



NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda

March 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 February 18, 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	-	1:15

Metropolitan Planning Organization Agenda

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	2025 TMO Call for Projects	Aaron Hull	9	1:20
7	March 2026 TIP Amendment	Jonathan Stockburger	11	1:25

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	Transfort Optimization Plan	Annabelle Phillips, Transfort	14	1:30



Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	Project Scope Change Request to Use MMOF Funds as Match for Future Grant Applications	Joshua Ma, Transfort	24	2:00
10	NFRMPO Draft Crash Dashboard	Mykayla Graalum	Handout	2:10
11	GHG Transportation Report Data Request	Tahjiba Tarannum	25	2:40
12	Active Transportation Plan (ATP)	Jerome Rouser	27	2:45

Outside Partner Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
13	NoCo Bike & Ped Collaborative	Written Report	Handout	-
14	Regional Transit Agencies	Verbal Report	-	3:15
15	Mobility Updates	Tanya Trujillo-Martinez	-	3:20

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
16	March Planning Council Meeting Summary Draft	Written Report	28	-
17	NFRMPO Air Quality Program Updates	Written Report	30	-
18	2026 Colorado Legislature Updates	Written Report	33	-
19	Mobility Committees	Written Report	40	-
20	Roundtable	All	-	3:30

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: April 15, 2026

**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:

Lisa Joyner
Aaron Hull
Becky Karasko
Mykayla Graalum
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
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, Moore noted that RAQC staff will be briefing the 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 that 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 \$5 million.

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 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 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 improve through the city's attorney 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 that funding is sourced from the Carbon Reduction Program (CRP). The total amount of funding is \$400,000 between 2024 and 2027. \$200,000 is awarded in this call, while the FY26 and FY27 calls will be awarded \$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%, Sustainable Projects and Local Commitment had a weight of 25%, and Accessibility and Innovation had a weight of 25%. 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, Steer, 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 FYs 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 travel demand model update. She noted the purpose of the travel demand model, which is to forecast traffic volumes and evaluate projects and their impact. She noted the purpose of the land use 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, the NFRMPO boundaries, and the Upper Front Range TPR. She noted when the modeling areas are used in NFRMPO plans. She 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 23rd and requested TAC members to provide participant names for the group.

Pinkham asked how often the NFRMPO observes DRCOG's model. Karasko noted there is overlap with the DRCOG boundary due to a high volume of shared trips.

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 1896 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 1st, 2026. He noted maintenance, operations, and transit plans are excluded from transit project inventory. He noted 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 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 asked communities 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 9th. 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 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 31st. 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 updated to the Rider's Guide and Provider's Guide. She noted programs in and near the regional 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, Steer, noted ideas the GoNoCo34 TMO has and is conducting stakeholder meetings in Greeley and Loveland.

Relford reminded everyone 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.



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Aaron Hull

Date: March 18, 2026

Re: Action Item – 2025 TMO Call for Projects Award

Objective

To recommend Planning Council approval of the 2025 TMO Call for Projects funding recommendations.

Summary

The 2025 Transportation Management Organization (TMO) Call for Projects was open from December 5, 2025, through January 28, 2026. The NFRMPO received 1 project application from 1 local TMO non-profit. The Scoring Committee for the TMO Call for Projects, comprising three NFRMPO staff (two from the mobility team and one from the transportation & air quality team), met on February 11, 2026.

The application for the 1 project submitted can be viewed at the following link:

<https://nfrmpo.org/wp-content/uploads/TMO-CFP-GoNoCo34-Application-Packet.pdf>

The scoring committee recommended fully funding the 1 request. All award recommendations from the scoring committee are presented in **Attachment 1**. The scoring sheet for the 1 submitted project is provided in **Attachment 2**, a handout.

The NFRMPO TAC discussed the Scoring Committee's recommendations and recommended awarding the full \$400,000 for FY25 – 27 to the single applicant.

The NFRMPO Planning Council discussed the TAC and Scoring Committee's recommendations at the March 5th, 2026, Planning Council meeting and recommended awarding the full \$400,000 for the FY25 – 27 to the single applicant.

The NFRMPO TAC will take action today at the March 18, 2026, meeting, with the Planning Council taking action at its April 2, 2026, meeting, and the Call for Projects award being announced on April 3, 2026.

Recommendation

Staff requests that TAC take action for approval of the Scoring Committee's recommendation of the 2025 TMO Call for Projects funding recommendations.

Attachments

Attachment 1: Award Recommendations

Attachment 2: Scoring Sheet – GoNoCo34 Application (Handouts)



Attachment 1: Award Recommendations

2025 TMO Call for Projects Recommendation				
Rank	Score	Project Name	Funding Request	Scoring Committee Recommendation
1	11	GoNoCo34 TMO	\$400,000	\$400,000

Category	Criterion	Scoring	Weight (%)	Reason
Mobility & Connectivity	Goal 1 – Improve Awareness and Ridership & Goal 2 - Promote Regional connectivity		50%	Reason
	Narrative of how the TMO will contribute to greater awareness of sustainable travel options to reduce congestion (SOV trips/ VMT) and transportation emissions, and where the project will be focused	1 - Low potential for reducing congestion and transportation emissions	3	The application articulates clear goals and proposes relevant activities (e.g., a pilot program and bike events). It also includes quantified air quality and VMT impacts, as well as a map of TMO boundaries with affected RSCs. However, the submittal lacks sufficient evidence to substantiate the projected outcomes: no calculator outputs or methodology are provided to validate the reductions. Additionally, program design details are limited; there are no specifics on scale or delivery (e.g., number of events, frequency, target audiences, participation assumptions, or timelines) to demonstrate the potential for high reduction. The strategy is weighted toward marketing and events with few tangible, implementable measures (e.g., employer-based TDM commitments, first/last-mile solutions, incentives, parking cash out, or policy levers) that would yield durable, quantifiable results. Finally, while RSCs/corridors appear on maps in the appendix, they are not explicitly labeled on the figures nor listed in the narrative, making it difficult to confirm alignment with the intended corridors.
		3 - Moderate potential for reducing congestion and transportation emissions		
		5 - High potential for reducing congestion and transportation emissions		
Sustainable Projects & Local Commitment	Goal 3 – Invest in Financially and Technically Sustainable Projects & Goal 6 - Foster Local Commitment		25%	Reason
	TMO budget and staffing align with the scope of work and meet the local match requirement	1 – Basic budget and staffing, and minimum local match	5	The application presents a comprehensive budget, a clear staffing plan with resumes that demonstrate relevant expertise, and an effective organizational workflow, along with documentation of the required local match. Multiple, diverse letters of support, from businesses, chambers of commerce, Transportation Management Organization (TMO) members, and municipalities both within and beyond the region, demonstrate broad, cross-sector community backing.
		3 – Budget with clear tasks, staffing with relevant skills, and a minimum local match		
		5 – Detailed budget and tasks, staffing with expertise in all skill areas, and a minimum local match		
Accessibility & Innovation	Goal 4 – Advance Accessibility for All & Goal 5 - Encourage Innovation in TDM		25%	Reason
	Narrative of how the TMO will improve access to multi-modal options, align with community needs, and demonstrate unique ideas or approaches	1 – No linkages to relevant objectives: improving access to multi-modal options, community needs, and innovation	3	The objectives are well-aligned with improving accessibility and multimodal travel and demonstrate a clear intent to innovate. To further strengthen the proposal’s innovation, consider adding objectives that pilot new approaches beyond current programs and pair these pilots with robust, inclusive engagement (residents, youth, older adults, and people with disabilities).
		3 – Linkages to 1 relevant objective: improving access to multi-modal options, community needs, and innovation		
		5 – Linkages to 2-3 relevant objectives: improving access to multi-modal options, community needs, and innovation		
Total Score			11	



MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Jonathan Stockburger

Date: March 18, 2026

Re: Action – March 2026 TIP Amendment

Objective

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

Summary

The March 2026 TIP Amendment includes two project additions from Transfort:

- Adding the Transfort new project *Transfort MAX BEB Purchase* with \$4,979,250 State CDOT CTE funding and \$553,250 Local funding in FY26.
- Adding the Transfort new project *Transit Operations Program* with \$2,666,024 State CDOT CTE funding and \$296,225 Local Funding in FY26.

The 30-day Public Comment period for the March 2026 TIP Amendment began on March 5, 2026 and will end on April 6, 2026.

