

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
August 19, 2026
1:00 p.m. – 2:15 p.m.**

TAC Members Present

Evan Pinkham, Chair – Weld County
Dana Hornkohl, Vice Chair- Fort Collins
Brendan Cicone – CDPHE-APCD
AnnaRose Cunningham – Loveland
Hanna Feldmann – Greeley
Tim Hoos – Johnstown
Tom Moore – RAQC
Shani Porter – Severance
Eric Tracy – Larimer County

NFRMPO Staff:

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

TAC Members Absent:

Emma Belmont – FTA
Aaron Bustow – FHWA
Tawn Hillenbrand – Berthoud
Kevin Koelbel – Milliken
Kim Koivuniemi – Timnath
Wesley LaVanchy – Eaton
Scott Pearson – Windsor
Josie Thomas – CDOT Region 4
Shantanu Tiwari – Evans
Town of Garden City
Town of LaSalle

In Attendance:

Neysa Bermingham – CDOT
Amanda Cabot – CDOT Region 4
Cody Devis – Muller Engineering
Candice Folkers – COLT
Cortney Geary – Fort Collins
Brittany Hanson – CDOT
Marilyn Hilgenberg – Loveland
Tamara Keefe – Felsburg Holt & Ullevig
Jacob Kershner – CDOT
Cole Kramer – Loveland
Jacob LaBure – RAQC
Joshua Ma – Transfort
Annareli Morales – Weld County
Nancy Nichols – Fort Collins
Eric Patton – Transfort
Antigone Peebles – CDOT
Drew Pearson – Wilson & Company
Luke Seeber – Berthoud
Mike Silverstein – RAQC
Dena Wojtach – Two Roads Environmental
Spencer York – CDOT

Call to Order

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

Public Comment

There was no public comment.

Air Quality Agenda

Regional Air Quality Council (RAQC) Updates

No updates from Regional Air Quality Council.

Air Pollution Control Division (APCD) Updates

Cicione reported there are no hearings scheduled for the August 20 Air Quality Control Commission (AQCC) meeting. He noted the meeting will include several informational briefings, including updates from the Air Quality Enterprise, a briefing on the Ozone Exchange Conference, and an update on the Environmental Justice (EJ) report tool and related findings. Cicone also highlighted a planned legislative session update, which will provide an overview of the 2026 legislative session. He also noted the AQCC will hold a work session on procedural rules feedback.

Tom Moore, RAQC added the RAQC will also provide its quarterly briefing on the Control Strategy Blueprint to the Commission.

Metropolitan Planning Organization Agenda

Consent Agenda

Hornkohl **moved to** *APPROVE THE CONSENT AGENDA*. The motion was **seconded** by Cunningham and **passed** unanimously.

Presentation

CDOT Transportation Alternatives Program (TAP) Call-for-Projects Presentation

Neysa Bermingham, CDOT, provided an overview of three upcoming CDOT funding opportunities. She discussed the new Safe Routes Activating Communities Program, as well as upcoming funding opportunities through the Safe Routes to School (SRTS) and Transportation Alternatives Program (TAP). She noted eligible applicants across the programs and mentioned the programs are federally funded, administered as reimbursement-based grants, and are subject to applicable federal requirements. Applications will close September 30, award decisions are anticipated by approximately October 30, and the program is expected to begin in November and continue for approximately one year.

Bermingham noted that the upcoming SRTS and TAP funding opportunities are contingent on the next federal Surface Transportation Authorization Bill. While future federal funding levels remain uncertain, CDOT is proceeding with a call for projects. She clarified that the TAP funding discussed in the presentation relates specifically to CDOT's portion of the statewide Transportation Alternatives allocation, rather than the separate Transportation Alternatives funding allocated directly to MPOs. She noted that CDOT receives approximately 58–60 percent of the statewide allocation, MPOs receive approximately 30–35 percent, and approximately 7.5 percent is allocated to Colorado Parks and Wildlife.

