



NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda

February 18, 2026

In Person: Larimer County Loveland Campus, 200 Peridot Avenue, Loveland, CO

Virtual: Call-in Number: (224) 501-3412 **Access Code:** 115-932-509

Weblink: <https://meet.goto.com/NFRMPO/2025nfrtac>

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Introductions	Evan Pinkham, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-
3	Approval of January 21, 2026 Meeting Minutes	Evan Pinkham	3	1:05

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Regional Air Quality Council (RAQC) Updates	Tom Moore, RAQC	-	1:10
5	Air Pollution Control Division (APCD) Updates	Brendan Cicione, APCD	-	1:20

Metropolitan Planning Organization Agenda

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	2026 TAC Vice Chair Election	Becky Karasko	-	1:30
7	February 2026 TIP Amendment	Jonathan Stockburger	8	1:35

Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	AASHTO Design Guidance: Bike Guide	Dana Hornkohl, Fort Collins	15	1:40
9	2025 TMO Call for Projects	Aaron Hull	Handout	1:50



10	2055 Regional Transportation Plan (RTP) Kick-Off	Jerome Rouser Mykayla Graalum	17	2:00
11	Regional Travel Demand Model Update and Model Steering Team Kick-Off	Tahjiba Tarannum Becky Karasko	18	2:30

Outside Partner Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
12	NoCo Bike & Ped Collaborative	Written Report	Handout	-
13	Regional Transit Agencies	Verbal Report	-	-
14	Mobility Updates	Tanya Trujillo-Martinez	-	2:45

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	SB25-30 Update	Jerome Rouser	20	2:50
16	2025 Crash Data Update	Mykayla Graalum	24	2:55
17	February Planning Council Meeting Summary Draft	Written Report	25	-
18	NFRMPO Air Quality Program Updates	Written Report	27	-
19	2026 Colorado Legislature Updates	Written Report	31	-
20	Mobility Committees	Written Report	34	-
21	Roundtable	All	-	3:00

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: March 18, 2026

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
January 21, 2026
1:01 p.m. – 1:42 p.m.**

TAC Members Present

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

NFRMPO Staff:

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

TAC Members Absent:

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

In Attendance:

Nathan Beauheim – Loveland
Daniel Buendia – Berthoud
AnnaRose Cunningham – Loveland
Cody Davis – Muller Engineering
Candice Folkers – COLT
Victoria Leonhardt - FHU
Joshua Ma – Transfort
Dee McIntosh - CDOT
Eric Patton – Transfort
Drew Pearson – Wilson & Company
Denise Staley – Weld County
Trevor Trepanier – Steamboat Springs Transit
Spencer York – CDOT

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 DECEMBER 17, 2025 TAC MINUTES

Hornkohl moved to approve the December 17, 2025 TAC Minutes. Pinkham seconded the motion, which was approved unanimously.

Air Quality Agenda

Regional Air Quality Updates

Moore noted the RAQC Board did not meet in January. The next RAQC Board meeting is on February 6, 2026 at City Hall in Louisville, CO. This meeting will look at the update to the Control Strategy Blueprint. This meeting will also look at strategies for preparing a white paper on health care costs of current ozone levels. In the first four months of 2026, the RAQC will be working on the decoupled direct method coefficients on the modeled ozone to estimate the effects of the control strategies in the current Control Strategies Blueprint.

APCD Updates

Cicione noted during the December 2025 AQCC meeting there was a request for a rulemaking hearing regarding Regulations #3 and #7. These rulemaking hearings will take place at the May 2026 AQCC meeting.

Metropolitan Planning Organization Agenda

Action Items

January 2026 TIP Amendment

Stockburger noted the January 2026 TIP Amendment included the addition of the City of Fort Collins *Transfort CNG Bus Purchase* with \$4,838,610 Federal FTA \$5339 funding and \$853,875 in State CDOT CTE funding in FY2025 Rolled. This project purchases six CNG Buses for Transfort.

Hornkohl moved to recommend Planning Council approve the January 2026 TIP Amendment. Pinkham seconded the motion, which was approved unanimously.

Discussion Items

Scope Change

Nathan Beauheim, City of Loveland, provided information on the scope change request for the US287 Signal Coordination Improvements project. Since the initial scope of the project finished \$116,000 under budget, Loveland requested to purchase two years of an integrated signal performance measure software named Flow Labs. Beauheim clarified the software would be used at more intersections across Loveland beyond the intersections from the original scope of the project. Beauheim predicted the total costs of adding the software would be \$108,000.

Hahn asked what years the project was funded for. Karasko responded that the funding was in FY24 and FY25. Karasko noted she believes this project would be a minor scope change. TAC confirmed this is a minor scope change and unanimously approved the scope change.

MMOF and RMS Funding Deadlines

Karasko noted the expenditure deadlines for MMOF and RMS funded projects that were part of the American Rescue Plan Act (ARPA-SLFRF). The RMS projects are encouraged to be completed by

September 30, 2026 and must be completed on or before December 11, 2026. All reimbursement requests must be submitted by January 4, 2027. The MMOF projects must be completed by December 31, 2026. The affected RMS and MMOF projects in the North Front Range region with unspent ARPA-SLFRF funds as of December 1, 2025 include Windsor's *11th Street Multimodal Improvements* and Greeley's *No.2 to Sagewood*. The affected RMS and MMOF projects in the North Front Range region with unspent HB1466 funds as of October 1, 2025 include Evans' *Evans Ditch Trail*, Fort Collins' *LaPorte Ave Fishback to Sunset Sidewalks*, Fort Collins' *West Elizabeth Corridor Design*, and Weld County's *Weld County On Demand Transit Operations*.

Transfort Request for Relocation – CMAQ On-Route Charger

Joshua Ma, Transfort, presented the proposed location change for Fort Collins' CMAQ *On-Route Charger* project. Ma noted the proposal moves the project from the Downtown Transit Center to the South Transit Center. The reason for the proposed move is the South Transit Center has more electrical capacity and space for future needs. Ma noted what Transfort is installing will remain the same, only the installation location will change.

TAC confirmed this is a minor scope change and unanimously approved the relocation.

Outside Partner Reports

NoCo Bike and Ped Collaborative

Written report provided.

Regional Transit Agencies

None.

Mobility Updates

Hull noted there were 387 calls and 9,556 website visits in 2025. He noted there were only 12 more calls than in 2024 but there was a 92 percent increase in website visits. Deaton noted RideNoCo is cohosting transportation fairs with the Aspen Club which will be in Fort Collins, Greeley, and Loveland.

Reports

October Planning Council Meeting Summary Draft

Written report provided.

Mobility Committee Updates

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

Quarter 4 2025 TIP Modifications

Written report provided.

Roundtable

Koivuniemi noted Timnath has hired a consultant for their Safety Action Plan. She noted the kickoff will be in a couple of weeks. She also noted the Timnath Project Fair will be on February 12, 2026.

Hornkohl noted the Fort Collins' Transportation Fair is on February 6, 2026. He noted the format changes of the event include an open house.

Porter noted Severance has completed their second stoplight in the town. She noted an accident happened at that intersection two days after project completion. She also noted progress has begun on a third stoplight improvement and their community park update.

Cunningham noted the Loveland Projects Fair will be on March 9, 2026. She noted Loveland will be hosting its first Winter Bike to Workday event in partnership with the GoNoCoUS34 TMO. She noted Loveland has hired an SS4A consultant. She also noted the joint station area planning project with Fort Collins will kick off the following week, and a consultant has also been hired for that.

