



## North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda- **REVISED**

August 1, 2024

**In Person:** Johnstown YMCA, 165 Settler Way, Johnstown CO 80534

**Virtual:** Call-in Number: (224) 501-3412 **Access Code:** 562-513-213 **Weblink:** <https://bit.ly/2024NFRCouncil>

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

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Pledge of Allegiance	Jon Mallo, Chair	-	6:00
2	Public Comment - 2 min each <i>(accepted on items not on the Agenda)</i>	<i>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.</i>	-	-
3	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – July 11, 2024	Jon Mallo, Chair	10	-

### Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Air Pollution Control Division (APCD)	Written	14	-
5	NFRMPO Air Quality Program Updates: Intermountain West MPOs Letter to EPA	Dena Wojtach, Two Roads Environmental	16	6:05
6	Regional Air Quality Council (RAQC)	Written	Handout	-

### Metropolitan Planning Organization Agenda

#### Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
7	Report of the Chair:	Jon Mallo, Chair	-	6:15



8	Executive Director Report: Loveland Transit Center Mobility Audit	Paul Sizemore, Executive Director	-	6:20
9	TAC	Written	20	-
10	Mobility	Written	Handout	-
11	Second Quarter 2024 TIP Modifications	Written	21	-
12	CDOT Inactives Report	Written	22	-

**Presentation**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
13	FEMA Base Level Engineering	Brian Varrella, CDOT Region 4	23	6:25

**Consent Agenda**

No items this month.

**Action Items**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	July 2024 TIP Amendment Resolution No. 2024-012	AnnaRose Cunningham, Transportation Planner III	29	6:40

**Discussion items**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	VanGo™ Fare Increases for 2025	Paul Sizemore	37	6:45
16	MMOF Discussion #2	AnnaRose Cunningham	39	7:00

**Council Reports**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	Transportation Commission	Jim Kelly, Transportation Commissioner	-	7:30
18	CDOT R4 Update	Josie Thomas, CDOT Region 4 Planning Manager	-	-
19	STAC Report	Written Report	49	-



20	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-
21	Front Range Passenger Rail District	Will Karspeck, Mayor Town of Berthoud Tricia Canonico, City of Fort Collins Councilmember	-	-
22	Host Council Member Report	Andrew Paranto, Johnstown	-	7:45

**Meeting Wrap Up:**

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: September 5, 2024 – Hosted by City of Fort Collins



## 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



## **MEMORANDUM**

**To: NFRMPO Planning Council**  
**From: Paul Sizemore, Executive Director**  
**Date: August 1, 2024**  
**Re: Intermountain West MPOs Draft Letter to EPA**

### **Background**

The group of Intermountain West MPOs from Colorado, Arizona, Idaho, Nevada, and Utah have drafted a letter to the EPA requesting that the agency study ozone levels in the intermountain west area to inform future ozone reduction efforts. The draft letter references and aligns with a joint letter from Governor Polis and other intermountain west governors making a similar request. The group plans to send this letter to the EPA under signatures from MPO Executive Directors.

The NFRMPO Executive Committee discussed the letter and expressed support for this approach and requested that staff provide the full Planning Council with a copy of the draft letter, which is attached. The letter is substantively complete but may undergo some minor edits before being finalized.

Dena Wojtach with Two Roads Environmental will review the contents of the letter during the August 1<sup>st</sup> Council meeting under NFRMPO Air Quality Program Updates.

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[Date]

Mr. Joseph Goffman  
Assistant Administrator for the Office of Air and Radiation  
Environmental Protection Agency  
1200 Pennsylvania Avenue, N.W.  
Washington, DC 20460

Subject: Comprehensive Studies Needed to Understand and Manage Ozone in the Intermountain West

The undersigned Intermountain West Metropolitan Planning Organizations (MPOs) located in [Arizona, Colorado, Idaho, Nevada, and Utah], collectively request that the EPA lead a rigorous academic study or studies examining why regions in the Intermountain West are not experiencing decreasing ozone concentrations, and in some instances are observing increasing concentrations, *despite implementing significant ozone precursor emission reduction policies* as required for nonattainment areas under the Clean Air Act.<sup>1</sup> We believe that protecting public health is of paramount concern and have demonstrated this through the significant and ongoing reductions in precursor emissions in our regions. However, in order to meet our transportation planning responsibilities while still protecting public health and welfare, and more effectively use limited resources to develop and implement further emission reductions, it is imperative that the reasons for the lack of improved ozone levels and observed divergent trends are fully understood.

