

Legislative Report

May 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">• 4/19/2024: Bill sent to Governor Polis• 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"> • 4/26/2024: Transportation & Energy discussion; Referred to Appropriations • 4/8/2024: Introduced in Senate – Assigned to Transportation & Energy • 4/5/2024: Passed the House • 3/15/2024: Appropriations discussion • 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
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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"> 4/24/2024: Introduced in House – Assigned to Transportation, Housing, & Local Government 4/24/2024: Passed the Senate 4/19/2024: Appropriations discussion 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	SB24-095 : 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"> • 4/26/2024: Transportation & Energy discussion; Referred to Finance • 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"> • 4/25/2024: Local Government & Housing discussion • 4/18/2024: Introduced in Senate – Assigned to Local Government & Housing • 4/17/2024: Passed the House • 4/12/2024: Appropriations discussion • 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	<u>HB24-1304</u> : 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"> • 4/25/2024: Local Government & Housing discussion • 4/18/2024: Introduced in Senate – Assigned to Local Government & Housing • 4/17/2024: Passed the House • 4/12/2024: Appropriations discussion • 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"> • 4/16/2024: Transportation, Housing, and Local Government discussion; Referred to Appropriations • 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	<u>SB24-184</u> : 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"> • 4/30/2024: Appropriations discussion • 4/25/2024: Finance discussion; Referred to Appropriations • 4/23/2024: Transportation, Housing, and Local Government discussion; Referred to Finance • 4/17/2024: Introduced in the House – Assigned to Transportation, Housing, and Local Government • 4/17/2024: Passed the Senate • 4/12/2024: Appropriations discussion • 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	<u>HB24-1330</u> : 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"> • 4/15/2024: Finance discussion; Referred to Appropriations • 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	<u>SB24-165</u> : 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"> • 3/20/2024: 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



Larimer County Mobility Committee (LCMC)—MINUTES
April 23, 2024
1:30 p.m. – 3:00 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Jenna Robinson, SAINT
- Megan Kaliczak, zTrip
- Nicole Limoges, Larimer County Office on Aging
- Ari Edgely, Foothills Gateway
- Steve Conaway, RAFT
- Katlyn Kelly, Transfort
- Dana Klein, Town of Estes Park
- Heidi Pruess, Larimer County
- Kristi Swasko, RAFT
- Kimberly Aguilar-Pauli, Arc of Larimer County
- Aaron Oberndorf, Division of Vocational Rehabilitation
- Lisa Bitzer, Via Mobility Services

NFRMPO staff: Cory Schmitt, Brooke Bettolo, and Lisa Deaton

2. Review of Agenda

3. Public Comment (*2 minutes each*)

4. Approval of July Meeting Minutes

Aguilar-Pauli motioned to approve the January minutes. Conaway seconded the motion, and it was approved unanimously.

PRESENTATION

New SAINT Executive Director Jenna Robinson introduced herself & shared her LanguageLink Experience. She described her role, SAINT's mission, and the requirements to be able to use SAINT's services. She also discussed her positive experience with a Spanish-speaking caller and using LanguageLink interpretation services, a service currently available to members of the Transactional Data Specifications project.

PRESENTATION

Pruess presented the Larimer County Climate Smart Future Ready Plan and discussed actions and tactics to enhance and expand regional transportation. The goals of the Plan are to improve air quality and human health, increase community resiliency, and improve equity and quality of life for residents and ecosystems. Strategies of the Plan include mobility of people, goods & services, and enhancing and expanding regional transportation. Pruess shared the Climate Smart and Future Ready Dashboard, and the link can be found [here](#). If members need to follow up with questions about the Plan, or would like to get involved, her email is pruesshb@co.larimer.co.us



RIDENOCO UPDATE

Schmitt gave a written update on RideNoCo Coordination Project (TDS), which is very close to launching the pilot program with SAINT, RAFT, and 60+ Ride.

DISCUSSION ITEMS

The group discussed wheelchair-accessible transportation gaps in Larimer County.

Bitzer spoke about Via's service in Larimer County, Estes Park, and Weld County. She said there are a lot of requests from residents of Estes Park to get to Loveland, Fort Collins, and Longmont, especially those in wheelchairs for medical appointments. The Weld & Larimer County pilot that started in August and has been taking people to destinations within Weld & Larimer counties, Boulder County, Adams County, and into Broomfield; bridging a gap to get people where they need to go. Bitzer mentioned that she and Leiton Powell from Greeley Evans Transit (GET) have been working together to fill wheelchair-accessible transportation gaps in Weld County, figure out how to get people where they need to go, and how important it is to work together to find solutions.

