

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
Hybrid Meeting  
April 15, 2026  
1:01 p.m. – 2:11 p.m.**

**TAC Members Present**

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

**NFRMPO Staff:**

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

**TAC Members Absent:**

Emma Belmont – FTA  
Aaron Bustow – FHWA  
City of Evans  
Tawn Hillenbrand – Berthoud  
Town of Garden City  
Town of LaSalle  
Tim Hoos – Johnstown  
Kim Koivuniemi – Timnath

**In Attendance:**

Joshua Ma – Fort Collins  
Desiree Moore – Drive Clean Colorado  
Spencer York – CDOT  
Denise Staley – Weld County  
Adriana Torres – Via Mobility  
Drew Pearson – Wilson & Company  
Trevor Trepanier – Steamboat Springs Transit  
Eric Patton – Transfort  
Victoria Leonhardt – FHU

***Call to Order***

Chair Pinkham called the meeting to order at 1:01 p.m.

***Public Comment***

There was no public comment.

***APPROVAL OF THE MARCH 18, 2026 TAC MINUTES***

Hornkohl moved to approve the March 18, 2026 TAC Minutes. Tracy seconded the motion, which was approved unanimously.

***Air Quality Agenda***

**Regional Air Quality Updates**

Moore provided an update on the Control Strategy Committee meeting held prior to the TAC meeting. He noted several work products are expected over the next two to three months, including progress on the Health Impacts White Paper and ongoing evaluation of control strategies to assess their impact on ozone, with results anticipated in June.

Moore shared a series of workshops will be held this summer to further review control strategies outlined in the current Blueprint. Announcements for these workshops will be distributed soon. He emphasized future updates will focus on completed work products and encouraged stakeholders to participate in the upcoming workshops for more detailed engagement. A link to the meeting materials was shared for reference.

### **Air Pollution Control Division (APCD) Updates**

Cicione provided an update from the Air Pollution Control Division regarding recent and upcoming Air Quality Control Commission activities. He noted the Commission did not meet last month; therefore, there were no updates on public hearings during that period. However, the Commission is scheduled to meet in April, beginning on April 17th. During this meeting, a rulemaking hearing will be held concerning Regulations 24, 26, and 30, which address toxic air contaminants. The Commission will consider revisions to these regulations, focusing on priority toxic air pollutants and associated control strategies.

### ***Metropolitan Planning Organization Agenda***

#### ***Action Items***

#### **Active Transportation Plan (ATP)**

Rouser provided an update on the Active Transportation Plan (ATP), noting the public comment period opened on March 20 and will close on April 20, 2026, with the timeline extended to accommodate a non-business day. To date, five comments have been received, consisting primarily of minor edits and recommendations that are not expected to significantly alter the plan. He noted comments included suggestions for vision plan refinements, input from CSU to incorporate elements within their jurisdiction, questions related to mode choice, and minor recommendations for action steps. Rouser stated, based on current feedback, no substantive changes to the plan are anticipated. He added the plan is scheduled for Planning Council adoption in May; however, if any significant comments are received before the close of the public comment period, adoption may be delayed to allow for further revisions.

Hornkohl moved to recommend Planning Council approve the Active Transportation Plan. Tracy seconded the motion, which was approved unanimously.

#### **April 2026 TIP Amendment**

Stockburger presented the April 2026 TIP Amendment, noting it includes four project additions and one project modification from the Cities of Fort Collins, Greeley, Loveland, and CDOT Region 4. He explained three of the additions are Safe Streets and Roads for All (SS4A) demonstration projects. The project additions include Fort Collins SS4A Demonstration Projects (Codes and Standards Audit, Harmony Road Study, and Lake Street Demonstration Project) with \$925,006 Federal SS4A funding and \$266,458 local funding in FY26; Greeley SS4A Demonstration Projects with \$7,917,600 Federal SS4A funding and \$2,029,400 local funding in FY26; Loveland SS4A Demonstration Projects with \$396,000 Federal SS4A