This letter is specific to the Intermountain West's unique challenges in meeting the current 2015 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) of 70 parts per billion (ppb) and is intended to complement information and recommendations already put forth by Governors Hobbs, Cox, Polis and Gordon and the Maricopa Association of Governments.<sup>2, 3</sup> As noted in the Governors' joint letter, in the Intermountain West, local anthropogenic emissions account for as little as 20% of the total ozone that contributes to nonattainment, while the remaining 80% of ozone contributing to nonattainment is attributable to natural, interstate, or international sources. We are aware of EPA's response to the Governors' letter, and we are committed to continuing to work with our states and EPA on these matters. However, this request is distinct from the Governors' request in one fundamental manner: we are seeking EPA's support in assessing and developing a much-needed understanding of the science behind observed ozone concentrations across the Intermountain West. In our opinion, which is supported by available data and studies by others, we are dealing with a much different dynamic in our part of the country in terms of ground-level ozone, which severely impacts our ability to attain the ozone standard.

Therefore, we the undersigned MPOs request that the EPA study ozone in the Intermountain West to: 1) explain the divergence between monitored ozone levels and documented reductions in ozone precursor emissions in the Intermountain West beginning in 2016 and 2017; 2) improve understanding of complex ozone chemistry during global, long-range transport, including transport from Asia to all states in the Intermountain West; 3) improve understanding of background and baseline ozone levels in the

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<sup>1</sup> 42 U.S.C. § 7410.

<sup>2</sup> Arizona, Utah, Colorado and Wyoming Governor's Hobbs, K.; Cox, S.; Polis, J.; and Gordon, M. Letter to Honorable Joseph Biden, President of the United States. April 23, 2024.

<sup>3</sup> Zuercher, E. Maricopa Association of Governments, Executive Director. Letter to Mr. Joseph Goffman, Assistant Administrator for the Office of Air and Radiation, Environmental Protection Agency. April 1, 2024.

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Intermountain West; 4) analyze the influence of wildfires, and in particular the impacts of wildfires to remote sites at elevation; and 5) examine the policy implications based on the conclusions of this study.

Air quality in the Intermountain West is experiencing many changing variables that influence ozone in the region, including but not limited to:

- increasing influence of wildfire emissions<sup>4</sup>
- changes in chemical regimes (i.e. NO<sub>x</sub> vs. VOC sensitivity)<sup>5,6</sup>
- changes in population dynamics<sup>7</sup>
- changes in background, natural<sup>8</sup> and international contributions<sup>9</sup>
- global transport<sup>10,11</sup>
- changes in meteorology.<sup>12,13</sup>

These variables, individually or via some combination, could be responsible for the divergent trends between emission reductions and the observed stable or increasing ozone concentrations in the Intermountain West. Further, the science behind each variable is multi-faceted and has an array of complex real-world interactions as credibly demonstrated by the referenced materials which include a number of scientific researchers either funded by, or residing at, federal agencies including the US EPA, National Oceanic and Atmospheric Administration, and National Aeronautics and Space Administration.

None of these variables are locally controllable. In turn, air quality planning agencies in this region are expected to solve the ozone challenges by focusing on local human-caused precursor pollutant emissions. Yet observed ozone levels in the Intermountain West appear to remain static, or even increase, despite substantial reductions to local human-caused precursor pollutant emissions. Even EPA's own modeling for the 2015 ozone standard predicted most of the nonattainment areas in the Intermountain region

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<sup>4</sup> Buchholz, R.R., Park, M., Worden, H.M. et al. New seasonal pattern of pollution emerges from changing North American wildfires. *Nature Communications* 13, 2043 (2022). <https://doi.org/10.1038/s41467-022-29623-8>