Rouser noted the General Assembly kicked off on January 14, 2026 and the NFRMPO will begin tracking relevant bills. Rouser noted he is working on compiling the inventory from SB25-030.

D. Pearson noted he is excited to work on Timnath's Safety Action Plan.

Pinkham noted Weld County has hired consultants for two major corridor projects. He noted Weld County has begun updating their Comprehensive Plan. He noted their Transportation Plan update will begin to progress soon. He also introduced Denise Staley who is a new Transportation Planner for Weld County.

Karasko noted she sent out the final document for the US34 Transit Study for review. She noted comments on the final document are due January 30, 2026.

Feldman noted Greeley is working on getting the pre-award authority from FHWA for their MERGE project. She noted the 16th Street Enhancements project is open to the public although landscaping work is ongoing. She noted Greeley has their 30 percent plans for SS4A finished and submitted for NEPA review by USDOT. She noted Greeley's Public Works Director position is currently open. She noted both deputy directors have left or will be leaving.

Hahn noted she has accepted a position as a county engineer for Larimer County. She noted this will likely be her last TAC meeting since Larimer County is already represented. Karasko noted there will be a Vice-Chair election at the following TAC meeting and the Vice-Chair must be from Larimer County. Hahn noted Cunningham will be Loveland's new TAC representative.

Relford noted the local match letters will be sent out soon and the amount that will be shown for FY26 will include toll credits. She noted it is important to know what the local match amount will be going into FY27.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

Karasko noted the 2055 Regional Transportation Plan schedule will be discussed at the next TAC meeting along with discussing when NFRMPO staff will be requesting data from the communities.

Meeting adjourned at 1:42 p.m.

Meeting minutes submitted by: Jonathan Stockburger, NFRMPO Staff

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

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Jonathan Stockburger

Date: February 18, 2026

Re: Action – February 2026 TIP Amendment

Objective

Planning Council approval of the February 2026 Transportation Improvement Program (TIP) Amendment to the *FY2024-FY2027 TIP*.

Summary

The February 2026 TIP Amendment includes three project additions and one pool addition from various agencies:

- Adding the Larimer County new project *US 34 / Canyon Edge Open Space Safety & Access Improvements* with \$1,250,000 Local HPOS Sales Tax Funding in Future Funding.
- Adding the Loveland new project *Transit Operating* with \$245,000 State SB-230 funding and \$220,500 Local Funding in FY26.
- Adding the Loveland new project *Transit Vehicle Purchase* with \$679,267 State SB-230 funding and \$611,340 Local Funding in FY26.
- Adding the CDOT Region 4 new pool *Nonattainment Area Air Pollution Mitigation Enterprise Funding* with \$3,612,937 State NAAPME funding and \$843,987 Local Funding in FY26. Includes four projects within pool.

The 30-day Public Comment period for the February 2026 TIP Amendment began on February 18, 2026 and will end on March 20, 2026.

Funding Types and Uses

The **Help Preserve Open Spaces (HPOS)** sales tax in Larimer County is a 0.25% (1/4 cent) tax, initially approved by voters in 1995 to protect open space, natural areas, wildlife habitats, and trails.

The purpose of the **SB230 Formula Program** is to provide consistent annual funding to eligible entities to support transit service expansion, increase transit frequency, provide other service enhancements, and improve system-wide transit network connectivity. Funding provided by a quarterly fee on state oil and gas producers.

The **Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)** funds projects to reduce traffic, improve air quality, and enhance active transportation within the Denver and North Front Range ozone nonattainment area.

Analysis

- **Advantages:** Approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2024-2027 TIP remains fiscally constrained.



- Disadvantages: None

Recommendation

Staff supports adding the February 2026 TIP Amendment to the FY2024-2027 TIP.

Attachments

- February 2026 Policy Amendment Form
- Environmental and Demographic Impact Analysis Form

NEW ENTRY

Title: US Highway 34/Canyon Edge Open Space Safety & Access Improvements
Sponsor: Larimer County
STIP ID:
TIP ID: 2028-001
Type: Safety
Air Quality: Excluded from conformity analysis
Description: This project will provide primary entrance off US 34 to new 1,500-acre open space in west Loveland and include bike-compatible shoulders.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Local	HPOS Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,000
Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,000

Revision # **Revision Description**
 2026-A2 New Project

NEW ENTRY

Title: Transit Operating
Sponsor: Loveland
STIP ID:
TIP ID: 2026-013
Type: Transit Operating
Air Quality: Excluded from conformity analysis
Description: Increase bus frequency in Route 1 (US-287 Corridor), Route 3 (US-34 Corridor), and Route 6R (COLT Local Routes).

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	SB-230	\$245,000	\$0	\$0	\$0	\$0	\$245,000	\$0	\$0	\$0
Local	L	\$220,500	\$0	\$0	\$0	\$0	\$220,500	\$0	\$0	\$0
Total		\$465,500	\$0	\$0	\$0	\$0	\$465,500	\$0	\$0	\$0

Revision # **Revision Description**
 2026-A2 New Project

NEW ENTRY

Title: Transit Vehicle Purchase
Sponsor: Loveland
STIP ID:
TIP ID: 2026-014
Type: Transit Capital
Air Quality: Excluded from conformity analysis
Description: City of Loveland Fleet Expansion - 3 buses.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	SB-230	\$679,267	\$0	\$0	\$0	\$0	\$679,267	\$0	\$0	\$0
Local	L	\$611,340	\$0	\$0	\$0	\$0	\$611,340	\$0	\$0	\$0
Total		\$1,290,607	\$0	\$0	\$0	\$0	\$1,290,607	\$0	\$0	\$0