Funding Types and Uses

The **Clean Transit Enterprise (CDOT CTE)** supports public transit electrification planning efforts, facility upgrades, fleet vehicle replacements and the purchase and installation of electric vehicle charging and fueling infrastructure through the clean transit retail delivery fee; and invests in public transit, including vehicles, infrastructure, equipment, materials, supplies, maintenance, and operations and staffing through the oil and gas production fee.

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 support adding the February 2026 TIP Amendment to the FY2024-2027 TIP.

Attachments

- March 2026 Policy Amendment Form

NEW ENTRY

Title: Transfort MAX BEB Purchase
Sponsor: Fort Collins
STIP ID:
TIP ID: 2026-015
Type: Rolling Stock Replacement
Air Quality: Excluded from conformity analysis
Description: Purchase 3 articulated battery electric 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	CDOT CTE	\$4,979,250	\$0	\$0	\$0	\$0	\$4,979,250	\$0	\$0	\$0
Local	L	\$553,250	\$0	\$0	\$0	\$0	\$553,250	\$0	\$0	\$0
	Total	\$4,979,250	\$0	\$0	\$0	\$0	\$5,532,500	\$0	\$0	\$0

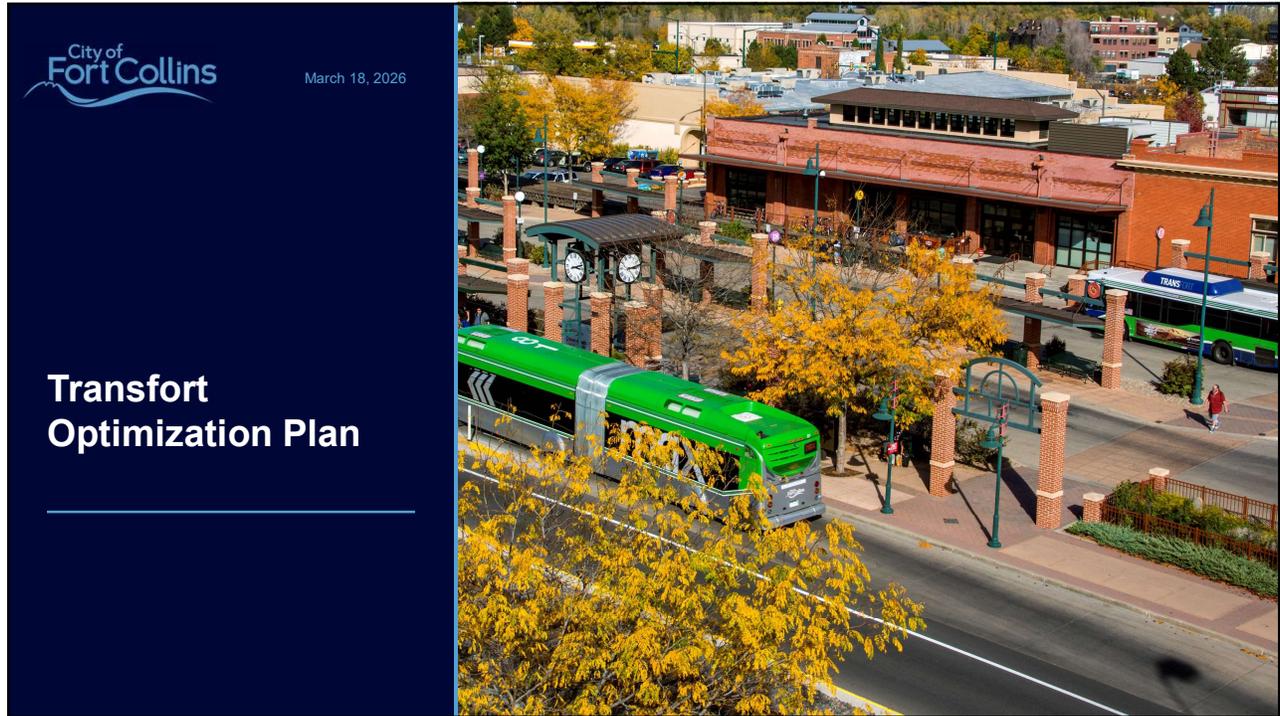
Revision # 2026-a3
Revision Description New Project

NEW ENTRY

Title: Transit Operations Program (SB24-230)
Sponsor: Fort Collins
STIP ID:
TIP ID: 2026-016
Type: Exempt from conformity analysis
Air Quality: Exempt from conformity analysis
Description: Transfort Local Transit Operations (SB230 Formula Program) for operating assistance and rolling stock.

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	CDOT CTE	\$2,666,024	\$0	\$0	\$0	\$0	\$2,666,024	\$0	\$0	\$0
Local	L	\$296,225	\$0	\$0	\$0	\$0	\$296,225	\$0	\$0	\$0
	Total	\$2,666,024	\$0	\$0	\$0	\$0	\$2,962,249	\$0	\$0	\$0

Revision # 2026-a3
Revision Description New Project



1

Agenda

- 1. Project Overview
- 2. Transit Scenario Development
- 3. Recommended Transit Scenario
- 4. Paratransit
- 5. Next Steps

The slide features a dark blue header with the 'City of Fort Collins' logo on the right and the word 'Agenda' in white on the left. Below the header is a white rectangular area containing a numbered list of five agenda items. To the right of the list is a photograph of a green and silver transit bus. The bus has 'max' written on its side in large white letters. The number '83' is visible on the top of the bus. An American flag decal is on the side window, and 'ESSOM GREEN CO' is written below it. The bus is parked on a city street.

2



Project Overview

3

3

Purpose + Goals



Purpose: *A short-term transit service plan grounded in financial constraints, focused on community needs and growing ridership.*

Fare-Free Access	Inclusive Engagement	Best Practices Alignment
Keeping transit free ensures equity and attracts riders.	Engage diverse voices to shape the priorities.	Following industry standards supports ridership recovery.
Adaptation to Travel Patterns	Intuitive Design	Financial Feasibility
Adjust service to new post-COVID travel habits.	Clear, simple navigation encourages use.	Plans must be viable to implement within budget.

4

4

Financial Overview City of Fort Collins

Expenses

- Transit industry expenses have grown 50-70% since 2019
- Fort Collins projects a ~50% increase (2019–2026)
- Major cost drivers: personnel, vehicle repair, and contracted transportation services

Revenue

- Revenue growth has occurred primarily at the City level (General Fund and 2050 Tax)
- Key external losses: FLEX, FASTER
- Expense growth continues to outpace revenue increases
- Anticipated new State funding source in 2026 (SB24-230)

Year	Revenue	Expense	State Funding
2019	~\$17.0	~\$17.0	0
2025	~\$22.5	~\$25.0	0
2027 (est.)	~\$20.0	~\$20.0	~\$3.0

**2025 revenue vs expense gap anticipated to be filled with use of 2050 Tax Transit*

5

5

City Priority City of Fort Collins

Transit is a City priority and key strategy in achieving City goals. The Optimization Plan implements Transportation Master Plan (TMP) recommendations.

Council Priority

Reduce climate and air pollution through electrification and best practices.

Strategic Plan

Increase Transfort access and ridership by ensuring the City's transit services provide safe, reliable and convenient alternatives to driving.

Our Climate Future

Make investments in equitable access to, and expansion of, all sustainable modes of travel with emphasis on growing transit ridership.

Transit Master Plan

Provide safe, attractive, efficient, equitable, modern and innovative mobility for people to live, work and play in the City.

