



## NFRMPO Technical Advisory Committee (TAC)

### Hybrid Meeting Agenda

April 15, 2026

In-Person

Larimer County Loveland Campus, 200 Peridot Avenue, Loveland, CO

Virtual

Weblink: [Join the meeting now](#) Meeting ID: 296 378 513 083 34 Passcode: oU3HD7dU

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 March 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	-	1:20

### Metropolitan Planning Organization Agenda

#### Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	Active Transportation Plan (ATP)	Jerome Rouser	9	1:30
7	April 2026 TIP Amendment	Jonathan Stockburger	Handout	1:35

#### Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	Via Mobility Services Update	Adriana Torres, Via Mobility	Handout	1:40



**Discussion Items**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
9	GET CNG Replacement and Expansion Bus Purchases Project Scope Change	Greeley Evans Transit Staff	Handout	2:00
10	Connected Communities 2055 RTP Vision Statement, Goals and Objectives	Jerome Rouser	10	2:10
11	Connected Communities 2055 RTP RATCs, RTCs, and RSCs	Jerome Rouser Becky Karasko	Handout	2:20

**Outside Partner Reports**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
11	NoCo Bike & Ped Collaborative	Written Report	Handout	-
12	Regional Transit Agencies	Joshua Ma, Transfort	-	2:50
13	Mobility Updates	Tanya Trujillo-Martinez	-	2:55

**Reports**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
14	April Planning Council Meeting Summary Draft	Written Report	12	-
15	NFRMPO Air Quality Program Updates	Written Report	14	-
16	2026 Colorado Legislative Updates	Written Report	22	-
17	1 <sup>st</sup> Quarter 2026 TIP Modifications	Written Report	29	-
18	Mobility Committees	Written Report	30	-
19	Roundtable	All	-	3:00

**Meeting Wrap Up:**

- Next Month’s Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: May 20, 2026

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
Hybrid Meeting  
March 18, 2025  
1:00 p.m. – 2:36 p.m.**

**TAC Members Present**

Evan Pinkham, Chair – Weld County  
Dana Hornkohl, Vice Chair – Fort Collins  
Aaron Bustow – FHWA  
AnnaRose Cunningham – Loveland  
Hanna Feldmann – Greeley  
Tim Hoos – Johnstown  
Kim Koivuniemi – Timnath  
Tom Moore – RAQC  
Shani Porter – Severance  
Josie Thomas – CDOT

**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  
Brendan Cicione – CDPHE-APCD  
Kyle Fehr – Evans  
Tawn Hillenbrand – Berthoud  
Kevin Koelbel – Milliken  
Wesley LaVanchy – Eaton  
Scott Pearson – Windsor  
Eric Tracy – Larimer County  
Town of Garden City  
Town of LaSalle

**In Attendance:**

Cody Davis – Muller Engineering  
Candice Folkers – COLT  
Renaee Jording – GET  
Joshua Ma – Fort Collins  
Dee McIntosh – CDOT  
Desiree Moore – Drive Clean Colorado  
Annareli Morales – Weld County  
Annabelle Phillips – Fort Collins  
Luke Seeber – Berthoud  
Denise Staley – Weld County  
Spencer York – CDOT

***Call to Order***

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

***Public Comment***

There was no public comment.

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

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

***Air Quality Agenda***

**Regional Air Quality Updates**

Moore shared the Control Strategy Committee met earlier this morning. He noted the Blueprint, which was endorsed by the RAQC Board last fall, is currently being updated. Adoption of the updated Blueprint is anticipated in November of this year. Moore shared a whitepaper is being developed, examining the costs and burdens of current air pollution levels in the nonattainment area. Moore stated the RAQC is collaborating with the APCD on strategy development for the State Implementation Plan (SIP). He noted that analysis to support the SIP is expected to begin in early 2028, with the SIP due in 2029. Moore added emission source workshops are tentatively planned for June or July of this year.

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

### ***Action Items***

#### **2025 TMO Call for Projects**

Trujillo-Martinez noted the recommended award of the full \$400,000 in funding for the 2025 TMO Call for Projects and requested TAC recommend approval to the Planning Council.

Hornkohl moved to recommend Planning Council approve the 2025 TMO Call for Projects. Feldmann seconded the motion, which was approved unanimously.

#### **March 2026 TIP Amendment**

Stockburger noted the March 2026 TIP Amendment included two project additions from Transfort. The first project addition was the *Transfort MAX BEB Purchase* with \$4,979,250 State CDOT CTE funding and \$553,250 Local funding in FY26. The second project addition was the *Transit Operations Program* with \$2,666,024 State CDOT CTE funding and \$296,225 Local Funding in FY26.

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

### ***Presentation Item***

#### **Transfort Optimization Plan**

Phillips presented the Transfort Optimization Plan, which was launched a year and a half ago to reimagine the transit system in Fort Collins. She described the purpose of the Plan, provided an overview of Transfort's financial context, and outlined the process used to develop a recommended service scenario. Three scenarios were presented to the public, and Phillips summarized the feedback on the scenarios. Scenario one was focused on travel patterns, scenario two was focused on rider demand, and scenario three was focused on condensing the system and supplementing with microtransit in lower density areas. Phillips shared that based on public feedback and financial considerations, the recommended scenario prioritizes ridership growth and community needs while remaining fiscally constrained. Phillips also summarized anticipated changes to Dial-A-Ride and Dial-A-Taxi service areas and hours of operation. Phillips stated Transfort is wrapping up public engagement now and will implement the operational plan in 2026 and 2027.

Pinkham asked if they have considered operating Dial-A-Ride service in-house. Phillips said operating the service in-house would increase costs, primarily due to capital investments. Pinkham asked whether fare-free transit has led to increased ridership. Phillips responded ridership has generally increased but noted declines in 2020 make it difficult to determine the full impact.

Joyner asked for an explanation of the Dial-A-Taxi program. Phillips said the Dial-A-Ride service has strict requirements and a limited service area, while the taxi program provides more flexibility. The program offers a \$20 taxi voucher, with the client responsible for any additional cost. Phillips noted the vouchers can be used for trips outside the service area and are limited in quantity per day.

Feldmann asked how source funds would be used to increase service while reducing the service area. Phillips responded that prior to the availability of those funds, the proposed service area and hours were more limited, and the additional funding allowed for expansion to the current plan. Phillips added that frequency will be increased on select routes. Feldmann also asked about Transfort's agreement with CSU and the potential financial impacts of removing Sunday service. Phillips stated the agreement with CSU is currently being updated and that CSU has provided input throughout the process.

### ***Discussion Items***

#### **Project Scope Change Request to Use MMOF Funds as Match for Future Grant Applications**

Ma stated the primary funding source for the Foothills Transit Station and Roundabout project has been withdrawn. Despite this setback, the project remains Transfort's top priority. He explained Transfort is requesting approval to repurpose previously awarded FY25 and FY26 MMOF funds to serve as local match for future grant applications for the Foothills Transit Station project. Karasko noted this request represents a major scope change and will require Planning Council approval.