<sup>5</sup> Shannon Koplitz, Heather Simon, Barron Henderson, Jennifer Liljegren, Gail Tonnesen, Andrew Whitehill, and Benjamin Wells (2022). Changes in ozone chemical sensitivity in the United States from 2007 to 2016. *ACS Environmental Au* 2022 2 (3), 206-222. DOI: 10.1021/acsenvironau.1c00029

<sup>6</sup> Madankui Tao, Arlene M. Fiore, Xiaomeng Jin, Luke D. Schiferl, Róisín Commene, Laura M. Judd, Scott Janz, John T. Sullivan, Paul J. Miller, Alexandra Karambelas, Sharon Davis, Maria Tzortziou, Lukas Valin, Andrew Whitehill, Kevin Civerolo, and Yuhong Tian (2022). Investigating Changes in Ozone Formation Chemistry during Summertime Pollution Events over the Northeastern United States. *Environmental Science & Technology* 2022 56 (22), 15312-15327. DOI: 10.1021/acs.est.2c02972

<sup>7</sup> U.S. Census Bureau (2022)

<sup>8</sup> Guo, J. J., Fiore, A. M., Murray, L. T., Jaffe, D. A., Schnell, J. L., Moore, C. T., and Milly, G. P.: Average versus high surface ozone levels over the continental USA: model bias, background influences, and interannual variability, *Atmos. Chem. Phys.*, 18, 12123-12140, <https://doi.org/10.5194/acp-18-12123-2018>, 2018

<sup>9</sup> Moore and Uhl, 2018. Western Ozone NAAQS Implementation Issues: Addressing Background and Transport. EM - Air & Waste Management Association, September 2018.

<sup>10</sup> Jiang, Z., Worden, J.R., Payne, V.H., Zhu, L., Fischer, E., Walker, T. and Jones, D.B., 2016. Ozone export from East Asia: The role of PAN. *Journal of Geophysical Research: Atmospheres*, 121(11), pp.6555-6563.

<sup>11</sup> Langford, A.O. et al. (2017). Entrainment of stratospheric air and Asian pollution by the convective boundary layer in the southwestern U.S.; *J. Geophys. Res. Atmos.*, 122, 1312-1337, doi:10.1002/2016JD025987, *Environmental Science & Technology* 2024 58 (22), 9760-9769, DOI: 10.1021/acs.est.4c01980

<sup>12</sup> Bryan J. Bloomer, Jeffrey W. Stehr, Charles A. Piety, Ross J. Salawitch, Russell R. Dickerson (2009). Observed relationships of ozone air pollution with temperature and emissions. *Geophysical Research Letters*, 36 (9), <https://doi.org/10.1029/2009GL037308>

<sup>13</sup> Crooks, J.L., Licker, R., Hollis, A.L. et al. The ozone climate penalty, NAAQS attainment, and health equity along the Colorado Front Range. *J Expo Sci Environ Epidemiol* 32, 545-553 (2022). <https://doi.org/10.1038/s41370-021-00375-9>

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would be attaining the ozone standard prior to 2025 with existing local controls and more effective federal measures.<sup>14</sup> That forecast has not come to pass for any of us.

Exhibit A, attached, illustrates ozone levels in Intermountain West nonattainment areas in comparison to total human-caused emissions from within those states that contribute to ozone formation (i.e., those emissions which the areas have the ability to control).<sup>15</sup> In the early 2000s, ozone concentrations generally decreased in all four ozone nonattainment areas corresponding to real reductions in NO<sub>x</sub> and VOC precursor emissions. However, more recently, a disconnect has been observed between lowering precursor pollutant emissions and ozone concentrations. In fact, ozone levels remain roughly static, and in some cases increase, despite real emissions reductions from within those states. This phenomenon is evident in at least four different Intermountain West MPO areas suggesting that there are other complexities involved with reducing ozone pollution that are not fully understood at this time.

