

Dedicated to protecting and improving the health and environment of the people of Colorado

**October 2023 Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
Thursday, November 2, 2023**

Air Pollution Control Division (Division) Updates:

- The Division is hosting a [Greenhouse Gas \(GHG\) Verification Intensity Protocol](#) public meeting on Wednesday, January 10, 2024, 1-2:30 p.m. The virtual event will include a Division presentation on the final intensity verification protocol, a question and answer session, and opportunity for public comment. [Register to join the January 10 meeting](#).
- The Division is hosting virtual event to provide information about GHG emission reduction planning for the oil and gas midstream segment on Wednesday, November 8, 10-11 a.m., and Wednesday, November 15, 6-7 p.m. To support community understanding and engagement with this planning process, the Air Pollution Control Division will convene and lead the Environmental Justice Community Meetings. [Register to join the November 8 meeting virtually](#). [Register to join the November 15 meeting virtually](#).
- The Division will begin a [toxic air contaminants monitoring program](#) by January 1, 2024. The division is seeking input and feedback to help inform the location of the final three of six monitoring sites. The virtual event is scheduled for Tuesday, November 14, 6 - 8 p.m. [Register to join the November 14 meeting virtually](#).

Air Quality Control Commission (Commission) Updates:

October 17, 2023 Air Quality and Health Symposium

- The Commission and Colorado School of Public Health hosted the 2023 Air Quality and Health Symposium to provide an update on some of the most critical air quality issues facing Colorado including the effects of ozone and particulate matter and the overarching and linked issues of environmental justice and cumulative impact. The symposium also covered climate change and its consequences for health of Colorado residents. Meeting materials are available [here](#).

October 18-20, 2023 Commission Meeting

- The Commission adopted revisions to Regulation Number 20 to establish new requirements applicable to light and medium duty vehicles. The final standard directs vehicle manufacturers to make and sell more electric vehicles starting with model year 2027. Electric vehicles are defined as zero-emission vehicles, including battery-electric, plug-in hybrid electric, and fuel cell electric vehicles. By model year 2032, the Colorado Clean Cars standard will direct vehicle manufacturers to sell 82% electric vehicles. The standard also requires new

conventional cars and passenger trucks to produce less air pollution. See the Division's [press release](#) for additional information.

Upcoming Commission Activities

November 16, 2023 Commission Meeting

- Representatives from the Colorado Energy Office and the Division will discuss updates to the Colorado GHG Emission Reduction Roadmap with the Commission and progress made towards the Commission's sector based emissions targets established in the GHG Reduction Strategy Contingency Process Resolution.
- The Division, at the direction of the Commission, shall report to the General Assembly every odd-numbered year after 2019 regarding the progress toward any newly available, final cost benefit or regulatory analysis that address climate change, such as implementation of climate adaptation policies or accelerating deployment or cleaner technologies. The Division will also provide an overview of information to be included in the report to the General Assembly on progress towards GHG targets and goals. The Division will provide an update to the Commission on the development of GHG reduction plans for O&G midstream fuel combustion equipment by the Midstream Steering Committee under the program established by Regulation Number 7, Part B, Section VII.
- The Commission adopted revisions to Regulation Number 27 adding new revisions to reduce GHG emissions for the industrial and manufacturing sector, and make any necessary revisions to reduction strategies for Energy Intensive, Trade-Exposed Manufacturing Source Audit Program, in response to HB19-1261 and HB21-1266.
- The Division will provide the Commission with an overview regarding the Title V permitting issues as well as community topics such as: releases, recent shutdown, fenceline monitoring and cumulative air impacts.
- Briefing on nuclear energy by Michael Fox from the Department of Environmental and Radiological Health Sciences at Colorado State University, Jim Grice from the Hazardous Materials and Waste Management Division, and Will Toor from the Colorado Energy Office.





RAQC's Lawn and Garden Equipment Electrification Initiatives

Presentation to the
North Front Range Metropolitan Planning Organization

Mike Silverstein
November 2, 2023

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Lawn & Garden Equipment Electrification Incentives

RAQC's Mow Down Pollution Programs – Electrifying Lawn and Garden Equipment

- Government & Public Entities Program - \$2 million for 2023/24
 - Up to \$100,000 for each agency
- Commercial Program - \$120,000 and growing for 2024
 - Up to \$3,000 for each operator/round
- Residential Program - \$150,000 for 2024
 - \$75-\$150 vouchers

State Electrification Incentives

- 30% “point of sale” instant discount from retailers during 2024-2026

RAQC fundraising efforts to focus on increased and long-term incentives for all electrification efforts

- Corporate and private contributions, Local/State/Federal grants

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Lawn and Garden Equipment – Regulatory Proposal

- RAQC Board approved regulatory recommendations to reduce emissions from lawn and garden equipment – 2-year stakeholder process
- “Sales Strategy”
 - Prohibit the sale of gas-powered push and hand-held equipment in the nonattainment area, beginning in 2025.
- “In-Use Strategy”
 - Prohibit governments use of gas-powered push and hand-held equipment in the nonattainment area, during June-August, beginning in 2025.
 - Prohibit commercial operators’ use of gas-powered push and hand-held equipment in the nonattainment area, during June-August, beginning 2026.
- This recommended regulatory approach was presented to the Air Quality Control Commission and approved for public hearing to occur in December 2023.

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Lawn & Garden Equipment Control Strategies

What the proposed regulatory requirements are not:

- The restrictions on sales of gas-powered push and hand-held L&G equipment are not statewide but proposed for the nonattainment area only, so this equipment would be available for sale outside the nonattainment area.
- Restrictions on the sale and use of larger gas-powered riding equipment and tractors are not included in this emission control strategy proposal.
- The sales and seasonal use restrictions are not intended to apply to forest or grassland management nor do these restrictions apply to fire hazard reduction activities in or near wildland areas or the wildland urban interface.
- The seasonal use restrictions are not intended to apply to abating or preventing damage during a declared emergency.
- The sales and seasonal use restrictions are not intended to apply to equipment used by first responders to provide emergency services.
- Restrictions on residential use of gas-powered lawn and garden equipment are not included in this emission control strategy proposal.

