUARY 21, 2026 TAC MINUTES

Hornkohl moved to approve the January 21, 2026 TAC Minutes. Feldmann seconded the motion, which was approved unanimously.

Air Quality Agenda

Regional Air Quality Updates

T. Moore noted the RAQC is working on updating the Control Strategy Blueprint. There are two supporting analyses that will be worked on in the spring and summer. One is working with APCD to develop criteria documents for analyzing control strategies. The other analysis is evaluating the strategies that are in the blueprint currently and how much those would change emissions and ozone in the future. RAQC will also be providing a white paper from public health experts to look at the health burdens and costs of the current ozone levels. Lastly, he noted RAQC staff will be briefing the AQCC commission on a quarterly basis.

APCD Updates

Cicione noted the AQCC meeting later this day, February 18, which will have a rulemaking hearing on Regulation 7 based on the EPA's new emissions guidance. There is also a request for a rulemaking hearing on Regulation 27.

Metropolitan Planning Organization Agenda

Action Items

NFRMPO TAC Vice-Chair Election

Karasko noted a representative from Larimer County needs to be elected as the Vice-Chair of the TAC. Karasko also noted the roles of the Vice-Chair.

Cunningham moved to nominate Hornkohl as the Vice-Chair of the TAC. Tracy seconded the motion, which was approved unanimously.

February 2026 TIP Amendment

Stockburger noted the February 2026 TIP Amendment included three project additions and one pool addition. The first project addition was the Larimer County *US Highway 34/Canyon Edge Open Space Safety & Access Improvements* with \$1,250,000 Local HPOS funding in Future Funding. The second project addition was the City of Loveland *Transit Operating* with \$220,500 State SB-230 funding and \$24,500 Local funding in FY26. The third project addition was the City of Loveland *Transit Vehicle Purchase* with \$611,340 State SB-230 funding and \$67,927 Local funding in FY26. The pool addition is *Nonattainment Area Air Pollution Mitigation Enterprise Funding* with \$3,612,937 State NAP funding and \$843,987 Local funding in FY26. He noted the pool features four projects and once the pool is in the TIP all project additions to the pool will be modifications instead of amendments unless the funding amount is over \$5M.

Moore asked what the NAAPME Pool projects are. Stockburger responded that the projects are *Taft Hill Widening* from City of Fort Collins, *Connecting North College* from City of Fort Collins, *Greeley Connect Mobility* from City of Greeley, and *US34 & US287 Access Project* from City of Loveland. Cunningham wanted to ensure that the funding for Loveland's pool project is tied to the existing project. Hornkohl

noted Fort Collins projects were informed they may have separate agreements. NFRMPO Staff noted they will follow up with CDOT for both requests.

Hornkohl moved to recommend Planning Council approval of the February 2026 TIP Amendment. Feldmann seconded the motion, which was approved unanimously.

Discussion Items

AASHTO Bike Design Guidance

Hornkohl discussed bicycle trap lanes in Fort Collins. Trap lanes are a traffic lane that terminates, forcing drivers into a mandatory left or right turn. These can be dangerous because they often result in last-second lane changes and become even more complex when there are on-street bike lanes. Hornkohl noted one instance of this in Fort Collins on westbound Harmony Road and Boardwalk Drive. He noted this is the only place in Fort Collins where bikes must yield to motor vehicles. He also noted the high speeds of motor vehicles along Harmony Road adding additional complexity. He noted The American Association of State Highway and Transportation Officials (AASHTO) recommends reducing speeds to 30 mph or less. He noted an instance on East Harmony Road and Lemay Avenue that is similar, but the motor vehicles must yield to bicyclists before entering the turn lane. He noted the signs but up at the trap lane which indicates bicyclists must yield to vehicles. He noted the Manual on Uniform Traffic Control Devices (MUTCD) guidance focuses on the signage that needs to be present at trap lanes. He noted the CDOT guidance is what is currently in place at westbound Harmony Road and Boardwalk Avenue. He noted the AASHTO guidance has motor vehicles yielding to bicyclists, although that guidance is intended for when speed limits are less than 30 mph. Hornkohl noted an example from Boulder of how they handled a trap lane, although the speed on the road is 30 mph. He also noted the end goal is to have as many separated bike lanes as possible.

