



Date: April 3, 2024

From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Meeting Briefing Memo

Here is a quick update of the recent RAQC incentives for electric lawn and garden equipment provided to local governments in the North Front Range region:

Longmont:	\$16,160.00 (Boulder/Weld County)
Fort Collins:	\$100,000.00 (Larimer County)
Korby Landscaping:	\$50,000.00 (serving Larimer County)
Greeley:	\$78,704.61 (Weld County)
27J Schools:	\$44,000.00 (Partly in Weld County)

Total: \$288,864.61

RAQC's "Mow Down Pollution" program will have limited incentive opportunities for 2024 as current funds are mostly allocated. Residents can take advantage of the 30% instant discount on select electric equipment through participating retailers.

Legislative Report

April 2024

Direct NFRMPO Impact:

Title	HB24-1012 : Front Range Passenger Rail District Efficiency
Description	Concerning the operational efficiency of the Front Range Passenger Rail (FRPR) District.
Summary	<ul style="list-style-type: none">• The FRPR District Board must provide an annual update, which may be provided by District staff and may be provided electronically, to the Transportation Commission, the I-70 Coalition or any successor entity, and the Board of Directors of Regional Transportation District (RTD)• Eliminate the requirement that Board Directors appointed by MPOs be confirmed by the Senate• Board exercises its powers by a majority vote of a quorum of its voting directors rather than by a majority vote of a quorum of its total membership• Board has discretion to delegate its power to enter into contracts and agreements other than intergovernmental agreements and contracts for public-private partnerships to the officers and employees of the district
Status	<ul style="list-style-type: none">• 3/25/2024: Senate amendments approved by the House• 3/18/2024: Passed the Senate• 2/13/2024: Introduced in Senate – Assigned to Transportation & Energy• 2/12/2024: Passed the House• 2/6/2024: Transportation, Housing & Local Government discussion• 1/10/2024: Introduced in House – Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none">• Makes it easier for the NFRMPO to appoint members by repealing need to go to Senate• Removes Weld County from the FRPR District

Title	HB24-1030 : Railroad Safety Requirements
Description	Concerning railroad safety, train operations in the state, authorizing a crew member's designated union representative to investigate certain reported incidents, authorizing the Public Utilities Commission to impose fines for certain violations
Summary	<ul style="list-style-type: none"> • The length of a train must not exceed 8,500 feet; • Railroads must operate, maintain, and report the location of wayside detector systems • A train may not obstruct a public crossing for longer than 10 minutes unless the train is continuously moving or is prevented from moving by circumstances beyond the railroad's control • Any crew member of a train may report to the crew member's designated union representative a safety violation, injury, or death that occurred during the operation of a train. After receiving a report of a violation, a designated union representative may enter a railroad's place of operation to investigate the report during reasonable hours and after notifying the railroad • The Public Utilities Commission (PUC) may impose fines for the violation of these safety requirements or for denying a union representative's access to the railroad's place of operation. The bill requires the PUC to develop guidelines for determining, imposing, and appealing fines. • Creates the Front Range Passenger Rail District Maintenance and Safety Fund <ul style="list-style-type: none"> • Issuing warrants from the fund to the Front Range Passenger Rail District for safety planning and development during the research, development, and construction of a passenger rail system; maintaining a passenger rail system; and completing capital development projects to improve the safety of a passenger rail system • Requires that on or before July 1, 2025, and at least once every 3 years thereafter, each railroad offer training to each fire department having jurisdiction along tracks upon which the railroad operates in the state
Status	<ul style="list-style-type: none"> • 2/28/2024: Transportation, Housing, and Local Government discussion; Referred to Appropriations • 1/10/2024: Introduced in House – Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Railroad tracks run through communities throughout region, which can be impacted by trains • Fort Collins, Loveland, and Berthoud are located along the potential path of the Front Range Passenger Rail and could benefit from the Fund • Fire Departments in region could benefit from training about dealing with railroads and railroad safety