Kaliczak spoke about zTrip and that they serve all of Larimer County and about 30% of their vehicles are wheelchair-accessible vehicles. Wheelchair vehicles are usually prescheduled trips, and it is sometimes hard to get a wheelchair accessible vehicle with trips scheduled at the last minute, or ASAP trips, because they are already booked. Kaliczak reminded us that zTrip is a taxi service and all rates are set by the Colorado Public Utilities Commission. Rates are the same no matter what type of vehicle. zTrip offers 24/7 service. Nights and weekends, especially Sundays, have lower response times. Kaliczak mentioned that newer wheelchair accessible vehicles are getting smaller, even though they are ADA regulated and approved, which can sometimes pose difficulties for clients with large chairs, or if they need to transport more than one person in a wheelchair at a time. Some passengers with wheelchairs that are larger and have add-ons must request a specific vehicle to suit their needs.

Conaway discussed RAFT's service area in the Berthoud fire district. They have one wheelchair van that goes to Loveland south of US34 upon occasion. RAFT offers weekday service, but they have made some exceptions for those who need weekend rides to and from medical appointments. Conaway mentioned that expanding is costly and discussed the lack of availability and rising cost of vans. RAFT does not charge for their trips and finding funding is a major issue. Conaway said they get calls all the time from Boulder, Weld County, and places outside of their service area and they do what they can. Conaway also discussed the future possibilities of more wheelchair-accessible vans and the training involved for the drivers.

Kelly from Transfort Dial-A-Ride discussed Fort Collins paratransit services and the area boundaries. She said that all Transfort buses are ADA accessible. Dial-A-Ride has eligibility requirements and an application process that can take several weeks because it must go through the customer's care provider. Transfort is currently fare free.



Klein discussed The Peak's trolley system, shuttles, and seasonal service. He stated that they rely a lot on Via when they are not in service, and Via also goes to areas that are not on their fixed route service. The Peak has two Electric trolleys that have lifts which can accommodate two wheelchair passengers each and are ADA compatible. The shuttles are also ADA compatible. Trolleys operate beginning Memorial Day weekend, and the rest of the system starts July first.

The group discussed issues from the client's perspective regarding wheelchair accessible transportation. Themes discussed were last-minute rides, requests that are after business hours, not enough vehicles, and drivers.

Mobility Case Studies- Deaton

Case study #1- Deaton discussed a man with a disability who lives in Loveland and needs to get from his home to his workplace at Medical Center of The Rockies by 6:30am. This is before the COLT and Foothills Gateway hours of operation. Edgley from Foothills Gateway said that they can accommodate those early morning trips and put this person in contact with her.

Case Study #2- Deaton discussed a caller trying to help her friend who is over 60 and uses a wheelchair. She lives in Fort Collins and her appointments are in Fort Collins. She had knee surgery and is not able to drive. She is currently in the process of having her Medicaid re-instated and needs affordable transportation options. She has called SAINT and Transfort Dial-A-Ride. SAINT does not have wheelchair accessible vehicles, and Dial-A-Ride application times are over a month she said. Kelly said application wait times for Dial-A-Ride vary and that it depends mainly on how quickly a doctor can verify a disability. Conaway suggested an advocacy group to reach out to doctors' offices to help with the facilitation of getting patients rides.

COLT AND TRANSFORT UPDATES

Kelly invited the group to review the new Transfort website that went live today. It's still the same web address, www.ridetansfort.com just a new interface. Kelly welcomes any comments members may have.

LCMC MEMBER REPORTS

Limoges announced the Larimer County Office on Aging Community fair coming up Wednesday, May 1st.

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. Robinson seconded the motion.

Upcoming Meetings:

- Northern Colorado Mobility Committee: May 28, 2024
- LCMC Meeting: July 23, 2024

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: May 2, 2024

Re: 2024 NFRMPO Public Outreach

Background

Each summer NFRMPO staff attend community events throughout the region to discuss MPO plans and programs including VanGo™ and RideNoCo. NFRMPO staff anticipate attending the following events in 2024.