6

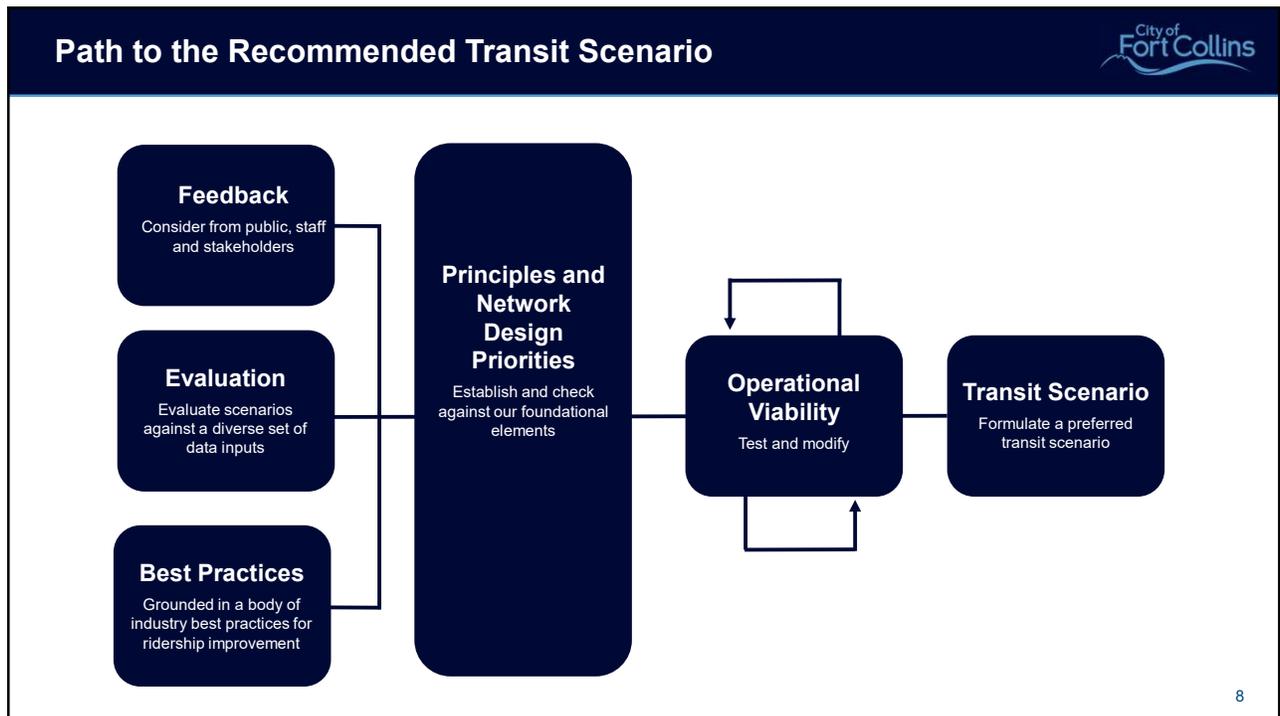
6



Transit Scenario Development Process

7

7



8

Three Scenarios for Public Feedback

Scenario 1: Travel Patterns

Scenario 2: Rider Demand

Scenario 3: Condensed with Microtransit

Each scenario was presented with their anticipated impacts:
Equity benefits, cost effectiveness, ridership improvement, economic health benefits, environmental benefits, alignment with City priorities.

9

Feedback on the Three Scenarios

Who and How

The community-at-large, Boards and Commissions, TAC/CAC and targeted groups weighed in on the three options via an online survey, focus groups, presentations, open house, and other community events.

What We Heard

- **Frequency First:** Frequency (over coverage) is the top priority!
- **Rider-Centered Service:** Support for transit-reliant riders and simple, linear routes on major corridors for clarity and ease of travel.
- **Safety and Quality:** Focus on improving on-time performance, reliability, safety, and overall service experience.
- **System Gaps and Travel Time:** Concerns about long routes, low-frequency service, and gaps in areas (Timberline, Trilby).
- **Microtransit:** Some interest but skepticism due to cost, with most people not liking the idea of transferring from microtransit to fixed route.
- **Partnerships:** Enhance and establish new partnerships to expand service opportunities.
- **Expanded Access:** Requests for evening, weekend (esp. Sunday), and school-oriented service, including PSD high schools, CSU, Front Range Community College (FRCC) and parks and recreation areas.

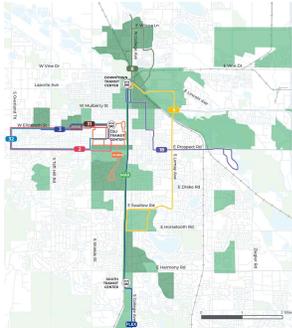
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System Evaluation

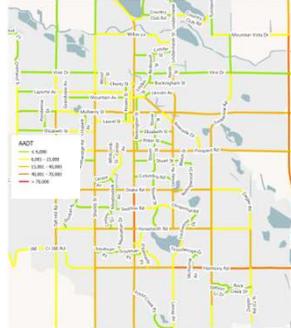


The three scenarios were evaluated against a diverse set of data inputs including: Route productivity, ridership by route and stop, rider demographics, transit propensity, travel patterns, annual average daily traffic, affordable housing, proximity to key destinations.

Areas of High Transit Propensity



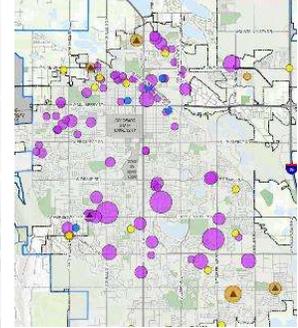
Average Annual Daily Traffic



Existing Routes with Highest Ridership



Affordable Housing Locations



11

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Best Practices



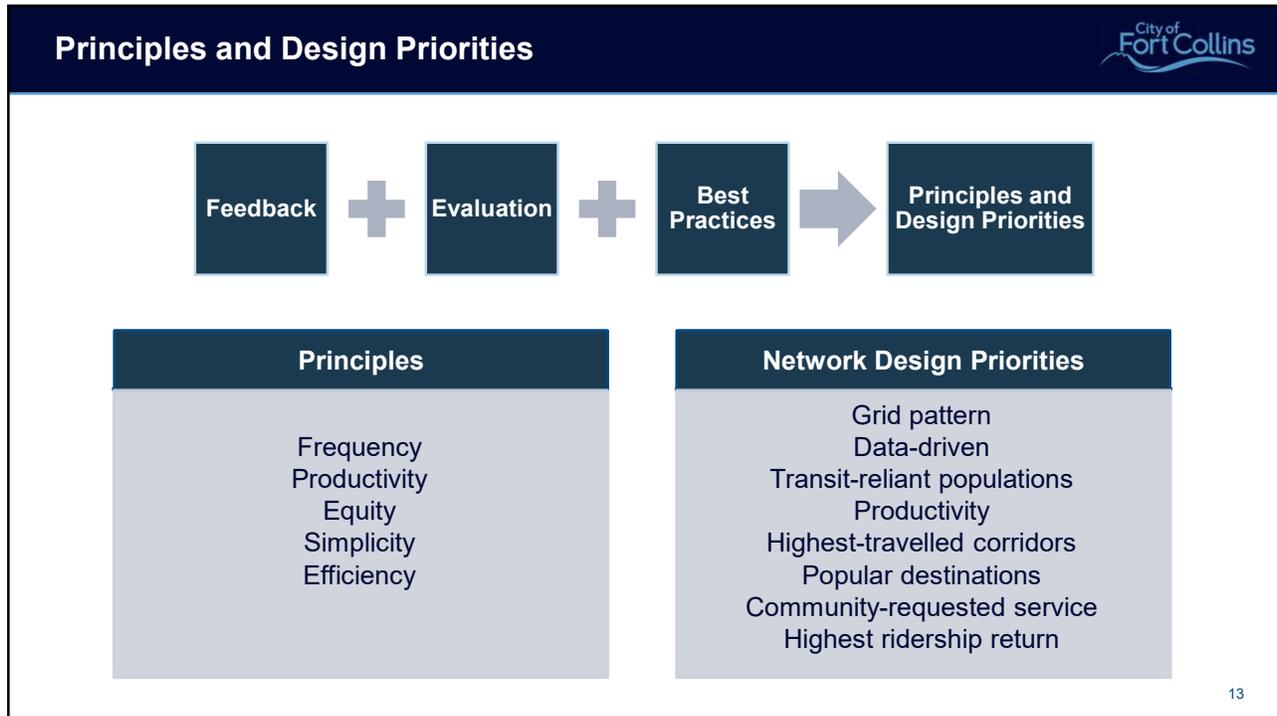
We examined the main recovery drivers of six peer agencies with successful ridership recovery rates well above the national average between 2019 and 2023.