Title	SB24-032 : Methods to Increase the Use of Transit
Description	Concerning methods to increase the use of transit.
Summary	<ul style="list-style-type: none"> • Creates the Statewide Transit Pass Exploratory Committee to produce a viable proposal for the creation, implementation, and administration of a statewide transit pass <ul style="list-style-type: none"> • Proposal by July 1, 2026 • Implementing a statewide transit pass by January 1, 2028 • Ozone Season Transit Grant Program <ul style="list-style-type: none"> • Relocates the ozone season transit grant program CDOT from CEO • Requires the state treasurer to transfer \$7 million to the ozone season transit grant program fund on July 1, 2024, and on July 1 of each year thereafter • Makes the ozone season transit grant program permanent by repealing the statute that would repeal the ozone season transit grant program on July 1, 2024. • Youth Fare Free Transit Grant Program <ul style="list-style-type: none"> • Provide grants to RTD and CASTA to provide fare free year-round transit services for individuals who are 19 years of age or younger (youth) • Transfer \$7 million from the general fund to the fund on July 1, 2024, and on July 1 of each year thereafter • Income Tax Credit for the purchase of a transit pass <ul style="list-style-type: none"> • For income tax years beginning on or after January 1, 2024, but before January 1, 2029, an income tax credit allowed to any taxpayer in an amount equal to 30% of the amount spent by the taxpayer to purchase one or more transit passes for use by the taxpayer during the income tax year for which the credit is claimed
Status	<ul style="list-style-type: none"> • 2/27/2024: Finance Committee discussion; Referred to Appropriations • 2/5/2024: Transportation & Energy discussion; Referred to Finance Committee • 1/10/2024: Introduced In Senate - Assigned to Transportation & Energy
NFRMPO Impact	<ul style="list-style-type: none"> • Provides additional funding for transit agencies in region • Could benefit Ride Free with ID programs in Fort Collins, Loveland, and Greeley • Income Tax Credit could be promoted as part of TDM/TMO programming

Title	SB24-036 : Vulnerable Road User Protection Enterprise																													
Description	Concerning the creation of an enterprise to provide infrastructure improvements that protect vulnerable road users.																													
Summary	<ul style="list-style-type: none"> • Vulnerable Road User Protection Enterprise <ul style="list-style-type: none"> • Funding for transportation system infrastructure improvements and other data-driven strategies identified in the FHWA-mandated Vulnerable Road User Safety Assessment, that reduce the number of collisions with motor vehicles that result in death or serious injury to vulnerable road users • Grants must be between \$250k and \$2.5M. No local match requirement for grants under \$1M, 20% match for grants between \$1M and \$2.5M • Grants may be used as local match for federal funds or with other state sources • Vulnerable Road User Protection Fee <ul style="list-style-type: none"> • Registration fee calculated based on motor vehicle weight and configuration for non-commercial passenger cars and light trucks • Fee by vehicle weight <table border="1" data-bbox="646 919 1404 1276"> <thead> <tr> <th>Weight</th> <th>Personal Vehicle Fee</th> <th>Light Truck Fee</th> </tr> </thead> <tbody> <tr> <td><3,500 lbs</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>3,500 – 4,499 lbs</td> <td>\$3</td> <td>\$4.50</td> </tr> <tr> <td>4,500 – 5,499 lbs</td> <td>\$4.40</td> <td>\$6.60</td> </tr> <tr> <td>5,500 – 6,499 lbs</td> <td>\$6.40</td> <td>\$9.60</td> </tr> <tr> <td>6,500 – 7,499 lbs</td> <td>\$9.30</td> <td>\$14.00</td> </tr> <tr> <td>7,500 – 8,499 lbs</td> <td>\$13.60</td> <td>\$20.90</td> </tr> <tr> <td>8,500 – 9,499 lbs</td> <td>\$19.90</td> <td>\$29.90</td> </tr> <tr> <td>>9,500 lbs</td> <td>\$29.10</td> <td>\$43.60</td> </tr> </tbody> </table> 			Weight	Personal Vehicle Fee	Light Truck Fee	<3,500 lbs	\$0	\$0	3,500 – 4,499 lbs	\$3	\$4.50	4,500 – 5,499 lbs	\$4.40	\$6.60	5,500 – 6,499 lbs	\$6.40	\$9.60	6,500 – 7,499 lbs	\$9.30	\$14.00	7,500 – 8,499 lbs	\$13.60	\$20.90	8,500 – 9,499 lbs	\$19.90	\$29.90	>9,500 lbs	\$29.10	\$43.60
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Status	<ul style="list-style-type: none"> • 3/19/2024: Finance committee discussion: Bill postponed indefinitely • 2/27/2024: Finance discussion • 2/5/2024: Transportation & Energy discussion; Referred to Finance • 1/10/2024: Introduced In Senate - Assigned to Transportation & Energy 																													
NFRMPO Impact	<ul style="list-style-type: none"> • Funding could be used to advance local Transportation Master Plans • Help address rising crashes included pedestrians and bicyclists • Planning Council has stated safety is a priority and funding can be limited 																													