Collectively, the undersigned MPOs and our stakeholders share concerns about being asked to solve air quality challenges heavily influenced by forces outside of their authority to control and that are not fully understood. This situation confounds air agencies' best air quality efforts, which could lead to a downward spiral in nonattainment designation and subsequent reclassifications that cannot be solved with local measures alone. Further, as mentioned in the above-referenced Governors' letter, Clean Air Act federal transportation sanctions and/or related conformity lapses may counterintuitively restrict funding for transportation projects that could reduce emissions from mobile sources.<sup>16</sup> These are undesirable outcomes for all involved.

EPA is in the process of reviewing the current ozone NAAQS, which may result in lowering of the 70-ppb standard. EPA is actively collecting new scientific studies to be included in the Fall 2024 Integrated Review Plan, Volume 2.<sup>17</sup> Any lowering of the current ozone NAAQS will compound the attainment challenges for ozone the Intermountain West is already facing.

Time is of the essence. Examining why regions in the Intermountain West are not experiencing decreasing ozone concentrations, and in some instances are observing increasing concentrations despite implementing significant ozone precursor emission reduction policies will take time. It will take more time than is available to be considered during EPA's current review of the ozone NAAQS. Regardless, the requested information is critical to future air quality planning efforts. Until more is understood about ozone science, Intermountain West states will continue to be challenged in meeting current ozone NAAQS, within the narrow portion of emissions that are within their control.

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<sup>14</sup> See Figure ES-2 in "Regulatory Impact Analysis of the Final Revisions to the National Ambient Air Quality Standards for Ground-Level Ozone". September, 2015. EPA-452/R-15-007.

<sup>15</sup> EPA has lowered the 8-hour Ozone NAAQS over time. During this 2002-2023 timeframe, the standard lowered from 80 ppb to 75 ppb in 2008, then again to 70 ppb in 2015. For more information on go to EPA's Timeline of Ozone National Ambient Air Quality Standards at: <https://www.epa.gov/ground-level-ozone-pollution/timeline-ozone-national-ambient-air-quality-standards-naaqs>

<sup>16</sup> The undersigned Intermountain West MPO's appreciate EPA's clarification in the Joseph Goffman, June 28, 2024 letter responding to Honorable Spencer Cox, that "...highway sanctions apply only to highway projects, and not to transit projects, and EPA has worked with the Federal Highway Administration to ensure that transportation projects that meet appropriate criteria to show they are reducing emissions are categorically exempt from highway sanctions." However, according to the Federal Highway Administration, the threat of a conformity lapse which could accompany highway sanctions does pose some limitations to regionally significant transit projects.

<sup>17</sup> Environmental Protection Agency. May 13-16, 2024 "Workshop To Inform Review of the Ozone National Ambient Air Quality Standards."



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Thank you for your support in better understanding ozone science to inform effective and achievable efforts to practically improve ozone levels, and thereby improve public health, in the Intermountain West. We are committed to public health and air quality. We need to identify the pathway forward. The undersigned Intermountain West MPOs will continue their concerted efforts to reduce emissions, in partnership with EPA and all other stakeholders in this effort. Please contact [who is TBD/contact info] with any questions or comments you may have.

Sincerely,

[list of MPOs, Exec. Directors signing letter]

cc:

[Congressional delegates]