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Small Engine Lawn & Garden / Parks Equipment Proposal Comparison		
Proposal Element	RAQC REGIONAL AIR QUALITY COUNCIL	Air Pollution Control Division (APCD)
Area covered	Nonattainment Area	Statewide
Engine Size Restricted	10 Horsepower or less	25 Horsepower or less
Sales Prohibition	January 2025	N/A
State Government Agency Restrictions	June 2025	June 2025
Local Government Restrictions (municipalities and counties)	June 2025	June 2026
Federal Government Restrictions	June 2025	No restrictions
Colleges and Universities	June 2025	No restrictions
Residential Use Restrictions	No restrictions	No restrictions
School Districts	June 2025	No restrictions
Water Districts, Fire Districts,* and other Special Districts	June 2025	No restrictions
Commercial Use Restrictions (besides public entity contracts)	June 2026	No restrictions
HOAs and similar entities	June 2026	No restrictions

*Fire districts are covered for normal landscaping operations (i.e., around the firehouse). Emergency and fire prevention efforts are exempted.

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\$7 Million Funding Request from the Regional Air Quality Council

Small Business grant programs to help small commercial operators switch to electric lawn and garden equipment.

- Commercial operators are frequently running gas-powered equipment 6-8 hours/day and electrifying the industry will have an immediate, meaningful impact on ozone.
- Commercial lawn and garden companies have a higher percentage of minority ownership than other industries. As regulations restrict operations, grants will help ensure that small, minority-owned businesses continue to thrive. **RAQC requests \$3 million over State FY 25-27.**

Expansion of Mow Down Pollution residential program.

- A single mower, running for an hour, has the ozone equivalent of driving 300 miles. Leaf blowers are equivalent to 1,100 miles driven. Expanding the RAQC's program from \$250,000 annually (funded through local government and corporate contributions) to **\$1 million will allow RAQC** to swap out approximately 10,000 pieces of equipment across the front range.

Public Sector grants.

- The RAQC is currently executing a contract to spend 1.5 million of one-time General Funds (through CDPHE) to electrify public agency lawn and garden equipment. Creating a continual program will allow us to help local governments year after year. **RAQC requests \$3 million over State FY 25-27.**

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Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 10/25/23

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 November 2, 2023 Council Meeting.

Summary:

In October, the Air Quality Control Commission (AQCC) held a joint meeting with the Board of Health and hosted an Air Quality and Health Symposium. In addition the AQCC adopted rules relating to low emission vehicles (LEV) and zero emission vehicles (ZEV), greenhouse gas (GHG) control requirements for specific industrial manufacturing facilities. The AQCC also set a February 2024 rulemaking hearing to consider setting fees for GHG emissions. Also in October, ozone related information was presented at the RAQC Board Meeting.

Several other national air quality efforts will also impact Colorado, including at Colorado's ozone monitors. Notably, vehicle fuel manufacturers and distributors must supply reformulated gasoline to the Denver Metropolitan North Front Range during summer months beginning in 2024, Utah emission sources' requirements to reduce air pollution impacting Colorado were stayed, delaying reductions in ozone precursor pollutants that would benefit Colorado.

Highlights of AQCC Efforts:

The AQCC hosted an Air Quality and Health Symposium. Summer 2023 ozone levels in Colorado were discussed and workshops held on communicating health risks, air toxics, air quality monitoring and ozone and particulate matter.

The AQCC adopted [revisions to Colorado Low Emission Automobile Regulation \(Reg 20\)](#). In short, AQCC adopted part of CA requirements for manufacturers and dealers to make and sell more low emission vehicles (LEV) and zero emission vehicles (ZEV) beginning in 2027, increasing percentages sold in 2032 to 82%. Adoption of these revisions complement the AQCC's April 2023 adoption emission standards for medium and heavy duty vehicles and reporting requirements for fleets of 20 or more trucks.

The AQCC took final action adopting revisions to Greenhouse Gas Emissions and Energy Management for the Manufacturing Sector (Reg 27) establishing GHG control requirements for 18 industrial manufacturing facilities and establishing a trading program.

The AQCC set a February 2024 rulemaking hearing to consider revisions Emissions Reporting and Permitting Regulation 3 establishing fees for GHG emissions state-wide that apply to 2024 emissions and make use of existing reporting frameworks. Fees are calculated by dividing \$8.3 million by the percentage of total GHG emissions sources or companies emitted.



Regarding the Ozone SIP and associated regulations rulemaking hearing scheduled for December 2023. There are 16 parties to the rulemaking, including the RAQC and Weld County. The related Lawn and Garden Equipment Reg 29 rulemaking hearing scheduled in December 2023 has 6 parties to this rulemaking, including the RAQC and Weld County.

At the October RAQC Board meeting, EPA presented information on how they approach reviewing and approving SIPs. Note there was an inconclusive discussion related to transportation conformity and project funding impacts if modeling does not demonstrate attainment by the attainment date. RAQC staff presented information on ozone, wildfire impacts on ozone levels, and additional control strategies being considered for future ozone SIPs.

Highlights of Other Air Quality Efforts:

EPA made a [final determination](#) triggering fuel manufacturers and distributors to provide only reformulated gasoline standards during summers in the Denver Metropolitan North Front Range beginning in 2024. This action prohibits the sale of conventional gasoline throughout the entire nonattainment area (excluding northern Weld County) and instead requires reformulated gasoline to be sold. This is anticipated to increase fuel costs in the region.

EPA granted Colorado's request to reconsider a limited disapproval of certain elements of Colorado's Ozone SIP. Importantly, this action allows Colorado more time to work on resolution.

EPA stayed Good Neighbor Federal Implementation Plan requirements for Utah sources (and in other states), delaying any emission reduction benefits at Colorado ozone monitors. Recall that Utah was shown to significantly contribute to high ozone levels at Colorado's monitors.