Characteristics	Transfort Fort Collins, CO	METRO Akron, OH	CityBus Lafayette, IN	Unitrans Davis, CA	FAST Fayetteville, NC	GP Metro Portland, ME	WRTA Worcester, MA	Summary
Ridership Recovery	46%	99%	93%	93%	103%	89%	156%	Each peer agency's ridership recovery is well above the national average.
Service Area / Number of Routes	N/A	-7%	-8%	-14%	-1%	-9%	-14%	On average, most peer agencies have reduced their service area by ~6%.
Total Operating Funds	+16%	+8%	+27%	+45%	+19%	+28%	+24%	Operating funds have increased across all peer agencies
Operating Expenses per Passenger	+76%	+37%	+46%	+84%	-20%	+57%	-4%	Operating expenses per passenger have increased across most agencies, except for two peer agencies.
Main Recovery Drivers	N/A	Network redesign, higher frequency	Higher college enrollments and limited parking spaces	Student focus and limited parking spaces	Free fare and flex stop for a new route	Half fare, route adjustments, higher frequency	Free fare, extended service hours, partnership	

Themes: Smaller service areas/less routes, increased operating expenses and funds

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13

Recommended Transit Scenario

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The Recommended Transit Scenario



Toward growing ridership

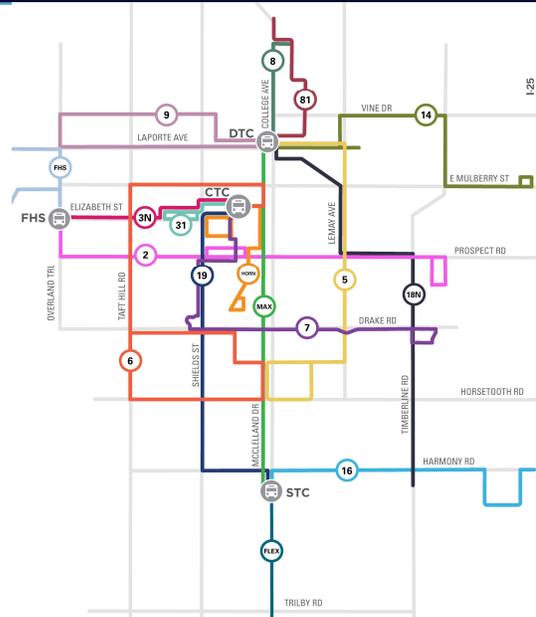
- A lean, linear, grid-like route system that limits detours
- Maintains or improves highest performing routes
- Ridership projected to increase to 3.35M (2.62M in 2024)

Focuses on community needs

- Informed by community outreach (e.g. new service on Timberline)
- Serves areas of the city with the highest transit reliance
- Connects key destinations like schools, healthcare facilities, shopping centers, human services, and affordable housing

Grounded in financial constraints

- Retools low performing routes
- Tested against existing resources
- Operationally viable



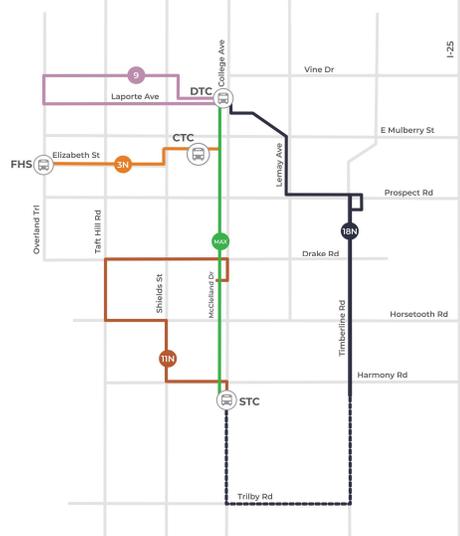
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Long-term Service Expansion Options



Service Expansion Options

- W. Elizabeth connection to MAX
- Higher frequency on MAX
- Extending Timberline route to service Trilby (18N)
- New route to service west Harmony (Route 11N)
- Sunday service for fixed route and paratransit
- Return of service along Laporte Ave (Route 9)
- Micro-transit zone



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Dial-A-Ride Paratransit

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Dial-A-Ride Service Area – Impacts and Mitigation




Impacts

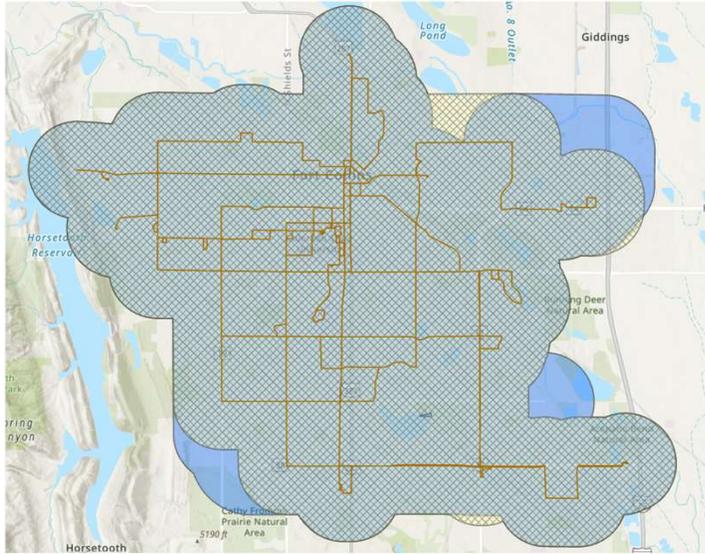
- Dial-A-Ride service area will decrease with new fixed route map
- No Sunday service
- FTA requires complementary paratransit service within 3/4 mile of fixed route service
- Dial-A-Ride program costs are difficult to predict or control

Mitigation Actions

- Legacy-in existing clients who will be outside the new service area
- Update Dial-A-Taxi Voucher Program
 - Expanded service area to Growth Management Area
- Service any time of day, any day of week

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Final Map – Dial-A-Ride Service Area



Dial-A-Ride Service Area Expanded

The final service area is larger than initially proposed due to the addition of Routes 6 and 9.

Impact Mitigation Actions

- Legacy access preserved for existing clients who fall outside of the new service
- **Dial-A-Taxi voucher program** updated to support riders outside of the service area
 - Service area expanded to Growth Management Area
 - Service available any time of day, any day of the week

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Next Steps

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MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Joshua Ma

Date: March 18, 2026

Re: Request to use MMOF Funds as match for Future Grant Applications

Objective

Transfort is requesting approval to utilize previously awarded FY25 and FY26 MMOF funds as local match to future grant applications for the Foothills Transit Station project. This would be a scope change to the project.

Summary

Transfort was previously awarded \$803,523 in FY2025 and FY2026 MMOF funds for the construction of the Foothills Transit Station and roundabout. As the project advanced to 90% design, the primary construction funding source (\$10.7M RAISE grant) was withdrawn by the DOT.

Despite the setback, the Foothills Transit Station remains Transfort's top priority. To continue advancing the project, Transfort intends to pursue alternative federal and state funding opportunities. Approval to utilize the previously awarded MMOF funds as local match would competitively strengthen future grant applications and help position the project for construction funding.

Analysis

- **Advantages:** Allowing the awarded MMOF funds to be used as Local Match to future grant applications and awards allows this project to move forward.
- **Disadvantages:** The potential for rescission of MMOF funds by the State would eliminate these funds as a local match to future grant applications.

Recommendation

Transfort/City of Fort Collins request TAC members recommend approval of this scope change to the Planning Council.

Attachments

- N/A

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)
From: Tahjiba Tarannum
Date: March 18, 2026
Re: Discussion Item – Request for Roundabout Traffic Data to Support 2030 GHG Compliance Analysis

Objective

Request information from member communities regarding roundabout projects constructed after 2019 or planned to be completed before 2030 that replaced or replace signalized intersections. Specifically, staff are requesting four-leg average annual daily traffic (AADT) data associated with these intersections to support off-model calculations for the regional GHG analysis.

Summary

NFRMPO staff are currently preparing the regional Greenhouse Gas (GHG) Transportation Report as part of the 2050 Regional Transportation Plan (RTP) Amendment. During the development of the GHG analysis, staff identified challenges in meeting the GHG compliance targets for the year 2030. In accordance with the procedures outlined in PD 1610 documentation, staff are exploring potential off-model calculations that may assist in demonstrating compliance. One potential strategy involves accounting for operational improvements at intersections where signalized control has been replaced by roundabouts. Because roundabouts can reduce vehicle delay, idling, and stop-and-go conditions that assist in emission reductions at these locations.

Staff are requesting assistance from member communities in identifying roundabout projects that were constructed after 2019 or are anticipated to be completed before 2030 that replaced or will replace signalized intersections. For these locations, staff are specifically seeking the four-leg AADT or at least ADT (average daily traffic) traffic volumes associated with the intersection approaches prior to conversion, as well as any available updated traffic counts following construction as applicable. This data will help estimate potential reductions in delays and emissions associated with intersection control improvements.

