



**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**HYBRID MEETING AGENDA--REVISED**  
**June 6, 2024**

<u>In-Person Attendance Option</u> Weld County Administration Building 1150 O Street Greeley, CO 80631	<u>Virtual Attendance Option</u> Call-in Number: (224) 501-3412 Access Code: 562-513-213 Online Meeting: <a href="https://bit.ly/2024NFRCouncil">https://bit.ly/2024NFRCouncil</a>
---	---

For assistance during the meeting, please contact [Planning@nfrmpo.org](mailto:Planning@nfrmpo.org)

*Pledge of Allegiance*

*Public Comment- 2 Minutes Each (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.*

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes - Lead Planning Agency for Air Quality/MPO – May 2, 2024 (Page 9)

**Lead Planning Agency for Air Quality Agenda**

**REPORTS:**

- |  |  |      |
|--|--|------|
| 3) Air Pollution Control Division (APCD) (Page 13) | Jessica Ferko – APCD                   | 6:05 |
| 4) NFRMPO Air Quality Program Updates (Handout)    | Dena Wojtach – Two Roads Environmental | 6:15 |

**Metropolitan Planning Organization Agenda**

**REPORTS:**

- |   |   |      |
|---|---|------|
| 5) Report of the Chair <ul style="list-style-type: none"> <li>• Executive Director Search Update</li> <li>• Front Range Passenger Rail District Board NFRMPO Directors</li> <li>• Transportation Commission Public Comment (Handout)</li> </ul> | Jon Mallo – Council Chair, City of Loveland Councilmember | 6:25 |
| 6) Executive Director Report <ul style="list-style-type: none"> <li>• Legislative Update (Handout)</li> <li>• SRTS Resources Webpage</li> </ul>   | Suzette Mallette - Executive Director                     | 6:35 |
| 7) TAC (Page 16)  | (Written)   |      |
| 8) Mobility (Handout)   | (Written)   |      |

**PRESENTATION:**

- |  |   |      |
|--|---|------|
| 9) Front Range Passenger Rail Update (Handout) | Nancy Burke - Director of Communications, FRPR District | 6:45 |
|--|---|------|

**ACTION ITEMS:**

- |   |  |      |
|---|--|------|
| 10) May 2023 TIP Amendment Resolution 2024-09 (Page 17)                       | AnnaRose Cunningham - Transportation Planner III | 7:00 |
| 11) Executive Director Policies Update Resolution 2024-10<br><i>(Page 22)</i> | Suzette Mallette                                 | 7:05 |

**NEXT MPO COUNCIL MEETING: July 11, 2024- Hosted by the Town of Severance**



**COUNCIL REPORTS:**

**7:10**

**Transportation Commission**

**Jim Kelly** - Transportation Commissioner

**CDOT R4 Update**

**Josie Thomas** - CDOT R4 Planning Manager

**STAC** *(Page 24)*

**(Written)**

**Colorado Transportation Investment Office (CTIO)** *(Page 26)* **(Written)**

**N I-25 Coalition**

**Scott James** – Past Chair, Weld County Commissioner

**US34 Coalition**

**Windsor**

**Regional Air Quality Council (RAQC)**

**Kristin Stephens** – Larimer County Commissioner

**Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)**

**Kristin Stephens**

**Front Range Passenger Rail District**

**Will Karspeck** – Mayor, Town of Berthoud

**Johnny Olson** – City of Greeley Councilmember

**Host Council Member Report**

**Scott James**

**7:25**

**MEETING WRAP UP:**

**Next Month's Agenda Topic Suggestions**

**7:30**



## *MPO Planning Council*

### *City of Loveland*

**Jon Mallo, Mayor Pro Tem – Chair**

Alternate- TBD

### *City of Greeley and Greeley Evans Transit (GET)*

**Johnny Olson, Councilmember – Vice Chair**

Alternate- Brett Payton, Mayor Pro Tem

### *Weld County*

**Scott James, Commissioner – Past Chair**

Alternate- Perry Buck, Commissioner

### *Town of Berthoud*

**William Karspeck, Mayor**

Alternate- Mike Grace, Mayor Pro Tem

### *Town of Eaton*

**Liz Heid, Mayor Pro Tem**

Alternate- Glenn Ledall, Trustee

### *City of Evans*

**Mark Clark, Mayor**

### *City of Fort Collins*

**Tricia Canonico, Councilmember**

Alternate- Melanie Potyondy, Councilmember

### *Town of Garden City*

**Fil Archuleta, Mayor**

### *Town of Johnstown*

**Andrew Paranto, Councilmember**

### *Larimer County*

**Kristin Stephens, Commissioner**

Alternate- Jody Shaddock-McNally, Commissioner

### *Town of LaSalle*

**Paula Cochran, Trustee**

### *Town of Milliken*

**Dan Dean, Trustee**

Alternate- Elizabeth Austin, Mayor

### *Town of Severance*

**Matt Fries, Mayor**

Alternate- TBD

### *Town of Timnath*

**Bill Jenkins, Councilmember**

### *Town of Windsor*

**TBD**

Alternate- TBD

### *CDPHE- Air Pollution Control Division*

**Jessica Ferko, Manager, Planning & Policy Program**

### *Colorado Transportation Commission*

**Jim Kelly, Commissioner**

Alternate- Heather Paddock, Region 4 Director



---

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 6/4/24

---

**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 June 6, 2024 Meeting.

**Summary:**

In May, Colorado's Legislative Session wrapped up, and several air quality related bills were passed and signed into law. TRE tracked air quality activities occurring at the federal and state levels, including EPA's proposed NOx/SO2 NAAQS and their Ozone NAAQS Review Kickoff, progress on revision of AQCC's Procedural Rules and adoption of air toxics rules revisions, and the RAQC's Control Strategy Committee's discussions for the upcoming Serious Ozone SIP for the 2015 Ozone NAAQS. Additionally, TRE supported planning for an air quality focused Intermountain West Metropolitan Planning Organization Meeting.