Koivuniemi noted the traffic model code states that the person changing lanes is the one who must yield, which in Fort Collins' case could mean the bicyclist yields. She noted it is best to further investigate signals or separated bicycle facilities. Nathan Beauheim, City of Loveland, noted there are about a dozen trap lanes in Loveland. He noted they continue the bike lane across the turn lane, meaning motor vehicles must yield to bicyclists. T. Moore asked how cities approach driver education. Hornkohl noted Fort Collins has a driver education program to educate drivers on how to interact routinely with cyclists. T. Moore asked if there was any possibility of police enforcement at trap lanes. Hornkohl responded that there is no enforcement currently, but Fort Collins is looking into all possible strategies for signage, infrastructure, and operations. T. Moore noted lowering the speed limit would be preferential. Cunningham noted consistency is good, and it is best for road users to do what feels intuitive. Koivuniemi noted driver behavior may indicate drivers are not anticipating bicyclists at a trap lane when they are driving straight as opposed to when a driver is at a turn signal. Hornkohl noted Boulder vetted their trap lane improvements through the City attorney's office. Feldmann asked if there is a way to merge the two lanes before the intersection, so the bicycle lane is not changing and then adding a standard right turn lane. Hornkohl noted Fort Collins investigated that option and will consider it for future trap lanes.

Transportation Management Organization (TMO) Call for Projects Award

Hull recapped the goals of the call for projects, which include Mobility, Connectivity, Sustainable Projects, Accessibility, Innovation, and Local Commitment. He noted the timeline, which will end with the announcement of funding on April 3, 2026. He noted the funding is sourced from the Carbon Reduction Program (CRP), which was set aside by the Planning Council in 2023. The total amount of funding is \$400,000 between 2024 and 2027, with \$200,000 being awarded in this call, while the FY26 and FY27 calls will award \$100,000. A local match of 17.21 percent is required for the projects. He noted that two MPO Mobility Staff members and one MPO Transportation Staff member were a part of the scoring committee. He noted the system for scoring the projects, which included three main categories: Mobility and Connectivity had a weight of 50 percent, Sustainable Projects and Local Commitment had a weight of 25 percent, and Accessibility and Innovation had a weight of 25 percent. He noted that GoNoCo34 TMO was the only project that applied and finished with a score of 11 out of 15. He noted the scoring committee recommends awarding their requested funding of \$200,000. Hull noted the next steps leading up to the announcement of funding, including this funding award being an action item at the following month's TAC meeting.

Pinkham asked about the level of interest from other organizations. Hull noted some municipalities and nonprofits asked how they could use the funding in the future. Pinkham asked what the funding will go to in the GoNoCo34 TMO. Jaclynn Streeter, GoNoCo34 TMO, noted it would be for operational costs and helping with mobility programs to deploy along US 34. Cunningham asked what the reason is for waiting to award the rest of the \$400,000 in funding. TAC recommended granting the project the full \$400,000 for FY 25-27 instead of having two additional calls for FY26 and FY27 funds.

2055 Regional Transportation Plan (RTP) Kickoff

Graalum and Rouser presented the kickoff for the 2055 Regional Transportation Plan (RTP). Graalum noted the RTP is a document that focuses on all modes throughout the region. The document is updated every four years. The goal is to identify projects and strategies based on regional goals and performance measures. She noted the changes this Plan will feature compared to the 2050 RTP, which include compliance with digital accessibility standards, restructuring the chapters, and giving the plan another name. Rouser noted the timeline and deadlines for the plan. He noted the phases of outreach and stakeholder input. Phase 1 is Goals and Problem Statement, Phase 2 is Visioning, Phase 3 is Scenario Planning, and Phase 4 is Closing the Feedback Loop. Graalum noted the structure of the plan. Chapter 1 is Introduction, Chapter 2 is Regional Context, Chapter 3 is Safety and Resiliency, Chapter 4 is Emerging Technology, Chapter 5 is Regional Transportation Vision, Chapter 6 is Funding and Financing, and Chapter 7 is Projects. Rouser noted the deadlines for when certain data is needed from communities. Karasko then lead a discussion about if and how the TAC wants to prioritize Regionally Significant Corridors (RSCs). TAC agreed they would like to update the RSCs for this Plan and would like to hold a workshop to do so. Cunningham noted wanting to focus on parallel corridors.