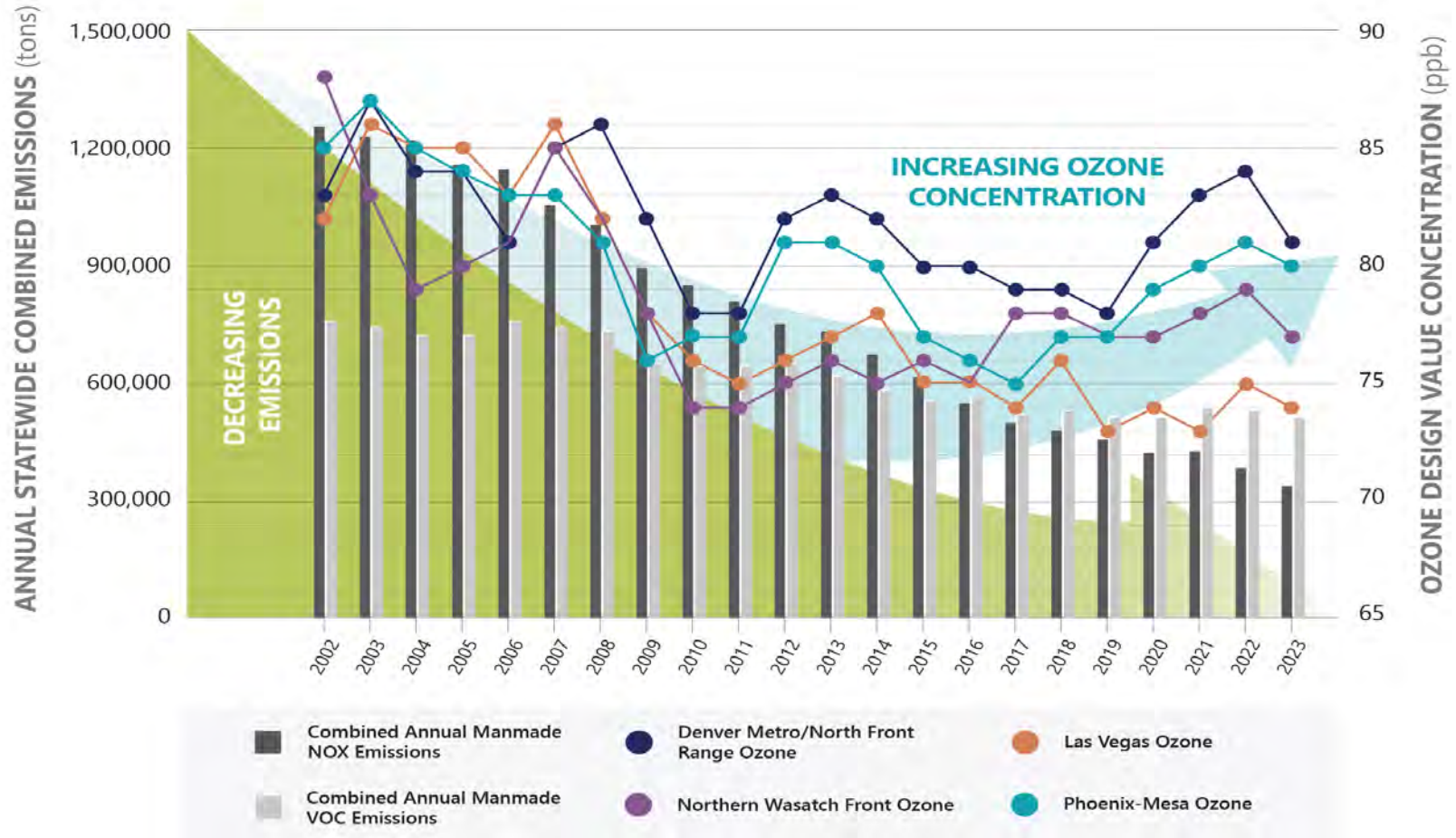
[State Air Agency Partners]

[EPA Regional Administrators]

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## Exhibit



**Note:** Annual statewide emissions from EPA's trend data website: <https://www.epa.gov/air-emissions-inventories/air-pollutant-emissions-trends-data>, "State Tier1 CAPS Trends (xlsx)". Emissions data does not include emissions from biogenic sources, prescribed fires, or wildfires.



Date: July 31, 2024

From: Mike Silverstein  
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Meeting Briefing Memo

**New Board Member Welcome**

RAQC welcomes all new Board Members appointed in early June by Governor Polis. A few Board Members jumped in right away in June, most new Members will begin their service at the August Board meeting, and a few will join us in September. Our new Members and their affiliations are presented below, and those from the North Front Range region are highlighted:

**Dan Kramer, CHAIR, from Larimer County, Town of Estes Park**

**Bill Obermann, from the City/County of Denver, Department of Public Health and Environment**

**Stepanie Piko, from the City of Centennial, Mayor**

**Anthony Milo, from General Business, Colorado Contractors Association**

**Michael Fronapfel, from General Business, Arapahoe County Public Airport Authority**

**Vanessa Solesbee, from Transportation, Dixon Resources Unlimited**

**Anthony Pratt, from Transportation, Kimley-Horn/Mobility Practice Builder**

**Dena Wojtach, from Conservation, Two Roads Environmental**

**Solving the Ozone Problem and Improving Air Quality – 2024 Ozone Season Update**

The region is experiencing significant, elevated ozone levels as measured throughout the nonattainment area. Natural events such as stratospheric ozone and wildfire smoke have had some influence but are not the primary drivers to the region’s high ozone.