**Air Quality Activities:**

Legislative Activities

Numerous air quality related bills were introduced into Colorado's General Assembly this session that directly or indirectly secure air quality benefits for Colorado. In May, TRE focused on key air quality related bills that passed and were signed into law: HB24-1173, HB24-1313, HB24-1338, HB24-1341, HB24-1346, HB24-1370, HB24-1419, SB24-032, SB24-037, SB24-081, SB24-105, SB24-174, SB24-195, SB24-214, SB24-229 and SB24-230. TRE defers to NFRMPO staff to provide highlights of transit related bills, with the exception of SB24-032 and SB24-230.

Several of these air quality laws have implications to local governments, and the NFRMPO Council as they directly relate to transportation planning under MPOs purview, including:

HB24-1173 – Electric Vehicle Charging System Permits, relates to electric vehicle infrastructure applies to Larimer and Weld Counties, requiring them to adopt an ordinance or resolution to implement relevant standards and permitting process by December 31, 2025, as well as subjects them to compliance reporting.

HB24-1338 – Cumulative Impacts & Environmental Justice, provides more protections relating to environmental justice and enforcement of air quality regulations and provides an opportunity for local governments to help select locations for an environmental equity and cumulative impacts analysis (EECIA) to be completed by Colorado's newly established Office of Environmental Justice. Local governments may also want to track the establishment of a new rapid response inspection team that will respond to air pollution complaints.

HB24-1341 – State Vehicle Idling Standard, provides local governments the opportunity to establish more stringent anti-idling laws than the state's current requirements prohibiting a covered vehicle owner to leave a vehicle idling for more than five minutes

within any 60-minute period, except in certain situations. The idling standard applies to commercial diesel vehicles with a gross vehicle weight rating greater than 14,000 pounds.

HB24-1370 – Reduce Cost of Use of Natural Gas, provides opportunities for communities served by utilities that offer both electricity and gas service can identify gas planning priority communities to explore neighborhood-scale alternative energy projects. Local governments may want to begin identifying those communities and understanding whether or not they are interested in becoming a gas planning pilot community. If so, those local governments will need to respond to CEO’s Request for Information by December 1, 2024.

SB24-032 – Methods to Increase the Use of Transit, provides funding for several aspects of transportation alternatives, including extending free fares during the summer ozone season. TRE defers to NFRMPO staff to provide the details of this bill.

SB24-214 – Implement State Climate Goals, establishes a new Office of Sustainability (coordinating Colorado efforts seeking Infrastructure Renewal Act funding), including establishing standards for new building construction projects that receive state financial assistance and more generally promoting the use of heat pumps. New construction projects that are beyond the design phase or that have received building permits from the local government by January 1, 2025.

SB24-229 – Ozone Mitigation Measures, limits emissions from oil and gas operations, changes how state agencies enforce air quality requirements, and encourages marginal well plugging. This bill directs ECMC to reduce NOx emissions from drilling and fracing operations and authorizes APCD to set more stringent NOx limits for sources in the nonattainment area.

SB24-230 - Oil & Gas Production Fees, creates new oil and gas production fees to be used to expand transit service, frequency, ridership, and fund passenger rail projects. TRE defers to NFRMPO staff to provide the details of this bill.

#### AQCC Activities

The AQCC set a hearing to consider revisions to Colorado’s State Implementation Plan (SIP) as the result of a Colorado air quality success story. Per the proposal, “As a result of Federal and State regulations, carbon monoxide (CO) concentrations have decreased dramatically since the 1990s. Since 1996, no state-operated monitors have recorded a violation of the eight-hour CO standard. As of September 22, 2003, each of Colorado's CO Nonattainment Areas (Colorado Springs, Denver, Fort Collins, Greeley and Longmont) were reclassified by the U.S. Environmental Protection Agency (EPA) to Attainment.” Specifically, the proposal seeks to keep control measures in place, with minor exceptions, and simply remove them from the SIP as they are no longer required to be incorporated into the SIP. The NFRMPO is no longer required to perform conformity determinations for Carbon Monoxide National Ambient Air Quality Standard, and as such the NFRMPO Council has a vested interest in this rulemaking hearing, and may wish to track and/or seek Party Status associated with this hearing.

---

Further, the AQCC was briefed on staff's progress on revisions their Procedural Rules. Note that all of NFRMPO concerns related to the challenges in local governments' participating in rulemaking proceedings, alternative proposals, and more are being considered with this revision. Finally, the AQCC adopted revisions to their regulations relating to air toxics.