BLM announced intentions to undergo a programmatic environmental impact assessment of oil and gas operations in the Gulf of Mexico Outer Continental Shelf. Note that weather patterns and EPA's transport analysis indicate emissions from this area can impact ozone in Colorado. Comments are due November 1, 2023.

Next Steps:

The Council may want to decide if and how to share comments on December AQCC Ozone and/or Lawn and Garden Equipment hearings.

Upcoming Meetings:

- 10/26/23 RAQC/Ramboll/APCD Modeling Forum - register [here](#)
- 11/3/23 RAQC Board Meeting
- 11/16/23 AQCC November Monthly Meeting - GHG and Suncor related briefings
- 11/8/23 Colorado Legislative Interim Committee on Air Quality
- 12/12-15/23 AQCC December Monthly Meeting - Ozone SIP and associated regulations Rulemaking Hearing and Lawn and Garden Equipment Rulemaking Hearing



November 1, 2023

Ms. Jojo Law, Administrator
Office of Colorado's Air Quality Control Commission
Colorado Department of Public Health and Environment
4300 Cherry Creek Dr. S.
Denver, CO 80246-1530

Dear Ms. Law,

On behalf of the North Front Range Metropolitan Planning Council (NFRMPO), in Northern Colorado, we are writing to submit comments to Colorado's Air Quality Control Commission (AQCC) for consideration associated with the Ozone State Implementation Plan (SIP) rulemaking hearing and the related Lawn and Garden Equipment rulemaking hearing, both scheduled for December 2023. The NFRMPO is a regional body that represents 15 member governments in both Weld and Larimer counties, charged with regionally addressing transportation and transportation related air quality issues. The NFRMPO actively participates in SIP developments and supports ozone reduction strategies through numerous outreach activities. We also prioritize transit and non-motorized forms of transportation and initiate and support transportation demand management (TDM) strategies.

We appreciate your dedication to addressing Colorado's air quality and appreciate the opportunity to provide comments as you consider revisions to Colorado's ozone SIP and associated rules in December 2023. Generally, we want to highlight the role of local governments in providing valuable input in the public process and their challenges to nimbly respond to dynamic changes from proposal to hearing. The NFRMPO requests that the AQCC not consider any alternative proposals at the December 2023 meeting, including for lower MVEBs, that have not undergone any public process or have not been analyzed as required by the AQCC's procedural rules, including for economic impact. In addition, the NFRMPO asks that the AQCC consider the following more specific comments on the proposed Motor Vehicle Emission Budgets (MVEBs), accounting for non-locally controllable contributions, and proposed lawn and garden equipment regulations.

MVEBs

The NFRMPO supports the proposed MVEBs for inclusion in the Air Quality Standards and Ozone SIP. We anticipate being able to meet those currently proposed values included in the Air Pollution Control Division's (APCDs) proposal. Should any lower values be proposed, the NFRMPO requests sufficient time to evaluate the impact of those lower values and provide comments to the AQCC before any final decision is made. The North Front Range is growing and there are a number of planned and approved transportation projects in various stages of implementation, thus the NFRMPO would need to conduct modeling to determine conformity with lower MVEBs. Additionally, any official comments must



undergo NFRMPO Council review prior to submittal, and the Council only meets monthly. For both of these reasons the NFRMPO requests that the AQCC provide sufficient time, 45 days, to evaluate and provide comments on any proposal that lowers MVEBs than those included in the APCD's proposal.

Ozone Contributions

The NFRMPO recognizes ground level ozone's very real public health impact and supports efforts to mitigate that impact. At the same time, it is getting harder and harder to solve the region's ozone issues by focusing solely on Colorado's own man-made contributions to those ozone levels. In fact, Colorado's own locally grown ozone precursor pollutants have decreased over time. ¹ The SIP planning process continues to focus on smaller contributions which are locally controllable to curb ozone levels, and appears to discount evidence of larger contributions coming from background levels, natural sources and other contributions outside of Colorado's authority and ability to control. As a result, the NFRMPO inquired of EPA on, "... how to address high background ozone including, initial and boundary conditions, other states transport, Canada and Mexico transport, and fires and biogenic emissions contributing to high ozone levels at Intermountain West ozone monitors and for which the local area does not have the authority to control." ²

Table 1 – Colorado's 2023 Projected Ozone Values and Contribution Percentages at NFRMPO Monitors³

Monitor	Monitor ID	2023 Projected Max Design Value (ppb)	Colorado Man-made (%)	Outside CO but within 36 km grid* (%)	Natural* (%)	Boundary Conditions^ (%)	Non-locally Controllable@ (%)
RMNP	80690007	65.06	16	9	10	64	83
FCW	80690011	64.82	22	10	12	55	77
FTC	80691004	66.55	21	10	12	56	77
GRET	81230009	64.71	21	11	11	56	78

+ Combines contributions from other states, and Internationally.

* Does not include contributions from Fire

^ Combines contributions from Initial Boundary Conditions and Boundary Conditions International

@ Sums contributions from Initial and Boundary Conditions, Boundary Conditions International, other states, Natural

¹ Ramboll "Severe 75 ppb and Moderate 70 ppb SIP Modeling – Results and Lessons Learned" presentation at Regional Air Quality Council's Fall 2023 Modeling Forum, held Oct. 26, 2023. See "Colorado Emissions (1995-2022)" graph on slide 4. Downloaded 11/1/23 from: https://raqc.egnyte.com/dl/itcSzsCS9U/Severe-Moderate-SIP_Lessons_ModForm_2023-10-26v2.pdf

² North Front Range Metropolitan Planning Organization, Chair S. James Letter to EPA Administrator Michael Regan. Oct. 11, 2023.

