North Front Range Metropolitan Planning Organization

Hybrid Meeting

Northern Colorado Mobility Committee Meeting Minutes
November 17th, 2026, from 1:00 p.m. – 3:30 p.m.

Welcome and Introductions

Call Meeting to Order, Welcome, and Overview of Agenda

In-Person:

- AnnaRose Cunningham, City of Loveland
- Bruce Gammonly, SPIN
- Celeste Ewert, Envision
- Robin Upton, CBTC
- WCMC Chair Adrianna Torres, Via Mobility
- WCMC Vice-Chair Steve Teets, WAND

Virtual:

- Amanda Cabot, CDOT
- Ari Edgely, Foothills Gateway
- Bridie Smith, COLT
- Dana Klein, Estes Park
- Jeff Puckett, CSU
- Katlyn Kelly, Transfort DAR
- Kristy Wygmans, PAFC
- Michael Ford, Colorado Drivers Coop
- Michelle Trevino, Weld County United Way
- Monica Wickstrom, Weld County AAA
- Nathan Vander Broek, GONOCO34
- Reese Klotz, Arc of Larimer County
- Tom Christian, City of Greeley
- Trevor Trepanier, City of Greeley
- Tyler Lamm, Weld County United Way
- Yvonne Perches, RAFT

NFRMPO Staff:

- Aaron Hull, Mobility Planner
- Lisa Joyner, Mobility Specialist
- Tanya Trujillo-Martínez, Mobility Director

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Introductions

WCMC Vice-Chair Torres started the meeting at 1:05 pm, reviewed the agenda, and began introductions. Both virtual and in-person attendees introduced themselves and their organizations.

Public Comment

No public comment was made.

Providers & Members Announcements & Updates

WCMC Vice-Chair Teets introduced the providers and members announcements section and asked individuals to share any updates with the group. Teets shared his experience assisting the RideNoCo team at the Weld Project Connect. Wygmans announced that Colorado Gives Day for donating to non-profits is Tuesday, December 8th, with early giving open from November 1 through December 8th. Torres shared that Mobility for All hosted the Mobility Heroes Awards to recognize drivers and transit professionals in Boulder County. Two Via Mobility staff members were recognized as Favorite Professional Driver and Transit Professional.

Approval of Previous Meeting Minutes

Teets moved to approve the August 2026 NCMC meeting minutes, and Ewert seconded. The motion passed unanimously.

Mobility Program Updates

RideNoCo Data & Outreach Updates

Joyner provided updates on the call center call and website-visit data from the beginning of the year compared to 2025. Calls have increased 22%, and website visits have increased 23%.

2027 Meeting Dates & Location Discussion

Hull discussed the proposed meeting dates for 2027, consolidating the three committees into one, and changing the meetings to a bi-monthly format. Hull also shared proposed meeting locations. The group discussed the pros and cons of meeting locations, such as the ability to get there and the costs of renting the meeting space. Locations and dates will remain the same until the bylaws are settled on.

Updated Riders Guide & Website Presentation

Joyner presented a slide highlighting the new Rider's Guide and website, which reflects the MPO's updated colors and branding. She highlighted the website's new ride referral form, which lets users request transportation provider information and be matched with the providers that best fit their needs.

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Mobility Program Updates

The Mobility Program Updates were included as a written report in the NCMC November meeting handouts.

NFRMPO Updates

The NFRMPO Updates were included as a written report in the NCMC November meeting handouts.

Presentations

Colorado Drivers-COOP Presentation – Michael Ford, Outreach Coordinator

Ford, the Outreach Coordinator for the Colorado Drivers Cooperative (COOP), introduced the COOP as a worker-owned rideshare alternative serving the Front Range and statewide Colorado trips, with lower predictable fares, higher driver earnings, and partnership opportunities. Drivers own the cooperative, elect its board, and participate in governance; the cooperative retains 20% for administration while drivers receive about 80% of fares. The cooperative serves trips throughout Colorado, with most activity along the Front Range from Fort Collins through Colorado Springs. Ford said fares are generally 5% to 8% below traditional rideshare pricing, have no surge pricing or booking fees, and provide 24/7 phone, email, and in-person support. Customers can request on-demand rides through the app, arrange rides through staff, or pre-schedule rides up to seven days in advance without a booking fee.

In response to Perches questions about areas that are served, Ford said the cooperative has some drivers in Greeley, but fewer drivers in Northern Colorado than in Denver. A ride with less than 24 hours notice may be accepted, and customers receive a notification when a driver picks it up; pre-scheduling increases the likelihood of finding a ride.

Ford discussed that drivers receive disability training, and they can pair riders and drivers based on language or gender when possible. Ford said riders using walkers can be served, and translation services can support communication when a driver and rider do not share a preferred language. Drivers must be at least 21, have a valid license, registration, insurance, inspection, Colorado plate, and dash camera, and complete a $50 background check using an SSN or ITIN. Vehicles must be 16 years old or newer, have at least four doors, and have no more than 200,000 miles; English-language proficiency is not required.

When asked about the per-mile rate, Ford did not provide a specific figure and said pricing is consistent and generally below Uber and Lyft. They offered to follow up with the exact rate. At the end of the meeting, he placed the costs in the chat. Fees are $7.00 minimum, the base fare is $3.50, $1.28 per mile, and a wait time of $.05 per minute. Wheelchair accessible vehicles have a

minimum fee of $25.00 and $6.00 per mile. An XL SUV has a minimum fee of $15.00 and $2.17 per mile.