#### RAQC Activities

The RAQC provided highlights from its modeling forum in late April, and indicated that they would not be taking steps beyond what EPA was developing in terms of background ozone levels. They are however, exploring options to better understand and account for wildfire influence in photochemical modeling.

RAQC staff mentioned that while motor vehicle emission budget (MVEB) limitations were not established via legislation this session (it was an amendment to SB24-165, which lost), that this approach may be considered as a control strategy developed by the RAQC. The NFRMPO should closely track the progress of MVEB related efforts.

#### Other Air Quality Activities

EPA sought public comment on their proposed NO<sub>x</sub>/SO<sub>x</sub>/PM NAAQS, setting a multi-pollutant secondary standard. Specifically, EPA is proposing to revise the SO<sub>2</sub> secondary standard from an annual standard of 10-15 ppb (on a 3 year average basis) from a 0.5 ppm value not to be exceeded more than once per year (on a 3 hour/year basis). EPA proposed to set PM<sub>2.5</sub> and NO<sub>2</sub> secondary standards to be consistent with current primary standards. The proposal retains all remaining NO<sub>2</sub>, PM<sub>2.5</sub> and PM<sub>10</sub> secondary standards. Public comments were received suggesting the need for more stringent standards, including the need to set an ammonia secondary standard, to reduce eco-system impacts in national parks. Specifically, impacts to Rocky Mountain National Park were referenced by commentors.

EPA also kicked off their review of the Ozone NAAQS, referencing new scientific data available that was not available for their 2023 reconsideration. Notably, several experts recognized that the intermountain west faces challenges with high ozone levels due to stratospheric intrusions, international transport and wildfires. Experts suggested that given higher background and baseline ozone levels (including at elevation where there is limited local man-made precursor contributions), that NO may be a better indicator of total photochemical oxidants than ozone. Further, there was some suggestion that relying upon ozone as the indicator for total photochemical oxidants creates an environmental justice issue in urban areas. Climate change and its inter-relationship with ozone were also discussed. The review process is anticipated to wrap up in 2025 leading to a proposed NAAQS.

Members of intermountain west transportation planning agencies met to discuss challenges in meeting the 2015 Ozone NAAQS, highlighting a difference between modeled ozone levels and actual monitored ozone values from 2017 forward. Agencies are looking to better understand why this is occurring.

#### **Next Steps:**

1. Decide NFRMPO's interest in engaging with the AQCC rulemaking withdrawing provisions from Colorado's SIP and revising regulations specific to carbon monoxide, and what, if any comments to provide. Note that a draft Party Status Filing is available



for review and approval should the NFRMPO Council decide to formally seek party status.

2. Decide NFRMPO's interest in providing comments on the AQCC's Procedural Rules, and what, if any comments to provide.
3. Ask EPA and/or RAQC to elaborate on efforts to improve understanding of high background ozone levels.
4. Track any proposed MVEB limit being developed as a reduction strategy and engage with that process.

**Upcoming Public Meetings:**

- 6/1/24 APCD Stakeholder Meeting (touched upon redesignation to CO Attainment)
- 6/4/24 Air Quality Enterprise Meeting
- 6/6/24 NFRMPO Council Meeting
- 6/7/24 RAQC Board Meeting
- 6/19/24 RAQC Control Strategies Meeting
- 6/20-21/24 AQCC Annual Retreat (North Front Range; Tours)
- 6/27/24 Procedural Rules Technical Meeting

## **NFRMPO June Transportation Commission Public Comment bullets**

- The NFRMPO Planning Council would like to let the Transportation Commission know the NFRMPO fully supports the City of Greeley's 1601 application.
- This application is part of the larger overall work being undertaken on US 34 by the MPO and others, which includes:
  - Working to start transit service between Greeley and Loveland, which has committed funding for bus purchase and operations through NFRMPO CMAQ funds;
  - Helps the region maintain the \$8M in CDOT transit funding for the corridor;
  - Supporting and incubating the US34 TMO the NFRMPO is standing up along the corridor, the region's first TMO; and
  - CDOT's Rail Crossing Study along US34.
- This 1601 application:
  - Meets all the TDM requirements, as required;
  - Supports the mobility hub identified in the City of Greeley;
- Additionally, a regional trail runs parallel to US34 (Regional Active Transportation Corridor (RATC) 11: US 34 Non-Motorized)
- We are looking forward to you acting on Greeley's 1601 application in the near future.



# Legislative Report

June 2024

**Direct NFRMPO Impact:**

<b>Title</b>	<a href="#">HB24-1012</a> : Front Range Passenger Rail District Efficiency
<b>Description</b>	Concerning the operational efficiency of the Front Range Passenger Rail (FRPR) District.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• 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)</li> <li>• Eliminate the requirement that Board Directors appointed by MPOs be confirmed by the Senate</li> <li>• 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</li> <li>• 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</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 4/29/2024: Bill signed into law</li> <li>• 4/19/2024: Bill sent to Governor Polis</li> <li>• 3/25/2024: Senate amendments approved by the House</li> <li>• 3/18/2024: Passed the Senate</li> <li>• 2/13/2024: Introduced in Senate – Assigned to Transportation &amp; Energy</li> <li>• 2/12/2024: Passed the House</li> <li>• 2/6/2024: Transportation, Housing &amp; Local Government discussion</li> <li>• 1/10/2024: Introduced in House – Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Makes it easier for the NFRMPO to appoint members by repealing need to go to Senate</li> <li>• Removes Weld County from the FRPR District</li> </ul>