**Denver Metro/North Front Range Area - 2024 8-Hour Ozone Summary\***  
Through July 28nd 2024

Monitor	1st Max 2024	2nd Max 2024	3rd Max 2024	4th Max			2022-2024 Estimated Design Value <sup>^</sup>
				2024	2023	2022	
Aurora East	90 07/24/24	86 07/23/24	82 07/22/24	81 07/22/24	73	70	74
Blackhawk	84 07/23/24	79 07/25/24	78 07/24/24	77 07/22/24	73	71	73
Boulder Reservoir	87 07/24/24	84 07/25/24	84 07/23/24	81 07/22/24	71	72	74
CAMP	88 07/23/24	84 07/24/24	81 07/22/24	79 07/25/24	70	71	73
La Casa	94 07/23/24	88 07/24/24	86 07/22/24	82 07/25/24	70	72	74
Chatfield	92 07/22/24	91 07/24/24	90 07/23/24	88 07/18/24	76	78	80
Evergreen	92 07/23/24	88 07/24/24	87 07/22/24	82 07/25/24	74	74	76
Fort Collins - CSU	88 07/23/24	86 07/24/24	83 07/25/24	79 07/13/24	67	70	72
Fort Collins West	90 07/23/24	89 07/24/24	85 07/25/24	82 07/13/24	71	73	75
Greeley Weld County	90 07/24/24	86 07/23/24	81 07/22/24	80 07/25/24	68	70	72
Highlands	83 07/24/24	82 07/23/24	79 07/22/24	73 07/18/24	75	73	73
NREL	93 07/24/24	93 07/23/24	85 07/22/24	84 07/25/24	74	77	78
**LaSalle Twr	91 07/24/24	87 07/23/24	79 07/22/24	78 07/25/24	NA	NA	NA
Rocky Flats North	95 07/24/24	93 07/23/24	88 07/25/24	86 07/22/24	77	78	80
Welby	89 07/24/24	86 07/23/24	81 06/26/24	80 07/22/24	70	75	75

**RAQC’s Ozone Attainment Forum Meeting Summary**

RAQC held its “Ozone Attainment Forum Meeting” on July 18. Here are some highlights from the discussion:

- 2015 Ozone NAAQS Nonattainment Area to the Serious - The state submitted a voluntary reclassification request for the 2015 ozone NAAQS standard in the Denver Metro North Front Range Nonattainment Area (DM/NFR NAA) in early June. It seeks to reclassify the area from moderate to serious. The anticipated grant of the request by the

EPA and early reclassification is expected to free up resources for continued planning efforts to reduce emissions of ozone-forming pollution.

- The RAQC has a detailed timeline and set of milestones for the DM/NFR ozone attainment planning process in 2024-25, including technical modeling and analysis work and the State Implementation Plan preparation required to meet the Clean Air Act regulations.
- The EPA is completing its the National Emissions Modeling Platform, which will provide critical data about emissions coming from outside of Colorado.
- The RAQC is forming an expert review panel to examine the draft oil and gas emission inventory. The draft 2022 non-point oil and gas emission inventory includes emissions from pre-production drilling, fracking, producing wells, and midstream processing and includes updates and improvements from the last inventory for 2017 used in previous SIP processes. The goal is to finalize the inventory by mid-August for use in air quality modeling.
- The modeling approach for the DM/NFR NAA Ozone SIP aligns with EPA's guidance and aims to show attainment by August 2027. The approach involves selecting a base meteorological year, utilizing models for emissions and boundary conditions, and the impact of climate change on ozone formation is included.
- The 2022 on-road mobile source emissions inventory will contribute to modeling, reasonable further progress tracking, and motor vehicle emission budgets in the SIP.