Perches requested flyers and handouts for Berthoud. Ford agreed to send materials by email or arrange for a driver to deliver them and asked Yvonne to email the requested quantity and type.

SPIN Presentation – Bruce Gammonley, City Operations Manager

Gammonley introduced himself as the City Operations Manager for SPIN. He described SPIN's e-bike and e-scooter programs as first- and last-mile connections, highlighting ridership growth in Greeley and Fort Collins, community partnerships, reduced-cost access, and a free adaptive bike library. He explained that micromobility typically uses e-scooters, e-bikes, or both to connect people to transit and destinations when a bus stop or final destination is not within convenient walking distance. Programs may be public or operated by a private company under contract with a city.

SPIN's Greeley program was initially limited to downtown, UNC, and the connecting area, with the goal of linking students to downtown businesses and activities. It recorded more than 26,000 trips in the reported year, nearly 35% more than the comparison year, completed more than 400 repairs, and recently graduated from a pilot program.

Fort Collins recorded more than 200,000 SPIN trips in the reported year. Gammonley said 30% to 40% of trips replace personal-car trips, corresponding to an estimated 27 to 36 metric tons of avoided carbon emissions annually, and SPIN supplied 156 vehicles for local tours and events.

Gammonley discussed the program called SPIN Access. This program reduces the normal ride price to less than 20% for eligible residents enrolled in programs such as Medicaid, food assistance, or qualifying student aid. More than 300 people used the program for over 2,600 trips, and designated equity areas can provide free rides when a trip begins at participating community resource locations. These free ride areas can be found on the app.

Fort Collins offers free adult recumbent, cargo, and hand-powered trikes. Riders reserve a vehicle with at least 72-hour notice, and SPIN delivers and retrieves it; overnight or multi-day use may be permitted when an organization provides secure storage. Fort Collins offers free adaptive bikes such as adult recumbent, cargo, and hand-powered trikes. Riders reserve a vehicle with at least 72 hours' notice, and SPIN delivers and retrieves it; overnight or multi-day use may be permitted when an organization provides secure storage.

The committee raised concerns about unsafe riding, improper parking, damaged devices, and limited infrastructure in Greeley, and Bruce explained SPIN's geofencing, reporting, enforcement,

education, and battery-safety controls. Gammonley discussed that each SPIN vehicle uses GPS and can be placed in no-ride, no-parking, slow, or designated parking zones. When a rider leaves a geofenced area, the device can beep, reduce, or cut power, and display an app warning; vehicles found outside the service area may have been physically removed rather than ridden there. Riders must photograph the vehicle at the end of each trip. Software checks whether the device is visible, obstructs access, or is parked improperly. Warnings, declining rider scores, suspensions, and permanent account bans may follow repeated violations, and reporting is available through the app, vehicle phone number, or city-specific SPIN email.

For keeping the sidewalks clear, Gammonley said SPIN can install marked parking boxes or bollard-protected areas and provide rider credits for parking there. A Fort Collins parking study identified high-conflict neighborhoods; after parking boxes were installed, complaints dropped to less than 10% of their prior level. SPIN conducts safety outreach events and distributes helmets at community events rather than attaching helmets to every device. Gammonley acknowledged the need for continued education and said SPIN meets monthly with UNC and the City of Greeley, with additional safety and community-engagement events expected.

Discussions

Mobility Case Studies

Hull presented a case study about a person who needed to get from Greeley to Denver for a Medicaid court appeal and a second case from Johnstown to Loveland for a medical procedure that requires sedation.

The first case involved a low-income veteran over 60 who uses a walker and needed same-day transportation from Greeley to Denver for a Medicaid appeal. The identified gaps were the Denver connection, affordability, reliability, and mobility accommodations. Members considered Drivers Cooperative, transfers between local services and regional transit, 60+ Ride, Dial-A-Ride, Bustang, RTD-area connections, and volunteer transportation. A local service might connect the rider to a larger transit network, but funding boundaries and accessibility requirements make the trip difficult to coordinate.

The group discussed that calling 211 is intended as an emergency or last-resort service rather than routine gap transportation. Repeated use may be limited or denied, so it should not be treated as a dependable solution for recurring court or medical appointments.

The second case involved a person over 60 from the Weld County side of Johnstown who needed transportation to and from Loveland after a medical appointment involving sedation. The person was not low-income, did not qualify for Medicaid or veteran services, and could not drive immediately afterward. Members suggested MedRide and TransComfort because they are the

only transportation providers in the area that can transport individuals after sedation. The group also noted that UCHealth may require proof of a transportation plan before sedation and that some providers can arrange transportation through hospital accounts, although those options are not broadly advertised.

Wrap Up

Next Meeting Agenda Suggestions

Hull announced that the February meeting is expected to include MediDrive and economic development representatives from Larimer and Weld Counties.

The committee discussed a possible joint or tri-regional meeting involving Denver-area partners such as DRMAC, Mobility for All, and other regional agencies. Staff said coordination among three regional agencies would require additional planning and may be addressed next year.

Meeting Adjournment

NCMC November meeting at 3:18 pm.

Upcoming Meetings*

- Weld County Mobility Committee (WCMC): December 15th, 2026
- Larimer County Mobility Committee Meeting (LCMC): January 27th, 2027
- Northern Colorado Mobility Committee Meeting (NCMC): February 23rd, 2027

* Please note:

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