Title	SB24-095 : Air Quality Ozone Levels
Description	Concerning measures to address ozone levels in areas that do not meet federal ozone national ambient air quality standards.
Summary	<ul style="list-style-type: none"> • High-Emitter Vehicle Program <ul style="list-style-type: none"> • Creation of \$850 voucher to bring qualified vehicles that have been unsuccessfully repaired to meet emissions requirements within the nonattainment area into compliance • Administered by NAAPME in coordination with the Department of Revenue, contractors that provide inspection services, and the Clean Screen Authority. • The High-Emitter Vehicle Program repeals when Colorado meets federal ozone NAAQS • Garden Rebate Program <ul style="list-style-type: none"> • AQCC and RAQC-led program to increase the use of small electric motors used for outdoor power equipment • Clean Fleet Enterprise <ul style="list-style-type: none"> • Expand program to include light-duty trucks • Provide grants up to 80% to local government’s cost of acquiring motor vehicles that emit low levels of NOx • CDPHE must regularly perform photochemical modeling studies and data analysis to determine ambient air ozone levels
Status	<ul style="list-style-type: none"> • 1/24/2024: Introduced In Senate - Assigned to Transportation & Energy
NFRMPO Impact	<ul style="list-style-type: none"> • Creates voucher program to make it more affordable for residents within the region to bring vehicles into compliance • More funding for Lawn and Garden program to support transition to electric motors for outdoor power equipment • Local communities may replace vehicles with cleaner vehicles – some communities have large fleets that must travel long distances. Vehicle replacements may be expensive or may be hampered by Buy America requirements.

Title	HB24-1313 : Housing in Transit-Oriented Communities
Description	Concerning measures to increase the affordability of housing in transit-oriented communities
Summary	<ul style="list-style-type: none"> • Establishes a category of local government: Transit-Oriented Community. Transit-Oriented Communities must: <ul style="list-style-type: none"> • Be entirely within an MPO • Have a population of 4,000 or more; and • Contain at least 75 acres of certain transit-related areas • For counties, the requirements are <ul style="list-style-type: none"> ▪ A transit station area that is both in an unincorporated part of the county and within one-half mile of a station that serves a commuter rail service or light rail service; or ▪ A transit corridor area that both is in an unincorporated part of the county and is fully encompassed by one or more municipalities • Housing Opportunity Goals <ul style="list-style-type: none"> • Housing Opportunity Goals are a zoning capacity goal determined based on an average zoned housing density and the amount of transit-related areas within a transit-oriented community • Requires transit-oriented communities to meet its goal by ensuring that enough areas in the community qualify as transit centers • Transit Centers Qualifications <ul style="list-style-type: none"> • Be composed of zoning districts that uniformly allow a net housing density of at least 15 units per acre • Identify the net housing density allowed by law • Meet a housing density established by the transit-oriented community • Not include any area where local law exclusively restricts housing occupancy based on age or other factors • Have an administrative approval process for multifamily residential property development on parcels that are 5 acres or less in size • Be composed of contiguous parcels, if located partially outside of a transit area • Be located wholly within a transit area and not extend more than one-quarter mile from the edge of a transit area, unless the department allows otherwise • Transit-oriented communities are required to demonstrate compliance with Housing Opportunity goals by submitting a Housing Opportunity Goal Report to DOLA • Neighborhood Center

	<ul style="list-style-type: none"> • Has an average zoned housing density sufficient to increase public transit ridership • Has an administrative approval process for multifamily residential property development on parcels that are no larger than the size determined by the department • Has mixed-use walkable neighborhood • Satisfies any other criteria required by the department • Transit-Oriented Communities Infrastructure Fund Grant Program <ul style="list-style-type: none"> • Assist local governments in upgrading infrastructure within transit centers and neighborhood centers • Fund consists of gifts, grants, and donations along with money appropriated from the General Assembly • Requires the Colorado Housing and Financing Authority to allocate tax credits under the state affordable housing tax credit to qualified housing developments within transit centers
	<ul style="list-style-type: none"> • 3/5/2024: Transportation, Housing, & Local Government discussion; Referred to Appropriations • 2/20/2024: Introduced In House - Assigned to Transportation, Housing, & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Creates new funding source for infrastructure projects in transit and housing centers • Require eligible transit-oriented communities to meet their housing opportunity goals and report progress to DOLA • Fort Collins is the only community in the NFRMPO that would qualify as a transit-oriented community