funding and \$99,000 local funding in FY26; and the Fort Collins Shields Street Separated Bike Lanes project with \$580,000 in local Climate Projects Tax funding in FY26, which will provide separated bike lanes along Shields Street from Mountain Avenue to Mulberry Street. Stockburger also presented a project modification for the CDOT Region 4 US 287 Median Safety Berthoud South project, which shifts \$2,036,250 in Federal Discretionary (DIS) funding from FY25 to FY26, increases \$12,438,750 in FY26, adds \$1,354,995 in Federal HSIP funding to FY26 and \$2,748,165 to FY27, and adds State FASTER funding of \$1,445,840 to FY26, \$2,400,000 to FY27, and \$4,699,000 to FY28. He noted that the public comment period opened on April 14 and will close on May 16, and an environmental and demographic impact analysis conducted for the Fort Collins Shields Street project identified no disproportionately high and adverse impacts.

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

### ***Presentation Item***

#### **Via Mobility Services Updates**

Adriana Torres, Via Mobility Services, provided an overview of the organization's mission, services, and ongoing collaboration with NFRMPO to support accessible transportation for vulnerable populations, including older adults, individuals with disabilities, and those with limited income. She noted Via operates as a nonprofit, reinvesting resources into community-based mobility services and providing additional support during emergencies and community events. Torres described the development of the RideNoCo pilot program and subsequent expansion of paratransit services in Weld County. The service provides door-through-door transportation for eligible users and connects riders to regional transit options. She highlighted the service began in 2023 with two buses and has expanded through additional grant funding.

Ridership has grown significantly since implementation, with completed trips increasing from 555 in 2023 to 2,741 in late 2024, and reaching 3,095 trips in 2025, including weekend service supported by grant funding. As of March 2026, 223 riders are registered in the program. Torres noted weekday trips are primarily used for essential needs such as medical appointments, dialysis, and grocery shopping, while weekend service has enabled increased social and recreational trips, improving overall quality of life for riders. She also presented call data collected by NFRMPO, which indicates continued demand for transportation services across the region. While some calls originate from within the existing service area and can be accommodated, a notable number of requests come from communities outside current coverage, including Windsor, Severance, Wellington, and Eaton, highlighting existing service gaps.

Torres shared several examples illustrating unmet transportation needs, including residents requiring recurring trips for dialysis, individuals needing access to medical services in nearby cities, and families planning for mobility options as older adults transition away from driving. She emphasized many individuals do not qualify for Medicaid or other subsidized programs, and alternative options such as ride-hailing services may not be affordable. She concluded by outlining Via's funding structure, which includes contributions from Weld County, participating municipalities, the State's Multimodal Transportation and Mitigation Options Fund (MMOF), and FTA \$5311 rural transit funding. Torres noted

additional communities can participate in or contract with Via Mobility Services to expand service coverage based on local needs.

D. Pearson inquired whether Via Mobility Services is the primary provider of door-to-door transportation services in the area. Torres responded while there are other providers offering similar services, their service areas are typically more limited. She noted Via Mobility Services differentiates itself by providing trips across county lines, including destinations such as Cheyenne and Broomfield, allowing riders to access essential services and maintain connections with family and support networks beyond the immediate region.

### ***Discussion Items***

#### **Connected Communities 2055 RTP Vision Statement, Goals and Objectives**

Rouser presented the Connected Communities 2055 RTP vision statement, goals, and objectives, noting this is part of the early stage of the RTP development process used to guide plan direction. He explained the proposed vision statement and goal framework were developed through internal staff review and discussion and are now being brought to TAC for feedback and refinement. Rouser presented the proposed vision statement focused on connecting Northern Colorado communities through a safe, efficient, and integrated multimodal transportation system supports vibrant communities, environmental sustainability, and long-term economic vitality. He noted the plan includes five goal areas, which are not currently ranked but could be prioritized based on TAC and Planning Council input.