Karasko asked whether a contract with CDOT has been executed. Ma said the contract has not yet been executed. Karasko also asked how potential volatility in MMOF funds could affect the project. Ma said that if MMOF funds were no longer available, the project would still move forward but would likely be further delayed.

Pinkham asked whether the spreadsheet from the MMOF reconciliation efforts was available. Karasko said it was not currently available. Ma described the funding reallocations made by Transfort as part of the MMOF reconciliation.

Cunningham asked whether there is a timeline for the next round of potential MMOF reconciliation. York said final legislation from the state legislature would need to be approved before knowing if further reconciliation is needed.

Karasko asked whether TAC was comfortable advancing the item to the Planning Council for discussion. TAC indicated agreement to move the item forward for discussion with the Planning Council.

#### **NFRMPO Draft Crash Dashboard**

Graalum provided an overview of enhancements made to the NFRMPO's Draft Crash Dashboard tool since it was last presented. Additions to the tool include a tab with top five intersections by number of crashes, new attribute filters, and additional map layers that can be toggled on or off. Graalum stated during the December 2025 presentation on PM1: Safety Performance Measures, the Planning Council was still interested in utilizing more recent crash data than what is available from CDOT. TAC members were asked to provide feedback to Graalum on potential short-term and long-term improvements to the

dashboard by March 31, 2026, and to identify a point of contact within their organization to coordinate data sharing agreements for more recent crash data.

Feldmann asked if the dashboard could include high injury intersections or most severe injury intersections. Graalum responded the dashboard includes a filter for most severe injury, so the graph in the intersections tab will update the top intersections with serious injury and fatal crashes if you have selected those in the filters.

Hornkohl asked if you could define a polygon in the dashboard to look at crash data in only a certain area. Graalum responded clicking the wrench icon in the top left of the map allows access to those tools to draw a square, rectangle, or circle on the map and select only the crashes in that area selected.

### **GHG Transportation Report Data Request**

Tarannum asked TAC members to provide data for the GHG Transportation Report to demonstrate compliance in 2030. She requested a list of roundabout projects that replaced signalized intersections constructed after 2019 and completed before 2030, along with associated AADT/ADT counts. Karasko noted a follow-up email will be distributed with additional details and a submission deadline.

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

Rouser provided an update on the Active Transportation Plan (ATP) and adoption timeline. He provided an overview of the Plan's purpose, summarized the chapters and key content, provided examples of Regional Active Transportation Corridor (RATC) profiles and segment-level information, and shared action steps assigned to TAC within the Plan. Rouser noted the public comment period will open later this week; the Plan will go to TAC in April for recommendation, and the Plan will go to Planning Council in May for adoption.

Relford asked how communities are working to avoid creating barriers on the corridors. Rouser stated there is a map with crossing needs identified by communities, and in the corridor profiles there is a section for crossing needs that are known for needing underpasses or overpasses. Rouser asked the TAC to pay special attention to the corridor profiles when reviewing the plan to ensure that all the information included is correct. Relford stated that through this plan, this is a great opportunity to make sure future underpasses or overpasses are reflected.

Feldmann asked about the methodology for Bicycle Level of Traffic Stress and how it will be incorporated into Call for Projects scoring. Rouser responded the methodology would come after the plan is adopted and when TAC is preparing the Call for Projects scoring criteria.

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

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

Written report provided.

#### **Regional Transit Agencies**

Ma stated their meeting is next week, so there are no updates for today.

### **Mobility Updates**

Trujillo-Martinez shared that the RideNoCo program has received 142 calls and 2,758 website visits so far in 2026. She announced the RideNoCo website is currently being revamped, and they are around halfway through that process. Trujillo-Martinez stated once the new website is complete, there will be a soft launch before it officially goes live. Joyner stated there are upcoming events and meetings the Mobility Team will be attending, such as the Winter Farmers Market in Fort Collins, the Northern Colorado TDM Working Group, and the upcoming Weld County Mobility Committee meeting. Joyner shared they are working on a Ride Alliance project with DCCOG to help connect the two regions in helping people find transportation options.

### ***Reports***

#### **March 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**

Feldmann announced Greeley has selected a new Public Works Director who should be starting in May. Feldmann shared they have been working on their Alternative Fuels and Electric Vehicle Charging Plan, and they plan to collect community feedback over this spring and early summer. Feldmann stated they will be providing recommendations on their shared micromobility program at next week's City Council meeting. Feldmann shared they will be releasing an RFQ for the MERGE project soon.

Hornkohl shared that Fort Collins has received their intergovernmental agreement for their 2024 SS4A award, which includes three projects.

Rouser announced that the 2055 RTP will be called Connected Communities 2055, and NFRMPO staff will work on designing a logo for the plan. Rouser stated the first data request for the RTP will be sent out later today or tomorrow, and it will ask for a link to all plans and housing needs assessments.

Graalum thanked the communities that provided the NFRMPO with a letter of support for their Highway Safety Office grant application. Graalum shared she has taken over signing the MPO up for most outreach events, so if there is an event anyone would like the MPO to attend to reach out to her. Graalum asked TAC members to send her any articles they would like included in the MPO's April newsletter by the end of day on Tuesday, March 31, 2026.

Stockburger asked TAC to send him all SS4A projects awarded to see if they need to be included in the TIP. Stockburger shared that the PIP survey is open through Tuesday, March 31, 2026, and he will be

sharing Freight Plan survey results at a future meeting. Stockburger announced the MPO has decided on most of the changes to the organization's logo and color palette, and there will likely be a presentation at the next TAC meeting on this.

Joyner asked TAC members to send her article ideas for the RideNoCo Mobility newsletter.

Pinkham shared Weld County has just kicked off its Transportation Plan update. They plan to go to the Weld County Board of Commissioners towards the end of the year for adoption. Pinkham shared their Planning Department is updating their Comprehensive Plan, and they just finished their first round of public engagement. Pinkham shared they will soon begin work on the CR 54 and CR 13 Roundabout project, which will be followed up by corridor improvements on CR 54 to the east between the county line and SH 257.

Karasko reminded TAC of the hybrid Model Steering Team Kickoff meeting happening on Monday, March 23, 2026. She added the RSC Workshop meeting is Monday, April 6, 2026 and will also be hybrid. Karasko reminded TAC starting next month the TAC and Planning Council meetings will be in Teams and not in GoTo. She stated the NFRMPO is cohosting an Intermountain West 2026 Ozone Exchange with PPACG and to stay tuned for more details.

Thomas shared Dee McIntosh is retiring from CDOT and her last day will be on Friday, March 27, 2026. Thomas added they will post the job vacancy soon. She added Spencer York has been promoted and will start in a new position soon.

York stated he will still work with the NFRMPO and the TPRs during his job transition.

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

#### **Final Public Comment**

There was no final public comment.

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

None.

#### **Meeting adjourned at 2:36 p.m.**

**Meeting minutes submitted by:** Mykayla Graalum, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, April 15, 2026, as a hybrid meeting.**



## **MEMORANDUM**

**To: NFRMPO Technical Advisory Committee (TAC)**  
**From: Jerome Rouser**  
**Date: April 15, 2026**  
**Re: Action 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 was released for public comment on March 20, 2026. The public comment period will close April 20, 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 recommend Planning Council adopt the ATP.