For the upcoming funding cycle, SRTS and TAP will use a combined application process. Applicants interested in either program will use the same application, follow the same deadlines, and submit materials through a single online portal rather than through email or the previous Safe Routes to School submission system. Birmingham noted that CDOT has also streamlined the process by reducing the number of required attachments and data elements.

Birmingham reviewed project eligibility and application considerations, including co-eligible project categories for TAP and SRTS and changes to the TAP scoring process. She discussed the addition of Neighborhood Centers to TAP scoring considerations. She encouraged potential applicants to complete the available grant application training and carefully evaluate project readiness before applying.

Birmingham concluded by encouraging communities to identify potential projects that may be suitable for the upcoming funding opportunities and reiterated the request for a Region 4 representative to participate on the TAP Scoring Review Committee.

Karasko noted in previous CDOT TAP calls, the NFRMPO representative has typically been the Planning Council Chair, as that individual represents the entire region.

Geary asked whether applicants should submit only one application or if it would be appropriate to submit both a Transportation Alternatives Program (TAP)-eligible project and a Safe Routes to School (SRTS)-eligible project. Birmingham responded applicants may submit as many applications as they choose and that all submitted applications will be reviewed. She clarified that SRTS-eligible projects are also TAP-eligible, although not all TAP-eligible projects qualify under SRTS.

Cunningham asked how projects would be evaluated in relation to neighborhood centers, particularly when a designated neighborhood center is in one area but the proposed TAP project is located elsewhere. Birmingham explained a radius or proximity measure will likely be developed, although the specific methodology has not yet been finalized. She recommended applicants clearly describe in their project narrative how a project directly connects to or supports a neighborhood center.

Relford asked how CDOT would ensure that TAP funding continues to meet federal eligibility requirements while incorporating state priorities such as strategic growth and neighborhood centers into the scoring process. Birmingham explained current TAP language incorporates both federal and state priorities and TAP funding will not be used for housing. Relford further asked how communities should understand the relative importance of neighborhood center criteria compared with other transportation priorities, such as regional bicycle or trail connectivity, to prepare the strongest applications. Birmingham clarified neighborhood centers will represent only one component of the overall scoring framework. Other criteria will also be considered, including safety, connectivity, and whether projects address communities or needs that may not have received sufficient investment in previous funding cycles.

Graalum asked whether the Safe Routes Activating Communities program is connected to the Safe Routes to Everyday Destinations Learning Cohort. Birmingham explained the two opportunities are separate.

Cunningham asked whether participation in all four Safe Routes to Everyday Destinations cohort sessions is a prerequisite for participating in the Safe Routes Activating Communities program. Birmingham clarified prior participation in the four cohort sessions is not required.

RAQC Programs NAAPME Grant Award Presentation

Jacob LaBure, RAQC, provided an update on the RAQC's grants and programs, including programs being expanded into the Northern Subarea of the Denver Metro/North Front Range ozone nonattainment area. He noted some RAQC funding has historically been geographically restricted to the Denver Regional Council of Governments (DRCOG) area. New NAAPME grant funding is allowing RAQC to expand several programs and funding opportunities into Larimer and Weld counties.

LaBure highlighted the Mow Down Pollution Program, which supports the replacement of gasoline-powered lawn and garden equipment with electric equipment. He then discussed the Engines Off program, which has received NAAPME funding to expand into Larimer and Weld counties. The program provides financial assistance to food trucks and other mobile businesses seeking to replace gasoline-powered equipment with electric alternatives. Grants can cover approximately 70–80 percent of eligible modification costs, with awards of up to \$20,000. LaBure noted that the average total project cost is currently approximately \$13,000, with participating businesses providing the remaining match. Additional funding is also anticipated for the program, with portions specifically targeted to Larimer and Weld counties.

LaBure also discussed RAQC's new Accessible Bikes for Community (ABC) pilot program, which functions as an e-bike library and provides transportation options at affordable or income-restricted housing facilities. Several sites have been launched, with an additional two or three locations anticipated by the end of the year. RAQC is currently discussing a potential location in Loveland.