³ Regional Air Quality Council's "2023 Local Source Apportionment Analysis." Prepared by Ramboll/Alpine, April 2021. Downloaded 8/29/23 from: [raqc.egnyte.com/dl/VHRCCKBuru/Dashboard_LocalAPCA_mda8_v2021.03.17_\(1\).xlsx](https://raqc.egnyte.com/dl/VHRCCKBuru/Dashboard_LocalAPCA_mda8_v2021.03.17_(1).xlsx)



Lawn and Garden Equipment

The NFRMPO supports the intent behind both the APCD and the RAQC's lawn and garden equipment proposals to address emissions from this source category. Both proposals would benefit by adding clarity to definitions, applicability, exemptions and more, along with more public process. We are unclear as to exactly which entities each proposal applies, to what extent third party contractors to those entities are regulated, and how the exemptions apply. We suggest the proposals reference a list of applicable entities or possibly governments specific to the nonattainment area.⁴ In the case of contractors, please clarify who is responsible for making decisions about exemptions, keeping records, and reporting – the governmental entity or the contractor.

In the case of the RAQC's proposed sales prohibition, we would like to better understand who the implementing authority will be, how the rule will be implemented, how compliance will be determined and how non-compliance will be handled.

Regardless of proposal version, this lawn and garden equipment regulation will be difficult to administer as there are many proposed exemptions making it difficult to know who will be affected and to what degree. Additionally, the proposed timing will be difficult for regulated entities to implement, and a more realistic timeline and perhaps staggered timeline should be considered.

To summarize, the NFRMPO recognizes ozone is a complex and challenging air quality issue for our region and does not take our role in the solution lightly. In fact, we are taking care to better engage with our partners in the matter. We appreciate the AQCC's time and consideration of these comments relating to the AQCC's consideration of unsupported alternative proposals, further lowering of proposed MVEBs, ozone planning and contributions outside of Colorado's authority and ability to address, and requested clarity around both proposals to regulate lawn and garden equipment.

Please contact Suzette Mallette with any questions at smallette@nfrmpo.org.

Sincerely,

Scott James

NFRMPO Chair

⁴ See Colorado's Department of Local Affairs' listing of Colorado government entities at: <https://dola.colorado.gov/lgis/lgType.jsf>



RideNoCo Implementation Update

Planning Council



North Front Range
Metropolitan
Planning
Organization

November 2, 2023

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RideNoCo Background



Larimer County Senior Transportation Implementation Plan





North Front Range
Metropolitan
Planning
Organization

- 2013-2018 Larimer County Strategic Plan set a goal to evaluate the transportation needs and challenges for seniors across the County.
- Assessments and pilots set stage for One Call/One Click Center identified in Larimer County Senior Transportation Implementation Plan.
- Learn more at about the road to RideNoCo at:
www.nfrmpo.org/mobility/ococ-project/

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Council Funding Support



- **2020:** Planning Council approves \$1.2 million in funding for the expansion of the Mobility Program:
 - \$600,000 in MMOF; \$600,000 in Fort Collins Exchange Funds
 - **\$568,535.86 expended as of Aug 2023**
- **2022:** Council approves an additional \$600,000 in funding for the continued operation of RideNoCo
 - \$300,000 in MMOF; \$300,000 in Fort Collins Exchange Funds
 - **Contracting anticipated in 2024**

Despite uncertainties due to the pandemic and subsequent adjustments to the implementation plan, RideNoCo continues to be on track to expend funds in a timely and sustainable manner

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Connecting You & Northern Colorado



Connecting You & Northern Colorado embodies the two overarching goals of the program:

1. Improving **individual mobility**, particularly for older adults, individuals with disabilities, individuals with lower incomes, and people who do not speak English as a first language.
2. Improving **regional mobility** through enhanced coordination and collaboration among regional public and private transportation providers, especially in rural areas of Larimer & Weld counties.



**RIDE
NOCO**
CONNECTING YOU & NORTHERN COLORADO

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Connecting You & Northern Colorado



RideNoCo is a system that:

The vision of RideNoCo is to **develop a coordinated system that schedules rides across multiple providers with seamless and accessible options for users.**

1 2 3

Is **simple** for anyone to easily find information about available transportation options



Has **robust financial capabilities** related to trip costs, trip payment, invoicing, and eligibility



Provides and shares accurate information to allow for **data-driven decisions**



Empowers and enables providers to share trips to make the best use of vehicles and provide more rides

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Phased Roll Out



Phase 1

2021

Website + Call Center

- Introduction of RideNoCo
- Central hub to identify transportation options across region and beyond



Phase 2

2022

Trip Discovery

- Ability to find and plan trips on public transit and human service providers in region
- Utilizing GTFS-Flex technology



Phase 3

2023

Trip Scheduling

- Long-term vision to find, plan, and book ride in one place across multiple providers
- Laying foundation for coordination as region grows by adopting Transactional Data Specifications (TDS)

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Phase 1: Transportation Assistance Call Center



(970) 514-3636

Monday – Friday
8 am to 5 pm

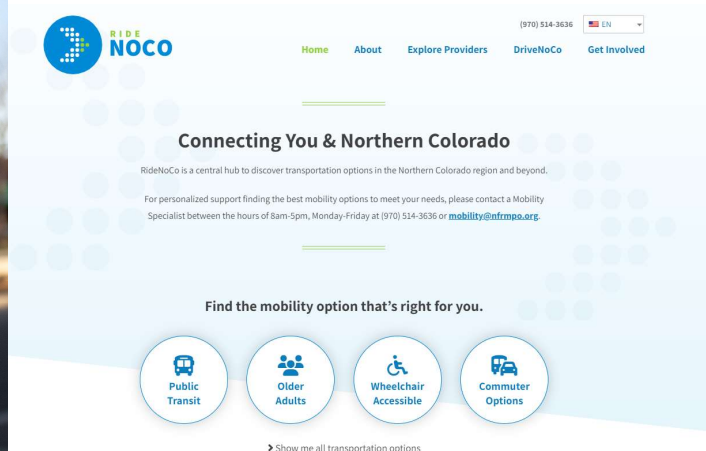
Callback within one business day



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RideNoCo Website: www.ridenoco.org