### **Attachments**

- Draft ATP: [https://nfrmpo.org/wp-content/uploads/ATP\\_Draft\\_final.pdf](https://nfrmpo.org/wp-content/uploads/ATP_Draft_final.pdf)

## MEMORANDUM

**To:** NFRMPO Technical Advisory Committee (TAC)  
**From:** Jerome Rouser  
**Date:** April 15, 2026  
**Re:** Discussion Item – Connected Communities 2055 RTP Vision Statement, Goals and Objectives

### Summary

Starting with the 2040 RTP, the NFRMPO has adopted GOPMT (Goals, Objectives, Performance Measures and Targets) to guide investments in the regional transportation system. GOPMT are intended to guide investments in the transportation system to meet national, state, and regional goals.

**Vision Statement:** Connect Northern Colorado communities through a safe, efficient, and integrated multimodal transportation system that supports vibrant communities, is environmentally sensitive, and strengthens the region’s quality of life and long-term economic vitality.

#### **Goal Area 1: Safety**

Improve safety for all users of the transportation system, with a focus on protecting vulnerable populations and working toward the elimination of serious injuries and fatalities.

#### **Goal Area 2: Health and Environment**

Reduce the transportation system’s impact on regional air quality by promoting sustainable travel options, improving system efficiency, and supporting environmentally responsible infrastructure in the region.

#### **Goal Area 3: Transportation Choice**

Provide safe and convenient access to a variety of transportation options that meet the diverse needs of all users.

#### **Goal Area 4: Operations and Efficiency**

Optimize system performance through coordinated planning, data-driven decision-making, and the integration of smart technologies to reduce congestion and improve travel reliability.

#### **Goal Area 5: Economic Development**

Support regional economic development by funding multimodal transportation connections to key destinations, supporting efficient freight movement, and improving access to jobs, services, and markets.



## **Recommendation**

NFRMPO Staff requests TAC review and discuss the proposed Vision Statement, Goals and Objectives to be incorporated into the Connected Communities 2055 RTP.

## **Attachments**

- None.

EXECUTIVE SUMMARY of the  
North Front Range Transportation and Air Quality Planning Council  
April 2, 2026

**CONSENT AGENDA**

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

**AIR QUALITY AGENDA**

**NFRMPO Air Quality Program Updates** – Wojtach reported that the EPA has approved Arizona's 179B analysis for the Phoenix-Mesa Ozone Nonattainment Area, allowing their region to be classified as a moderate nonattainment area and avoid future downgrades. She noted that the approval was based solely on international contributions, as the EPA did not act on other factors included in the analysis, such as wildfire and biogenic contributions. Wojtach provided an update on planning for the upcoming Intermountain West 2026 Ozone Exchange. The conference is anticipated to be held over two or three days, and Council members were encouraged to reserve October 12 through October 14, 2026, to attend. She added that the NFRMPO will need to begin securing partnerships and sponsors to help offset event costs.

**Regional Air Quality Council (RAQC)** – Stephens explained that the Clean Air Auto Repair program assists individuals with vehicle repairs needed to pass the state's emissions test. She noted the program is expanding into the NFRMPO region using NAAPME funding, pending execution of a contract with CDOT. Stephens also outlined eligible repair costs and the process for receiving assistance.

**Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)** – Stephens explained that NAAPME is funded through sources such as the retail delivery fee and rideshare revenue. She noted that rideshare revenue has fallen below projections, requiring adjustments to NAAPME's budget. Stephens also announced that the next NAAPME meeting will be held on April 23, 2026.

**METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA REPORTS:**

**Report of the Chair** – Stephens awarded Canonico a certificate of appreciation to thank her for serving on the NFRMPO Planning Council.

**Executive Director Report** – Relford explained that as part of the MPO's Certification Review, the public is invited to provide feedback on their experience with the MPO through a survey available on the website through May 1, 2026. She noted the MPO has updated its logo and color palette to improve digital accessibility, and the MPO submitted a SIPA microgrant to purchase digital accessibility software. Relford reported the Highway Safety Office grant application was submitted, with award announcements expected on April 20, 2026. She also shared that the MPO completed its IT transition to a new service provider, resulting in cost savings that will be reinvested into technology improvements. Relford explained ongoing audit efforts, which have identified outdated policies that may result in an audit finding. She noted the Finance Committee's actions to affirm the mileage reimbursement process and support updates to job position descriptions. Relford shared the Acumatica financial system go-live date has been delayed to May.

**ACTION ITEM:**

**March 2026 TIP Amendment** – Stockburger noted the March 2026 Transportation Improvement Program (TIP) Amendment included two project additions from Transfort. The first project addition was the *Transfort MAX BEB Purchase* with \$4,979,250 State CDOT CTE funding and \$553,250 Local funding in FY26. The second project addition was the *Transit Operations Program* with \$2,666,024 State CDOT CTE funding and \$296,225 Local

Funding in FY26. Stockburger stated the public comment period opened March 5, 2026, and will close on April 6, 2026. He added staff noted no disadvantages, and TAC recommended approval of the two additions.

James **moved** to approve *RESOLUTION 2026-08 APPROVING THE MARCH 2026 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Cline and **passed** unanimously.

#### PRESENTATION ITEM:

**Front Range Passenger Rail District Update** – Pace provided an overview of the Front Range Passenger Rail District. He noted that the project is advancing in phases, with initial starter service between Fort Collins and Denver funded through RTD and state enterprises anticipated as early as 2029, with expanded service planned over time. Pace noted that initial service is being designed to maximize cost-effectiveness by using existing rail infrastructure and avoiding the need for significant new right-of-way. Pace discussed ongoing coordination with freight rail partners, development of a service plan, and efforts to refine station locations and local partnerships. Pace shared that the District is exploring a 2026 ballot measure and is currently advancing public engagement, financial planning, and implementation strategies to support that effort. He added that proposed funding and governance approaches emphasize collaboration with local communities, including opportunities for municipalities to play a role in station development and receive funding support.

#### DISCUSSION ITEM:

**Active Transportation Plan (ATP)** – Rouser provided an update on the Active Transportation Plan (ATP) and adoption timeline. He provided an overview of the Plan’s purpose, summarized the chapters and key content, summarized ATP survey responses, provided examples of Regional Active Transportation Corridor (RATC) profiles and segment-level information, and presented the action steps recommended in the Plan. Rouser noted the public comment period opened March 20, 2026, and will close on April 20, 2026. The Plan will go to TAC in April for recommendation, followed by Planning Council consideration for adoption in May.

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 3/23/26

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**Introduction:**

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council for their April 2, 2026 meeting.

**Summary:**

In March 2026, TRE focused on preparing a joint application with the Pikes Peak Area Council of Governments (PPACG) seeking funding from Colorado's Air Quality Enterprise (AQE) and then beginning planning to host a Fall 2026 intermountain west ozone conference/workshop in Colorado, addressing ozone in the intermountain region.

**Air Quality Activities:**

AQCC Activities:

The AQCC did not meet in March.

APCD Activities

No public outreach occurred in March.