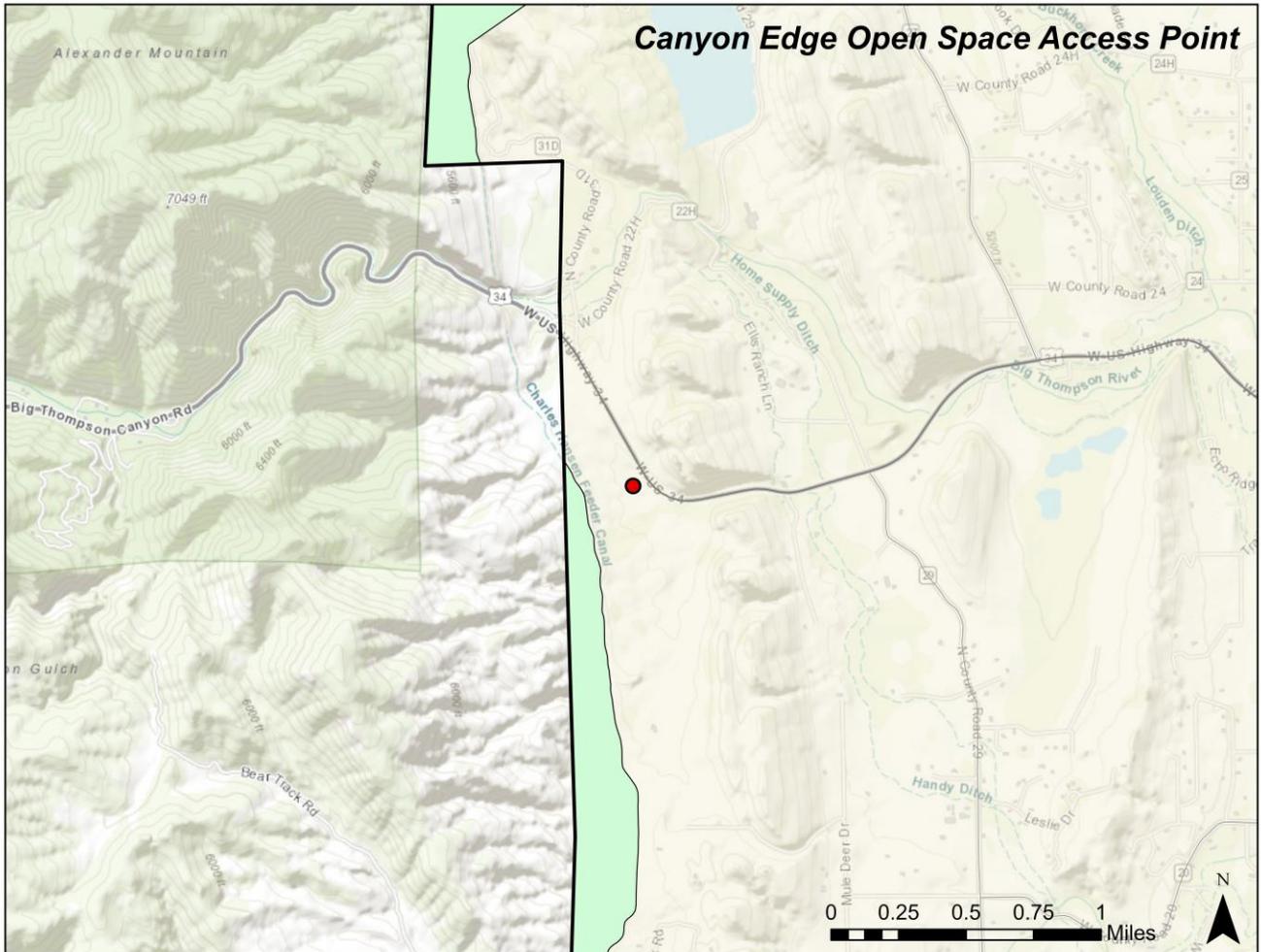
Revision # **Revision Description**
 2026-A2 New Project

NEW ENTRY

Title: Nonattainment Area Air Pollution Mitigation Enterprise Funding
Sponsor: CDOT Region 4
STIP ID: SST7200
TIP ID: P-8
Type: Air Quality
Air Quality: Excluded from conformity analysis
Description: Summary of the Nonattainment Area Air Pollution Mitigation Enterprise pool project in the North Front Range region. Includes the following pool projects:
STIP ID: Sponsor Total Project Cost Title:
SST7200.010 City of Fort Collins \$674,823 Taft Hill Widening
SST7200.009 City of Fort Collins \$660,344 Connecting North College
SST7200.011 City of Greeley \$1,700,000 Greeley Connect Mobility
SST7200.012 City of Loveland \$1,421,757 US34 & US287 Access Project

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	NAP	\$3,612,937	\$0	\$0	\$0	\$0	\$3,612,937	\$0	\$0	\$0
Local	L	\$843,987	\$0	\$0	\$0	\$0	\$843,987	\$0	\$0	\$0
	Total	\$4,456,924	\$0	\$0	\$0	\$0	\$4,456,924	\$0	\$0	\$0

Revision # Revision Description
 2026-A2 New Pool



Legend

Level of Environmental and Demographic Area

- 1
- 2
- 3

- CEOS Access Point
- NFR Region

February 2026
Sources: NFRMPO

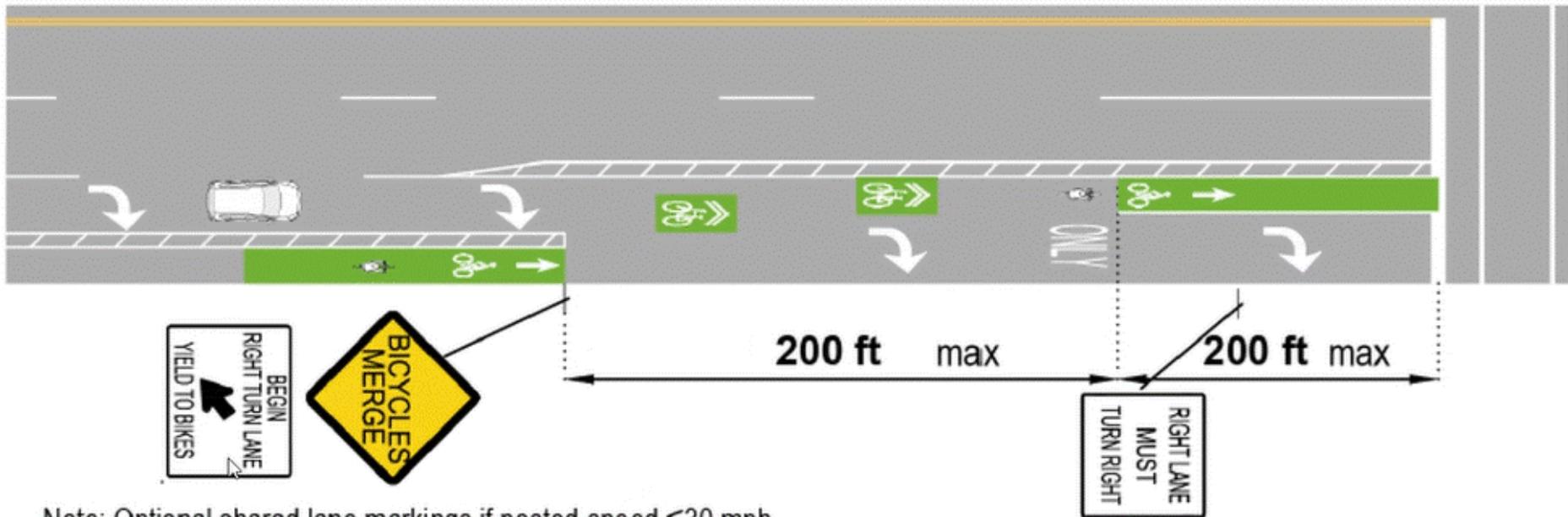


Criteria	
Project Title	US Highway 34 & Canyon Edge Open Space Access Improvements
Project previously included in TIP	No
TIP ID #	
Project located 1/4 mile of an Index Area	Yes – US Highway 34 (between mileposts 83 and 84)
Project Sponsor	Larimer County Department of Natural Resources
Project Type	U.S. Highway Safety Improvements
Funding Source	Local (Larimer County Help Preserve Open Space Sales Tax)
Call Awarded	N/A
Burdens	Short Term (Construction) (Yes/No) Long Term (Post Construction) (Yes/No)
Bodily impairment, infirmity, illness, or death	Yes No
Air, noise, and water pollution and soil contamination	Yes No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes Yes
Adverse impacts on community cohesion or economic vitality	No No
Noise and vibration	Yes No
Increased traffic congestion, isolation, exclusion, or separation	Yes No
Additional Anticipated Burdens <i>Detail any additional anticipated project burdens</i>	Construction activities for pavement widening and access relocation may cause temporary traffic delays and disruptions on U.S. Hwy 34. Nevertheless, all safety standards and protocols will be upheld during construction. At this time, no property acquisition will be required.
Benefits	(Yes/No)
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No
Additional Anticipated Benefits <i>Detail any additional anticipated project burdens</i>	Design and construction of a dedicated westbound turn lane and associated safety improvements on US 34 will provide public access to the Canyon Edge Open Space. Project includes safety enhancements to mitigate high-speed traffic conflicts and separates turning vehicle traffic from the through-lane, making the road safer for future regional transit on a Tier 1 Regionally Significant Corridor.
Outreach – Describe any outreach completed in selection of project or future anticipated outreach	

Larimer County Department of Natural Resources, in partnership with the City of Loveland and the City of Fort Collins purchased Canyon Edge Open Space in 2022, using taxpayer-voted open space funds. The name of the property was a community-wide effort, engaging hundreds of local residents and the county conducted guided public tours in 2024 and 2025. As the county develops the site-specific management plan, there will be a robust community outreach plan to engage local residents and engage key stakeholders to solicit feedback on site access and safety. To ensure regional equity, anticipated efforts include bilingual communication and coordination with CDOT to minimize construction impacts on the 1.8 million annual travelers using the US 34 corridor.