LaBure provided additional updates on RAQC's Clean Air Auto Repair, Clean Air Champions, and Simple Steps. Better Air. (SSBA) programs. He noted that the Clean Air Champions event is scheduled for September 15 and will recognize organizations and businesses whose efforts contribute to reducing emissions. Updates were also provided on the SSBA educational and public awareness campaign, including advertising, community outreach, events, sponsorship opportunities, educational materials, and ongoing website improvements. Communities were encouraged to share potential media and outreach opportunities and connect with RAQC regarding opportunities that could support the 2026 summer SSBA campaign.

Graalum commented NFRMPO staff have already been coordinating with Kelsey Simpkins and Haley Mendoza and are planning to meet, potentially next month, to discuss several of the items presented, particularly outreach-related efforts. LaBure responded they are the appropriate contacts for those discussions.

Karasko asked about the source of the new funding mentioned for the SEP program. LaBure explained the additional SEP funding has been received and staff are currently in the planning phase for how to use those funds. He noted the funding has geographic limitations and may only be used for eligible projects in designated portions of Larimer and Weld counties.

Outside Parter Reports

NoCo Bike and Ped Collaborative

Rouser noted details from the August NoCo Bike & Ped Collaborative meeting are included in the meeting handouts and provided an update on changes to the group's leadership structure. He explained the group previously operated with a five-member leadership team, in addition to NFRMPO staff, without formally assigned roles. Following recent discussions, the leadership structure has been revised to establish six specific positions: Katie Guthrie with Stanley Consultants as Chair; Cortney Geary with the City of Fort Collins as Vice Chair; Rouser as Administrator; Cunningham as Event Coordinator; Drew Pearson with Wilson & Company as the NFRMPO TAC Liaison; and Rouser as the NFRMPO Liaison. Rouser added that, moving forward, presentations or discussion items from the NoCo Bike & Ped Collaborative will be coordinated through the NFRMPO TAC Liaison.

Regional Transit Agencies

Ma provided an update on regional transit agencies following coordination with transit partners in July. He noted the COLT ridership study identified slower ridership trends in 2026 and is being used to review potential service enhancements, including Route 1 frequency, particularly as school returns to session.

Ma reported Greeley-Evans Transit (GET) is implementing service changes, including adjustments to Routes 1 through 3 and combining Routes 5 and 6. He noted continued growth on the Poudre Express, with year-over-year ridership increasing, while the agency continues to evaluate appropriate service levels as demand grows. Ma added FLEX ridership has declined somewhat, and staff are reviewing possible causes, including fare-payment limitations and a decline in youth ridership. The reduction in youth ridership may be related in part to the *Zero Fare for Better Air* program not being available this year.

Ma also noted GET recently unveiled Gallop, its new branding, and is looking at expanding the new branding across all vehicles.

For Transfort, Ma reported overall ridership is down compared with last year; however, service has also been reduced by approximately 20 percent, resulting in an increase in passengers per service hour. He noted Transfort recently launched its optimized network, which includes significant changes to service hours, concentrating more service during peak and midday periods while reducing evening and nighttime service. Significant changes were also made to CSU-area routes, including adjustments to Routes 32 and 19, with Route 19 frequency increasing from hourly service to every 30 minutes.

Ma added Windsor continues to pursue installation of a transit shelter near Fairgrounds Avenue and 71st Street and is also considering an additional shelter at Blue Arena.

Hornkohl asked about a potential follow-up meeting related to regional transit planning. Feldmann noted her understanding was the discussion would wait until September. Karasko clarified the next step was for Michelle Johnson, GET, to follow up with the IGA partners and coordinate a meeting.

Mobility Updates

Trujillo-Martinez provided an update on RideNoCo activities and outreach. She reported 329 calls year-to-date, representing a 51 percent increase compared with the same period last year, and 4,070 website visits, representing a 60 percent increase. She noted increased outreach and awareness of RideNoCo appear to be contributing to greater use of the service.

Trujillo-Martinez reported 54.4 percent of calls came from Larimer County, with Fort Collins accounting for approximately 24 percent and Loveland approximately 19 percent. Weld County accounts for 46.7 percent of calls, with approximately 13 percent coming from Greeley. She also noted 59 percent of callers are age 60 or older, 44 percent are individuals with disabilities, 60 percent are seeking wheelchair-accessible transportation, and 6 percent are veterans.