RAQC Activities

The RAQC Board met in March. Staff were requested to work with the APCD to share a timeline and process for further developing the Blueprint, and refining details on each control strategy listed leading up to the planned November 2026 Board action on the Blueprint. While a more robust discussion was held between RAQC staff and APCD staff during the subsequent Control Strategies Committee meeting, no precise timing was shared. Notably, RAQC staff stated that the Blueprint represented "What if" control options, but not all will necessarily be pursued. Additional strategies may be added. Further, if a strategy is removed or not pursued, no replacement strategy must replace it.

Staff highlighted key bills they are tracking in this Colorado Legislative Session, including:

- Transportation related: SB26-021;
- Clean Energy related: SB26-033, SB26-028, SB26-022, HB26-1051, HB26-1007; and
- Data Center related: HB26-1030.

Staff shared information on three projects for which they are seeking AQE grant funding under RFP2025000002: 1) Robust Emissions Control Evaluation Program (RECEP); 2) Evaluation of Lateral Boundary Conditions (LBCs) Used to Estimate Background Ozone; and 3) Using an Alternative Modeling Toolset, Quantify Impacts of Sector-Specific Emissions in the DM/NFR Region and Across Colorado. The RECEP project would evaluate air pollution control strategies in Colorado using AI/machine learning, data and modeling. The LBC project would look at ozone at remote sites, like Colorado's Gothic monitor and Wyoming's Centennial monitor. The third project would develop an alternative to EPA's Community Multi-scale Air Quality (CMAQ) modeling platform to enhance photochemical grid modeling specific to Colorado to understand impacts of certain sectors on Colorado's air quality.

NFRMPO Executive Director Relford shared during public comment that they were seeking RAQC support for the AQE grant application for a Fall 2026 Ozone Conference, to which staff indicated they would write a Letter of support.

Colorado General Assembly Air Quality Activities:

TRE did not track Colorado's Legislative Session activities in March, except noting those bills discussed at the RAQC's March Board meeting (mentioned above). The following summary is based on January research.

Several energy and/or transportation-related bills were introduced that directly or indirectly impact air quality:

- **SB26-033** creating a clean energy permitting coordination office, providing technical assistance and permitting support for specific electric generation sites, and requiring safety and emergency preparedness plans on clean energy projects.
- **SB26-028** removes wind energy from state energy and climate targets.
- **SB26-022** provides extensions to utilities subject to the 80% reduction of greenhouse gases by 2030, where those utilities notify the state of challenges they are experiencing or anticipate experiencing. Different utilities are subject to different 2026 notification deadlines. Municipalities and cooperative electric associations may revise their Clean Energy Plans to extend the reduction timeline to begin no later than by 2040. This bill also prohibits the AQCC and APCD from "undertaking any action" that impacts electric reliability or increases average annual electric rates greater than 1.5%. This bill has bipartisan support.
- **SB26-021** came out of the Transportation Legislative Review Committee. This bill expands Clean Fleet Enterprise authority to support public and private fleet operators to update their fleets, repealing deadlines to provide financial support to operators to replace certain aging, heavy-duty diesel trucks by 12/31/31. This bill has bipartisan support.
- **HB26-1081** requires electric utilities to evaluate the use of advanced transmission technologies in their 10-year transmission plans to increase capacity, efficiency, reliability, or resilience, and to identify strategies to reduce the costs of construction.
- **HB26-1129** among other things, this bill requires a gas distribution utility (utility) to exempt carbon dioxide emissions resulting from the combustion of gas by residential customers from the utility's clean heat plan filed with the public utilities commission (commission). A utility must exclude residential carbon dioxide emissions from the baseline and projected emissions calculations used in the utility's clean heat plan. It also repeals the prohibition on a gas utility providing incentives to customers for est gas service to property.
- **HB26-1007** requires certain retail utilities to allow for customer ownership and use of meter collar adapter to permit interconnection of distributed energy.

General transportation-related bills include:

- **SB26-003** requires re-use/recycling of electric vehicles' batteries.
- **HB26-1125** allows assessment of fees on parents of minors who violate certain e-bike laws.
- **HB26-1097** relates to the operation of surplus military vehicles on roads.

General environment-related bills include:

- **HB26-1121** requires public accessibility of stationary source emissions records.

General energy related bills:

- **SB26-082** specifies what process a local government may use to charge fees or set a timeline for the local government to make a final decision regarding land use approval for the renewable energy project.
- **SB26-033** coordinates clean energy permitting and provides technical assistance to owners, operators, local governments and state permitting authorities regarding permitting for the construction, expansion, repowering, or material modification of a clean energy resource facility project (covered clean energy project).
- **SB26-002** requires investor-owned utilities to provide funding for low-income residents to offset energy costs.
- **HB26-1124** relates to resiliency of the systems that provide electricity and creates a resiliency taskforce to make recommendations to Governor and General Assembly. It also involves transmission-owners in the taskforce and allows recovery of reasonable costs. The bill also requires operators to report to FERC and requires the PUC to prepare summary of FERC report. The PUC must adopt rules requiring implementation of highest-priority hardware-based mitigation measures.
- **HB26-1076** is CDOT's clean-up bill, that in part establishes term limits for Nonattainment Air Pollution Mitigation Enterprise board members.
- **HB26-1051** extends the Microgrid Community Resilience Grant program that currently expires 9/1/26. This bill has bipartisan support.
- **HB26-1030** creates new 9-member authority in OEDIT to incentivize efficient data center development. More bills are anticipated to be introduced during this 2026 Legislative Session relating to data centers.

Other Air Quality Activities:

EPA took final action determining that the Phoenix-Mesa Nonattainment Area in Arizona would have attained the 2015 Ozone NAAQS by the 8/3/24 attainment date, preventing the area from being downgraded from a Moderate to a Serious classification. <sup>1</sup> This action relies upon the Maricopa Association of Governments' (MAG) 179B analysis. <sup>2</sup> As highlighted in late 2025, MAG's analysis shows that on average international contributions, combined with wildfire and background contributions, impact their ozone monitors by 15 ppb. Notably, their analysis goes beyond looking at international contributions. Their analysis also analyzes wildfire impacts, background, biogenics, and more. TRE will review this action and report any additional findings in the final action.

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<sup>1</sup> See EPA's "Determination of Attainment by the Attainment Date but for International Emissions for the 2015 Ozone National Ambient Air Quality Standards; Phoenix-Mesa Nonattainment Area, Arizona," 91FR13777, 3/23/26, here: <https://www.govinfo.gov/content/pkg/FR-2026-03-23/pdf/2026-05601.pdf>

<sup>2</sup> See Maricopa Association of Governments' "MAG 2025 Clean Air Act Section 179B(b) Retrospective Demonstration of the Impact of International Emissions on Ozone Concentrations in the Maricopa Nonattainment Area," September 2025, here: [https://azmag.gov/portals/0/Environmental/Air-Quality/2025/MAG-2025-CAA-Section-179B\(b\)-Retrospective-Demonstration.pdf](https://azmag.gov/portals/0/Environmental/Air-Quality/2025/MAG-2025-CAA-Section-179B(b)-Retrospective-Demonstration.pdf)

As previously reported, MAG focused on doing a retrospective analysis, hence the reference to Clean Air Act Section 179B(b), meaning looking backwards in reference to a past attainment date and using actual monitored data, demonstrating that the area would have attained the standard but for international contributions. Note that a prospective 179B analysis or 179B(a) analysis looks forward and relies more on modeling projections in reference to a future attainment date.