<b>Title</b>	<a href="#">HB24-1030</a> : Railroad Safety Requirements
<b>Description</b>	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
<b>Summary</b>	<ul style="list-style-type: none"> <li>• The length of a train must not exceed 8,500 feet;</li> <li>• Railroads must operate, maintain, and report the location of wayside detector systems</li> <li>• 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</li> <li>• 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</li> <li>• 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.</li> <li>• Creates the Front Range Passenger Rail District Maintenance and Safety Fund <ul style="list-style-type: none"> <li>• 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</li> </ul> </li> <li>• 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</li> </ul>

<p><b>Status</b></p>	<ul style="list-style-type: none"> <li>• 5/10/2024: Bill signed into law</li> <li>• 5/8/2024: House approved Senate Amendments</li> <li>• 5/7/2024: Passed the Senate</li> <li>• 5/2/2024: Appropriations discussion</li> <li>• 4/26/2024: Transportation &amp; Energy discussion; Referred to Appropriations</li> <li>• 4/8/2024: Introduced in Senate – Assigned to Transportation &amp; Energy</li> <li>• 4/5/2024: Passed the House</li> <li>• 3/15/2024: Appropriations discussion</li> <li>• 2/28/2024: Transportation, Housing, and Local Government discussion; Referred to Appropriations</li> <li>• 1/10/2024: Introduced in House – Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<p><b>NFRMPO Impact</b></p>	<ul style="list-style-type: none"> <li>• Railroad tracks run through communities throughout region, which can be impacted by trains</li> <li>• Fort Collins, Loveland, and Berthoud are located along the potential path of the Front Range Passenger Rail and could benefit from the Fund</li> <li>• Fire Departments in region could benefit from training about dealing with railroads and railroad safety</li> </ul>

<b>Title</b>	<a href="#">SB24-032</a> : Methods to Increase the Use of Transit
<b>Description</b>	Concerning methods to increase the use of transit.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• 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"> <li>• Proposal by July 1, 2026</li> <li>• Implementing a statewide transit pass by January 1, 2028</li> </ul> </li> <li>• Ozone Season Transit Grant Program <ul style="list-style-type: none"> <li>• Relocates the ozone season transit grant program CDOT from CEO</li> <li>• 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</li> <li>• 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.</li> </ul> </li> <li>• Youth Fare Free Transit Grant Program <ul style="list-style-type: none"> <li>• 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)</li> <li>• Transfer \$7 million from the general fund to the fund on July 1, 2024, and on July 1 of each year thereafter</li> </ul> </li> <li>• Income Tax Credit for the purchase of a transit pass <ul style="list-style-type: none"> <li>• 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</li> </ul> </li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 5/10/2024: Bill sent to Governor Polis</li> <li>• 5/8/2024: Senate approved House Amendments</li> <li>• 5/7/2024: Passed the House</li> <li>• 5/4/2024: Appropriations discussion</li> <li>• 5/3/2024: Finance discussion; Referred to Appropriations</li> <li>• 4/30/2024: Transportation, Housing &amp; Local Government discussion; Referred to Finance</li> <li>• 4/24/2024: Introduced in House – Assigned to Transportation, Housing, &amp; Local Government</li> <li>• 4/24/2024: Passed the Senate</li> <li>• 4/19/2024: Appropriations discussion</li> <li>• 2/27/2024: Finance Committee discussion; Referred to Appropriations</li> <li>• 2/5/2024: Transportation &amp; Energy discussion; Referred to Finance Committee</li> <li>• 1/10/2024: Introduced In Senate - Assigned to Transportation &amp; Energy</li> </ul>

<b>NFRMPO Impact</b>	<ul style="list-style-type: none"><li>• Provides additional funding for transit agencies in region</li><li>• Could benefit Ride Free with ID programs in Fort Collins, Loveland, and Greeley</li><li>• Income Tax Credit could be promoted as part of TDM/TMO programming</li></ul>
----------------------	---