She also noted RideNoCo will participate in the Senior Expo on August 22, 2026 in Johnstown from 9:00 a.m. to 2:00 p.m., where attendees can access transportation-related information and other resources for seniors.

Reports

August Planning Council Meeting Summary Draft

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

Freight Survey Results Report

Written report provided.

Mobility Committees

Written report provided.

Roundtable

Stockburger provided an update on the TIP delay process, noting it has been delayed while additional information and materials are being gathered from several communities. He asked representatives from Fort Collins, Greeley, and Evans to provide the requested materials as soon as possible. He added projects experiencing a second, third, or fourth delay will need to be discussed at upcoming TAC and Planning Council meetings.

Tarannum requested communities use the UrbanSim portal to enter developable projects to support the Regional Travel Demand Model update and associated Land Use Allocation Model update process. She noted office hours had been offered through the previous day, and Windsor had submitted approximately 26 projects. She encouraged all remaining communities to enter their projects by the end of August. Tarannum also requested that communities provide any available traffic count data from recent years, including 2022 through 2026, to support the model update. She thanked the communities who have already submitted traffic counts and transit data.

Graalum reported work on the 2027 Congestion Management Process (CMP) has begun and noted it is expected to come to TAC as a discussion item in September or October. She also provided an update on the Safe Routes to School Subcommittee of the NoCo Bike & Ped Collaborative, noting the group has not met since last year and she is working to reconvene it. Graalum highlighted upcoming outreach events, including the Timnath Farmers Market on August 23, Colorado State University (CSU) Transportation Day on August 27, and the Johnstown Fall Festival on September 12. She noted staff are beginning to identify winter outreach opportunities, including the Fort Collins Winter Farmers Market at Foothills Mall, and encouraged communities to share additional opportunities. She added planning is underway for the October NFRMPO newsletter, which will include an article on the new Gallop branding, and invited communities to submit projects, public engagement opportunities, or other items they would like highlighted.

Rouser provided an update on 2055 RTP project submissions. He noted several communities have not yet submitted their projects and he will be reaching out to those communities following the TAC meeting to check on the status of their submissions. He emphasized the current priority is receiving project information, although operation and maintenance cost information was also requested, those costs can be provided later.

Feldmann provided updates on four major projects in Greeley. She reported the RAISE federal grant for the MERGE project has been executed and financial planning is underway to keep the project within budget. Based on alternative cost estimates, the 47th Avenue interchange is anticipated to use a diverging diamond interchange configuration, while the Mobility Hub ramp configuration is expected to use a center-loading design. Feldmann noted for their SS4A project, FHWA has accepted the project's categorical exclusion, allowing the project to proceed toward Phase 1 execution of the grant agreement while the planning process continues. Early public information sessions have largely been completed, and the first phase of public outreach is nearing completion. For the O Street Avenue Improvements Project, she reported major project elements, including lighting, seating, walls or seat walls, landscaping, and parking, have been substantially completed. Final acceptance and project closeout with CDOT are anticipated by the end of October. And finally for the 83rd Avenue and 10th Street Intersection Enhancements, Feldmann reported proposals are being solicited from qualified consultants to advance the project to the 90 percent design stage. CDOT is working to provide option letters so grant funds can be used for consultant fees. The anticipated schedule includes a project kickoff in September and construction advertisement in March 2027.

Karasko announced registration is open for the Intermountain West Ozone Exchange, being held October 26–28, 2026 and noted the event now has a dedicated website at www.ozoneexchange.org. She encouraged those planning to attend to register. She also noted the next Model Steering Team meeting will be held in mid-November. She explained this is to allow time for communities to provide project and land use data to UrbanSim, for NFRMPO staff to process that information, and for Cambridge Systematics to incorporate the data into the model so meaningful results can be presented at the meeting.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

None.

Meeting adjourned at 2:15 p.m.

Meeting minutes submitted by: Tahjiba Tarannum, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, September 16, 2026, as a hybrid meeting.