Title	HB24-1304 : Minimum Parking Requirements
Description	Concerning parking requirements within metropolitan planning organizations.
Summary	<ul style="list-style-type: none"> • Prohibits a county or municipality from enforcing minimum parking requirements for real property that is within a MPO beginning on January 1, 2025 • The bill does not prohibit a county or municipality from: <ul style="list-style-type: none"> • Lowering the protections provided for persons with disabilities • Preventing a county or municipality from enacting or enforcing a maximum parking requirement • Preventing a county or municipality from enacting or enforcing a minimum parking requirement for bicycles • Allows a municipality or county to impose the following requirements on a motor vehicle parking space that is voluntarily provided in connection with a development projects <ul style="list-style-type: none"> • That the owners of such a motor vehicle parking space charge for the use of the space • That such a motor vehicle parking space allow for vehicle charging stations in accordance with existing law • Requires a county or municipality, on or after June 30,2025, to submit a report to DOLA detailing the county or municipality’s compliance with the requirements of the bill
Status	<ul style="list-style-type: none"> • 3/5/2024: Transportation, Housing, and Local Government discussion; referred to Appropriations • 2/14/2024: Introduced In House - Assigned to Transportation, Housing, and Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Prohibit all counties and municipalities in the NFRMPO from enforcing minimum parking requirements

Title	HB24-1366 : Sustainable Local Government Community Planning
Description	Concerning sustainable local government community planning.
Summary	<ul style="list-style-type: none"> • Requires counties and municipalities to include a climate action element in their master plans • Requires CDOT to coordinate with MPOs to establish criteria that define growth corridors and identify these corridors • Requires CDOT and MPOs to work with local governments to develop TDM plans for these growth corridors • Adds additional requirements for CDOT’s Statewide Transportation Plan
Status	<ul style="list-style-type: none"> • 3/11/2024: Introduced In House - Assigned to Transportation, Housing, and Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Require CDOT to coordinate with MPOs to establish criteria that define growth corridors • Require CDOT and MPOs to coordinate with local governments to develop TDM plans for growth corridors • Require county and municipalities to include a climate action element in master plans (after Jan 1, 2025, and upon updating the plan)

Title	SB24-184 : Support Surface Transportation Infrastructure Development
Description	Concerning support for the development of surface transportation infrastructure, and, in connection therewith, providing funding and operational flexibility needed to support the development of transit and rail infrastructure.
Summary	<ul style="list-style-type: none"> • Authorizes the transportation enterprise to impose an up to \$3 a day congestion impact fee on short-term motor vehicle rental for gas-powered vehicles and up to \$2 a day for electric vehicles • Modifies an existing definition of “surface transportation infrastructure” to more clearly include multimodal transportation options • Authorizes RTD to extend construction and operations of its northwest rail corridor to Fort Collins as the first phase of FRPR service
Status	<ul style="list-style-type: none"> • 4/2/2024: Finance discussion: referred to Appropriations • 3/27/2024: Transportation and Energy discussion: referred to Finance • 3/19/2024: Introduced In Senate - Assigned to Transportation and Energy
NFRMPO Impact	<ul style="list-style-type: none"> • Authorize RTD to extend rail service to Fort Collins and possibly other communities along the BNSF alignment

Title	HB24-1330 : Air Quality Permitting
Description	Concerning modifications of processes to obtain permits for activities that impact air quality.
Summary	<ul style="list-style-type: none"> • Affects all new permit applications processed by APCD that address any pollutant in an area designated as nonattainment • No additional permits would be issued for sources located in DI communities • Permits could only be issued in the nonattainment area if the proposed source achieves at least 100% offset of any nonattainment pollutant increase
Status	<ul style="list-style-type: none"> • 3/13/2024: Energy & Environment discussion: referred to Finance • 2/22/2024: Introduced In House - Assigned to Energy & Environment
NFRMPO Impact	<ul style="list-style-type: none"> • Allow local agencies to request more stringent emission limits for sources within their jurisdictions • Add additional steps in permitting activities for all communities in the NFRMPO region