This item is intended as a request for information that will support the off-model GHG analysis effort. Staff are seeking TAC input and assistance on:

- Identification of roundabout projects constructed after 2019 or planned before 2030 that replaced or will replace signalized intersections; and



- Available four-leg AADT or ADT traffic counts associated with these intersections.

Recommendation

NFRMPO staff requests TAC members review recent or planned roundabout projects within their jurisdictions and provide the project grant application or preferably available four-leg AADT or ADT data for intersections where signalized control has been replaced by a roundabout. This information will assist staff in estimating potential operational improvements and evaluating associated emission reductions for the 2030 GHG compliance analysis.

Attachments

N/A



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)
From: Jerome Rouser
Date: March 18, 2026
Re: Discussion Item – Active Transportation Plan

Summary

The NFRMPO is federally required to address active transportation planning as a component of the Regional Transportation Plan (RTP). The ATP will serve as the active transportation component of the 2050 RTP.

NFRMPO Staff has been working on the Active Transportation Plan (ATP) with the guidance of the TAC and Planning Council. The draft ATP is scheduled to be released for public comment on March 16, 2026, and will close on April 15, 2026. Public comments will be incorporated prior to the anticipated Planning Council adoption on May 7, 2026.

The ATP is divided into five chapters:

- Chapter 1: Introduction
- Chapter 2: Existing Conditions
- Chapter 3: Strategies, Approaches, and Emerging Trends
- Chapter 4: Regional Active Transportation Corridors (RATCs)
- Chapter 5: Action Steps

Recommendation

NFRMPO Staff requests TAC members provide feedback on the Active Transportation Plan.

Attachments

- Presentation (included in the handouts)

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

CONSENT AGENDA

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

AIR QUALITY AGENDA

NFRMPO Air Quality Program Updates – Wojtach walked the Planning Council through the joint application from the NFRMPO and Pike’s Peak Area Council of Governments (PPACG) for a Fall 2026 Intermountain West Ozone Conference Proposal. She noted the reasons for wanting to hold the conference, who would be invited to attend, and the content that would be presented and discussed. She noted a chart showcasing the ozone concentrations from four nonattainment area locations in the Intermountain West region. The proposal states the conference would be for two days and accommodate up to 500 people. She noted Larimer County is offering potential locations for the conference. The NFRMPO and PPACG are jointly requesting \$100,000 from Colorado’s Air Quality Enterprise (AQE). She noted the total estimated cost is \$444,532, but those costs are offset and no profit will be made. Lastly, she noted the last time there was a conference in the Intermountain West region was 2016.

Regional Air Quality Council (RAQC) – Stephens noted the last RAQC meeting was held in Louisville to discuss what they are doing pertaining to air quality and the climate. She also noted an electric food truck that received an electrification grant from the state. RAQC also discussed a grant to help people fix their cars if they fail an emissions test.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens noted NAAPME approved fees tied to the consumer index for the retail delivery fee and the rideshare fee. She noted the April meeting will be held in Fort Collins to discuss Bus Rapid Transit.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

REPORTS:

Report of the Chair – Stephens noted information on the BASICS Act. The Planning Council agreed to wait before sending a letter of support. She noted a National Association of Counties meeting where they discussed the BASICS act and the potential Surface Transportation Reauthorization bill. She noted there will be an opportunity for communities to apply for SS4A funding soon.

Executive Director Report – Relford noted there was a report discussing traffic fatalities in Colorado in the Agenda Packet. She thanked the communities for their support on the State Highway Office Safety Grant to help fund a safety roundtable conference. Relford explained the NFRMPO is exploring logo and color palette changes to help with compliance with the State’s digital accessibility standards. She noted Fort Collins is drafting an IGA to formalize the existing Exchange Funds program. She noted the NFRMPO Accounting Team is working on the financial audit for 2025. She also discussed NFRMPO Staff are currently in the process of meeting with every community in the region.

ACTION ITEMS:

February 2026 TIP Amendment Resolution 2026-04 – 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.

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

DISCUSSION ITEMS:

[NFRMPO Planning Council Transit Representative](#) – Relford noted the need for documentation of who the transit representative on the Planning Council is for the NFRMPO. The representative was selected in 2022, but not formulized by resolution. This role must be a member of the NFRMPO Planning Council from Fort Collins, Greeley, or Loveland since they are the region’s transit providers. She noted Olson is the current member. The Planning Council agreed to continue Olson’s term. The Planning Council agreed to make McFall the alternate.

[Amended FY2026-2027 UPWP FY2026 Budget](#) – Relford noted there have been new contracts and funding actual amounts varied from estimates when the UPWP was approved in May 2025. Additionally, she noted the NFRMPO did not apply for FTA \$5310 Urban funding, and the reduction in revenue is reflected in the amended budget.

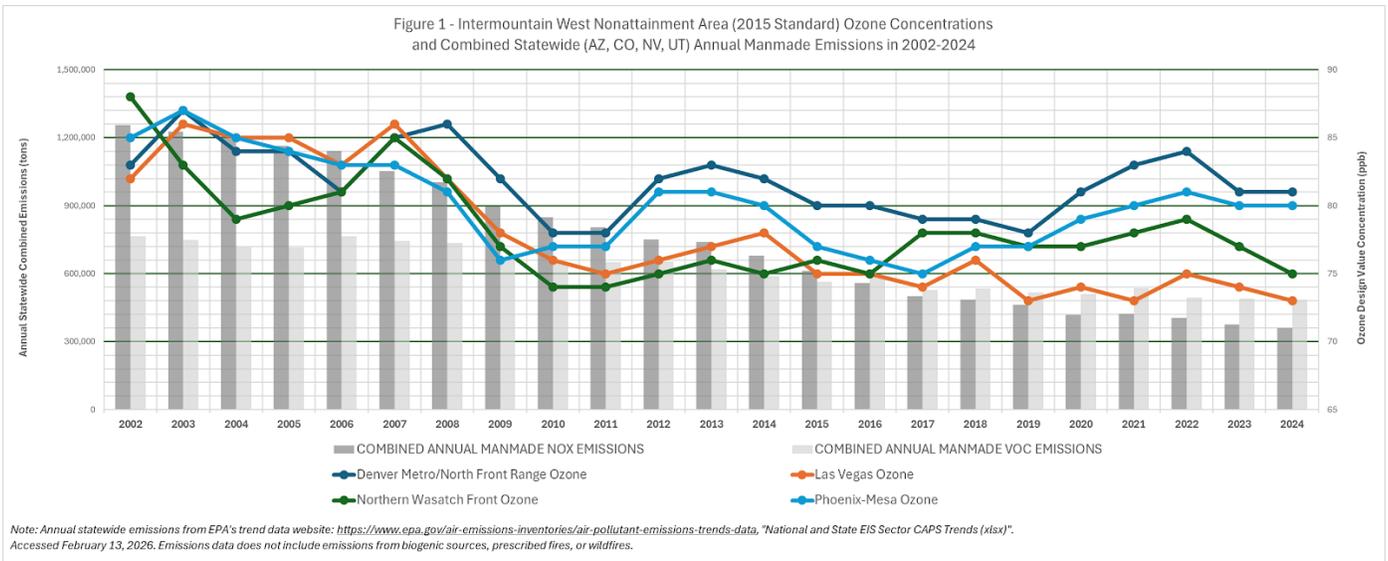
[2025 TMO Call for Projects](#) – Trujillo-Martinez noted the goals of the Call for Projects, the timeline, and the funding estimates. She noted the process for scoring the project and the NFRMPO staff members who were involved. Trujillo-Martinez noted the GoNoCo34 TMO was the only project that applied, and the scoring committee recommends awarding their requested funding. She noted the next steps. Jaclynn Streeter, GoNoCo34 TMO, discussed the project application, the budget needed to run the program, and what the program would do with the funding award. Relford noted that the action for the funding award will be at the April Planning Council meeting.

[2055 Regional Transportation Plan \(RTP\) Kick-Off](#) – Graalum and Rouser presented the kickoff for the 2055 Regional Transportation Plan (RTP), which will also be named Connected Communities 2055. They noted what the RTP is, major changes this Plan will feature compared to the 2050 RTP, the timeline, the four phases of outreach and stakeholder input, and the structure of the plan.

Joint Application under Air Quality Enterprise RFP202500002 Fall 2026 Intermountain West Ozone Conference Proposal Executive Summary

Problem: Ozone levels in the intermountain west are no longer responding to state initiatives that have significantly decreased man-made precursor pollutant emissions. Combined, contributions from high background levels, natural sources, wildfires and related mitigation activities, international sources, and more, of which are not within any one state’s authority to control, appear to unduly influence whether areas can attain or come into attainment with the National Ambient Air Quality Standards. Nonattainment areas must reduce ozone levels by reducing local man-made ozone precursor pollutants, nitrogen oxides (NOx) and volatile organic compounds (VOCs).