MAG's 179B(b) analysis, analyzed international contributions coming from Mexico as well as from Asia. Additionally, MAG's analysis highlights that EPA conducted important modeling in support of MAG's analysis, confirming MAG's work. This also means they worked with EPA and shared resources and costs.

MAG's analysis shows that on average, international emissions from both Mexico and Asia combined with other non-locally controllable sources – wildfire and background - contribute 15 ppb to their ozone monitors throughout the year.<sup>3</sup> Notably, those international concentrations are lower during the summer ozone season, especially mid-July through mid-September, when ozone exceedances of the standard are more common (see Figure 3-2 below, between 7/15/23 and 9/15/23).<sup>4</sup>

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<sup>3</sup> Ibid, Table 3-1. p. 31.

<sup>4</sup> Ibid, Figure 3-2. p. 31.

Table 3-1. Summary results of ozone source apportionment modeling.

Source Apportionment Modeling Results	2023 Ozone Design Value Including International Emissions	2023 Ozone Design Value Excluding International Emissions	2023 Ozone Impact of International Emissions
<b>Average</b> of All Nonattainment Area Monitors	75 ppb	60 ppb	15 ppb
<b>Average</b> of All Nonattainment Area Monitors with Wildfire Days Excluded	73 ppb	57 ppb	16 ppb
<b>Maximum</b> Ozone Concentration Monitor	80 ppb	66 ppb	14 ppb
<b>Maximum</b> Ozone Concentration Monitor with Wildfire Days Excluded	77 ppb	62 ppb	15 ppb

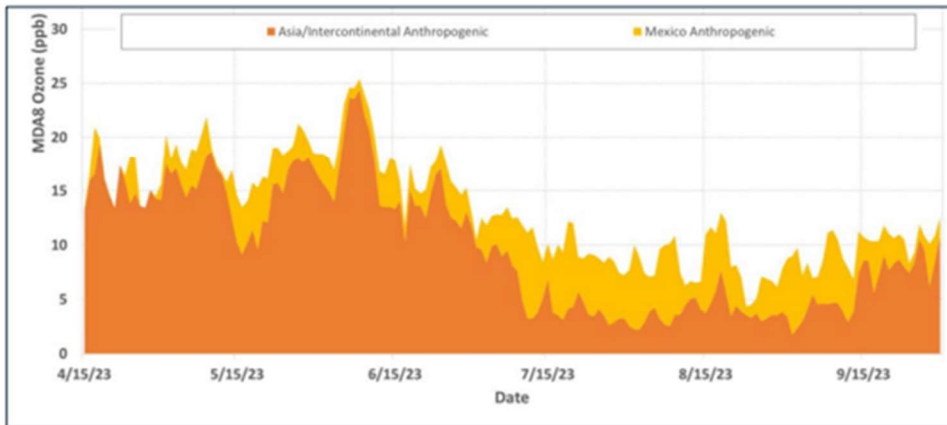


Figure 3-2. Time series of modeled Asia/intercontinental and Mexico international manmade emissions contributions to ozone during the 2023 ozone season averaged over all Maricopa Nonattainment Area monitoring sites.

MAG also analyzes the amount of wildfire impacts on monitored ozone levels, illustrating that ozone levels would have been much closer if not below the 70 ppb standard.<sup>5</sup>

<sup>5</sup> Ibid, Figure 2-7. p. 23.

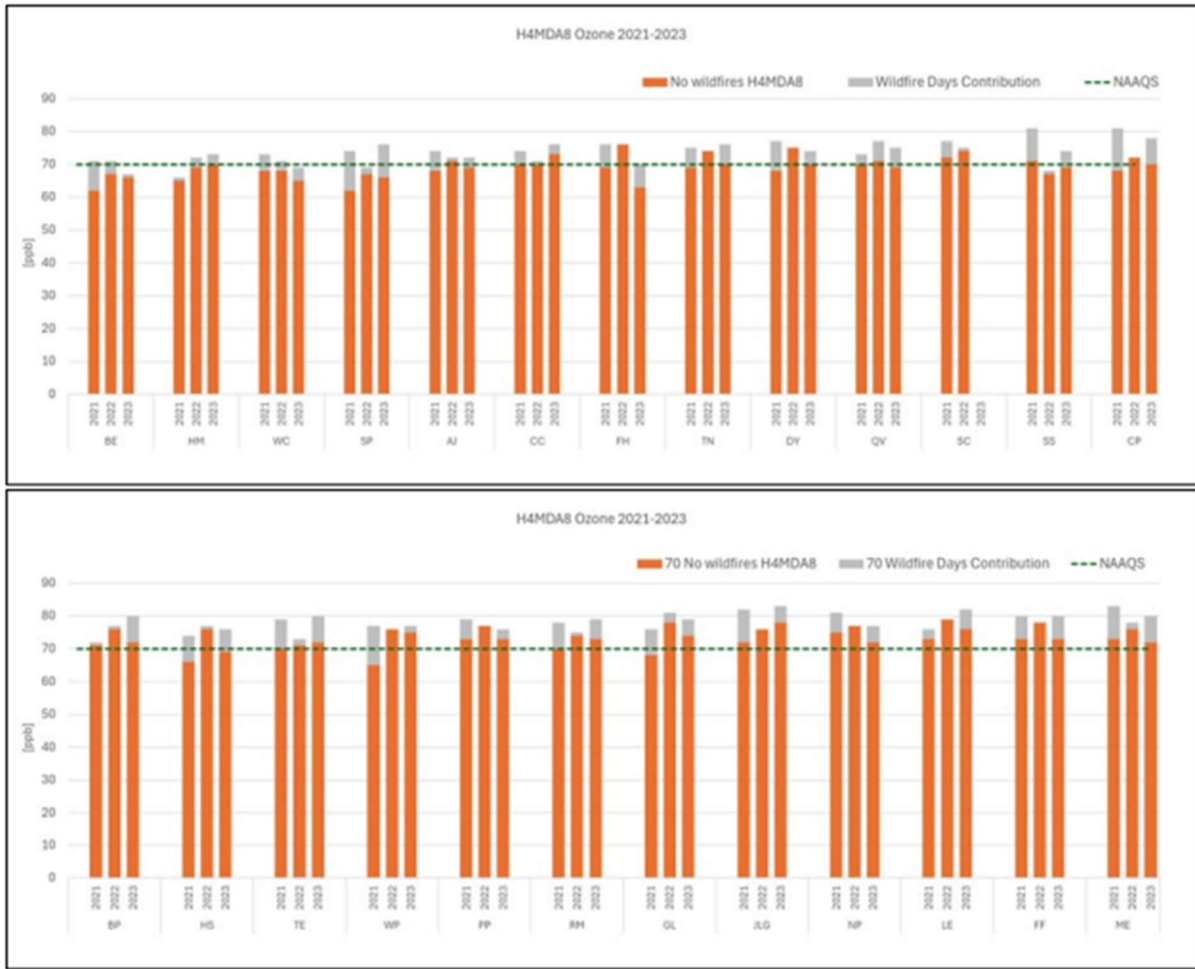


Figure 2-7. Annual fourth highest ozone concentration in 2021 through 2023 at each of the Maricopa Nonattainment Area ozone monitors considering contributions from all possible wildfire days (grey) and non-wildfire days (orange).