Title	SB24-165 : Air Quality Improvements
Description	Concerning measures to reduce emissions of air pollutants that negatively impact air quality.
Summary	<ul style="list-style-type: none"> • Require AQCC to adopt rules for controlling emissions from facilities, buildings, structures, installations, or real property that generates mobile source activity that results in emissions of air pollutants within the nonattainment area • Defines the ozone season as the period beginning May 1 and ending September 30th annually • Beginning in 2025 ozone season, any oil and gas preproduction activity within the nonattainment area must pause for the duration of the ozone season • Adds and clarifies reporting requirements for oil and gas operators in the nonattainment area • Require CDOT to establish VMT reduction targets for the nonattainment area and develop policies and programs to assist MPOs in meeting the targets
Status	<ul style="list-style-type: none"> • 3/13/2024: Energy & Environment discussion: referred to Finance • 2/22/2024: Introduced In House - Assigned to Energy & Environment
NFRMPO Impact	<ul style="list-style-type: none"> • NFRMPO would be required to work with CDOT to meet VMT reduction targets

Transportation and Air Quality-Related Bills – Limited NFRMPO Impact

- [HB24-1021](#): Motor Vehicle Minor Driver Education Standards
 - Changes requirements for obtaining a driver’s license for people 21 and under
- [HB24-1051](#): Towing Carrier Regulation
 - Changes requirements for tow truck drivers
- [HB24-1055](#): Child Passenger Safety & Education
 - Creates the Child Passenger Safety Education and Distribution Grant Program
 - Creates the Child Passenger Safety Education and Distribution Grant Program Fund
 - Increases ages for various child restraint system requirements
- [HB24-1135](#): Offenses Related to Operating a Vehicle
 - Creates the offense of unlawful direction to operate a commercial motor vehicle, which is when an employer knowingly authorizes or permits an employee to operate a motor vehicle without a proper license
 - Strengthens license revocation for DUI convictions
- [SB24-075](#): Transportation Network Company Transparency
 - Requires a transportation network company (TNC) to provide various disclosures to the TNC's drivers regarding payments that a consumer makes to the TNC and the amount that the TNC then pays to a driver.
 - On or before May 1, 2025, a TNC is required to develop a driver deactivation policy describing the TNC's procedures for deactivating a driver from the TNC's digital platform.
- [SB24-079](#): Motorcycle Lane Filtering & Passing
 - Updates when a motorcycle is authorized to overtake or pass another vehicle
- [SB24-100](#): Commercial Vehicle Highway Safety Measures
 - Allows CDOT to require certain equipment to interstate 25 (I-25) and any interstate, U.S. highway, and state highway west of I-25
- [SB24-065](#): Mobile Electronic Device & Motor Vehicle Driving
 - Prohibit individuals who are 18 years or older from using a mobile electronic device while driving. Current law prohibits drivers under the age of 18 from using a mobile electronic device while driving
- [HB24-1173](#): Electric Vehicle Charging System Permits
 - Establishes an expedited permitting process for the approval of electric vehicle (EV) charging systems for counties and municipalities
- [HB24-1341](#): State Vehicle Idling Standard
 - Allow local governments to pursue more stringent anti-idling ordinances than currently allowed
- [HB24-1338](#): Cumulative Impacts & Environmental Justice
 - Establish the Office of Environmental Justice in CDPHE to oversee environmental equity and cumulative impacts analyses
- [HB24-1339](#): Disproportionately Impact Community Air Pollution

- Expand the AQCC membership to 11 members to include one member who represents a disproportionately impacted community and interests of communities of color and one climate scientist
- [SB24-166](#): Air Quality Enforcement
 - Increase the enforcement of violations that impact the environment
- [SB24-159](#): Mod to Energy & Carbon Management Processes
 - Requires the Energy and Carbon Management Commission (ECMC) to adopt rules to cease issuing new oil and gas permits before January 1, 2030
- [HB24-1370](#): Reduce Cost of Use of Natural Gas
 - Requires the Colorado energy office to issue a request for information to solicit interest from local governments that are served by a dual-fuel utility in becoming a gas planning priority community.
- [HB24-1346](#): Energy & Carbon Management Regulation
 - Broaden ECMC's regulatory authority to include regulation of direct air capture facilities and geologic storage operations



Weld County Mobility Committee (WCMC)—MINUTES
March 26, 2024
1:30 p.m. – 3:00 p.m.

1. Call Meeting to Order, Welcome and Introduction

- Adriana Torres, Via Mobility Services
- Dee McIntosh, CDOT
- Evan Pinkham, Weld County
- Ernest Cienfuegos-Baca, United Way of Weld County
- Hanna Johnson, City of Greeley
- Josh Fulenwider, Connections for Independent Living
- Leiton Powell, Greeley Evans Transit
- Leticia Arguello, ARC of Weld County
- Lisa Bitzer, Via Mobility Services
- Margie Martinez, United Way of Weld County
- Nichole Seward, Weld County AAA
- Olga Gonzalez, WCDPHE
- Robin Blakley, 60+ Ride
- Shawn Croissant, Envision
- Stephanie Watson Lewis, Arc of Weld County
- Steve Teets, WAND

NFRMPO staff: Cory Schmitt, Brooke Bettolo, Lisa Deaton

2. Review of Agenda

3. Public Comment (2 minutes each)

None.