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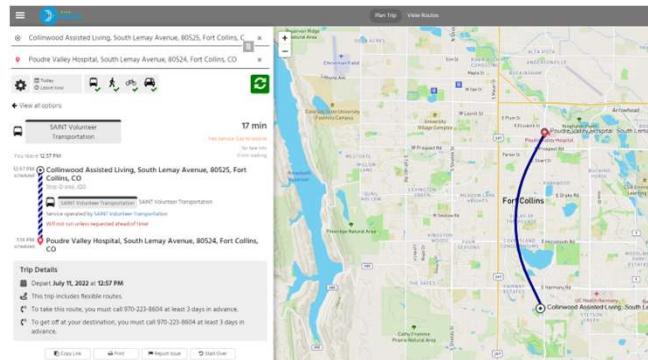
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Phase 2: Trip Discovery Tool



- Utilizes GTFS-Flex to incorporate “demand-response” providers into trip planner
- Providers in Planner:

Transfort	City of Loveland Transit (COLT)
Greeley-Evans Transit (GET)	Berthoud Area Transportation System (BATS)*
Bustang	Estes Transit
SAINT*	RAFT*
60+ Ride*	Via Mobility
RTD	SPIN e-scooters/e-bikes
Rocky Mountain National Park Shuttles	



*GTFS-Flex Databases created by Trillium as part of Trip Discovery project

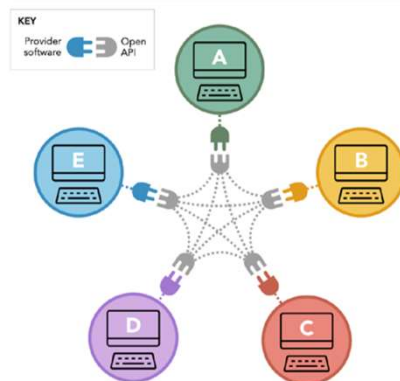
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Phase 3: Trip Scheduling



RideNoCo Interoperability using Transactional Data Specifications (TDS)



- A: RideNoCo
 - RideSheet
- B: North 40 Mountain Alliance
 - RideSheet
- C: 60+ Ride
 - RideScheduler
- D: Berthoud RAFT
 - Spedsta
- E: SAINT
 - Spedsta

Source: AARP Public Policy Institute, “Modernizing Demand-Responsive Transportation for the Age of New Mobility”

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Phase 3: Trip Scheduling



Upon completion in early 2024, RideNoCo will be able to conduct initial intake on behalf of volunteer providers and seamlessly share client info with and among providers; volunteer providers able to exchange riders and trips to facilitate cross-county and jurisdictional trips



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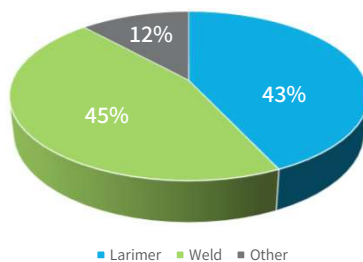
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Call Center Stats

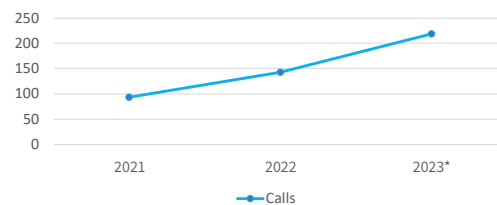


Year	Calls/Emails	Website Visits
2021	94	772
2022	143	1,986
2023*	219	3,070
Total	456	5,828

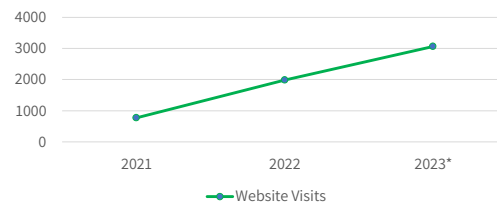
Calls by County



Calls



Website Visits



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Common Transportation Gaps Heard



As RideNoCo approaches the 3-year mark, the following transportation gaps are frequently expressed:

- ***Transportation between communities in the region:***
 - Between Loveland & Fort Collins
 - Windsor into Greeley, Fort Collins, Loveland
- ***Transportation to medical appointments in Metro Denver:***
 - Particularly Anschutz Campus in Aurora
- ***Availability and affordability in rural areas***
 - Via Mobility Weld County service addressing these needs
- ***Affordable and reliable wheelchair accessible transportation***

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Expanded Program Deliverables – 6 Months



- Within 6 months:

Deliverable	Notes
Hire Mobility Manager + Staff	Hired Mobility Director (2020), Mobility Planner (2021), and Mobility Specialist (2023)
Acquire branding for the program	RideNoCo brand launched Fall 2021
Issue RFP for trip discovery and trip dispatch software	Trip Discovery Tool completed in 2022; Trip Scheduling in progress
Coordinate with Larimer County and Weld County transportation providers to integrate services, including creating common reporting and customer service standards	Currently in development as part of the Trip Scheduling Project
Identify and implement internal program measurements to track progress and implementation	Developed in 2021

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Expanded Program Deliverables – 1 Year



- Within 1 Year:

Deliverable	Notes
Complete RFP and procurement process, including Implementing trip discovery and trip dispatch software	Trip Discovery tool completed in 2022; Trip Scheduling project in progress
Coordinate with Larimer County and Weld County transportation providers and human service agencies to identify gaps, problems, or other issues to address	Ongoing at Mobility Committee meetings
Build relationships with healthcare providers and veterans services to coordinate rides	Trip Discovery Tool completed in 2022; Trip Scheduling in progress
Promote program through ongoing outreach and partnership building	8,543 Rider's Guides distributed and 84 community presentations since January 2021
Provide rides using Call Center, website, and/or app	Trip Scheduling project advances this vision
Identify gaps and efficiencies and incorporate findings into program	Ongoing

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Expanded Program Deliverables – 3 Years




- Within 3 Years:

Deliverable	Notes
Identify and apply for sustainable funding prior to the expiration of MMOF funds	Planning Council approved additional MMOF set aside in 2022
Create Regional Coordinating Committee, a combined LCMC and WCMC meeting	Joint Mobility Committee meetings in 2021 & 2022; quarterly Northern Colorado Mobility Committee began in 2023
Have standard reporting processes across transportation providers, allowing new providers to more easily join program in the future	Currently in development as part of the Trip Scheduling Project

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Connect with the RideNoCo Team




Cory Schmitt
Mobility Director
cschmitt@nfrmpo.org
(970) 999-0072

Brooke Bettolo
Mobility Planner
bbettolo@nfrmpo.org
(970) 672-0677

Lisa Deaton
Mobility Specialist
ld Eaton@nfrmpo.org
(970) 300-1076

RideNoCo
8am-5pm, Monday-Friday
mobility@nfrmpo.org
(970) 514-3636



17



Larimer County Mobility Committee (LCMC)—MINUTES
October 24, 2023
1:30 p.m. – 3:00 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Connie Nelson-Cleverley, SAINT
- Megan Kaliczak, zTrip
- Nicole Limoges, Larimer County Office on Aging
- Ari Edgely, Foothills Gateway
- Jacque Penfold, Member of the Public
- Steve Conaway, RAFT
- Bridie Smith, COLT
- Katlyn Kelly, Transfort
- Vanessa Solesbee, Town of Estes Park
- Kimberly Baker, Larimer County Department of Health and Environment
- Anais Campbell, ARC of Larimer County
- Aaron Oberndorf, Division of Vocational Rehabilitation
- Cynthia Louis, Transfort
- Sarah Thorne, Colorado Energy Office
- Lisa Bitzer, Via Mobility Services

NFRMPO staff: Cory Schmitt & Brooke Bettolo

2. Review of Agenda

3. Public Comment (2 minutes each)

4. Approval of July Meeting Minutes

Kaliczak motioned to approve the July minutes. Oberndorf seconded the motion, and it was approved unanimously.

INTRODUCTION + ICEBREAKER

The group introduced themselves and shared who taught them to ride a bike.

PRESENTATION

1) Colorado Ebike Rebate Program – Thorne

Thorne shared a presentation about the [Colorado Ebike Rebate Program](#). Campbell asked if the staff are able to support applicants with disabilities, and they can upon request over the phone. English and Spanish flyers were shared with the group following the meeting. Oberndorf asked about resources for learning how to ride a bike. The City of Fort Collins has a [Bike Buddy program](#) and [upcoming classes](#) to support new riders. In the chat, Louis pointed out that ebikes can only ride outside the bus, but many do not fit due to the size of the tires, and that there is an issue of theft.



DISCUSSION ITEMS

2) Ebike follow up discussion- All

Conaway pointed out that poor infrastructure can still be a barrier for cycling. Kaliczak mentioned that while ebikes might not be ideal for older adults, people in rural areas, or people with disabilities, they might be a good solution for younger folks to improve mobility as they age. Kelly mentioned that the City of Fort Collins works to ensure bus stops are clear of snow, and Louis mentioned that community members can report blocked bus stops and bike lanes to her staff, and/or fill out an Access Fort Collins request. Smith stated that Loveland residents can call the main COLT number for snow removal in bike lanes and bus stops.

Thorne mentioned a grant opportunity where they are looking for projects to give ebikes to a target population. More information can be found [here](#). Campbell shared an interest in a toolkit of resources for agencies and organizations who want to support clients with intellectual and developmental disabilities, perhaps based off the travel training curriculum already created with Transfort. Schmitt suggested that Campbell attend NoCo Bike and Ped Collaborative for support.

3) Mobility Case Studies- Bettolo

Case study #1-Bettolo went over a mobility case study involving a 70-year-old man who needs ongoing rides from his home in Loveland to PVH in Fort Collins. He is not comfortable using public transportation because he walks with a cane and feels unstable.

Kelly stated that he could take Loveland paratransit then utilize a Dial-a-Taxi voucher or get him to the take FLEX in between Loveland and Fort Collins, then finish the trip with Fort Collins Dial-a-Ride. Smith recommended the same idea, that he may be able to start his ride using the Loveland paratransit, then use a Dial a Taxi voucher or take the FLEX in between. If he has Dial-a-Ride eligibility in both Loveland and Fort Collins, he may be able to bridge the gap with a Dial-a-Taxi voucher. According to Kelly, paratransit does not matter where you live, but if you can get within the service area, you can use the service as a “visitor.” Campbell shared that Disabled Resources helps people get connected with public benefits and the Arc of Larimer County can assist with Medicaid and SSI.

Case Study #2- Bettolo discussed a 60+ year old man in a wheelchair that would like to get rides to a friend’s house to north Fort Collins from the Lemay Avenue Health and Rehab Facility after 6pm.

Oberndorf said he has talked with the director of the Lemay Avenue Health and Rehab center, and he said that Columbine and the Lemay facility have reduced most leisure trip services due to budgetary restrictions. Kelly stated that if the caller qualifies for Dial-a-Ride, he can use that service depending on how far north he is going, otherwise he can use Dial-a-Taxi. Kaliczak clarified that if he has Medicaid coverage for non-medical trips, he will not be able to use Dial-a-Taxi because they have a non-medical transportation service at the facility, even though the service is no longer being provided for leisure trips. Limoges mentioned that an ombudsman is already involved with this situation and will update the group as more information becomes available.

RIDENOCO UPDATES



Schmitt gave an update Trip Scheduling project & 2024 Calendar.

ANNOUNCEMENT

Schmitt announced that there will be a Safety Roundtable at the November NCMC to talk about safety in the form of compliance, keeping drivers, passengers, and vehicles safe. The discussion will focus on what providers are doing to ensure safety and how safety can be improved as a whole.

COLT AND TRANSFORT NEWS & UPDATES

Kelly said that Transfort is still on reduced service, except for the MAX which has been extended by two hours on Friday and Saturday nights until 10pm. Transfort has been operating with an interim director and several management positions for some time, the director position has been posted and they hope to have a new director by the end of the year. The FLEX survey open house is Thursday 10/26/23 at the South Transit Center as well as an [online survey](#) that closes 10/31/2023. The on-board passenger survey has been completed; results will be made available soon.