## Larimer County Mobility Committee (LCMC)—MINUTES

July 23, 2024

1:30 p.m. – 3:00 p.m.

### 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
- Bridie Smith, COLT
- Heather Sterling, Transfort
- Lisa Bitzer, Via Mobility Services
- Lorye McLeod, PAFC
- Jacque Penfold, Community Member
- Mitch Wagner, SEH
- Kate Poppenhagen, Ombudsman, Larmer County Office on Aging
- Brian Dubois, BATS
- Heidi Pruess, Larimer County Office of Sustainability and Climate

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

### Review of Agenda

#### Public Comment (*2 minutes each*)

#### Approval of April Meeting Minutes:

Conaway motioned to approve the April minutes. Kaliczak seconded the motion, and it was approved unanimously.

### Presentations

#### Rural Alternative for Transportation (RAFT) - Conaway

Conaway gave a brief history of the Rural Alternative for Transportation (RAFT). Ruth Fletcher-Carter started RAFT about 10 years ago to provide transportation for people who were no longer being served by the Berthoud Area Transportation Service (BATS) due to the reduction of the service area and the frequency of trips. Conaway joined RAFT at the end of 2022 as an assistant, before that he was a transportation operations manager for the Thompson School District and the Clark County School District in Las Vegas. He has seen at least a 150% increase in the number of trips and expanding services through a partnership with the Town of Berthoud. He discussed the many challenges and successes of growth including funding and the current state of Medicaid.



### **Climate Smart Future Ready – Pruess**

Pruess discussed the first subcommittee meeting and identified the priority tactics and action items that were selected by the group. Action items for the next subcommittee meeting are to ask the City of Fort Collins grants staff to explain their grant formula and distribution for projects, and request that a representative from Transfort attend the next meeting to discuss the FLEX to Boulder implementation and coordination between the municipalities. Kelly mentioned that she shared the Transit Master Plan at the previous subcommittee meeting, and it is the best resource for more information on the FLEX route. Kelly also said that she would ask if there is anyone at Transfort who can speak about the FLEX. If anyone would like the subcommittee meeting notes, they can send Pruess an email at [pruesshb@co.larimer.co.us](mailto:pruesshb@co.larimer.co.us)

### **RideNoCo Update - Schmitt**

Schmitt gave an update on the RideNoCo Coordination Project (TDS) with SAINT, RAFT, and 60+ Ride. The third phase of the rollout is complete and, as of the beginning of July, the RideNoCo staff began taking initial intake on behalf of SAINT, RAFT, and 60+ Ride. Schmitt shared the data visualization and tracking features that are included with the new software and gave specific examples of the types of calls RideNoCo gets. He also pointed out that RideNoCo set records in the call center this year, receiving more calls in the first 6 months of 2024 than all of 2022, and that last month was the busiest month in program history with about 40 calls received. Schmitt pointed out that the data we are collecting allows us to get that information to elected officials, planning council, and municipalities to show where the gaps exist.

### **Joint November NCMC and Boulder County Mobility & Access Coalition Meeting - Schmitt**

The joint meeting will take place at the Berthoud Town Hall on November 19<sup>th</sup>. Schmitt asked the group if there are any topics that the LCMC would like to discuss with Boulder County. Conaway suggested discussing how we can better communicate around shared needs and collaboration opportunities between Boulder County and the NFRMPO.

### **Shared Resources Drive - Bettolo**

Bettolo gave an update on the shared resources drive and gave examples of types of documents that can be shared. She recommended reading the How to Use Shared Resource Library document. For members of the group that are interested in joining the shared drive, please reach out to Cory Schmitt [cschmitt@nfrmpo.org](mailto:cschmitt@nfrmpo.org).