4. Approval of September 2023 Meeting Minutes

Powell motioned to approve the September minutes. Teets seconded the motion, and it was approved unanimously.

ACTION ITEM

1) Co-Chair Elections

Bettolo

Bettolo discussed co-chair elections and expectations. Nicole Seward volunteered, and Lisa Bitzer will continue as current chair for another year. Schmitt made a motion to elect Seward and Bitzer and it was approved unanimously.



RIDENOCO UPDATES

Schmitt

Schmitt introduced the expanded mobility team, and shared respective roles with WCMC members. Slides can be found in [the packet](#) and other updates include:

1. Update on the TDS Project

Schmitt discussed that RideNoCo is in the final phase of the TDS project and getting ready for the launch of the pilot in April. Schmitt mentioned that the providers are currently receiving training and further explained the process of how the trip scheduling will work.

PRESENTATION

1) Weld County Wheelchair Accessible Transportation Progress & Gaps

Bitzer & Blakely

Lisa Bitzer of Via Mobility discussed Via's Weld County pilot that began August 1, 2023, and how it has been very successful. Via has been operating for 45 years in Boulder County, the Denver Metropolitan area, and now in Weld County. They have contracts with Firestone, Frederick, and Dacono for a separate service.

Bitzer shared maps and rider statistics. Slides can be found in the [the packet](#). Since August 1, 2023, 1,012 trips have been provided. The VA in Cheyenne is interested in bringing people from Cheyenne and possibly Laramie to Northern Colorado for services. Via is currently in negotiations with the VA.

Blakely of 60+ Ride discussed the wheelchair-accessible van program that began in February following the delivery of the van and that 60+ Ride is working to get the word out to the rural areas of Weld County. 60+'s wheelchair accessible van serves all of Weld County minus Greeley, Firestone, Longmont, and Brighton. This includes some areas that Via's service does not: Milliken, Windsor and Severance.

Discussion:

Teets said that the DAV and VA transportation is not reliable due to driver shortages and limited-service hours. Bettolo asked Bitzer which towns Via does not serve: Milliken, Windsor, and Severance. Teets asked when 60+ Ride is in the office. Blakey said they are almost a completely remote team but have an office in Greeley and can be there for scheduled appointments. It was identified that Greeley residents needing wheelchair accessible transportation have the biggest need, especially since residents of the city can only receive paratransit service within $\frac{3}{4}$ mile of fixed routes, 60+ Ride's new van does not operate in Greeley due to funding restrictions, and Via will only drop off clients to Greeley, not pick up.

Johnson discussed the mobility development plans and micro transit for the City of Greeley. Seward asked how long it takes for paratransit applications to be processed. Powell said that GET has up to 21 days, and if the application is not addressed in that time rides will be given on a provisional basis, but their team usually completes in 10-14 days. Blakely said 60+ Ride takes 10-12 days to get registered. Bitzer said clients can get registered in 10 minutes over the phone and can then ride immediately. Schmitt suggested that providers partner to market the 60+ Ride van to communities that need accessible transportation options, such as Milliken, Windsor and Severance. Schmitt shared that Milliken will be getting a new bus for their senior center sometime this year following supply issues and delays.



DISCUSSION ITEMS

Bettolo

2) 2024 Presentation Topics & Sign Ups

Bettolo shared the [form](#) that will be sent at the end of the meeting for members to sign up to present or request presentations. Cory volunteered Johnson and Powell from GET to discuss their Mobility Development Plan and Micro Transit. Teets discussed Bustang and would like someone from Bustang to present. Dee McIntosh said that she would ask DTR to speak.

3) Mobility Case Study

Deaton

70-year-old non-veteran woman in a powerchair is looking for accessible transportation from Greeley to Lakewood to visit her ailing sister for what may be her final birthday. She is already in the GET paratransit system. Was referred by the Weld Area Agency on Aging.