- Fort Collins Transportation Projects Fair
- CSU Earth Day
- Timnath Safety Fair
- Loveland Transportation Projects Fair
- Berthoud Day
- Johnstown BBQ Day
- Loveland Celebrate Trails Day
- Bike to Work Day (Fort Collins, Loveland, Greeley, Windsor*, Evans*)
- Greeley Stampede
- Greeley Friday Fest*
- Eaton Days*
- LaSalle Day
- Milliken Beef 'N Bean Day
- Severance Days
- Windsor Harvest Festival*
- Evans Heritage Day*
- Open Streets (Fort Collins) *

*Events which are anticipated but not yet confirmed

NFRMPO staff continues to seek out additional opportunities to connect with people who live and work in the region and have discussed with TAC partnering on upcoming transportation project related open houses to attend in addition to the community events.

Through the 2024 Summer Outreach season, NFRMPO staff will focus on the following topics:

- General education about the NFRMPO, RideNoCo, and VanGo™.
- NFRMPO Plans and Programs
- Summer Ozone Season & Air Quality
- US34 TMO
- Local agency initiatives

Action

Staff requests Planning Council provide input on 2024 Public Outreach.



1

NFRMPO Public Involvement Overview



- **2022 Public Involvement Plan**
 - Guides the outreach activities for the agency including Transportation Planning, Air Quality, RideNoCo, VanGo™

1

Meet people where they are.

2

Provide options for involvement, and be adaptable.

3

Be a good community partner.

4

Consistently evaluate what works and what doesn't.

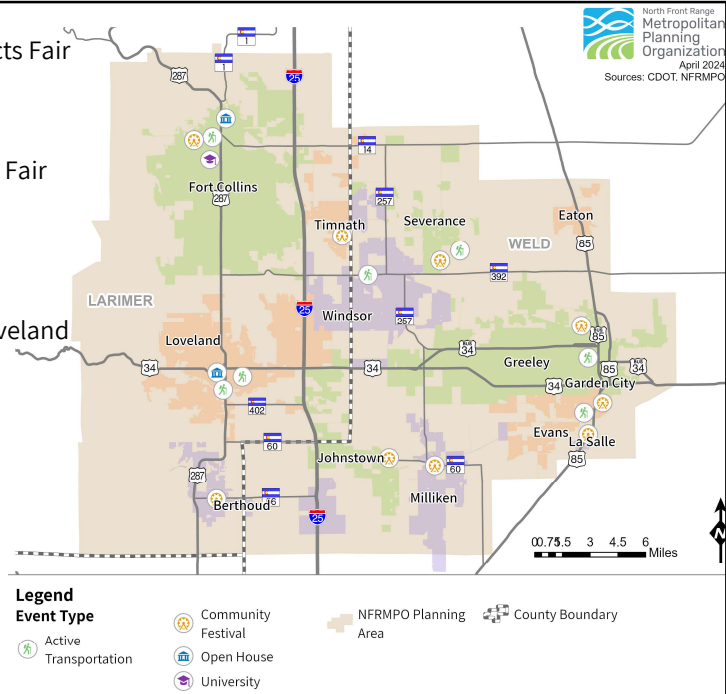


<https://nfrmpo.org/wp-content/uploads/2022-public-involvement-plan.pdf>

2

Summer Outreach

- Fort Collins Transportation Projects Fair
- CSU Earth Day
- Timnath Safety Fair
- Loveland Transportation Projects Fair
- Berthoud Day
- Johnstown BBQ Day
- Loveland Celebrate Trails Day
- Bike to Work Day (Fort Collins, Loveland, Greeley, Windsor*, Evans*)
- Greeley Stampede
- Eaton Days*
- LaSalle Day
- Milliken Beef 'N Bean Day
- Severance Days
- Windsor Harvest Festival*
- Evans Heritage Day*
- Open Streets (Fort Collins) *



3

2024 Outreach Topics

- Plans & Programs
 - Active Transportation Plan & Survey
 - Freight Plan
 - US34 TMO
 - US34 Transit Plan
- Simple Steps. Better Air.
- VanGo™
- RideNoCo