Design Guidance – AASHTO Bike Guide

- Through Lane Transitions to RT Only Lanes
 - Preference for ramp to allow bicyclists to exit the roadway to an off-street bikeway or path
 - If that's not feasible, or in addition – transition bike lane to left side of turn lane with no diagonal bike lane markings. <30mph can use shared lane markings.



Note: Optional shared lane markings if posted speed ≤ 30 mph.

The shared lane markings are appropriate to assist bicyclists with positioning, with or without a bicycle lane at the intersection.

- Green-colored pavement (optional)

2023 CDOT Roadway Design Guide

Where motorists cross a bike lane to move into a right-turn lane, is the BEGIN RIGHT TURN LANE YIELD TO BIKES sign (R4-4) (Figure 13-19, Figure 13-23, Figure 13-24, and Figure 13-26). However, in the **trap lane** condition (Figure 13-21), the through bicyclist must cross the motorist's path to continue through the intersection. In this case, the bicyclist must yield to the motorist before moving left; therefore, the R4-4 is not appropriate in these conditions.

On retrofit projects, it may not be possible to include bike lanes that pass through existing intersections with turn lanes. In this case, the bike lane should be terminated in advance of the intersection and SHARED LANE MARKINGS should be considered for the left side of the right-turn lane. An example of this marking is shown in Figure 13-31 in Section 13.2.7.5.

In locations with significant numbers of right-turning bicyclists, an additional bike lane for right turning bicyclists can be provided. Right-turn bike lanes may be considered with high-volume, high-speed right-turn lanes. These bike lanes should include right-turn arrows and the text message ONLY.

By riding in the roadway in a predictable and consistent manner, bicyclists are more visible. This increased visibility has been shown to reduce crashes compared to riding on a sidewalk or pathway next to the roadway (FHWA, 1997) (FHWA, 1996) (ITE, 1994) (TRB, 1998) (TRB, 2006).



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)
From: Jerome Rouser and Mykayla Graalum
Date: February 18, 2026
**Re: Discussion Item – 2055 Regional Transportation Plan (RTP)
Kick-Off**

Objective

Provide an overview and kick-off discussion of the 2055 Regional Transportation Plan (RTP), including the proposed plan structure, high-level timeline, TAC coordination, and outreach approach.

Summary

The Regional Transportation Plan (RTP) is a federally required, long-range planning document that establishes a multimodal transportation vision for the NFRMPO region with a minimum 20-year planning horizon. The RTP must be updated every four years and considers anticipated growth, available funding, and regional transportation priorities.

The 2055 RTP will build upon previous plans while responding to evolving regional needs, policies, and emerging technologies.

This item is intended as an initial kickoff discussion. Staff is seeking TAC feedback on:

- The proposed RTP structure and organization;
- The overall development process and high-level timeline;
- Anticipated data needs from member communities; and
- Outreach and engagement for the plan.

Recommendation

NFRMPO Staff requests TAC members provide feedback on the 2055 RTP framework and plan development. Additional discussion items and review opportunities will be provided as the RTP progresses.

Attachments

- Presentation (included in the handouts)

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)
From: Tahjiba Tarannum & Becky Karasko
Date: February 18, 2026
Re: Discussion Item – Data Request for Regional Travel Demand Model (RTDM) Update

Objective

Provide an update on the Regional Travel Demand Model (RTDM) kickoff and seek updated data from member communities regarding development projects, observed counts etc. Requesting TAC Member participation in the Model Steering Team to guide the RTDM update process.

Summary

The NFRMPO and member jurisdictions use the NFR Regional Travel Demand Model (RTDM) as a tool to forecast traffic and travel in communities throughout the region. The primary purposes of the RTDM are to support the Regional Transportation Plan (RTP), air quality conformity analysis, and GHG analysis. Additionally, the RTDM can support evaluation of proposed roadway and transit projects, help evaluate potential impacts of proposed development projects, and support various other studies of the region, subareas, corridors, and other planning activities.

The NFRMPO's current RTDM is a four-step model, also known as a trip-based model. The RTDM has a base year of 2019 and was finalized in 2023. In late 2025, NFRMPO staff released an RFP to update the RTDM to a base year of 2023 or 2024 with a completion date in spring 2027. Cambridge Systematics will be the consultant leading the update of the RTDM. The proposed timeline will enable the updated model to be used for the 2055 RTP, which will be adopted by Planning Council in September 2027.

Several improvements are being incorporated for the NFRMPO's travel model update, including:

- Incorporating updated socioeconomic data, network improvements, and evolving travel patterns across the NFRMPO region.
- Incorporating 2020 Statewide Household Survey Data.
- Creation of an online scenario tool for NFRMPO member communities to use.

As part of this process, the NFRMPO will be requesting updated data from member communities, including observed traffic counts, existing roadway network, transit route and transit surveys (on boardings transit survey and route-level boardings) for year 2023 or 2024 (upon availability the



current one will be preferable) and details on new or upcoming development projects. These data are critical to ensure the model accurately reflects existing conditions and anticipated future projection.

In addition, communities are invited to participate in the Model Steering Team to provide input, review assumptions, and guide key technical decisions throughout the model update process. Community participation will help ensure the model reflects local priorities and supports informed regional transportation planning. The kick-off Model Steering Team meeting will be held on Monday, March 23, 2026 from 10:00 am to 12:00 at the NFRMPO office.

Recommendation

NFRMPO Staff requests TAC members provide feedback on the proposed improvements and identify representatives for participation on the Model Steering Team.

Attachments

- Presentation (included in the handouts)



SB25-30 Transit and Active Transportation Project Inventory

Statewide Transportation Advisory Committee (STAC)

February 5, 2026

1



SB25-030 Overview

Statutory Requirement

- Requires CDOT and MPOs to create an inventory of transit and active transportation projects

Purpose

- To identify gaps in transit, bicycle, and pedestrian networks to improve connectivity and safety, reduce emissions, and increase mode choice for people walking, biking, rolling, and taking transit

Scope

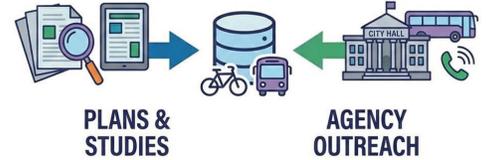
- Includes both funded and unfunded planned projects from existing plans
- No financial constraints or specific time horizons are required for project delivery
- The inventory is a coordinated effort between state, regional, and local entities



2



SB25-030 Responsibilities



Metropolitan Planning Organizations

- Must create inventories for regionally significant roadways within their boundaries by July 1, 2026

CDOT

- Must create an inventory for state highways and CDOT-maintained right-of-ways by July 1, 2026

CDOT's Approach

- Invite non-MPO local governments and transit agencies to submit planned projects impacting the state highway network
- Include projects from existing plans and studies