Discussion:

Powell said if the caller was able to get into the RTD service area that she might be able to apply as a guest to ride paratransit since she is already registered with GET's paratransit service. Teets brought up how she can take the Transfort FLEX route to Boulder County and transfer to RTD's bus service. Schmitt asked if providers such as GET and Via could coordinate a meet up location to get the individual from Greeley to Via's Weld service area and then Via's Metro Denver service area. Bitzer said if the client can get to Adams County, Via could take her to Lakewood and back. Powell and Schmitt clarified the process of already being a paratransit client and becoming a guest of another paratransit service area. Schmitt mentioned that is the exact kind of need that the TDS Project is designed to serve in the future.

GREELEY EVANS TRANSIT NEWS AND UPDATES

Powell discussed the new bus stop on the Poudre Express in Windsor at CO392 & I-25 that allows for a connection with the COLT system on its new Route 7 next to Loveland has been there since January and is not too popular yet. He is hoping once the new Amazon warehouse opens, it will get more riders. Powell announced that GET now has security on buses and at the transit center as well. Johnson is working on getting information about the Mobility Development Plan out to the public on their [Speak Up Greeley platform](#). Johnson is also working on grants and funding for program expansion. GET has Received funding for US34 service and is working on ordering buses to operate that service. The Greeley City Council is reviewing a shared micromobility pilot in April and staff hope to begin the pilot in July.

WCMC MEMBER UPDATES

Schmitt shared MPO updates kicking off Phase Two of LinkNoCo: the service development plan for the US34 corridor between Greeley and Loveland. Schmitt discussed the launch of the first Transportation Management Organization (TMO) for Northern Colorado, an organization for multimodal transportation investments and resources along the US34 corridor Estes Park all the way to Kersey.

Discussion:



Teets asked what is the US34 proposed routing Johnson said UNC to US34 to the Centerra Mobility Hub. Powell said that it is in the very early stages of development. Schmitt mentioned a planned 2026 launch. 18 months will be needed to receive buses and work is underway on procuring vehicles for the service.

Powell mentioned that he was selected as a member of the Colorado Department of Education School Transportation Task Force for all schools across the state. Powell will share updates as they are available.

Teets announced that WAND is putting together a housing/homeless conference in Greeley to educate and find solutions to the issues in Greeley and surrounding areas at the end of August or early September.

Final Public Comment (2 minutes each)

Teets requested Via's phone number, Bettolo to provide.

Next Month's Agenda Topic Suggestions

None

Motion to Adjourn: Powell motioned to adjourn the meeting. Teets seconded the motion.

Upcoming Meetings:

1. **Upcoming Meetings:**
 - a. **Northern Colorado Mobility Committee – May 28, 2024**
 - b. **Weld County Mobility Committee – June 25, 2024**



NORTHERN COLORADO
REGIONAL AIRPORT

FNL

Northern Colorado Regional Airport

April 4, 2024

North Front Range Planning Organization Presentation

1



NORTHERN COLORADO
REGIONAL AIRPORT

Topics

- About the Airport
 - Brief History
 - Governance
 - Data & Statistics
- Projects
 - Remote Tower
 - New Terminal
 - Runway 15/33 Widening
 - Private Aviation
 - Two-year Capital Plan



2

Est. 1963, Built in 1964, consolidating smaller Fort Collins and Loveland Airports, and known as the Fort Collins–Loveland Airport

- Commercial Service at FNL
- 1991-1997 Continental and United
 - 2003-2012 Allegiant
 - 2015 Elite Airways
 - 2021 Avelo Airways
 - 2021 United Airlines partnered with LandLine

3

The Airport Today



- FNL primarily supports general aviation, military, and commercial air service
- c. 120,000 annual takeoffs and landings
- 260 based aircraft
- Twelve aviation businesses
- Air Traffic Control in Operation since March 2020 through Digital Tower Program



4

4

Governance



Northern Colorado Regional Airport Commission

- Established in 2015 by intergovernmental agreement
- Seven members
 - 2 Fort Collins City Council/staff Members
 - 2 Loveland City Council/staff members
 - 3 Citizen members
 - one from each city and one jointly appointed
 - 4-year staggered terms



Data & Statistics: 2023



- Charter Enplanements
 - 1,800
- DEN ground transportation services
 - 19,600
- New Hangars under construction
 - 30 units of various size
- Access Badges: 1,300
- Airport Staff: 8





7

Where is FNL Headed?