<b>Title</b>	<a href="#">SB24-095: Air Quality Ozone Levels</a>
<b>Description</b>	Concerning measures to address ozone levels in areas that do not meet federal ozone national ambient air quality standards.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• High-Emitter Vehicle Program <ul style="list-style-type: none"> <li>• Creation of \$850 voucher to bring qualified vehicles that have been unsuccessfully repaired to meet emissions requirements within the nonattainment area into compliance</li> <li>• Administered by NAAPME in coordination with the Department of Revenue, contractors that provide inspection services, and the Clean Screen Authority.</li> <li>• The High-Emitter Vehicle Program repeals when Colorado meets federal ozone NAAQS</li> </ul> </li> <li>• Garden Rebate Program <ul style="list-style-type: none"> <li>• AQCC and RAQC-led program to increase the use of small electric motors used for outdoor power equipment</li> </ul> </li> <li>• Clean Fleet Enterprise <ul style="list-style-type: none"> <li>• Expand program to include light-duty trucks</li> <li>• Provide grants up to 80% to local government’s cost of acquiring motor vehicles that emit low levels of NOx</li> </ul> </li> <li>• CDPHE must regularly perform photochemical modeling studies and data analysis to determine ambient air ozone levels</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 5/7/2024: Finance discussion; Bill postponed indefinitely</li> <li>• 5/6/2024: Introduced in House – Assigned to Finance</li> <li>• 5/4/2024: Passed the Senate</li> <li>• 5/3/2024: Appropriations discussion</li> <li>• 4/30/2024: Finance discussion; Referred to Appropriations</li> <li>• 4/26/2024: Transportation &amp; Energy discussion; Referred to Finance</li> <li>• 1/24/2024: Introduced In Senate - Assigned to Transportation &amp; Energy</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Creates voucher program to make it more affordable for residents within the region to bring vehicles into compliance</li> <li>• More funding for Lawn and Garden program to support transition to electric motors for outdoor power equipment</li> <li>• 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.</li> </ul>

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

	<ul style="list-style-type: none"> <li>• Has an average zoned housing density sufficient to increase public transit ridership</li> <li>• Has an administrative approval process for multifamily residential property development on parcels that are no larger than the size determined by the department</li> <li>• Has mixed-use walkable neighborhood</li> <li>• Satisfies any other criteria required by the department</li> <li>• Transit-Oriented Communities Infrastructure Fund Grant Program <ul style="list-style-type: none"> <li>• Assist local governments in upgrading infrastructure within transit centers and neighborhood centers</li> <li>• Fund consists of gifts, grants, and donations along with money appropriated from the General Assembly</li> </ul> </li> <li>• 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</li> </ul>
	<ul style="list-style-type: none"> <li>• 5/13/2024: Bill signed into law</li> <li>• 5/7/2024: House approved Senate amendments</li> <li>• 5/7/2024: Passed the Senate</li> <li>• 5/3/2024: Appropriations discussion</li> <li>• 4/30/2024: Local Government &amp; Housing discussion; Referred to Appropriations</li> <li>• 4/18/2024: Introduced in Senate – Assigned to Local Government &amp; Housing</li> <li>• 4/17/2024: Passed the House</li> <li>• 4/12/2024: Appropriations discussion</li> <li>• 3/5/2024: Transportation, Housing, &amp; Local Government discussion; Referred to Appropriations</li> <li>• 2/20/2024: Introduced In House - Assigned to Transportation, Housing, &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Creates new funding source for infrastructure projects in transit and housing centers</li> <li>• Require eligible transit-oriented communities to meet their housing opportunity goals and report progress to DOLA</li> <li>• Fort Collins is the only community in the NFRMPO that would qualify as a transit-oriented community</li> </ul>



<b>Title</b>	<a href="#">HB24-1304</a> : Minimum Parking Requirements
<b>Description</b>	Concerning parking requirements within metropolitan planning organizations.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Prohibits a county or municipality from enforcing minimum parking requirements for real property that is within a MPO beginning on January 1, 2025</li> <li>• The bill does not prohibit a county or municipality from: <ul style="list-style-type: none"> <li>• Lowering the protections provided for persons with disabilities</li> <li>• Preventing a county or municipality from enacting or enforcing a maximum parking requirement</li> <li>• Preventing a county or municipality from enacting or enforcing a minimum parking requirement for bicycles</li> </ul> </li> <li>• 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"> <li>• That the owners of such a motor vehicle parking space charge for the use of the space</li> <li>• That such a motor vehicle parking space allow for vehicle charging stations in accordance with existing law</li> </ul> </li> <li>• 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</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 5/10/2024: Bill signed into law</li> <li>• 5/6/2024: House approved Senate amendments</li> <li>• 5/4/2024: Passed the Senate</li> <li>• 4/25/2024: Local Government &amp; Housing discussion</li> <li>• 4/18/2024: Introduced in Senate – Assigned to Local Government &amp; Housing</li> <li>• 4/17/2024: Passed the House</li> <li>• 4/12/2024: Appropriations discussion</li> <li>• 3/5/2024: Transportation, Housing, and Local Government discussion; referred to Appropriations</li> <li>• 2/14/2024: Introduced In House - Assigned to Transportation, Housing, and Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Prohibit all counties and municipalities in the NFRMPO from enforcing minimum parking requirements</li> </ul>

<b>Title</b>	<a href="#">HB24-1366</a> : Sustainable Local Government Community Planning
<b>Description</b>	Concerning sustainable local government community planning.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Requires counties and municipalities to include a climate action element in their master plans</li> <li>• Requires CDOT to coordinate with MPOs to establish criteria that define growth corridors and identify these corridors</li> <li>• Requires CDOT and MPOs to work with local governments to develop TDM plans for these growth corridors</li> <li>• Adds additional requirements for CDOT’s Statewide Transportation Plan</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 5/14/2024: Appropriations discussion; Amendments failed;</li> <li>• 4/16/2024: Transportation, Housing, and Local Government discussion; Referred to Appropriations</li> <li>• 3/11/2024: Introduced In House - Assigned to Transportation, Housing, and Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Require CDOT to coordinate with MPOs to establish criteria that define growth corridors</li> <li>• Require CDOT and MPOs to coordinate with local governments to develop TDM plans for growth corridors</li> <li>• Require county and municipalities to include a climate action element in master plans (after Jan 1, 2025, and upon updating the plan)</li> </ul>