Transit Project Types

Transit project types included in the inventory:

- New service (fixed-route or on-demand)
- Extended service routes/areas (fixed-route or on-demand)
- Service enhancement (e.g. increased frequency, expanded hours, etc.)
- Transit facility (stop, station or other facility improvement)



Transit project types excluded from the inventory:

- Transit operations/maintenance of existing routes/service
- Transit maintenance facilities (unless needed to support service expansion)
- Multimodal or transit plans
- Data collection





Active Transportation Project Types

Active Transportation project types included in the inventory:



Walkability - Sidewalks, Shared Streets, Pedestrianization, ADA accessible infrastructure (e.g. curb ramps, pedestrian signals)



Bikeability - On-street bike facility (e.g. bike lane, buffered bike lane, bikeable shoulder, or bike lane with physical separation), Off-street bike facility (e.g. multi-use paths, trails, or raised bike lane), Amenities (e.g. bike parking, fix-it stations)



Multimodal - At-grade crossing improvements, Bike/Ped Overpasses/Underpasses, Shared micromobility (e.g. bike share, scooter share), Traffic calming, roadway reallocation, First-last-mile (FLM) Programming or improvements

Active transportation project types excluded from the inventory:

- ⊗ Wayfinding
- ⊗ Active transportation education or encouragement programs
- ⊗ Multimodal plans
- ⊗ Data collection
- ⊗ Count programs

5



Planned Projects for SB25-030 Project Inventory

What is a Planned Project?

A proposed improvement specified in a plan or study that reviews transportation needs and guides future investments, infrastructure improvements, and/or programming.

Plans may be authored by a city, county, the state, or a regional transportation planning organization

Plans Can Include:



- Transportation, transit, and active transportation plans
- Capital improvement plans
- Mobility elements of a comprehensive plan
- NEPA documents
- Planning and Environmental Linkage (PEL) studies
- Safety plans, etc.

6



Plan Projects Identified by CDOT

Active transportation and transit projects identified from:

- Rural Transportation Planning Regions' 2050 Regional Transportation Plans - full project list
- 10-Year Plan
- Transit Connections Study
- R1 and R4 Bicycle and Pedestrian Safety Studies
- NEPA documents and PELs



7



Next Steps & Resources

- TPRs asked to forward project submittal form and spreadsheet of active transportation and transit 2050 RTP projects to member agencies
- CDOT will directly email local agencies and transit agencies
- Local agencies and transit agencies can submit project lists directly to CDOT

Resource Links

- [SB25-030 Increase Transportation Mode Choice Reduce Emissions](#)
- [Transit and Active Transportation Project Inventory Webpage](#)

Contact Information

- For Transit: george.gromke@state.co.us
- For Active Transportation: medora.bornhoft@state.co.us

9

2024 VS 2025 Traffic Fatalities in Colorado, Weld County, and Larimer County

Area	2024 Traffic Fatalities	2025 Traffic Fatalities
Colorado	689	704
Weld County	67	78
Larimer County	35	36

Data Source: [CDOT Colorado Traffic Fatalities Dashboard](#)

Data last updated on 2/4/2026. County data includes crashes for the entire county. 2025 crash data is still being processed and final numbers are subject to change.

EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
February 5, 2026

CONSENT AGENDA

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

AIR QUALITY AGENDA

NFRMPO Air Quality Program Updates – Wojtach noted the January meeting focused on recent air quality rulemaking highlights and their implications for the NFRMPO, emphasizing the importance of improving air quality performance to support ongoing regional challenges. Wojtach mentioned the meeting served as a kickoff to review key legislative and regulatory updates, including SB 26-022 utility emissions reductions, SB 26-021 expands the Clean Fleet Enterprise authority, SB –26-003 requires recycling of electric vehicle batteries, and related discussions on evolving economic and environmental standards. Wojtach further noted the National Highway Traffic Safety Administration (NHTSA) updates to Corporate Average Fuel Economy (CAFÉ) program may modify GHG requirements, reductions in fuel economy standards, and potential retroactive application within MOVES and vehicle models could increase modeled emissions and the need for additional SIP mitigation strategies.

Regional Air Quality Council (RAQC) – RAQC did not meet in January.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) –NAAPME did not meet in January.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

REPORTS:

Report of the Chair – Stephens noted that there was nothing additional to report.

Executive Director Report – Relford noted staff submitted the Council letter supporting Bustang service rialto the Division of Transit and Rail. The Division Director was very accommodating and spoke to the importance for sustainable funding for Bustang service operations along I-25. Relford reminded Council the 10-year plan comment period is scheduled to close on Monday, February 9, emphasizing the importance of each community supporting the projects in our region. Relford stated the audit services RFP was awarded to a STA, PLLC, a Washington, D.C.-based firm, with a kickoff meeting scheduled for next week. Relford noted appreciation for Council Member Jenkins’ participation in narrowing sixteen IT services proposals to three firms for interviews, with a contract anticipated in March. Relford further noted that staff met with the Intermountain MPO air quality team to discuss hosting a regional background ozone conference in Northern Colorado, with EPA participation and partnerships with our universities. Relford noted that the Mobility Team shared outreach materials included in the handouts packet and a new “Mobility for All” poster, for outreach events. In addition, they have identified budget savings by switching website platforms and successfully applied for an \$8,125 CDOT Mini Safety Grant to support a community safety fair. Relford stated that additional safety grant opportunities are being pursued to advance regional transportation safety and fatality reduction goals.

ACTION ITEMS:

January 2026 TIP Amendment Resolution 2026-03- Stockburger stated that the January 2026 TIP Amendment includes a project addition submitted by Transfort for the purchase of six compressed natural gas (CNG) buses, funded with \$4,838,610 in FTA Section 5339-C funds and \$852,875 in Clean Transit Enterprise (CTE) funds

programmed in FY2025. Stockburger noted that no public comment was received and TAC recommended motion to approve.

James **moved** to approve *January 2026 Transportation Improvement Program (TIP) Amendment to the FY2024-FY2027 TIP*. The motion was **seconded** by Cline and **passed** unanimously.

DISCUSSION ITEMS:

MMOF and RMS Funding Deadlines– Karasko provided an update to ensure project sponsor awareness of upcoming MMOF and RMS project deadlines. Karasko noted that MMOF and RMS projects funded with ARPA-SLFRF funds have a work deadline of December 11, 2026 and an invoice deadline of January 4, 2027. There is only one North Front Range project identified, and sponsors were notified. Karasko further noted that **MMOF and RMS projects funded with HB 1466** funds include five North Front Range projects, has a work deadline of December 31, 2026 and an invoice deadline of January 31, 2027, and that coordination with CDOT and project sponsors confirmed projects are completed or on track, ensuring transparency and avoiding closeout issues.

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 01/26/26

Introduction:

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council for their February 5, 2026 meeting.

Summary:

In January 2026, TRE tracked activities at the Air Quality Control Commission (AQCC) and Colorado's General Assembly. Highlights include Colorado's announcing that several areas in Colorado have successfully improved air quality such that they now meet the National Ambient Air Quality Standards for PM10, Colorado's 2026 Legislative Session kick off and review of key comments a proposal to roll back passenger and light-duty vehicle CAFÉ standards.

Air Quality Activities:

AQCC Activities:

In January, the AQCC set a rulemaking hearing to streamline emissions reporting and increase emissions fees. Commissioner Miller has asked for more information comparing Colorado emission fees to other states.