Additionally, MAG shares info on background ozone levels in the intermountain west illustrating that the intermountain west was impacted from background ozone from Asia using data for specific dates in 2015 and 2017.<sup>6,7</sup> Further, this information seems to show that impacts can be higher inland than on the coast, and higher at elevation.

<sup>6</sup> Ibid, Figure 2-9. p. 27.

<sup>7</sup> Ibid, Figure 2-11. p. 28.

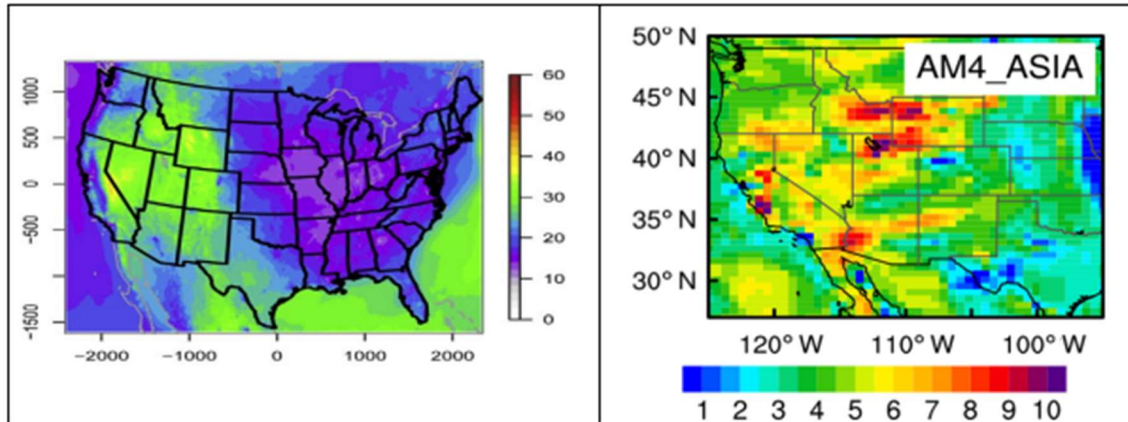


Figure 2-10. Examples of modeled surface background ozone (ppb) (left) showing July 2011 average US background from the CAMx regional photochemical model, and (right) showing tracked ozone from Asia on May 24, 2017.

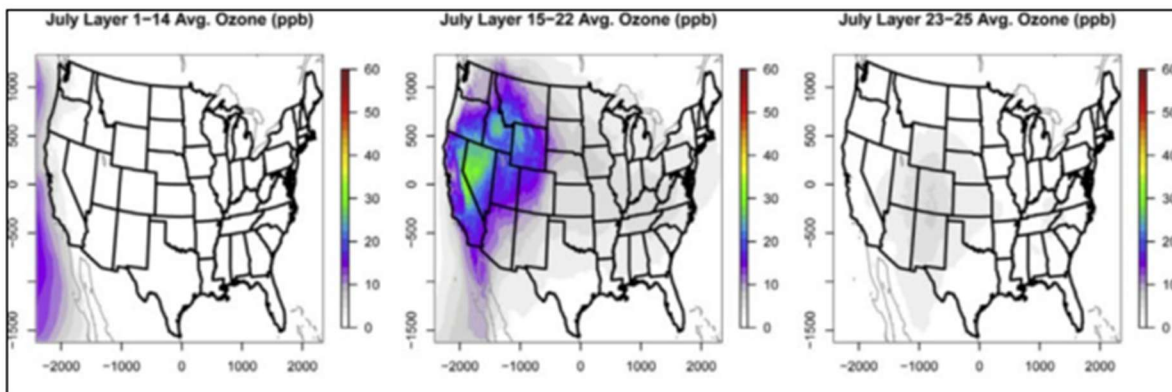


Figure 2-11. Results showing examples of US background ozone contribution (ppb) from the western CAMx boundary and from three sets of vertical model layers; boundary layer (left), mid troposphere (middle), stratosphere (right).

EPA is anticipated to propose a similar determination for Utah’s Northern Wasatch Front Ozone Nonattainment Area. TRE will continue providing updates on this effort.

While Colorado is likely impacted differently than Arizona and Utah, given our unique location, topography, meteorology, climate, and contributions from man-made sources and other factors, Colorado may experience contributions from outside of it’s authority to control, like Arizona and Utah. This issue has broad implications to the greater intermountain west region.

Separately, TRE completed a joint application on behalf of the NFRMPO and PPACG seeking \$100,000.00 in funding from Colorado’s Air Quality Enterprise (AQE), associated with RFP 2025000002, to host a Fall 2026 intermountain west ozone conference/workshop in Colorado. The conference is envisioned to address the problem that ozone levels are no longer responding to significant reductions in man-made ozone precursor pollutants in the region,



share information on related research and scientific findings, engage individuals with varied knowledge and opinions on how best to address high ozone levels in the intermountain west region and on how to communicate with the public. This application was submitted to the AQE on 3/3/26. TRE is actively engaging with interested parties and potential partners on this conference.

**Upcoming Activities:**

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

Meetings TRE Plans to Attend (or screen)

- 3/26/26 Utah's Air Quality Science for Solutions Conference
- 4/2/26 NFRMPO Council Meeting
- 4/3/26 RAQC Board Meeting
- 4/15/26 RAQC Control Strategies Committee Meeting
- 4/15-17/26 AQCC Meeting

Other Anticipated Air Quality Activities

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

Recommendations:

- Track AQE funding activities under RFP2025000002
- Track EPA's proposal determining attainment for Utah's Wasatch Front ozone nonattainment area in Utah (similar to EPA's action for Phoenix-Mesa nonattainment area in Arizona)
- Track NHSTA's proposed changes to fuel economy standards and consider impacts on NFRMPO's transportation planning and air quality objectives
- Track Colorado's next steps addressing ozone, including:
  - RAQC's release of a report on public health impacts of ozone
  - AQCC briefings on atmospheric chemistry and air quality studies
  - Colorado's voluntary reclassification request
  - RAQC's Blueprint evolution
  - RAQC's modeling updates
- Inquire of APCD about their anticipated July 2026 revisions to conformity rules

# Legislative Report

April 2026

**Direct NFRMPO Impact:**

<b>Title</b>	<a href="#">HB26-1065</a> : Transit and Housing Investment Zones
<b>Description</b>	Concerning transit and housing investment zones.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Creates a mechanism for a local government and transit agencies to:</li> <li>• Undertake a transit investment project</li> <li>• Designate a transit investment area in which the project will be built</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 2/23/2026: Finance Discussion; Referred to Appropriations</li> <li>• 1/21/2026: Introduced in House – Assigned to Finance</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Allow local agencies to create transit investment areas to help fund transit projects.</li> </ul>

