



## Northern Colorado Mobility Committee —MINUTES

February 26, 2025

1:00 p.m. – 3:30 p.m.

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

#### In Person:

- Aaron Hull, NFRMPO
- Lisa Deaton, NFRMPO
- Paul Sizemore, NFRMPO
- Jacque Penfold, Citizen
- Steve Conaway, RAFT
- Kristi Swasko, RAFT
- Celest Ewert, Envision
- Jaclynn Streeter, GoNoCo34
- Ty Lamm, United Way Weld County
- Nichole Seward, Weld AAA
- Jessica Villena Sanchez, Mobility for All
- Felipe Mosqueda, Mobility for All
- Sarah Lee, Mobility for All
- Elaine C. Erb, Boulder Chamber Transportation Connections
- Jenna Robinson, SAINT
- John Matis, Citizen
- Ari Edgely, Foothills Gateway
- Ian Chase, HDR
- Ann Rajewski, CASTA
- Lisa Bitzer, Via Mobility Services
- Steve Teets, WAND
- Jill Matlock, Weld County Public Health
- Ernest Cienfuegos-Baca, United Way Weld County
- Katlyn Kelly, Transfort
- Dena Boutwell, Via Mobility Services
- Amy Thompson, Boulder Valley School District
- Adriana Torres, Via Mobility Services
- Angel Bond, Mobility for All
- Melissa Hunter, Mobility for All
- Jennifer Ochs, Ms. Wheelchair Colorado 2023
- Michelle Trevino, United Way Weld County
- Margie Martinez, United Way Weld County

#### Virtual:

- Bridie Smith, COLT
- JoAnn Herkenhoff, UHealth Aspen Club
- Hannah Shelley, Transfort
- Colleen Samules, DRMAC
- Hannah Groves, Health District of Northern Larimer County
- Stephanie O'Neill, DRMAC
- Latoya Prante, DRMAC
- Heather Sterling, Transfort
- Margery Gavin, Commuting Solutions
- Valeria Martinez, DRMAC
- Irene Davila, Adeo
- Natalie Brown, Summitstone Health
- Robert Morris II, Boulder County

## Activity

### **Group Introductions 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 each other and learn more about each other's respective organizations and services.

### **Public Comment:**

Lee from Mobility for All shared with the group that she lives in Longmont and it is difficult and sometimes impossible to go to Loveland, Fort Collins, and Greeley. She said that she goes to the temple in Fort Collins and taking an Uber is very pricey. She asked the group if anyone had any ideas. Teets mentioned the FLEX bus as an option. Lee said that she can take the FLEX, but getting from the nearest stop to the temple is difficult. Ochs expressed that she would like help understanding how the FLEX works, Deaton said she can help.

### **Presentations:**

#### **2025 MAC Priorities, BoCo Coordinated Plan, 2025 MAC Priorities – Bond and Villena**

Bond introduced herself and the Boulder Mobility and Access Coalition (BMAC). She said the BMAC provides multi-modal support for transportation, including providing bus passes, information assistance, and bike programs. Their mission is to support populations that are not well served by the current transportation system, such as older adults, youth, people with disabilities, Veterans, and people who speak Spanish. Bond discussed the top 8 BoCo MAC priorities for 2025 and how they are based on their Coordinated Human Services Transportation Plan.

Villena discussed the Mobility and Access for All Ages and Abilities Plan and its goals and objectives. She gave an overview of the 25 strategies and how they are organized and prioritized. She then talked about the MAC Work Plan Priorities for 2025 and how they approach priorities. Teets talked about Greeley's Bike Share program and asked who is responsible for bikes being left on sidewalks and causing a potential hazard. Bond said that Boulder also has a program and passed a code stating that the providers are responsible for keeping the bikes and scooters out of the right-of-way. In the future, there will be docking stations for bikes. Teets asked for more information about adaptive bikes and how they are being promoted. Hunter discussed the Earn a Bike workshops for Boulder Housing Authority and said the demand has dropped. They will explore other bike needs and work with people with disabilities who need adaptive bikes. This summer they hope to gather a small group of people interested in getting fit for a bike and Boulder County will help cover the



costs. Teets asked about the future of connectivity from Boulder County to the north. Bond said that Via Mobility Services provides paratransit service to the north and that Boulder County has been investing in transit services that RTD is not able to provide.