Figure 1, below illustrates ozone levels compared to man-made ozone precursor pollutant reductions in the intermountain west. Ozone levels do not appear to be responding as anticipated to reductions in man-made precursor pollutants and air quality planning agencies have undertaken different studies to understand why. Notably the EPA last held a regional ozone conference in 2016, ozone science is rapidly occurring and there is no planned regional venue in which to broadly share these studies and their findings.



Proposal: Jointly, the North Front Range Metropolitan Planning Organization (NFRMPO) and the Pikes Peak Area Council of Governments (PPACG) propose to plan and host a 2-day field hearing for approximately 500 participants, focusing on ozone science and challenges experienced in the intermountain west. The event will bring together the research community, air quality planning agencies, federal, state and local government officials, decision-makers, community representatives and industry to explore these regional challenges, learn about recent and on-going scientific studies, and inform air quality planning now and into the future.

The NFRMPO and PPACG request financial support, including \$100,000.00 from Colorado’s Air Quality Enterprise, and other resources to support planning and hosting this event based on the following vision and goals, and proposed agenda.

Joint Application under Air Quality Enterprise RFP202500002 Fall 2026 Intermountain West Ozone Conference Proposal Executive Summary

Field Hearing Vision & Goals: Create a venue for information sharing, education and problem solving among individuals with varied knowledge and opinions on how best to address high ozone levels in the intermountain west region. Topics of interest include:

- Recent and on-going studies, findings and data gaps,
- Unique regional challenges and considerations faced in the intermountain west, including topography, meteorology, wildfire related activities and natural events, biogenics, and local and state man-made contributions,
- Options to address those unique challenges, including those currently available in the existing statutory and regulatory framework, and other near-term and/or long-term solutions,
- Public communication methods on high ozone days or anticipated high ozone days, and measuring communications effectiveness, and
- Emerging air quality issues

Proposed Agenda:

Day 1

11:00 - 11:15 AM	Logistics & opening remarks
11:15 – 11:45 AM	Intermountain West ozone status
11:45 AM – 12:45 PM	Lunch
12:45 – 2:15 PM	Intermountain West Air Agency Panel – 6-8 agency perspectives (fed/state/local)
2:15 - 2:45 PM	Round Table Discussions: ozone successes, challenges and outcomes preferred
2:45 – 4:15 PM	Recent and On-going Ozone Related Studies – State-led efforts and more
4:15 – 4:45 PM	Q&A
4:45 – 5:00 PM	Day 1 Closing Remarks

Day 2

7:30 -8:00 AM	Breakfast/Networking
8:00 – 8:10 AM	Ozone Themes from Day 1
8:10 – 11:40 AM	Challenges Meeting Ozone NAAQS (discussions potentially on background and long-range transport, wildfires/mitigation activities, biogenics and other natural contributions, climate penalty, diurnal sensitivities, contributions of man-made contributions, etc.)
11:40 AM – 12:00 PM	Emerging Issues
12:00 – 1:00 PM	Lunch
1:00 – 4:00 PM	Near-term Solutions and Improvements (discussions potentially on international contributions, Exceptional Events, emission inventory improvements, model refinements and improvements Cooperative Federalism and deference to states, etc.)
4:00 – 4:45 PM	Public Engagement and Communications (discussions potentially on tension between public health and ability to reduce ozone, existing communication efforts and potential improvements, communication before and during bad air pollution events, etc.)
4:45 – 5:00 PM	Next Steps and Closing Remarks

Figure 2 - 2016 EPA Held Ozone Conference Agenda (provided for reference only)

U.S. EPA Background Ozone Workshop Agenda February 24 and 25, 2016 Phoenix, Arizona	
9:00 - 9:15	Welcome and Introductions
9:15 - 10:00	Overview and Key Questions
10:00 - 11:00	Background Ozone Estimates
11:00 - 11:15	MORNING BREAK
11:15 - 12:00	Exceptional Events Considerations
12:00 - 1:15	LUNCH BREAK
1:15 - 2:00	Nonattainment Area Boundaries and Rural Transport Areas
2:00 - 2:30	International Transport (CAA 179B)
2:30 - 2:45	AFTERNOON BREAK
2:45 - 4:15	Roundtable/Open Mic/Synthesis
4:15 - 4:30	Summary/Adjourn
NOTE: The agenda will be the same for both days. February 24 is for air agencies and February 25 is for all stakeholders. (You must represent a state, local or tribal air agency to participate in the February 24 workshop session.) For more information contact Yvonne W. Johnson, 919-541-3921, johnson.yvonne@epa.gov	

Total Estimated Cost: \$444,532.00

Amount Requested from AQE: \$100,000.00

Cost Description	Cost Estimate	Comments
Planning Team (time)	\$ 210,100.00	Assumes 10 people donating 191 hours @ \$110/hr; 191 hours includes 80 hrs prep, 23 hrs event, 80 hrs follow-up, 8 hrs travel
Food & Beverages	\$ 65,800.00	Assume \$20/person bfast, \$30/person lunch, \$15/person for afternoon snacks/drinks for 2 days
Speaker Stipend/Scholarships	\$ 50,000.00	Assuming 20 out of state speakers @2500 ea total for <u>2 day</u> attendance
Project Manager	\$ 32,010.00	Assumes an additional 100 hours on top of 191 hour estimate for planning team members @\$110/hr
Facilitator	\$ 24,210.00	Assumes 100 hrs prep, 23 hrs event, 80 hours follow-up, 8 hrs travel @ \$110/hr, plus \$1000 for 3 nights hotel and dinners
Venue	\$ 12,000.00	Larimer Co donating The Ranch facilities at cost, estimated at \$7,000.00 for 2 days, but will need set-up/break down time
Marketing & miscellaneous	\$ 10,000.00	Estimated time dedicated to setting up/managing website and other marketing and communication costs
Indirect costs	\$ 40,412.00	Assume 10% of total costs – before indirect costs are added - to cover staffing support costs not otherwise listed above
Total	\$ 444,532.00	

Cost Offset Description	Estimate	Comments
Core Planning Team (time)	\$ 210,100.00	Assumes 10 people donating 191 hours @ \$110/hr; 191 hours includes 90 hrs prep, 23 hrs event, 80 hrs follow-up, 8 hrs travel
Registration fees	\$ 109,932.00	Assumes remaining costs not otherwise offset are divided out by # of participants (excluding planning team, project manager, facilitators and other support members), and no profit is made
Grant Funding	\$ 100,000.00	Assumes AQE awards 100% of request
Venue	\$ 12,000.00	Larimer Co donating The Ranch facilities at cost, estimated at \$7,000.00 for 2 days, but will need set-up/break down time
Sponsors/Vendors	\$ 12,500.00	Assumes 15 sponsors @\$500 and 5@\$1000
Total Offsets Anticipated	\$ 444,532.00	

Legislative Report

March 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"> • 2/23/2026: Finance Discussion; Referred to Appropriations • 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 trucks 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"> • 3/3/2026: Passed the Senate. • 2/23/2026: Transportation & Energy Discussion; Referred to Senate • 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 allowing 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"> • 2/26/2026: Introduced in Senate- Assigned to Local Government & Housing • 2/23/2026: Passed the House • 2/17/2026: Transportation, Housing & Local Government Discussion; Referred to House • 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.
Status	<ul style="list-style-type: none"> • 2/20/2026: Introduced to Senate- Assigned to Transportation & Energy • 2/18/2026: Passed the House • 2/10/2026: Transportation, Housing & Local Government Discussion; Referred to House • 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 does 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"> • 2/17/2026: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely • 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.

Title	HB26-1127 : Reporting After Fatal Car Crash
Description	Concerning a report after motor vehicle crashes resulting in death.
Summary	<ul style="list-style-type: none"> • Requires coroners to include toxicology results for all deceased parties in required reports regarding motor vehicle crashes resulting in death
Status	<ul style="list-style-type: none"> • 2/25/2026: Transportation, Housing, and Local Government Discussion; Referred to House • 2/04/2026: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Provide additional information on crashes that result in a death. This information can assist with local communities and the region's safety priorities.