<b>Title</b>	<a href="#">SB26-021</a> : Clean Fleet Enterprise Replacing Aging Diesel Trucks
<b>Description</b>	Concerning authorizing the clean fleet enterprise to encourage the replacement of high-emitting trucks with low-emitting trucks in motor vehicle fleets.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Authorizes the enterprise to use clean fleet enterprise funds to provide money to support the replacement of aging heavy-duty diesel trucks.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 3/17/2026: Transportation, Housing and &amp; Local Government; Referred to House</li> <li>• 3/3/2026: Passed the Senate.</li> <li>• 2/23/2026: Transportation &amp; Energy Discussion; Referred to Senate</li> <li>• 1/14/2026: Introduced in Senate – Assigned to Transportation &amp; Energy</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Would result in lower-emitting heavy-duty trucks on the regional network which would help the NFRMPO achieve Air Quality/GHG reduction requirements.</li> </ul>

<b>Title</b>	<a href="#">HB26-1071</a> : Local Government Vehicle Identification System on Interstate Highways
<b>Description</b>	Concerning allowing a local government to locate an automated vehicle identification system on an interstate highway.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Authorizes local government to locate an Automated Vehicle Identification System (AVIS) on a highway that is part of the federal interstate highway system.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 3/19/2026: Local Government &amp; Housing Discussion; Referred to Senate</li> <li>• 2/26/2026: Introduced in Senate- Assigned to Local Government &amp; Housing</li> <li>• 2/23/2026: Passed the House</li> <li>• 2/17/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 1/26/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Authorize local governments to locate AVIS on a highway that is part of the federal interstate highway system (I-25).</li> </ul>

<b>Title</b>	<a href="#">HB26-1076</a> : Transportation Statutory Clean-Up
<b>Description</b>	Concerning modification to select statutory provisions relating to transportation.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Changes the name of the freight mobility and safety branch within the transportation development division to the office of freight mobility and safety.</li> <li>• 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.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 2/20/2026: Introduced to Senate- Assigned to Transportation &amp; Energy</li> <li>• 2/18/2026: Passed the House</li> <li>• 2/10/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 2/02/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Clarifies NAAPME board term limits which will impact the NFRMPO's NAAPME representative.</li> </ul>

<b>Title</b>	<a href="#">HB26-1127</a> : Reporting After Fatal Car Crash
<b>Description</b>	Concerning a report after motor vehicle crashes resulting in death.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Requires coroners to include toxicology results for all deceased parties in required reports regarding motor vehicle crashes resulting in death</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 3/31/2026: Passed the Senate</li> <li>• 3/25/2026: Transportation &amp; Energy Discussion; Referred to the Senate</li> <li>• 3/10/2026: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>• 3/5/2026: Passed the House</li> <li>• 2/25/2026: Transportation, Housing, and Local Government Discussion; Referred to House</li> <li>• 2/04/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Provide additional information on crashes that result in a death. This information can assist with local communities and the region's safety priorities.</li> </ul>

<b>Title</b>	<a href="#">HB26-1237</a> : Transportation Safety Modifications
<b>Description</b>	Concerning modifications to select statutory provisions to improve transportation safety.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Clarifies tire, chain, and alternate traction device requirements on a state highway by removing references to four-wheel and all-wheel drive.</li> <li>• 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.</li> <li>• 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</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 3/17/2026: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>• 3/12/2026: Passed the House</li> <li>• 3/10/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 2/18/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Planning Council has identified safety as a regional priority.</li> </ul>

<b>Title</b>	<a href="#">HB26-1269</a> : Transit Access
<b>Description</b>	Concerning transit access.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Requires covered transit agencies to take specific actions in the following areas to increase transit access. For this bill, covered transit agencies refer to transit agencies that have at least one million unlinked passenger trips in the most recent year, and that are not the Colorado department of transportation or a regional transportation authority that provides funding for but does not directly provide transit services. <ul style="list-style-type: none"> <li>○ Information for transit riders;</li> <li>○ Language access initiatives;</li> <li>○ Access to restroom amenities; and</li> <li>○ Reporting requirements.</li> </ul> </li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 3/30/2026: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>• 3/25/2026: Passed the House</li> <li>• 3/18/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 2/19/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>

<p><b>NFRMPO Impact</b></p>	<ul style="list-style-type: none"> <li>• Transfort is the only NFRMPO transit agency that is impacted by this bill</li> <li>• Beginning on June 30, 2027, Transfort must ensure that clear, up-to-date transit system maps are displayed at all bus stations, and bus rapid transit stops. Transfort must ensure that information on fare rates and structures and eligibility requirements and application instructions for fare discount programs is available online and displayed in all transit vehicles and at all bus stations, and transit stops with a covered shelter. Transfort may meet these requirements by displaying summary information and a link or quick response (QR) code to a website with detailed information. Transfort is not required to replace its fixed signage, displays, or maps solely to comply with these new requirements and, instead, is only required to update the required information upon the regularly scheduled replacement of any signage, displays, or maps.</li> <li>• Transfort 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. Existing language access plans can be used to satisfy this requirement</li> <li>• Require Transfort 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.</li> </ul>
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### Direct NFRMPO Impact: Bills Rejected by General Assembly

<b>Title</b>	<a href="#">HB26-1266</a> : Repeal Retail Delivery Fees
<b>Description</b>	Concerning the repeal of retail delivery fees.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Eliminates the retail delivery fees.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>3/10/2026: Transportation, Housing &amp; Local Government Discussion; Postponed Indefinitely</li> <li>2/19/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>

<b>Title</b>	<a href="#">HB26-1086</a> : Adjust Subdivision Access to State Highway System
<b>Description</b>	Concerning an adjustment to the requirement that subdivision plans must provide access to the state highway system.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Current law prohibits local authorities from approving a subdivision plan or plat that does not have access to the state highway system.</li> <li>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.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>2/17/2026: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely</li> <li>2/02/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Allow local agencies to approve subdivision plans or plots that do not have access to the state highway system.</li> </ul>

### 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.



## MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)  
From: Jonathan Stockburger  
Date: April 15, 2026  
Re: Report – Q1 2026 TIP Modifications

### Summary

In the first quarter of 2026 (January - March), the NFRMPO processed one Administrative Modification to the FY2024-2027 Transportation Improvement Program (TIP). The modifications are listed and linked below.

- March 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2026-m3-tip-modification.pdf>

The most recent TIP tables including all Policy Amendments and Administrative Modifications can be found at [www.nfrmpo.org/tip](http://www.nfrmpo.org/tip).

For any questions about the Q1 TIP Modifications please contact Jonathan Stockburger at [jstockburger@nfrmpo.org](mailto:jstockburger@nfrmpo.org).

### Recommendation

None

### Attachments

- None

## Weld County Mobility Committee (WCMC) – MINUTES

March 24, 2026 | 1:00 p.m. to 3:30 p.m.