Rouser reviewed each goal area and its associated objectives, including safety -improving safety for all users with a focus on vulnerable populations and eliminating serious injuries and fatalities, health and environment -reducing transportation-related air quality impacts through sustainable travel options and system efficiency, transportation choice -providing safe and convenient access to diverse travel options, operations and efficiency -optimizing system performance through coordinated planning, data-driven decision-making, and smart technologies, and economic development -supporting regional economic growth through multimodal connectivity, freight movement, and improved access to jobs and services. He requested TAC members to provide comments, suggestions, and edits on the vision statement and goal framework.

Feldmann inquired whether benchmarking metrics or performance indicators would be established for each goal area. Rouser responded regional performance measures are typically aligned with the goals; however, the specific metrics will be determined through the upcoming performance measure development process.

#### **Connected Communities 2055 RTP RATCs, RTCs, and RSCs**

Karasko initiated the discussion by summarizing the recent hybrid workshop held on April 6 and thanking TAC members for their participation. She provided an overview of the agenda, including Regionally Significant Corridors (RSCs), Regional Active Transportation Corridors (RATCs), Regional Transit Corridors (RTCs), and next steps for the Connected Communities 2055 RTP. Karasko reviewed the Regionally Significant Corridor (RSC) criteria, noting RSCs include interstates, U.S. highways, state highways, and locally identified corridors that meet regional criteria such as crossing multiple

jurisdictions, connecting to activity centers, eligibility for federal funding, serving regional travel demand, and anticipated completion by 2055. She noted 30 RSCs are currently identified and mapped in the RTP.

Rouser presented the Regional Active Transportation Corridors (RATCs), noting 13 corridors have been identified to support non-motorized connectivity across the region. He highlighted these corridors are intended to enhance regional connectivity and are not limited to facilities parallel to major roadways. Rouser continued with an overview of the Regional Transit Corridors (RTCs), including existing services, future priority corridors, and corridors identified through the LINKNoCo study. He noted RTCs 1–3 were advanced from the LINKNoCo study for further consideration, while additional corridors were identified for screening. New categories, including RTC-B and RTC-C, were introduced to reflect additional proposed transit connections.

During the RTC discussion, Porter asked for clarification on the distinction between “new transit service” and “future transit service,” and whether “new” referred to expanded existing service. Rouser responded the labeling was a mapping error and clarified “new” was intended to represent proposed services not previously identified as RTCs, while “future transit service” refers to corridors that do not currently exist but are part of the long-term network. He noted the map will be revised in future iterations to improve clarity.

Karasko presented the current RSC network map and explained corridor classifications, including north–south and east–west corridors and incomplete segments planned for completion by the RTP horizon year. She summarized outcomes from the April 6 workshop, noting one new proposed corridor (RSC-A) and multiple corridor expansions. This includes the expansion of RSC-28 (Prospect Road) to extend east to SH 257 (RSC-11) and west to Taft Hill Road (RSC-18), the expansion of RSC-18 (Taft Hill/Wilson/LCR 19) to connect to RSC-13 (SH 402/Freedom Parkway) and the introduction of a new proposed corridor (RSC-A) along 1st Street/LCR 20E/Ronald Reagan Boulevard connecting multiple jurisdictions.

Karasko asked TAC members for additional input on potential additions and modifications to the RSC network. Ma proposed extending RSC-17 along Highway 1 to connect with RSC-16 and Pinkham suggested improving connectivity between RSC-11 and RSC-20 through SH 257 in the Windsor area. S. Pearson asked for clarification on corridor numbering along SH 257. Karasko explained corridor numbering would remain separate, with southern segments associated with RSC-20 and northern segments with RSC-11. S. Pearson expressed support for the proposed changes, noting improvements along 7th Street in Windsor would support ongoing development and improve eligibility for future grant funding. Additional discussion included consideration of extending Douglas Road to improve connectivity between Highway 1 and nearby corridors, with general agreement further evaluation may be warranted.