<b>Title</b>	<a href="#">SB24-184</a> : Support Surface Transportation Infrastructure Development
<b>Description</b>	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.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• 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</li> <li>• Modifies an existing definition of “surface transportation infrastructure” to more clearly include multimodal transportation options</li> <li>• Authorizes RTD to extend construction and operations of its northwest rail corridor to Fort Collins as the first phase of FRPR service</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 5/10/2024: Bill sent to Governor Polis</li> <li>• 5/4/2024: Passed the House</li> <li>• 4/30/2024: Appropriations discussion</li> <li>• 4/25/2024: Finance discussion; Referred to Appropriations</li> <li>• 4/23/2024: Transportation, Housing, and Local Government discussion; Referred to Finance</li> <li>• 4/17/2024: Introduced in the House – Assigned to Transportation, Housing, and Local Government</li> <li>• 4/17/2024: Passed the Senate</li> <li>• 4/12/2024: Appropriations discussion</li> <li>• 4/2/2024: Finance discussion: referred to Appropriations</li> <li>• 3/27/2024: Transportation and Energy discussion: referred to Finance</li> <li>• 3/19/2024: Introduced In Senate - Assigned to Transportation and Energy</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Authorize RTD to extend rail service to Fort Collins and possibly other communities along the BNSF alignment</li> </ul>

<b>Title</b>	<a href="#">HB24-1330: Air Quality Permitting</a>
<b>Description</b>	Concerning modifications of processes to obtain permits for activities that impact air quality.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Affects all new permit applications processed by APCD that address any pollutant in an area designated as nonattainment</li> <li>• No additional permits would be issued for sources located in DI communities</li> <li>• Permits could only be issued in the nonattainment area if the proposed source achieves at least 100% offset of any nonattainment pollutant increase</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 5/14/2024: Appropriations discussion; amendments failed</li> <li>• 4/15/2024: Finance discussion; Referred to Appropriations</li> <li>• 3/13/2024: Energy &amp; Environment discussion: Referred to Finance</li> <li>• 2/22/2024: Introduced In House - Assigned to Energy &amp; Environment</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Allow local agencies to request more stringent emission limits for sources within their jurisdictions</li> <li>• Add additional steps in permitting activities for all communities in the NFRMPO region</li> </ul>

<b>Title</b>	<a href="#">SB24-165</a> : Air Quality Improvements
<b>Description</b>	Concerning measures to reduce emissions of air pollutants that negatively impact air quality.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• 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</li> <li>• Defines the ozone season as the period beginning May 1 and ending September 30<sup>th</sup> annually</li> <li>• Beginning in 2025 ozone season, any oil and gas preproduction activity within the nonattainment area must pause for the duration of the ozone season</li> <li>• Adds and clarifies reporting requirements for oil and gas operators in the nonattainment area</li> <li>• Require CDOT to establish VMT reduction targets for the nonattainment area and develop policies and programs to assist MPOs in meeting the targets</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 5/2/2024: Finance discussion; Bill postponed indefinitely</li> <li>• 3/20/2024: Energy &amp; Environment discussion: referred to Finance</li> <li>• 2/22/2024: Introduced In House - Assigned to Energy &amp; Environment</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• NFRMPO would be required to work with CDOT to meet VMT reduction targets</li> </ul>

## 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

Northern Colorado Mobility Committee —MINUTES

May 28, 2024

1:00 p.m. – 3:30 p.m.

---

**1. Call Meeting to Order, Welcome and Introductions**

In Person:

- Cory Schmitt, NFRMPO
- Lisa Deaton, NFRMPO
- Jenna Robinson, SAINT
- Hanna Johnson, City of Greeley
- Celeste Ewert, Envision
- Nichole Seward, Weld County AAA
- Steve Teets, WAND
- Robin Upton, Citizen
- Robin Blakey, 60+ Ride
- Jacque Penfold, Citizen
- Steve Conaway, RAFT
- Megan Kaliczak, zTrip
- Adriana Torres, Via Mobility Services
- Ashley Patterson, Via Mobility Services

Virtual:

- Leiton Powell, City of Greeley
- Dana Klein, Estes Park
- Kristi Swasko, RAFT
- Kimberly Aguilar-Pauli, Arc of Larimer County
- Dee McIntosh, CDOT
- Melanie Royalty, Transfort
- Olga Gonzalez, Weld County Department of Public Health and Environment
- Margie Martinez, United Way of Weld County
- Katlyn Kelly, Transfort
- Braylen (Intern), ARC of Larimer County
- Haley (Intern), ARC of Larimer County
- Cynthia Louis, Transfort
- Stephanie Watson-Lewis, Arc of Weld County

**2. Approval of Last Meeting's Minutes** February 2024 minutes approved by Conaway, seconded by Kaliczak.

**3. Group Introductions, ice breaker, and speed networking.**

Both virtual and in person attendees introduced themselves and their organizations. The in-person group did a speed networking exercise to get to know one another and learn more about each other's respective organizations and services.