### **Mobility Case Studies - Deaton**

Deaton discussed a case study of a woman in Larimer County calling on behalf of her 42-year-old son who has autism and needs rides to his job at Poudre Valley Hospital on Sundays and Holidays, his shift begins at 7:00 am. Kelly suggested Dial-A-Taxi, but they do not start service on Sundays and Holidays until 8 am. Conaway asked if there is a ride share program for UCHHealth because there may be a chance that there are others in his neighborhood that work at Poudre Valley Hospital, and they could ride together. Kelly and Kaliczac determined that his neighborhood is not in the service area. Klein did an online search for



UCHealth and discovered an article for patients called Care Pool and questioned if employees could use it as well. Kaliczak said for the non-medical Medicaid trips, it would have to be documented that he is going to Poudre Valley Hospital for employment, not medical reasons, or his request may be denied. Conaway asked if this person has a case worker who may be able to facilitate finding transportation through organizations such as Foothills Gateway. It was also suggested that his work schedule could be adjusted for a later start time.

### **NEMT Updates - Conaway**

Conaway discussed how the State of Colorado is making changes with the credentialing of transportation agencies and wants to create a single brokerage for Non-Emergent Medical Transportation (NEMT). He said that RAFT was considering using Medicaid as a funding source, but as a volunteer organization, it has become too complicated with their credentialing. For example, drivers will be required to have background checks, be fingerprinted, subject to annual drug testing, and volunteer vehicles will have to be inspected by a state agency. There are two tax initiatives that will be presented to the state, and if they pass it will cause a large deficit and closures of Medicaid facilities. Ann Rajewski from CASTA will be sharing more information at the August meeting.

### **Transportation Surveys - Schmitt**

Schmitt discussed and shared the Larimer County Transportation Safety Survey <https://fhu.mysocialpinpoint.com/larimer-on-the-move> and the CDOT Active Transportation Plan [https://cdotcx.qualtrics.com/jfe/form/SV\\_aVS4sCfhTaodwQS](https://cdotcx.qualtrics.com/jfe/form/SV_aVS4sCfhTaodwQS).

### **COLT Updates - Smith**

Smith announced that COLT received funding for the new building at the station at 37<sup>th</sup> and Grant.

### **Transfort Updates - Kelly**

Kelly stated that Transfort received \$2.4 million for ADA upgrades for the Downtown Transit Center and bus stops. With this funding, Transfort will be between 95-100% of ADA compliance.

### **Larimer County Ombudsman Updates - Poppenhagen**

Poppenhagen shared that she presented at the United Nations Political Forum and discussed the need for accessible transportation to eliminate social isolation and loneliness. She was also able to talk about the connection and partnership with the mobility committees on this international call.

Poppenhagen brought up concerns about zTrip regarding a resident who was stranded last month after waiting for a zTrip ride and they are now afraid to use the service. This raised questions about confidentiality and how the Ombudsman cannot share identifying information about a resident without their consent. Kelly and Kaliczak asked more questions about the stranded passenger so that they could research the incident further. Kaliczak talked about issues with booking rides and how mistakes can





happen with the automated booking system, and she recommended that people call in to book rides to avoid confusion using the automated system. Poppenhagen talked about outreach for voting and trying to identify how to get folks to register to vote, get assistance at the polls, and transportation to get there.

### **LCMC Member Updates**

Bitzer announced that Via received extra funds to add another bus to Weld County and they have the van and a driver ready to go. Schmitt added statistics of ridership in Weld County and how the addition of another van will make an impact even if it is temporary. Bitzer also announced a free concert series every Thursday night that Rock and Rails in Niwot hosts. They highlight a non-profit every Thursday night and collect tips for their organization. Via is a tip jar recipient at the event on 8/1/2024. 5-9 pm

Klein shared that the Red Route with the electric trolleys served 11,859 guests in June, a 13.7% increase over last year. On July 4<sup>th</sup>, they served 525 guests on the routes between the end of the fireworks show around 9:30 until midnight.

### **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. Klein seconded the motion.

### **Upcoming Meetings:**

- Northern Colorado Mobility Committee: Tuesday, August 27, 2024
- LCMC Meeting: Tuesday, October 22, 2024
- Combined NCMC Boulder County Meeting: Tuesday, November 19, 2024