Travel Model Update

Tarannum noted the timeline for regional travel demand model update. She noted the purpose of the regional travel demand model, which is to forecast traffic volumes and evaluate projects and their impact. She noted the purpose of the land use allocation model, which tracks the spatial distribution of growth and simulates interactions with households and businesses. This leads to socio-economic data forecasts, density, and growth patterns. She noted the various modeling areas and when they are

used, which include the Northern Subarea of the Nonattainment Area, the NFRMPO boundaries, and the Upper Front Range TPR. She noted when the modeling areas are used in NFRMPO plans. She also noted how the NFRMPO is working to improve the models, which include an interactive public dashboard, adding Truck Travel Time Reliability, adding a roundabouts node, and refining modeling documentation and guides. Karasko noted the Model Steering Team's first meeting will be on March 23 and requested TAC members to provide participant names for the group.

Outside Partner Reports

NoCo Bike and Ped Collaborative

Written report provided.

Regional Transit Agencies

Joshua Ma, Transfort, noted they are in the middle of an optimization study. Changes will be implemented in fall of this year. He noted that federal funding was withdrawn for the Foothills Transit Station. He noted GET has US 34 service starting in August of this year. He also noted they are currently working on rebranding. He noted COLT will build a new transit center in Q3 this year.

Mobility Updates

Trujillo-Martinez noted there have been 105 calls and 1,896 website visits to RideNoCo. She noted RideNoCo is currently redesigning their website.

Reports

SB25-030 Transit and Active Transportation Project Inventory

Rouser noted the statutory requirement, the purpose, and the scope of the bill and inventory. He noted the deadline for creating the inventory is July 1, 2026. He noted maintenance, operations, and transit plans are excluded from transit project inventory. He detailed walkability, bikeability, and multimodal projects are all included in the inventory. He noted the unmet need from what communities in the region have submitted currently.

Crash Dashboard

Graalum compared the crash statistics from 2024 and 2025 in Larimer County, Weld County, and statewide. TAC members asked for more regular updates for 2026 data.

February Planning Council Meeting Summary Draft

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

Legislative Report

Written report provided.

Mobility Committee Updates

Written report provided.

Roundtable

Karasko reminded TAC members to submit their Model Steering Committee members.

Feldman noted Greeley presented their recommended 30% design for Safe Streets for All to their Council.

Koivuniemi noted Timnath has begun their Safety Action Plan.

Cunningham noted the Loveland City Projects Fair is on March 9. She noted the job opening for the city engineer has been posted.

Rouser noted the Active Transportation Plan will be going out for public comment at the beginning of March. He noted the NFRMPO outreach will focus more on Farmer's Markets instead of summer festivals. He noted there will be an online vision tool for regionally significant and active transportation corridors. He noted information on the federal BASICS act.

Tarannum noted there will be a formal modeling data request sent to the TAC.

Stockburger noted progress continues on the Public Involvement Plan and the Freight Plan. He noted there is a public survey for the Public Involvement Plan available until March 31. He noted the NFRMPO is in early talks to redesign their logo and color palette to ensure compliance with digital accessibility standards. Lastly, he noted that the state is looking at further reducing MMOF funding, and future reconciliation efforts may be needed.

Graalum noted the conclusion of the performance report for the 2023 Congestion Management Process. She noted the NFRMPO is applying for a grant through the state's Highway Safety Office. The NFRMPO wants to use the funds to host a regional safety roundtable in FY2027. Graalum noted she will be presenting the crash dashboard at the next TAC meeting. She noted the upcoming newsletter and asked communities to send any articles they would like to be included.

Joyner noted three transportation fairs RideNoCo hosted with the Aspen Club. She noted updates to the Rider's Guide and Provider's Guide. She noted programs in and near the region she hopes to partner RideNoCo with.

Hull noted the Mobility Committees will be working on the Mobility Action Plan. He noted RideNoCo is exploring removing the Trip Discovery Tool from their website.

Jaclynn Streeter, GoNoCo34 TMO, noted ideas the GoNoCo34 TMO has and is conducting stakeholder meetings in Greeley and Loveland.

Relford reminded TAC members to submit comments on the US34 Transit Study.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

Meeting adjourned at 2:56 p.m.

Meeting minutes submitted by: Jonathan Stockburger, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on March 18, 2026 as a hybrid meeting.