Title	HB26-1237 : Transportation Safety Modifications
Description	Concerning modifications to select statutory provisions to improve transportation safety.
Summary	<ul style="list-style-type: none"> • Clarifies tire, chain, and alternate traction device requirements on a state highway by removing references to four-wheel and all-wheel drive. • Prohibits an individual from stopping, standing, or parking a vehicle in the portion of a roadway designated as a bike lane, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or an official traffic control device. • Clarifies that specified officers and authorized employees may move an attended or unattended motor vehicle, vehicle cargo, or debris that is on a highway right-of-way and that obstructs or impedes traffic or highway maintenance or operations
Status	<ul style="list-style-type: none"> • 2/18/2026: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Planning Council has identified safety as a regional priority.

Title	HB26-1269 : Transit Access
Description	Concerning transit access.
Summary	<ul style="list-style-type: none"> • Requires transit agencies to take specific actions in the following areas to increase transit access. For this bill, large agencies refer to transit agencies with at least 10 million unlinked passenger trips in the most recent year of data. <ul style="list-style-type: none"> ○ Low-income fare discount programs (Large Agencies Only); ○ Programs for individuals experiencing homelessness and individuals who are members of households that receive rental assistance administered by a public housing agency (partner pass programs); ○ Information for transit riders (Large Agencies Only); ○ Language access initiatives (Large Agencies Only); ○ Access to restroom amenities; and ○ Reporting requirements.
Status	<ul style="list-style-type: none"> • 2/19/2026: Introduced In House - Assigned to Transportation, Housing & Local Government

NFRMPO Impact	<ul style="list-style-type: none"> • Transfort, COLT, and GET do not qualify as a large transit agency; therefore, these agencies do not need to comply with all the actions. • Beginning on June 30, 2027, Transfort, COLT, and GET would be required to operate a partner pass program which is operated by the transit agency in partnership with public housing agencies and organizations that primarily serve individuals experiencing homelessness or who are at risk of homelessness. The transit agencies must offer passes for unlimited use of the agency's standard fixed-route transit services throughout the agency's service areas for a period of at least 6 months, at no cost to the transit rider, to individuals experiencing homelessness and individuals who are members of households that receive rental assistance administered by a public housing agency. • Transfort, COLT, and GET would be required to ensure that all publicly available information that it disseminates related to accessing its transit services, including fare structures, transit maps, service schedules, and rights and responsibilities of transit riders, is translated into languages that are widely spoken in any county in which the agency operates or that are required by the agency's existing language access plan. • Require agencies to annual report their progress on action areas required by the bill, and other required information, to the governor and a joint meeting of the transportation committees of the general assembly beginning on or before January 31, 2028, and on or before each January 31 thereafter. Agencies must post this annual report on a publicly accessible website.
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Title	HB26-1266 : Repeal Retail Delivery Fees
Description	Concerning the repeal of retail delivery fees.
Summary	<ul style="list-style-type: none"> • Eliminates the retail delivery fees.
Status	<ul style="list-style-type: none"> • 2/19/2026: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Retail delivery fees are used to fund NAAPME grants that can be used for projects in the region. This repeal would lead to less funding available for projects through NAAPME funding.

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.
- [SB26-026](#): Weight for Vehicles with Child Restraint System
 - As it relates to child restraint system requirements, current law defines a "motor vehicle" to include certain passenger vehicles that have a gross vehicle weight rating of less than 10,000 pounds. The bill increases the gross vehicle weight rating criteria in the definition to less than 16,000 pounds.
- [HB26-1102](#): Funding for Colorado DRIVES Account
 - This bill authorizes the Department of Revenue to charge a fee for an individual who fails to appear at a scheduled appointment for a driver's license, to redirect fees for special vehicle registrations for personalized license plates from the highway users tax fund (HUTF) to the DRIVES account, and to redirect \$2 of each late vehicle registration fee from the HUTF to the DRIVES accounts and crediting the remainder of the fees to the HUTF.
- [HB26-1242](#): Interlock Device for Impaired Drivers

- This bill will eliminate the waiting period to apply for an interlock-restricted license following a conviction related to driving under the influence of drugs or alcohol.
- [HB26-1125](#): Parent Penalties Minor Using Electric Bicycle
 - The bill creates penalties to be assessed against a parent or guardian who permits their minor child or ward to operate an electrical assisted bicycle, electric motorcycle, electric scooter, or electric skateboard (electric vehicle) if the minor child or ward operates the electric vehicle in a manner that violates certain laws concerning the usage of such electric vehicles, including laws regarding age requirements for different classes of such electric vehicles, how to safely and properly operate such electric vehicles on roadways or pathways, and required safety gear.

Northern Colorado Mobility Committee — MINUTES

February 11, 2026

1:00 p.m. – 3:30 p.m.

1. Call Meeting to Order, Welcome, and Overview of Agenda

In Person:

- Kelsey Baun, Larimer County
- Steve Teets, WAND
- Celest Ewert, Envision
- Katlyn Kelly, Transfort / DAR
- Megan Kaliczak, zTrip
- Jacque Penfold, Citizen
- AnnaRose Cunningham, City of Loveland
- Adrianna Torres, Via Mobility

NFRMPO Staff:

- Aaron Hull
- Lisa Joyner
- Tanya Trujillo-Martínez

Virtual:

- Trevor Trepanier, City of Greeley
- Monica Wickstrom, Weld AAA
- Jed Cummins, UNC
- Michelle Trevino, United Way of Weld Co.
- Tyler Lamm, United Way of Weld Co.
- Adam Crow, Larimer County Economic Development
- Reese Klotz, Arc of Larimer County
- Denise Staley, Weld County
- Ben Gellman, CDOT
- Heidi Pruess, Larimer County
- Evan Pinkham, Weld County
- Shantanu Tiwari,

NFRMPO Staff:

- Elizabeth Relford

Introductions & Icebreaker

Both virtual and in-person attendees introduced themselves and their organizations.



Public Comment

No public comment was made.

Approval of (Month) Minutes

Teets made a motion to approve the November 2025 minutes, seconded by Kalizcak.

The Northern Colorado Mobility Committee unanimously approved the November 2025 Minutes.

Activity

Speed Networking

Group Introductions and speed networking. Both virtual and in-person attendees introduced themselves and their organizations. The in-person group conducted a speed-networking exercise to get to know each other and learn more about their respective organizations and services.

Mobility Program Updates

Joyner gave an update of the call center stats from 2025, saying that there was a 92% increase in website visits in 2025 compared to 2024. She shared the call center heat maps that show the origin of calls from 2024 and 2025. The comparison showed that the calls from 2024 were scattered across the North Front Range and beyond, while the calls from 2025 were more in Larimer and Weld Counties. Joyner discussed the callers' demographics from 2025, trip purpose, and the major gaps in service. Teets asked where most of the Larimer County calls come from. Joyner said mostly Fort Collins and Loveland, and a few from Windsor and Wellington. Teets also discussed Veterans Transportation and the organizations that provide this service, and the need to expand the services. Joyner discussed the new categories that have been added to the CallSheet to better track demographics. New categories include people with disabilities, wheelchair accessibility, other resources, students, insurance, and how they heard about RideNoCo. Joyner shared that RideNoCo participated in a total of seventy-five community presentations/outreach events in 2025. In that total, Hull did twenty-seven presentations to groups about the Coordinated Plan. Teets commented that at the outreach events, we should have printed materials and surveys. Hull said that the MPO usually creates surveys when the MPO is announcing a plan, such as the PIP, and the next big plan will be the RTP. Joyner went over the RideNoCo and the NFRMPO events so far for 2026 and what is to come through April.

Hull discussed what is going to come for 2026. He shared that mobility has a TDM working group that meets regionally and has a subcommittee to discuss regional campaigns. He talked about how mobility is looking onto ways to expand TDS to additional agencies and Denver. The call for



projects is currently in progress. He talked about how RideNoCo is working with Via Mobility Services to help expand their service in Weld County as well as Larimer County. Via will be presenting to the MPO TAC and Planning Council in April. Hull announced that RideNoCo is updating the website and will have a soft launch to share for feedback from the group.

The new website will include the integration of MyWayToGo to replace the Trip Planning/Discovery Tool. Hull talked about the reasons behind this decision are because of the cost, complaints about reliable information, and not being able to collect data on usage. He explained that MyWayToGo allows more options, can run challenges, events, and incentives. MyWayToGo is also updating its website and will have its own app.