APCD Activities

APCD public efforts in January included the 1/10/26 APCD outreach meeting on potential PM10 related revisions, and reporting streamlining and fee increases. The APCD intends to request in February that AQCC set a rulemaking hearing in July. Notably, several areas throughout the state, in Aspen, Canon City, Denver, Lamar, Pagosa Springs, Steamboat Springs and Telluride have successfully met the PM10 NAAQS for more than 20 years and the areas, and Colorado is seeking to redesignate those areas as "attainment." In doing so, the APCD is proposing to maintain the regulations in place, used to achieve attainment, as state-enforceable only and removing the federal authority to enforce those rules.

Colorado General Assembly Air Quality Activities:

Colorado's Legislative Session kicked off. Several energy and/or transportation-related bills were introduced that indirectly impact air quality:

- **SB26-028** removes wind energy from state energy and climate targets.
- **SB26-022** provides extensions to utilities subject to the 80% reduction of greenhouse gases by 2030, where those utilities notify the state of challenges they are experiencing or anticipate experiencing. Different utilities are subject to different 2026 notification deadlines. Municipalities and cooperative electric associations may revise their Clean Energy Plans to extend the reduction timeline to begin no later than by 2040. This bill also prohibits the AQCC and APCD from "undertaking any action" that impacts electric reliability or increases average annual electric rates greater than 1.5%. This bill has bipartisan support.
- **SB26-021** came out of the Transportation Legislative Review Committee. This bill expands Clean Fleet Enterprise authority to support public and private fleet operators to update their fleets, repealing deadlines to provide financial support to operators to



replace certain aging, heavy-duty diesel trucks by 12/31/31. This bill has bipartisan support.

- **SB26-003** requires re-use/recycling of electric vehicles' batteries.
- **HB26-1051** extends the Microgrid Community Resilience Grant program that currently expires 9/1/26. This bill has bipartisan support.
- **HB26-1007** requires certain retail utilities to allow for customer ownership and use of meter collar adapter to permit interconnection of distributed energy.

Other Air Quality Activities:

The federal Council on Environmental Quality removed all regulations implementing the National Environmental Policy Act (NEPA), effective 1/8/26.¹ This means federal agencies must create their own procedures for environmental reviews, leading to uncertainty while they do this and potential inconsistency between agencies when awarding federal funding.

EPA issued “compliance first” enforcement guidance favoring compliance assistance.²

TRE screened comments submitted to The National Highway Traffic Safety Administration (NHTSA) regarding their proposing to substantially recalibrate the Corporate Average Fuel Economy (CAFÉ) program, including amending DOT’s fuel economy standards for light-duty vehicles, model years 2022-2026 and 2027-2031.³ NHTSA is proposing to change passenger and light-duty vehicle classifications, reducing fuel economy standards beginning with model year (MY) 2022 through MY 2031 vehicles. The proposal also changes compliance credit requirements for auto manufacturers for those same model years. Comments on the proposal are now due 2/4/26.⁴ The great majority of commenters oppose the proposal citing increased fuel economy standards leading to increased emissions from the passenger and light-duty vehicles category. One commenter highlighted that the proposal effectively lowers fuel economy standards to values lower than those put in place in 2020 (see insert below).⁵ Two other written comments submitted by Dr. Jana Milford, a Commissioner on Colorado's AQCC, and the

¹ See Council on Environmental Quality’s “Removal of National Environmental Policy Act Implementing Regulations.” 91 Fed Reg 618, 1/8/26; accessed 1/26/26 here: <https://www.govinfo.gov/content/pkg/FR-2026-01-08/pdf/2026-00178.pdf>

² See C. Pritzlaff memorandum, “Reinforcing a “Compliance First” Orientation for Compliance Assurance and Civil Enforcement Activities,” 12/5/25; accessed 1/26/26 here: <https://www.epa.gov/system/files/documents/2025-12/reinforcing-a-compliance-first-orientation-for-compliance-assurance-and-civil-enforcement-activities.pdf>

³ See National Highway Traffic Safety Administration’s “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks,” 90 Fed Reg 56438, 12/5/25; accessed 1/5/26 here: <https://www.govinfo.gov/content/pkg/FR-2025-12-05/pdf/2025-22014.pdf>

⁴ See National Highway Traffic Safety Administration’s “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks,” extension of comment period. 91 Fed Reg 1494, 1/14/26. Posted here: <https://www.govinfo.gov/content/pkg/FR-2026-01-14/pdf/2026-00537.pdf>

⁵ W. Schmidt, J. Fernandez’s written comments posted 12/29/25 on the National Highway Traffic Safety Administration’s proposal, “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks.” Docket ID NHTSA-2025-0491-3469. Posted in the regulatory docket, here: <https://www.regulations.gov/docket/NHTSA-2025-0491/comments>



Regional Transportation Commission of Washoe County, NV, provide detailed comments opposing the proposal.^{6,7}

<u>Trump 2020 Final Rule</u>	<u>Biden 2022 Final Rule</u>	<u>Current Proposal</u>
40.4 mpg	49.1 mpg	30.4 mpg

Table: CAFE Standards for MY2026. This table “shows the dramatically differing levels of overall fleet requirements under the first Trump Administration, the Biden Administration, and the second Trump Administration for model year 2026—the only year for which all three Administrations set CAFE levels” The table and description were pulled from Adam Raviv⁴

Fuel economy standards get updated into newer versions of EPA’s MOVES model at some point in the future, after the standards are adopted. Then that model is used to derive vehicle fleets and emissions and used in developing emission inventories, transportation conformity determinations, motor vehicle emission budgets, reasonable further progress, attainment demonstrations and maybe transportation control requirements in air quality planning and SIPs. Lower fuel economy standards translate to higher emissions. The retroactive application could require a future EPA update to their MOVES model, and subsequent re-work on already submitted SIPs for which EPA has not yet acted, maybe for SIPs where EPA has acted, and use for current SIP planning. In addition to illegally applying these revised fuel economy standards retroactively, the proposal could lead to disputes and potential conformity lapses and/or federal highway funding impacts before any future remedies are put in place (via rulemaking, court decisions, legislation, etc.).

Changing fuel economy values will impact transportation modeling tools used by NFRMPO to project emissions from transportation projects, determine compliance with established Motor Vehicle Emission Budgets, and determine compliance with Transportation Conformity requirements. NFRMPO should consider how proposed changes to fuel economy standards impact their transportation planning and air quality objectives and thus consider whether to submit comments on NHSTA’s proposal.

Upcoming Activities:

TRE plans to attend meetings and track air quality related activities as follows, unless otherwise directed.