## Presentations & Activity

### **1) Mobility Action Plan Update**

Schmitt discussed the regional Mobility Action Plan and talked about our goals and progress.

### **2) Recruitment: Mobility Committee One-Pager**

Schmitt shared the one pager and asked the committee if there is enough information included. Teets asked about distributing the flyers to other non-profits, rural areas, and other government agencies. Kaliczak suggested adding to the document that the meetings have a remote option or hybrid option for accessibility to those who prefer to join that way. Conaway would like the Mobility Team to add a mission statement and an explanation of what the MPO does. Another suggestion is to add the NFRMPO website to direct people to the Mobility Committee page or use a QR code. Aguilar-Pauli asked to advertise that meetings are not just for transportation providers, but for those who are in other sectors. Martinez expressed her interest in adding RideNoCo/NFRMPO to the 211 databases. Kaliczak suggested adding a catch phrase about how important transportation is next to the “Get Involved” heading.

### **3) Shared Resource Drive Update**

Schmitt discussed using a shared Google Drive rather than creating a resource library for sharing information between agencies. He walked through what the shared drive might look like and the types of documents that could be shared. Members discussed the types of documents they would like to see, some examples that were suggested including an employee procedure manual, driver handbooks, HR policies, and general information.

## Discussion

### **1) Regional Affordable Wheelchair Accessible Transportation Follow Up**

Schmitt discussed the gaps in wheelchair accessible transportation, specifically, the overlapping issues between Larimer and Weld County and possible opportunities and solutions. Robinson mentioned looking to the Transportation Sector Partnership through local chamber of commerce to express needs in the pursuit of additional funding opportunities. She will be attending a meeting soon and reporting back to us. Conaway said the Mobility Committee can be a conduit to spread knowledge to other agencies, for example, identifying where agencies across the region apply for grants. Members expressed frustration with knowing of the gaps but not feeling like they have the power to solve them. Members shared that they all know about the gaps in transportation and but that they often feel like they don't have the power to make it better. Johnson discussed how the



City of Greeley put in an application for Congressionally Directed Spending to assist with the funding of mobility services in Greeley. Johnson explained the Congressional Offices of Colorado's Senators wanted to see community support, understand the gaps, and how multiple communities are coming together to fill those gaps. Schmitt talked about the coordinated plan and discussed forming partnerships between agencies to fill those gaps. The group discussed micro mobility, transit, and electric vehicles. Conaway said how those options would not work in rural areas for many reasons.

### **Presentations**

Schmitt shared an update on the RideNoCo Trip Scheduling Project announcing the pilot will launch on July 1<sup>st</sup> with a soft pilot for the remainder of June. Schmitt explained what the process looks like and how information sharing occurs between agencies. Teets asked how to get Via on board, Cory said that there are costs involved. Schmitt shared the RideNoCo Looker Studio graphics and heat maps illustrating the demographics of calls we take.

### **Mobility Case Study**

Deaton discussed a case study that involved someone who needs medical rides from Severance to Fort Collins on the weekend. Kaliczak suggested that the caller contact the clinic or hospital to ask if they have transportation vouchers. Via offers a friends and family reimbursement, up to \$12.50 per one way trip, although Severance is not in Via's service area so it would not be an option for this individual. Conaway said that transportation providers and medical facilities need to work hand in hand and suggested having an advocate to visit healthcare providers to make those connections. Schmitt announced that United Way 211's Lyft United program is now available statewide to assist with one-time emergency transportation needs Monday through Friday. Kaliczak said that zTrip has accounts with most hospitals in Colorado, and that it is up to the hospital to determine who is eligible for a voucher. Conaway suggested that the MPO get a grant to hire a Mobility Manager to go out to talk with all the medical centers. Kaliczak mentioned that we should have a healthcare person at these meetings. Members discussed mental health care appointments and dialysis appointments in addition to regular doctor appointments.

### **Wrap Up + Member Round Table**

#### **Greeley Mobility Development Plan**

Johnson introduced the Greeley Mobility Plan and passed out flyers. The plan can be found [here](#).

#### **US34 Transit Plan Online Open House**

Schmitt discussed US34 online meeting and encouraged participation. Conaway asked about stops, Schmitt shared the route map including the proposed stops. The survey closes at the end of this month. The link to the meeting can be found [here](#).

#### **Loveland North Transit Center Mobility Audit**

Schmitt shared the Mobility Audit meeting at Loveland North Transit Center meeting, Thursday June 13, 2024. Contact AnnaRose for more information at [arcunningham@nfrmpo.org](mailto:arcunningham@nfrmpo.org)



### **Other Member Updates**

Suzette announced that she is retiring effective August 1st, and Paul Sizemore from the City of Fort Collins will be the new Executive Director, beginning in early July.

Teets announced an upcoming housing the homeless conference, location to be determined.

Ewert is in the process of replacing fleets and will be getting two new wheelchair vans. Envisions is Celebrating 60 years of service on June 8<sup>th</sup> and hosting their 10<sup>th</sup> annual *5K In My Shoes* event at Envision, 1050 37<sup>th</sup> St. in Evans. For more information, click [here](#). Ewert welcomed any vendors who want to participate at the celebration.