Cunningham inquired on addressing RTC terminology, specifically the use of “BRT-lite.” She asked whether the term aligns with federal definitions. Karasko clarified the term refers to transit service with characteristics similar to Bus Rapid Transit but without dedicated right-of-way. Staff acknowledged the terminology may be refined (e.g., to “regional service”) to improve clarity and consistency with FHWA and FTA definitions.

Karasko invited additional feedback on missing corridors or further modifications and noted that all input will be incorporated into the next iteration of corridor maps. She outlined the next steps, noting updated corridor maps incorporating TAC feedback will be presented at the May TAC meeting. The corridors will then be brought to the Planning Council in June for discussion, followed by TAC recommendation in July and anticipated adoption in August. Karasko noted future discussions will include vision plans for RSCs, RATCs, and RTCs.

### ***Outside Parter Reports***

#### **NoCo Bike and Ped Collaborative**

Written report provided.

#### **Regional Transit Agencies**

Ma provided an update on regional transit agency activities. He noted the Transfort optimization process was reviewed during the previous TAC meeting, and the agency are now moving toward implementation. Initial infrastructure development is underway, with the first phase expected to be implemented in August and new service components beginning in May.

Ma reported Greeley is undergoing a similar optimization study and is working on route redesigns amid budget constraints. The US-34 corridor transit project between Greeley and Loveland is anticipated to be delayed to January 2027 due to ongoing construction along the corridor. Additional efforts include service rebranding and evaluation of route adjustments.

Changes to the Poudre Express service are also being considered due to funding limitations and current ridership levels not supporting existing frequencies. There is ongoing evaluation of a potential new stop location at CSU, with further updates expected this summer.

He further noted the COLT LINC route, which is the Flex replacement, performing well with current ridership averaging approximately 2,500 to 2,800 riders per month. Plans are underway to increase frequency on Route 1 in July to improve connectivity across the system.

#### **Mobility Updates**

Trujillo-Martinez provided an update on platform development and program enhancements. She noted the new website is approximately 90% complete, with final updates to content and imagery underway, and a presentation of the updated site is anticipated at the next TAC meeting.

She reported the program has secured two grants to support system improvements and implementation of new features. These grants will fund enhancements to the RideNoCo platform, including development of a closed-loop referral system will allow partner agencies, healthcare providers, and community members to submit referrals and track outcomes. This will improve coordination and ensure individuals are successfully connected to appropriate transportation services, addressing current limitations in tracking referral completion.

Trujillo-Martinez further noted the platform is moving toward greater automation, including the addition of an online referral form to reduce reliance on phone-based requests. Future enhancements may include additional digital access options, such as a mobile application. These improvements are intended to strengthen collaboration with partner organizations, healthcare providers, and community stakeholders, while expanding access to transportation resources for individuals in need.

### ***Reports***

#### **April Planning Council Meeting Summary Draft**

Written report provided.

#### **NFRMPO Air Quality Program Updates**

Written report provided.

#### **2026 Colorado Legislative Updates**

Written report provided.

#### **Mobility Committees**

Written report provided.

### **Roundtable**

Cunningham provided an update on the Front Range Passenger Rail (FRPR) station area planning efforts. She noted the first stakeholder meeting was held last week and was well attended. She also shared a community Q&A session for the partnership at the Rail project is scheduled for the following evening at 5:30 PM at the Pulliam Building. Additionally, a project website has been launched to share updates and information related to the station area planning effort, and stakeholders are encouraged to refer to the site for ongoing updates.

Hornkohl provided an update on Fort Collins signal improvement projects. He noted work has begun on three projects, including two signal replacements at College & Pitkin and College & Columbia, and one new signal installation at College & Triangle, where a temporary signal is currently in place.