⁶ J. Milford’s written comments posted 1/15/26 on the National Highway Traffic Safety Administration’s proposal, “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks.” Docket ID NHTSA-2025-0491-4828. Posted in the regulatory docket, here: <https://www.regulations.gov/docket/NHTSA-2025-0491/comments>

⁷ Regional Transportation Commission of Washoe County’s written comments posted 1/20/26 on the National Highway Traffic Safety Administration’s proposal, “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks.” Docket ID NHTSA-2025-0491-4844. Posted in the regulatory docket, here: <https://www.regulations.gov/docket/NHTSA-2025-0491/comments>



Meetings TRE Plans to Attend (or screen)

- 2/5/26 NFRMPO Council Meeting
- 2/6/26 RAQC Board Meeting
- 2/18-20/26 AQCC Meeting

Other Anticipated Air Quality Activities

- EPA's Exceptional Events Guidance
- EPA's Ozone NAAQS Reconsideration
- EPA's Reconsideration of the PM2.5 NAAQS

Recommendations:

- NFRMPO should track EPA's final action on their determination of attainment for the Phoenix-Mesa ozone nonattainment area in Arizona
- NFRMPO should track a similar EPA proposal determining attainment for the Wasatch Front ozone nonattainment area in Utah
- NFRMPO should consider how NHSTA's proposed changes to fuel economy standards impact their transportation planning and air quality objectives, and thus consider whether to submit comments on NHSTA's proposal due 2/4/26
- NFRMPO should track Colorado's next steps addressing ozone, including:
 - RAQC's release of a report on public health impacts of ozone
 - AQCC briefings on atmospheric chemistry and air quality studies
 - Colorado's voluntary reclassification request
 - RAQC's Blueprint evolution
 - RAQC's modeling updates
- NFRMPO should engage APCD to understand anticipated July 2026 revisions to conformity rules

Legislative Report

February 2026

Direct NFRMPO Impact:

Title	HB26-1065 : Transit and Housing Investment Zones
Description	Concerning transit and housing investment zones.
Summary	<ul style="list-style-type: none"> • Creates a mechanism for a local government and transit agencies to: • Undertake a transit investment project • Designate a transit investment area in which the project will be built • Create a transit investment authority or designate other financing entities with the power to receive and use the increment of revenue derived from the states sales tax collected in the area. • Allows local governments to apply to the Office of Economic Development and the Colorado Economic Development Commission to undertake a project, and to form an authority or designate a county revitalization authority, metropolitan district, or urban renewal authority as the approved financing entity. • Creates the Colorado Affordable Housing in Transit Investment Zones Tax Credit. The credit is awarded in connection with qualified low- and middle-income housing projects in transit and housing zones.
Status	<ul style="list-style-type: none"> • 1/21/2026: Introduced in House – Assigned to Finance
NFRMPO Impact	<ul style="list-style-type: none"> • Allow local agencies to create transit investment areas to help fund transit projects.

Title	SB26-021 : Clean Fleet Enterprise Replacing Aging Diesel Trucks
Description	Concerning authorizing the clean fleet enterprise to encourage the replacement of high-emitting trucks with low-emitting trucks in motor vehicle fleets.
Summary	<ul style="list-style-type: none"> • Authorizes the Clean Fleet Enterprise to incentivize, support, and accelerate the replacement of diesel-powered trucks with a model year of 2009 and earlier with heavy-duty truck that is a model year of 2018 or later. • Authorizes the enterprise to use clean fleet enterprise funds to provide money to support the replacement of aging heavy-duty diesel trucks.
Status	<ul style="list-style-type: none"> • 1/14/2026: Introduced in Senate – Assigned to Transportation & Energy
NFRMPO Impact	<ul style="list-style-type: none"> • Would result in lower-emitting heavy-duty trucks on the regional network which would help the NFRMPO achieve Air Quality/GHG reduction requirements.

Title	HB26-1071 : Local Government Vehicle Identification System on Interstate Highways
Description	Concerning allow a local government to locate an automated vehicle identification system on an interstate highway.
Summary	<ul style="list-style-type: none"> • Authorizes local government to locate an Automated Vehicle Identification System (AVIS) on a highway that is part of the federal interstate highway system.
Status	<ul style="list-style-type: none"> • 1/26/2026: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Authorize local governments to locate AVIS on a highway that is part of the federal interstate highway system (I-25).

Title	HB26-1076 : Transportation Statutory Clean-Up
Description	Concerning modification to select statutory provisions relating to transportation.
Summary	<ul style="list-style-type: none"> • Changes the name of the freight mobility and safety branch within the transportation development division to the office of freight mobility and safety. • Establishes a 4-year term limit for members of the NAAPME board who are appointed by the Governor and clarifies when the initial term for each appointment ends. <ul style="list-style-type: none"> ○
Status	<ul style="list-style-type: none"> • 2/02/2026: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Clarifies NAAPME board term limits which will impact the NFRMPO's NAAPME representative.

Title	HB26-1086 : Adjust Subdivision Access to State Highway System
Description	Concerning an adjustment to the requirement that subdivision plans must provide access to the state highway system.
Summary	<ul style="list-style-type: none"> • Current law prohibits local authorities from approving a subdivision plan or plat that do not have access to the state highway system. • Removes this restriction and specifies that a person may submit, and a local authority may approve, an application for a subdivision plan or plat that does not provide all lots and parcels created by the subdivision access to the state highway system.
Status	<ul style="list-style-type: none"> • 2/02/2026: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Allow local agencies to approve subdivision plans or plots that do not have access to the state highway system.

Transportation-Related Bills – Limited NFRMPO Impact

- [HB26-1102](#): Funding for Colorado DRIVES Account
 - Increases revenue to the DRIVES account by redirecting \$2 of each late vehicle registration fee from the HUTF to the DRIVES account, and consistent with current law, crediting the remainder of the fees to the HUTF.
- [HB26-1053](#): Motor Vehicle Regulation Administration
 - Under current law, an owner of a vehicle that pays specific ownership tax, except intrastate commercial carriers, have their license plates retired and are reissued new plates when the vehicle's ownership is transferred. This bill repeals this requirement and authorizes the owner to transfer the plates to a new motor vehicle.
- [HB26-1041](#): Electronic Vehicle Records
 - This bill repeals the existing requirement that a paper certificate of title be used for specific vehicle transactions, thereby allowing the use of a certificate of title in an electronic format in all circumstances.
- [SB26-035](#): Increase of Traffic Violation Penalties
 - This bill increases the penalties for illegally overtaking a vehicle on the left in a no-passing zone and clarifies that no-passing zones are indicated by a solid yellow line or line pavement markings. The bill increases the penalties for multiple speeding violations within a one-year, 2-year, or 5-year period. The bill requires that drivers who have multiple speeding violations within a one-year, 2-year, or 5-year period receive a summons and complaint upon committing their violation instead of a penalty assessment notice.
- [SB26-063](#): Nonemergency Medical Transportation Services
 - This bill requires a transportation broker to contract with at least 5 transportation providers to provide nonemergency transportation services to medicare members. Requires Medicaid members be able to preapprove nonemergency medical transportation services and choose a preferred transportation provider to receive non-emergency transportation services through.

Larimer County Mobility Committee (LCMC) MINUTES

January 27th, 2026

1:00 p.m. – 3:30 p.m.

Hybrid Location:

Loveland Youth Campus in the United Way Classroom 1 at 2366 E 1st St, Loveland, CO 80537

Welcome and Introductions

Call Meeting to Order, Welcome, and Overview of Agenda

Attendees:

In Person:

- Katlyn Kelly, Transfort
- Steve Conaway, RAFT
- Bailey Rubidoux, RAFT
- Jacque Penfold, Community Member
- Megan Kaliczak, zTrip

Online:

- Ari Edgley, Foothills Gateway
- Nathan Vander Broek, CSU
- Reese Koltz, ARC Larimer County
- AnnaRose Cunningham, City of Loveland
- Dana Klein, Estes Park
- Annabelle Philips, Transfort

NFRMPO Staff:

- Tanya Trujillo-Martinez, Mobility Director
- Aaron Hull, Mobility Planner and Staff Liaison
- Lisa Deaton, Mobility Specialist

Introductions and Icebreaker

Attendees introduced themselves and their organizations, then participated in an icebreaker.

Public Comment

There was no public comment at this meeting.



Approval of Last Meeting's Minutes

Motion made by Kaliczak and seconded by Conaway for approval of the October 28th, 2025, meeting minutes.