### Hybrid Location:

The United Way of Weld County, 814 9<sup>th</sup> Street, Greeley, CO 80631

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### Call Meeting to Order, Welcome, and Overview of Agenda

#### Introductions & Icebreaker

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

##### In Person:

- Tyler Lamm, United Way Weld County
- Steve Teets, WAND
- Michelle Trevino, United Way Weld County
- NFRMPO Staff: Tanya Trujillo Martinez, Aaron Hull, Lisa Joyner

##### Virtual:

- Trevor Trepanier, GET
- Celest Ewert, Envision
- Megan Kaliczak, zTrip
- Sarah G, Connections for Independent Living
- Jaclyn Streeter, GoNoCo34
- Michael Ford, Colorado Driver's COOP

#### Approval of September Minutes:

Kaliczak moved to approve the September 2025 meeting minutes, which Lamm seconded; the motion passed unanimously.



## Public Comment

There was no public comment.

## Co-Chair Elections

Hull announced that the WCMC must elect two co-chairs. Torres is currently the sole co-chair and is eligible to serve a second year. Teets nominated Lamm and Ewert to serve as the second co-chair; both declined the nomination. Hull suggested nominating Torres as chair and electing a separate co-chair. Kaliczak nominated Torres to serve as chair. Hull then asked Teets if he would serve as co-chair and asked whether Lamm could assist Teets with online materials and printing. Kaliczak seconded the motion to appoint Teets as co-chair. The motion passed unanimously.

## Mobility Program Updates:

Joyner shared the RideNoCo year-to-date call center data, discussed call center trends, and gave outreach updates.

## Presentations

Trujillo-Martinez provided an update on RideNoCo activities since the previous meeting. She reviewed the RideNoCo website redesign and planned improvements, with a soft launch anticipated in mid-April. She also discussed funding opportunities the mobility program has applied for that fall outside of traditional transportation grants and are more closely aligned with health care, which could be used to enhance call center technology and data collection.

Trujillo-Martinez explained that calls are currently answered by phone. The goal is to create an online form to collect trip requests and send them to transportation providers, creating a closed-loop system. Teets suggested calling



## Hybrid Meeting

riders back to see if they received a ride. Tanya explained that call-backs would be too time-consuming and that the new system would provide that information automatically.

Trujillo-Martinez discussed upcoming initiatives related to Mobility Management and Transportation Demand Management, including the expansion of the Trip Discovery System (TDS). She noted that expanding TDS to additional agencies in Northern Colorado and beyond is a key growth area for RideNoCo. Teets requested an overview of MyWayToGo for new WCMC members, and Hull explained that the platform is like the RideNoCo Trip Discovery Tool but offers additional features such as carpooling and vanpooling options, incentives, and participation challenges.

## Discussion Items

Hull gave an update about replacing the Trip Discovery tool with the MyWayToGo tool on the RideNoCo website. He said MyWayToGo is a more affordable option, and it offers expanded features like carpool and vanpooling, challenges, and incentives. MyWayToGo is working on its own web updates and will have an app. Hull also provided an overview of proposed bylaw updates, noting that the bylaws have not been updated in years. He said the team will work on revisions and present them to the committees in April or May. Trujillo-Martinez added that the bylaws ensure that we meet federally mandated requirements and how we are doing that as a committee.

As part of the bylaw updates, Hull asked the group for their thoughts on combining the three mobility committees into one meeting. He noted the meetings could be held monthly, bi-monthly, or quarterly, and that there is a lot of overlap in information in the three current meetings. He also asked for



## Hybrid Meeting

feedback on location, and having co-chairs representing both Larimer and Weld counties. Teets and Lamm shared a few meeting ideas. Trujillo-Martinez pointed out that people who attend all three meetings often hear the same updates multiple times and said combining meetings could increase participation. Hull also noted that the Northern Colorado committee has higher attendance.

Kaliczak said quarterly meetings would not be frequent enough and favored meeting monthly or bi-monthly. She supported rotating in-person locations with a virtual option and stressed the importance of having representation from both counties. She stressed the importance of sharing information across counties because that is how you learn and grow.

Trepanier agreed with moving to one monthly or bi-monthly meeting and said both county representation is important, especially with the ongoing RTD discussions. He added that county-specific issues could still be addressed through separate meetings if needed.

Hull noted that the bylaws need clearer definitions for membership, voting, and committee size. Teets recommended requiring alternate representatives when members are unable to attend and suggested a minimum of seven voting members.

Trujillo-Martinez emphasized that the committee should lead its own meetings, including agenda development and presentations, and that a minimum number of regular voting members should be required. Trepanier stressed the need to distinguish between committee members and the public. Ewert stated that the majority should constitute a quorum, and Trevino asked whether current attendees are considered voting members.

Hull raised the possibility of renaming the committee to the Regional Coordinating Council. Teets asked about members who attend meetings sporadically and then stop participating. Hull explained that members who miss three meetings would no longer be eligible to vote but could be replaced by a



proxy or alternate. Lamm asked whether there is a limit on how many members from a single organization may serve on the committee.

### 2026 Mobility Action Plan Updates

Hull provided an update on the Mobility Action Plan (MAP), explaining that he is streamlining and updating the document. He reviewed the 2023 action plan goals and progress to date. Teets emphasized the need to share information more broadly, beyond the three primary transportation agencies. Trevino noted the importance of increased collaboration and suggested providing program updates that organizations could link to on their websites. The committee discussed issues related to vouchers and paratransit services.

### Wrap-Up & Member Updates

Trepanier provided an update on the new paratransit service with VIA Transportation. He noted that there is no start date for US34 and proposed names for the route went to the city council.

Ewert announced Envision's 12<sup>th</sup> annual 5k Walk in My Shoes event that will take place on June 6, 2026. Information booths or vendor booths are available.

Kaliczak shared that Transdev's contract ends with NEMT as the broker in June. The State of Colorado has not signed a contract with the new third-party NEMT broker yet, and when that happens, there will be new rules and regulations for all ride providers.



## Hybrid Meeting

Teets summarized a letter from an ADA rider who uses a service dog regarding an incident in which his wheelchair was not properly secured on the bus. After contacting dispatch for assistance, the driver reportedly responded negatively. During the trip, the rider experienced a medical episode, alerted by his service dog, but his requests for help were ignored. He fell from his chair and landed on the floor with his service dog. Upon arrival, an ADA supervisor was present and later characterized the service dog as aggressive. The rider was subsequently informed that he was no longer permitted to use the service.

## Public Comment

There was no public comment.

## Agenda Suggestions

Updates for Greeley Evans Transit's new Paratransit Service with VIA Transportation.

## Meeting Adjournment

Teets made a motion to adjourn the meeting, seconded by Trevino.

## Upcoming Meetings:

1. Larimer County Mobility Committee: April 28, 2026
2. Northern Colorado Mobility Committee: May 26, 2026
3. Weld County Mobility Committee: June 23, 2026

## \*Please note:

- The WCMC and LCMC have changed to **hybrid** meetings and will have an option to meet in-person as well as virtually. Locations for the hybrid meetings will be at the following:
  - The WCMC will be held at The United Way of Weld County office at 814 9<sup>th</sup> Street, Greeley, CO 80631.
  - The LCMC will be held at the Loveland Youth Campus at 2366 E 1st St, Loveland, CO 80537.