Smith discussed the new route 7 that will be added in January 2024. There will be changes to route 3 and a new north transfer point like the Food Bank located at 37th and Garfield. A new bus is expected in December.

LCMC MEMBER UPDATES

Conway announced that Ruth Fletcher-Carter is retiring in January and the board asked him to take her place as the executive director. They are looking for a replacement for his position as Operation Assistant, which will be posted on [their website](#).

Bitzer said that VIA is doing great in Weld County and surpassed 100 trips this month. People are still registering for rides. Via is also looking to hire a new volunteer coordinator for the volunteer driver program.

Limoges contacted the Ombudsman during this meeting to inquire about the gentleman from the case study at the Lemay Facility, they are aware of his situation and are working on this issue.

Final Public Comment: *(2 minutes each)*

None

Next Month's Agenda Topic Suggestions:

None

Motion to Adjourn the meeting:

Kaliczak motioned to adjourn the meeting. Oberndorf seconded the motion.

Upcoming Meetings:

- a. Northern Colorado Mobility Committee: Nov 28, 2023
- b. LCMC Meeting: Jan 23, 2024



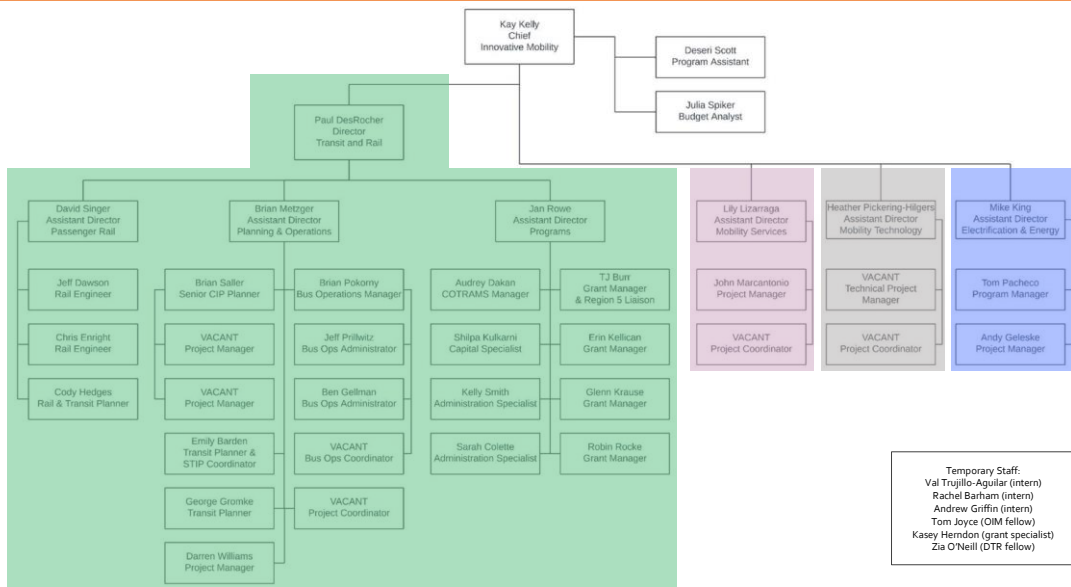
Office of Innovative Mobility Division of Transit and Rail

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Office of Innovative Mobility Org Chart



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Transit and Rail FY23-24 Goals



The Division of Transit & Rail is responsible for the planning, developing, operating, and integrating transit and rail into the statewide transportation system. This is consistent with CDOT's mission of providing "the best multimodal transportation system for Colorado that most effectively and safely moves people, goods and information."



Continue developing and constructing mobility hubs along Colorado's major interstate corridors (I-25 and I-70).



Increase the number of state highway Bus Rapid Transit Corridor projects in design or under construction.



Increase the frequency of available Bustang trips by expanding the total amount of revenue service miles provided by the Bustang Family of Services.



Increase ridership for the Bustang Family of Services.



Develop a vision for Front Range Passenger Rail (FRPR) by increasing the percentage of FRPR plan milestones accomplished.

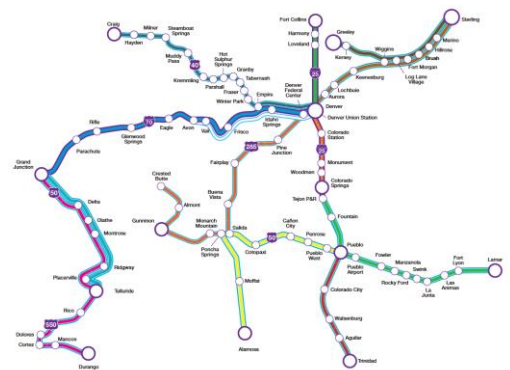


Identify three additional corridors for future or expanded passenger rail service in addition to the FRPR corridor.