LINKNoCo
UNITING THE NORTH FRONT RANGE



**RIDE
NO
CO**

4

4

Event Structure



- Informational Materials
 - NFRMPO Programs, Transit Agencies, Service Providers, Airport Transportation
- Transportation Trivia
 - Safety
 - Air Quality
 - Trails
 - Transit
 - NFRMPO
 - Mobility
- Giveaways
- Education & Conversation



5

5

Local & Statewide Initiatives



- Local Agency Planning Projects
 - Fort Collins Strategic Trials Plans
 - Safety Action Plans (Larimer & Greeley)
- State Initiatives
 - Strategic Highway Safety Plan
 - CDOT Active Transportation Plan
- Regional
 - Front Range Passenger Rail
 - RAQC Programs




FRPR




6

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Event Promotion







Where we are this month!

May 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

- 5/1 • Larimer County Office on Aging Community Fair
@ The Ranch Events Complex
- 5/18 • Timnath Safety Fair @ Timnath Community Park
- 5/30 • Loveland Transportation Projects Fair
@ The Beet Education Center


April 2024


All Event Categories

Sun	Mon	Tue	Wed	Thu	Fri	Sat
31	1	2	3	4	5	6
			6:30PM 1-23 Coalition	4:30PM US34 Coalition		
				6PM April 2024 Planning Council Meeting		
7	8	9	10	11	12	13
			10AM NOCO Bike & Ped Collaborative	6PM Community Advisory Committee (CAC)		
14	15	16	17	18	19	20
			1PM 2024 Technical Advisory Committee (TAC)	4PM Council Agenda Review		8AM Great Western Trail Grand Opening Celebration
21	22	23	24	25	26	27
	10AM CSU Earth Day Festival	1:30PM Larimer County Mobility Committee				
28	29	30	1	2	3	4
			6:30PM 1-23 Coalition	4:30PM US34 Coalition		
5	6	7	8	9	10	11
			10AM NOCO Bike & Ped Collaborative			

7

Additional Event Options





- Open Houses
- Greeley Friday Fest
- University Events
- Open to Suggestions

8

8

Questions?



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Date: April 30, 2024

From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Meeting Briefing Memo

Mow Down Pollution Events

The RAQC, along with Ace Hardware, held a number of lawn mower trade-in events throughout the month of April. Hundreds of gas-powered lawn mowers were responsibly recycled (oil and gasoline drained, mowers sent away for recycling), and heavily discounted electric lawn mowers were provided in exchange. The RAQC provided over 500 vouchers worth \$300 to residents in the region surrounding the Suncor refinery, the State of Colorado provided an additional 30% instant discount at the register, and Ace provided the recycling services along with additional goodies to shoppers. This project was undertaken in connection with the settlement of an enforcement action taken by the U.S. Environmental Protection Agency for alleged violations of federal laws.

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

Health Effects of Poor Air Quality

For the May 3 Board meeting, the RAQC is pleased to welcome **Dr. Anthony Gerber**, Professor of Medicine at National Jewish Health and the University of Colorado, and also the Director of Research, Pulmonary Division, National Jewish Health, to present his perspectives on the health effects of poor air quality – *Cumulative Health Effects and Air Pollution: The Environment Matters*. "Tony" is a renowned expert in his field and served for many years on the Colorado Air Quality Control Commission.

RAQC Has Success at the Legislature!

RAQC's anti-idling legislation, HB24-1341, has crossed the finish line with overwhelming support from both houses, and we are now awaiting the Governor's signature. Special thanks to our primary bill sponsors, **Representatives Marvin and Willford and Senator Cutter**, our lobbyist **Dan Jablan**, and team members **Dave Sabados and Sammy Herdman**, for their efforts.

RAQC's legislation essentially removes a State prohibition on local governments from adopting more stringent anti-idling restrictions than in Colorado statute.

Solving the Ozone Problem and Improving Air Quality

Our complex meteorology is natural and conducive to the buildup of pollutants. Emissions reductions through various programs, regulations and technical advances can be confounded by the growth in population, industrial activity, and vehicle miles traveled. At the May 3 Board meeting, RAQC staff will provide perspectives on the factors impacting the progress in reducing summertime ozone in our region.

On April 23rd, RAQC held a modeling forum where RAQC Team Member **Tom Moore** and our expert consultants presented the workplan for modeling and technical analyses necessary to support the development of the next Ozone State Implementation Plan. RAQC staff will provide an informational overview of the materials presented at the forum.