Klein announced that the trolley is running and had 528 passengers on Sunday. Bustang began seasonal weekend service to Estes Park from Union Station, cost is \$15 round trip and have 2 trips up and back each day.

### **Upcoming Meetings:**

- a. Weld County Mobility Committee (WCMC): June 25, 2024
- b. Larimer County Mobility Committee (LCMC): July 23, 2024
- c. Northern Colorado Mobility Committee (NCCMC): August 27, 2024



# Front Range Passenger Rail

Northern Front Range MPO

Nancy Burke, Dir of Communications

---

June 6, 2024

**FRPR** FRONT RANGE  
PASSENGER RAIL

# Planning a New Transportation Option for Colorado's Front Range



# What is Front Range Passenger Rail?

- ▶ New intercity train service.
- ▶ Initial service: Pueblo through Denver and north to Fort Collins, with stops along the way.
- ▶ Long-term vision: connecting to New Mexico and Wyoming.
- ▶ Using existing tracks shared with freight railroads to minimize costs and accelerate the service start date.



# Partnerships and Local Coordination



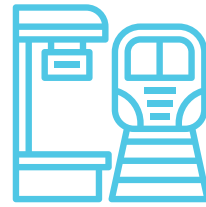
## Financial Support

- ▶ Local governments
- ▶ State legislature
- ▶ Governor's office
- ▶ Colorado DC delegation
- ▶ USDOT and FRA



## Generating Public Support for Ballot Measure

- ▶ Chambers of Commerce
- ▶ Environmental, Accessibility, Transportation and Equity organizations
- ▶ Local governments
- ▶ State legislature
- ▶ Governor's office



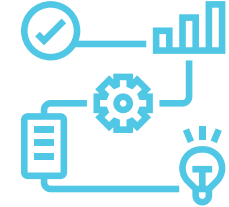
## Station Planning and Station Improvement Districts

- ▶ Local governments
- ▶ Downtown business organizations
- ▶ Landowners
- ▶ Developers



## Multimodal Connectivity

- ▶ Local governments
- ▶ MPOs/COGs
- ▶ CDOT
- ▶ Transit agencies



## Planning, Design, Engineering, Implementation

- ▶ Railroads
- ▶ FRA
- ▶ CDOT
- ▶ RTD

# Service Overview

- By 2029: 3 Daily roundtrips between Denver and Fort Collins.
- By 2035: 6 Daily roundtrips between Pueblo and Fort Collins.
- Competitive with automobile in terms of travel time and cost.
- Evaluating sales tax of \$.23 on \$100 purchase for construction and ongoing operations and maintenance.





# Planning Update

## Local Station Planning - ongoing

- Station Location Criteria finalized.
- Meeting with local jurisdictions to assist with location selection and site planning.
- Working with locals on federal grants to support local station planning.

## Federal Service Development Plan– end of '25 completed

- Operational modeling with host railroads underway.
- Corridor stakeholder meetings – June.
- Public webinar in fall on Alternatives Analysis.

- Route
- Service
- Ridership
- Infrastructure Investments
- Costs

## Peak Period Service Plan – end of summer, '24

- RTD directed – studying what peak period service for NW Rail would look like.

# Legislative Updates – District Impacts

## HB 1012

- Administrative Clean-Up.
  - Clarify Board terms and nominating timeline for MPOs.
  - Quorum clarification.
  - More efficient elections.
  - Board delegation of authority.
  - Service plan for ballot.
  - Boundary clean-up.

## SB 184

- New funding for transit and rail capital needs.
- Financing opportunities important for federal grant funding and early capital construction.
- Advancing joint operations/authority with FPRD, RTD and CDOT around passenger rail service from Denver to Fort Collins

## SB 230

- Three new funds for transit.
- Supports operations and capital needs.
- Funding designed to create connection opportunities for existing and new transit services statewide.

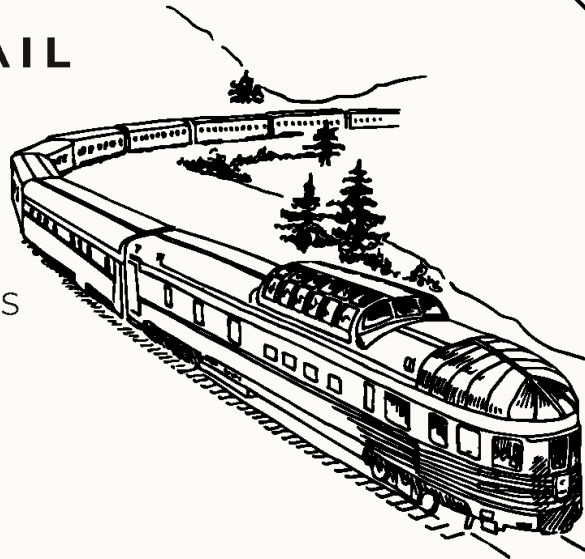
FRONT RANGE PASSENGER RAIL

# TRAIN RIDE

FORT COLLINS  
LOVELAND  
LONGMONT

BOULDER  
DENVER  
SOUTH METRO

CASTLE ROCK  
COLORADO SPRINGS  
PUEBLO



ADMIT ONE

[RideTheFrontRange.com](https://www.RideTheFrontRange.com)



HOW WILL YOU  
USE THE TRAIN?