Hull provided updates on regional mobility programs, outreach efforts, and upcoming initiatives. He announced that Bike to Workday is approaching and the NFRMPO has created a regional webpage to serve as a centralized source of information for events hosted by participating communities. He also noted that a regional Bike Month Challenge is being developed for June in coordination with a working group, and additional details will be shared once the webpage is finalized. Hull shared he presented on NFRMPO programs and regional transportation efforts to Larimer County stakeholders and community members. He encouraged continued participation in the Mobility Committees and the Regional TDM Working Group, which meets quarterly and rotates among member communities, with the next meeting planned in Loveland. He also highlighted the NFRMPO's involvement in an upcoming Mobility Summit at the CASTA conference in collaboration with other regional agencies to engage local officials and community members, particularly underserved populations, on transportation gaps and service needs. Lastly, he noted several upcoming outreach events, including participation in the Foothills Mall Famers

Market, CSU Earth Day, and the Timnath Touch-a-Truck event as part of ongoing public engagement efforts.

Tarannum thanked community members who reviewed the TAZ web map and provided feedback. She reminded members that the deadline for comments is Friday, April 17th, and encouraged those who have not yet participated to review the TAZ boundaries. She noted identifying TAZs with diverse land uses is important to ensure accurate representation of growth and improve the reliability of projections in the regional travel demand model.

Rouser provided an update on RTP-related efforts and recent legislative activity. He noted staff are currently working on the RTP logo, with an anticipated completion by the next TAC meeting. Rouser also highlighted two recently introduced legislative bills with potential impacts on the region and local agencies. He discussed HB: 26-1399, which proposes eliminating the \$10.5M general fund transfer to the MMOF fund. The bill has passed the House, and a Senate Appropriations Committee amendment limits the elimination to the current budget cycle rather than indefinitely. The amendment has passed and the bill is progressing to the Senate floor, with further consideration required by the House. Rouser also provided an update on a second bill related to retail delivery fee revenue allocation, which proposes modifying the current funding split from 80% local / 20% state to 70% local / 30% state, resulting in a reduction to local funding. This bill has also passed the House and is advancing to the Senate without amendments. Rouser noted that both bills are moving quickly through the legislative process and will be included in the upcoming legislative report for the May Planning Council packet. He will continue to monitor these items and provide updates as they progress.

Stockburger provided updates on upcoming public involvement and branding efforts. He noted the Public Involvement Plan (PIP) will be distributed via email prior to the next TAC meeting for member review. He encouraged TAC members to review the document within the next 45 days, as it is scheduled for discussion at the June TAC meeting. He also reported updates to the NFRMPO logo and color palette have recently been finalized. Members were informed the updated branding materials are available upon request and may be obtained by contacting NFRMPO staff for use on websites or other materials.

Karasko provided an update on the upcoming MPO Certification Review. She noted the NFRMPO is required to undergo a quadrennial certification review conducted by FHWA and FTA. A public comment form has been made available, with the comment period open through May 1st. The certification review meeting is scheduled for April 29th.

Joyner provided an update on call center performance and outreach activities. She reported year-to-date call volume has reached 190 calls, representing a 71% increase compared to the same period last year, indicating growing demand for mobility assistance services. Website engagement has also increased significantly, with 3,823 visits, a 120% increase year-over-year. Joyner highlighted recent outreach efforts, including a presentation to Disabled Resource Services, attended by approximately 10 participants, which she noted as a valuable partnership for connecting with individuals in need of transportation assistance. She also participated in the Health and Community Resource Fair in Johnstown, where she engaged with approximately 56 individuals, reflecting strong community interest and outreach impact. In addition, she provided information on several nonprofit and specialized transportation providers available in Northern Colorado. These include the American Cancer Society's

Road to Recovery program for cancer-related medical trips, transportation services for veterans and their families, and local providers such as SAINT (serving Fort Collins and Loveland) and RAFT (serving the Berthoud Fire Protection District). She also noted Medicaid recipients may be eligible for free transportation to medical appointments, and in some cases non-medical trips, through Transdev. These services help fill critical mobility gaps for vulnerable populations in the region.

### ***Meeting Wrap-Up***

#### **Final Public Comment**

There was no final public comment.

#### **Next Month's Agenda Topic Suggestions**

None.

**Meeting adjourned at 2:11 p.m.**

**Meeting minutes submitted by:** Tahjiba Tarannum, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, May 20, 2026, as a hybrid meeting.**