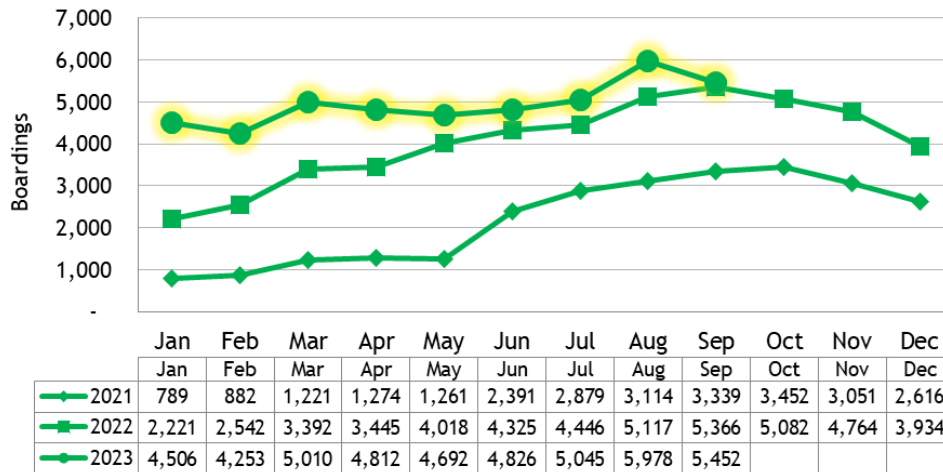
Transit and Rail Accomplishments

- 12 Mobility Hubs in development or under construction along I-25 and I-70
- Bustang Family of Services is experiencing year-over-year growth in ridership
 - Bustang is growing ridership on all lines with West line ridership at ~20% above pre-pandemic levels
 - Outrider is growing steadily and launched a new route from Trinidad to Pueblo in March 2023
 - Pegasus has experienced steady growth since its launch in May 2022
 - Seasonal services (Snowstang, Bustang to Broncos/Estes Park) continue to experience strong performance
- Working closely with Front Range Passenger Rail District on service development plan, NEPA and other workplan items to move project forward





Monthly North Line Ridership by Calendar Year



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Corridor	Pre-Existing Service (2021)	Phase 1 (2022)	Phase 2 (2023)	Phase 3 (2024)
I-25 North Fort Collins to Denver	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	8 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	10 Daily Round Trips Weekdays 4 Daily Round Trips Weekends	12-13 Daily Round Trips Weekdays 6 Daily Round Trips Weekends
I-25 South Colorado Springs to Denver	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	8 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	10 Daily Round Trips Weekdays 4 Daily Round Trips Weekends	12-13 Daily Round Trips Weekdays 6 Daily Round Trips Weekends
I-70 West Grand Junction to Denver*	2 Daily Round Trips Grand Junction and Denver 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	4 Daily Round Trips Grand Junction and Denver* 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	9-10 Daily Round Trips Grand Junction and Denver*	13-15 Daily Round Trips Grand Junction and Denver*

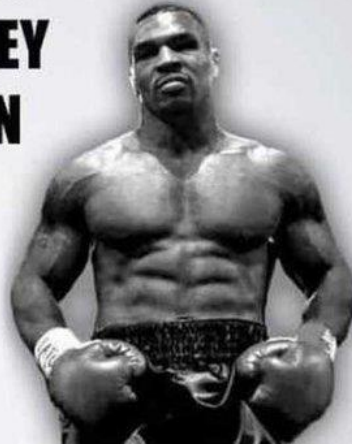


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**“EVERYBODY HAS
A PLAN UNTIL THEY
GET PUNCHED IN
THE FACE”**

- MIKE TYSON



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Q3 Bustang Trip Cancellations

Route	Jul-23	Aug-23	Sep-23	Fiscal YTD
South Line				
Total Cancelled	3	7	3	13
Total Scheduled	364	400	360	1,124
Cancel Rate	0.8%	1.8%	0.8%	1.2%
DTC Line				
Total Cancelled	0	0	0	0
Total Scheduled	40	46	40	126
Cancel Rate	0.0%	0.0%	0.0%	0.0%
North Line				
Total Cancelled	3	11	60	74
Total Scheduled	364	400	360	1,124
Cancel Rate	0.8%	2.8%	16.7%	6.6%
West Line				
Total Cancelled	1	6	7	14
Total Scheduled	310	310	300	920
Cancel Rate	0.3%	1.9%	2.3%	1.5%

Attention Riders: North Line Schedule Change

The following North Line routes have been suspended Mon.-Fri. through Nov. 16 due to operator shortages.

Southbound: Route 603 & Route 611, departing from Fort Collins to Denver at 5:40AM & 10:30AM

Northbound: Route 616, departing from Denver to Fort Collins at 7:30PM

Below is the current North Line schedule. Additional information can be found on [RideBustang.com](https://ridebustang.com).

Northbound Routes Monday-Friday		Route 602	Route 604	Route 606	Route 608	Route 610	Route 612	Route 614
Denver Union Station – Gate B4		7:35 AM	9:45AM	1:25PM	3:45PM	4:30PM	5:15PM	6:15PM
US 34 & I-25 Loveland		8:25 AM	10:35AM	2:15PM	4:45PM	5:30PM	6:05PM	7:05PM
Harmony Transfer Center		8:40 AM	10:50AM	2:30PM	5:05PM	5:50PM	6:20PM	7:20PM
Ft. Collins Downtown Transit Center		9:00 AM	11:10AM	2:50PM	5:25PM	6:10PM	6:40PM	7:40PM
Southbound Routes Monday-Friday		Route 601	Route 605	Route 607	Route 609	Route 613	Route 615	
Ft. Collins Downtown Transit Center		5:10AM	6:10 AM	6:45 AM	7:15 AM	12:00PM	3:20PM	
Harmony Transfer Center		5:30AM	6:30 AM	7:05 AM	7:35 AM	12:20PM	3:40PM	
US 34 & I-25 Loveland		5:45AM	6:45 AM	7:20 AM	7:50 AM	12:30PM	4:00PM	
Denver Union Station		6:35AM	7:35 AM	8:10 AM	8:40 AM	1:15PM	5:00PM	



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Bustang Operations Changes

- Contractor increasing starting hourly rate by \$3/hr to increase operator hiring. This will result in the second highest highly starting wage for operators in the state.
- Contractor increasing hiring budget to better market open positions, including onboard Bustang vehicles.
- Better publicising opportunities to receive Bustang trip cancellation information via our Service Alerts - <https://ridebustang.com/transport-bus-alerts/> - and at stations with Passenger Info Display Systems (PIDS).
- Working closely with the contractor to get service back to existing service levels through increased operator recruitment efforts and to increase service levels in 2024, based on funding received through Colo. SB-180.
- Request for Proposals (RFP) for Bustang service provider in development, slated for initial service beginning Oct. 1, 2024
- Beginning development on operator training program, initially for Bustang but potentially for other transit agencies in the future.

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Questions/Feedback



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