NORTHERN COLORADO
REGIONAL AIRPORT

Northern Colorado Regional Multimodal Transportation Center – more than just an airport

- Commercial air service
- General aviation
- Convenient, seamless connections to various forms of transportation
- Electric charging stations for vehicles and aircraft
- Technology, innovation, education, and training
- Supporting the future of regional business & leisure travel





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Traditional Tower

NORTHERN COLORADO
REGIONAL AIRPORT

- FNL accepted into Federal Contract Tower Program(FCT) January 1, 2024
- FCT Program requires that FNL proceed with Traditional Tower process.
 - FNL began Tower Siting process in February 2024. Process takes approx. 2 years.
 - FNL will begin Design and Construction process in 2027
 - FAA has approved FNL to follow dual path pending determination on Digital Tower viability.
 - FNL expects determination by early 2025

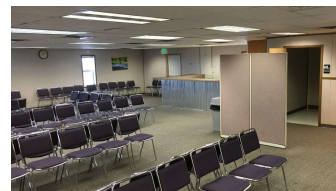


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Terminal Project

NORTHERN COLORADO
REGIONAL AIRPORT

- Why is this important?
 - Benefits community
 - Lowers barrier to direct use
 - Biggest economic impact potential
 - Serves as first impression to NoCO
 - FNL Catchment nearly 900,000 and if northern Denver is included, as high as 3.49 million.
 - Unlocks future federal funding for capital needs that everyone can benefit from
 - Federal rates and fees derived primarily from airline activities
 - Current facilities unable to satisfy projected demand or are not able to be used for much longer



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Terminal Project Budget



Total project cost estimate: \$25 million

- Phase 1 aircraft parking apron expansion \$3 million
 - 100% federally funded

• Terminal facility soft costs: \$3.5 million

• Construction: \$18.5 million

Total available funding: \$25 million

- Federal funds: \$21 million
- Airport capital reserves: \$2 million
- City of Loveland: \$1 million
- City of Fort Collins: \$1 million



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Multi-Modal Airline Terminal



- United Airlines/Landline Service
 - 12 Roundtrips Daily to Denver
- Low-cost alternative to linking to DEN with an aircraft with little to no downside
- Secure to secure functionality in regulatory review
- Pickup is located on the West Side of the Terminal on Level 5, doors 500-502.
- NoCo one-way fares from:
 - Adult: \$29 | Child: \$10



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Multi-Modal Airline Terminal



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Multi-Modal Airline Terminal

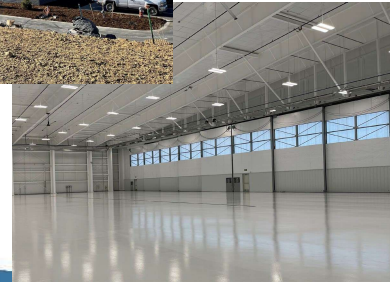


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Private Aviation



- **Discovery Air**
 - New 30,000 square foot corporate hangar and New FBO Announcement
 - Recently conditionally approved as a US Customs port of entry for international business aircraft
- **Business and Corporate travel trending upward due to the robust economy and growth in Northern Colorado**



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2023 Projects



Carry Forward From 2023

- 1 New Terminal Construction**
 - Cost: \$22,000,000
 - Funding Sources: Federal, State, Local
- 2 Runway 15-33 Widening Design**
 - Cost: \$760,000
 - Funding Sources: Federal, State, Local
- 3 General Aviation Hangar Area Environmental Review**
 - Cost: \$20,000
 - Funding Sources: Local
- 4 Digital Tower Operational Viability**
 - No cost to NoCo or the two Cities

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2024 Proposed Projects



NORTHERN COLORADO
REGIONAL AIRPORT

2024

- 1

New Terminal Construction

 - Cost: \$1,600,000
 - Funding Sources: Federal, State, Local
- 2

Runway 15-33 Widening Design/Construction

 - Cost: \$13,854,972
 - Funding Sources: Federal – AIP, State, Local
- 3

Taxilane Stearman Upgrades

 - Cost: \$300,000
 - Funding Sources: Local



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2024 Proposed Projects



NORTHERN COLORADO
REGIONAL AIRPORT

2024



- 4

Fuel Farm Siting Study

 - Cost: \$72,629
 - Funding Source: Local
- 5

Taxiway B & D Reconstruct

 - Cost: \$600,000
 - Potential Funding Sources: Federal, State, Local
- 6

General Aviation Hangar Area RFEI

 - Considerable Developer Interest.
- 7

Digital Tower Operational Viability effort continues

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Questions?



- Visit our website at:
www.flyfnl.com
- Contact me at:
970-962-2852