RideNoCo Updates

Hull reported new categories and other improvements added to the RideNoCo CallSheet to improve tracking of caller demographics in the call center. He pointed out that Deaton cleaned up all call information collected in 2024 and 2025, adding new categories for more accurate reporting. Hull compared 2024 and 2025 calls and website visits; website visits in 2025 jumped 92% from 2024, and calls remained about the same. He shared the heatmap of where calls originated in 2024 and 2025. Calls from 2024 were more widespread, extending outside of Larimer and Weld Counties; 2025 calls mostly originated in the MPO region.

Deaton discussed the upcoming Aspen Club/RideNoCo Transportation Fairs and asked the group to share to increase public attendance. Deaton announced RideNoCo and the NFRMPO outreach calendar of events for the quarter. She talked about how mobility and the MPO teams are attending more events together to represent the entire organization and attending events year-round, not just in the summer festival months.

Hull provided an update that the RideNoCo Trip Planning/Discovery tool currently on the RideNoCo website is being changed to the MyWayToGo. MyWayToGo offers more tools for trip planning, carpooling options, challenges and incentives, and will eventually have its own app.

Hull announced that the regional TDM working group will start monthly regional events to discuss regional marketing campaigns. RideNoCo is working on the expansion of the TDS system to include additional agencies and discovering ways all user software can work together. The TMO call for projects is currently in progress, with applications due by the end of the week. Hull talked about how RideNoCo has changed website hosting to a new provider and that a new RideNoCo website will be coming soon. Another project that RideNoCo is working is a public version of the provider's guide that is basically a very comprehensive Rider's Guide.

Hull led a discussion about combining the LCMC, WCMC, and the NCMC into one committee and changing the name to the North Front Range Coordinating Council. It will need to be decided if it meets every month, bi-monthly, or quarterly. Kaliczak said quarterly meetings are not enough and that monthly meetings would be best. He said that combining everyone in a regional conversation about mobility would be beneficial to both counties



Discussion Items

Transfort Optimization Study Presentation -Phillips

Phillips introduced the Transfort Optimization Plan and began with the project overview, purpose, and goals. She explained the purpose is a short-term transit service plan grounded in financial constraints, focused on community needs and growing ridership. She shared that they prioritized a fare-free system, community engagement, best practices, adaptation, design and financial feasibility. Phillips shared details of Transfort's expenses and revenue since 2019 and the anticipation of receiving funding in 2027. She discussed that transit is a City priority and key strategy for achieving City goals by implementing the Transportation Master Plan recommendations. She pointed out the three scenarios for public feedback that included travel patterns, rider demand, and microtransit and the feedback they received. From this feedback from the community, data and evaluation of the existing system, and best practices formed the foundation for the recommended plan. Phillips then shared recommended frequencies and service hours, and long-term service expansion options.

Phillips discussed the Dial-A-Ride service area impacts and mitigation. She explained that the changes in the fixed route service will decrease the Dial-A-Ride service area. Those who are already clients will not be affected; new clients will have to be within the $\frac{3}{4}$ of a mile from a fixed route.

Phillips talked about safety and security and the partnership with police and Transfort. Transfort will repurpose funding that was for additional TSO positions to support the partnership with police services and the Homeless Outreach and Proactive Engagement Team (HOPE) and the Mental Health Response Team (MHRT). The program timeline is 10/2025 – 12/2028.

Phillips talked about the next steps and that they are in the final phase of public engagement and will continue to take feedback through February and into the first week of March. She said that after the March deadline for feedback, they will make any necessary changes and move on to more public engagement while working on the implementation plan. The plan should be implemented in August 2026.

Hull asked if the presence of ICE is affecting the ridership and if ICE agents will be allowed on buses. Phillips said it is unknown what impact it is having on riders and will follow up about allowing ICE on buses since it is a public space.

Cunningham asked about how many stops would be removed and added with the new plan. Phillips said that they are working through that and predicted maybe 30 new stops, but does not have an exact amount yet.

Hull asked about staffing and whether they will need to increase or decrease staff. Phillips said that they are not anticipating many changes. Hull also asked if there would be any changes to the



FLEX route, and Phillips said she does not anticipate any changes.

Mobility Case Study-Deaton

Deaton discussed a person who lives in Loveland who has Medicaid and uses Transdev for medical rides, but is looking for a service to run errands and shopping. They live outside of COLT and SAINT's boundaries, and they need a ride for a non-medical appointment in Fort Collins, where the FLEX line would put them right where they need to go. Kaliczak said that since he has Medicaid, they could get up to 208 non-medical rides per year. For help with this, they should contact Foothill Gateway to get a case manager to help him fill out the paperwork and get it submitted to the state.

Deaton discussed a second case study about a couple who are 82 and 83 years old, neither of whom has mobility issues, and they do not have Medicaid for medical trips. They realize that Windsor's affordable transportation options are limited, and they are planning to decide if they want to move to Windsor based on transportation options when they no longer drive. Conaway mentioned that they have looked at expanding services to Windsor and thinks it would be great if someone were motivated to create a new service there. Kaliczak discussed situations where people are using a ride service, and then they move to a new location, not realizing that a service may not be available in the new area they moved to. She asked how the MPO handles sharing the bad news. Conaway suggested that the MPO should start travel training, such as teaching people how to use rideshare apps. Hull said that the PAFC does technology training, and Conaway asked if the PAFC goes into those communities to help. Hull said he would ask at the next PAFC meeting. Hull also mentioned that Uber and Lyft have a version of their apps geared towards older adults, and Uber riders can call in to book a ride, so they don't need a smartphone. Kaliczak mentioned that she taught a class with the PAFC discussing zTrip, Uber, and Lyft at the Chilson Center, and questioned why Windsor isn't doing something similar. Penfold asked if RideNoCo had Uber and Lyft at the Transportation Fairs. Deaton said no, but there was another rideshare that attended called the Colorado Co-Op that is very similar.

Wrap-Up & Member Updates

Transfort & COLT Updates

Kelly said the City of Fort Collins is having their Transportation Projects Fair on Friday 1/6 from 6-pm at the Discovery Center of Creativity at 200 Matthews St.

Cunningham announced the city projects fair on Monday, March 9th and Winter Bike to Work Day on February 13th at the Civic Center Plaza in Loveland.



LCMC Member Updates & Roundtable

Hull announced that RideNoCo is working on a mission statement, vision statement, and updating the guiding principles for the mobility program.

Vander Broek announced a large Bike-To-Work station at the CSU oval and that they will have 3-4 projects at the Transportation Projects Fair in Fort Collins.

Final Call for Public Comment

None

Motion to Adjourn

Motion to adjourn by Conway, seconded by Kaliczak.

Upcoming Meetings:

- Northern Colorado Mobility Committee: February 24th, 2026
- Weld County Mobility Committee: March 24th, 2026
- Larimer County Mobility Committee: April 28th, 2026

* Please note:

- The NCMC, WCMC, and LCMC are hybrid meetings and will have an option to meet in-person as well as virtually.
- Locations for the hybrid meetings will be at the following:
 - The NCMC hybrid meeting location is the Windsor Community Recreation Center, Buckeye/Redwood Room, 250 11th St, Windsor, CO 80550.
 - The WCMC hybrid meeting location is the United Way of Weld County office at 814 9th Street, Greeley, CO 80631.
 - The LCMC hybrid meeting location is the Loveland Youth Campus in United Way Classroom 1 at 2366 E 1st St, Loveland, CO 80537.