Hull announced the 2026 Joint Mobility Action Plan for 2025 and discussed the recommended strategies. He said the plan will create a platform for regional collaboration, empower the mobility committees to contribute and take part, and guide the mobility team's efforts. Hull went over the goals and notes from the 2023 Joint Mobility Action Plan and will have more in-depth discussions at the next LCMC and WCMC meetings.

Hull gave a TMO Call for Projects Update on goals and scoring. The scoring committee was made up of 3 MPO staff, the funding request from the GoNoCo34 TMO was for the full amount of \$400,000. The scoring committee and TAC recommended the full amount and only received one applicant with an eleven out of fifteen score.

Teets asked for more information about GoNoCo34. Hull explained that GoNoCo34 is the Transportation Management Organization along US34; they are a non-profit that focuses on transportation, and they are currently working on the US34 from Estes Park to Kersey. Teets requested a presentation from the TMO. Hull discussed the next steps and gave the dates for the next TMO Call for Projects Update.

Hull gave an update on the NCMC bylaws and said that the staff agreed that they need to be updated. He said that the staff will bring the bylaws to the committees for review and comment. Hull noted that one of the items they are hoping to change is combining the Mobility Committees into one, there are no state or federal requirements that would prevent that from happening. Teets asked how often the single committee would meet, Hull responded that it would be up to the committee how often to meet, it could be monthly, bi-monthly, or quarterly. Hull announced that it is time to elect new co- chairs and gave a quick review of the duties.



Presentations – Ben Gellman, Bustang Program Manager

Gellman introduced himself and gave an overview of Bustang’s four types of services: the Main Lines, Outrider, Pegasus, and the Seasonal Services. The main line service is the major highway service routes that run along the I-25 and I-70 corridors. The Outrider is the rural Colorado service, Pegasus runs on the I-70 corridor as an express shuttle between Denver and the Mountains, and seasonal services such as trips to Bronco games, CSU, and ski areas. Gellman discussed the discontinuation of the Sterling-to-Greeley Outrider line at the end of January and the expansion of service from Sterling to Denver, including the airport. He discussed the benefits of taking Bustang, including trip frequency by route, parking, storage on the bus, bike racks, the ability to use the Express Lanes, restrooms, Wi-Fi, and USB outlets.

Gellman discussed the three main lines that they operate year-round, with daily service. The cost varies depending on the length of the trip, and tickets can be purchased on the JustRide Bustang app or cash on board. The Outrider provides service year-round, and prices vary depending on the length of the trip. Tickets are available on the Bustang Outrider m-Tix App or cash on board. He went over the Pegasus I-70 express shuttle service, which is year-round, and reservations can be made for a guaranteed trip. Tickets can be purchased at RideBustang.com. Finally, seasonal services operate weekends, holidays and game days and tickets are available at RideBustang.com.

Gellman discussed Mobility hubs, what they are, and where they are located along I-25. He said there are three existing mobility hubs, two under construction, and plan for future mobility hubs. He explained that the hubs replaced the standard park and ride, where the bus had to exit the highway. Hubs allow for quick on and off the highway, which saves time and eliminates navigating streets, traffic, and stop lights.

Gellman gave a brief overview of Bustang’s Ridership History for fiscal years dating back to 2016. He said there is tremendous growth on the North Line, and in addition to the opening of the mobility hubs in 2024, between 2022 and 2024, frequency increased from six roundtrips during the week and two round-trips on the weekends, to twelve during the week and six on the weekends.

Teets asked if there are plans to have a route that goes from Denver or Brighton to Cheyenne along eighty-five. Gellman said that Bustang is only able to operate in the state of Colorado.

Relford asked about farebox revenues. Gellman said that farebox revenues do not cover full operating costs, which are standard throughout the country. He said they recover 20%-25% of operating costs from the farebox.

Cunningham asked if Bustang produces annual reports of ridership statistics for the local

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agencies. Gellman said they do not produce anything like that, but they are working on a data dashboard on the CDOT website. Teets suggested that reports get shared with the Mobility Committees and the MPO once a year. Gellman said that CDOT does regular presentations to the Transit Rail Advisory Committee, where they provide program updates, and they are willing to speak at other groups throughout the state. Cunningham asked about the different platforms to purchase tickets and if there is a plan to streamline that and asked about a statewide integration of ticketing. Gellman responded and said that they are working on a ticketing solution that would integrate all Bustang services into a single place. Teets asked about wheelchair accessibility and how many spaces are available on the bus. Gellman said that all vehicles are ADA accessible except the Pegasus that can only accommodate one person who uses a wheelchair or mobility device. All buses can accommodate two people using a wheelchair or other mobility device.

Cunningham asked about the mobility hub at Centerra and who owns it, including the parking lot. Gellman said the CDOT owns them. Cunningham asked about overnight parking in the lots, and she noticed signs that said no overnight parking. She stressed that this is a barrier to taking the Bustang. Hull asked about the future hubs and if they would be like the existing hubs. Gellman said it is hard to say; they are in the planning stages. Hull asked if CDOT has been in conversations about the new US34 transit line. Gellman said not him personally, but someone in the group has.

Discussions

Mobility Case Studies

Joyner presented a case study of someone who lives in the Weld County side of Windsor and wants to go to the Windsor Recreation Center. The recreation center used to offer a shuttle service to and from the center, but that is no longer available. Her only other choice for free transportation is booked out too far. Joyner said that the caller wants to go to the rec center to meet people and socialize, otherwise, she just sits at home. Joyner also mentioned that the caller needs to go to Greeley for medical appointments, and she cannot afford to pay for rides. Trepanier made suggestions about GET being able to help with both fixed route service and GET's paratransit service. Wickstrom said that the Area Agency on Aging would recommend that she call 60+ Ride. Wickstrom also mentioned that they recently partnered with United Way and started Ride United, a program that will use Lyft drivers and it is free to the client.



Round Table & Wrap Up

Torres discussed the new AI voice that Via Mobility began implementing that allows riders to cancel rides, get status updates on their rides, and schedule rides. She explained that the reason they decided to do this is that Via only has five reservationists available Monday through Friday, 8 am-4:30 pm. She said that they get really busy in the morning between 8-10 and sometimes have one hundred calls in the queue to keep up with them. This system helps riders so that they do not have to stay on hold so long to book a ride or be marked a no-show because they could not get through to cancel a ride.

Kelly said that Transfort is taking their final Optimization Plan to Council on March 24th and hopes for implementation in August to align with the CSU calendar.

Cunningham announced that the City of Loveland is hosting the City Projects Fair, Monday March 9th from 5 pm – 7pm. She also mentioned that Fort Collins and Loveland are planning various stakeholder and public meetings for the Front Range Passenger Rail; once she has the dates, she will notify the MPO to announce. Cunningham said the Fort Collins stakeholder meeting will be on March 12th, and there will also be a Public Town Hall meeting later in March.

Hull asked if there are any COLT updates on the Johnston Route or the Linc Route. Cunningham said that LINC is performing as expected, and there are riders on the Johnstown route.

Kaliczak said that zTrip is transitioning to a new app that will tie it into the new dispatch system. That transition will happen in April and May.

Trepanier said that they do not have a start date for the US34, but if there are questions, reach out to Michelle. Hull asked about GET rebranding updates. Trepanier said that the management team was presented with the designs and names, and it will go to the council to decide.

Trevino said that she is excited about the Weld AAA and Ride United partnership and hope it fills a void in the community. She said they are viewing it as a pilot program and if it goes well, it may be possible to extend it to other areas and partnerships.

Hull announced that the State Demographer will present in May about the projections over the next 25 years. He said there will be by-lay updates in August or November. Hull said in August the Economic Development team from Larimer and Weld County will come and talk about the regional workforce plan.



Second Round of Public Comment

No public comment was made.

Meeting Adjourn

Motion made by Kaliczak to adjourn the NCMC, seconded by Kelly.

Upcoming Meetings*

- Weld County Mobility Committee (WCMC): March 24, 2026
- Larimer County Mobility Committee Meeting (LCMC): April 28, 2026
- Northern Colorado Mobility Committee Meeting (NCMC): May 26, 2026

*All Mobility Committee Meetings are hybrid; Locations for the meetings are as follows:

- **WCMC:** The United Way of Weld County: 814 9th Street, Greeley, CO 80631
- **LCMC:** The Loveland Youth Campus: 2366 E 1st Street, Loveland, CO 80537
- **NCMC:** Windsor Community Recreation Center Buckeye/Redwood Room 250 11th Street, Windsor, CO 80550