### **RideNoCo and NFRMPO Updates, NFRMPO Coordinated Plan, NFRMPO Mobility Priorities, NFRMPO and RideNoCo Updates & Priorities-Deaton**

Deaton gave the RideNoCo call center statistics and details about the information collected and tracked for the call center. Teets asked if RideNoCo knows the percentages of callers getting the rides they need once they are referred to a transportation provider. Deaton stated that RideNoCo can only track the callers sent as referrals to the Coordination Project Participants in TDS system because it shows if their ride request was accepted or rejected. Teets discussed the transportation challenges Veterans face due to unreliability and shortage of drivers. Cienfuegos-Baca asked Teets if he has used RideNoCo and said that RideNoCo is a one-stop-shop for our region. Other participants noted that the RideNoCo tracking is a good tool to identify gaps and solutions for future planning. Deaton was asked if the gaps she named are actual or just being used as an example. Deaton stated that there are actual gaps being recorded from the calls. Conaway talked about the regional gaps and black holes, especially in the rural areas, and the jurisdictions. Sizemore talked about the TDS project participants and how we share information. Matis asked who we are working with and discussed US34 and the division of Larimer and Weld County. Hull responded by discussing the GoNoCo34 TMO and introduced Streeter, who agreed to discuss it after the meeting.

Hull gave updates on the NFRMPO's 2025 Coordinated plan. The purpose of the plan is to help mobility for older adults, individuals with disabilities, low-income and underserved communities. The Coordinated Plan for Coordinated Transit (Mobility) in the region is updated every four years, and it allows for projects to be funded by the FTA 5310 funds. Hull discussed the gaps our region is facing and asked the group to contact him to discuss gaps they have noticed, what would be helpful to address these gaps, and who needs to be part of the conversation. Teets asked if there are any resource guides and Hull said RideNoCo has rack cards and other information that can be distributed by request. Hull discussed the NFRMPO's top five priorities, mobility programs and projects. Bond asked if the *MyWayToGo* platform is only for commuting options or if it includes human services transportation options in the database. Hull said that it is being worked on and should be included soon.

## **Discussion**

### **Joint NCMC and MAC Priorities**



Hull asked the group to break into smaller groups of three or four and discuss the NCMC and MAC priorities. Bond shared that her group agreed that there should be improved communication between coordinating councils to become more aware of the activities each council is doing. Suggested travel training between Fort Collins and Longmont and said that Mobility for All has a fund to support one-time trips with Uber and Lyft and can help RideNoCo with their “Angel Fund.” She suggested doing a transportation/mobility summit in 2026 and making sure transportation agencies and funders are invited. Sizemore shared key takeaways from his group, which discussed the first mile/last mile connections and some micro-mobility solutions that are being implemented. He said the central theme in the conversation was the gaps, the rural areas, and service across jurisdictions. They also discussed how to balance reduced trips, the return-to-work mandates, and the language we use to discuss what we do due to the new changes in the federal government.

### **NCMC Mobility Case Study #1**

Deaton presented a case study about a 92-year-old woman who lives in east Loveland and needs to get rides to visit her husband who is in a rehab facility in Windsor. She lives in COLT’s Dial-A-Ride service area, but the time it takes for approval is too long, and how would she get back home? Kelly said that as long as her trip originates in the service area, her return trip will be honored. Lee asked if Dial-A-Ride covers that area and that she thought it only covered the Loveland COLT service area. Kelly explained that the Dial-A-Taxi program provides a \$20.00 taxi voucher that can get you out of the service area, if it is associated with the origin trip, it will get you back to where you started. She explained that Dial-A-Taxi, if the meter goes above \$20.00, the rider is responsible for paying the difference, and there are a limited number of vouchers that one can get in a day.

### **NCMC Mobility Case Study #2**

Deaton presented her second case study about a man who lives in Fort Collins and works in Loveland. He is blind and his only affordable option is to use Transfort’s FLEX bus to Loveland, then transfer to a COLT bus and walk to his destination. The total round trip is 3 hours. He has an irregular work schedule, so carpooling and vanpooling are not options. He has utilized Lyft, but it is not a cost-effective option. Edgley asked if he has a Foothills Gateway case manager and if he does, Edgley can help. Teets asked about Lyft and Uber charging higher rates during inclement weather and how that is regulated, especially for people with disabilities and older adults. Lee said that it is not just the weather, there are upcharges during rush hour. Hull stated that Uber and Lyft are independent contractors that can charge for what they want. Bond said it is a way to entice more drivers to get on the road during those times by paying the drivers more. Sanchez shared that a new rideshare called Colorado Cooperative does not charge surge pricing, and the drivers get paid well. Smith said that he could become dual eligible for Dial-A-Ride in Fort Collins and Loveland and utilize the Dial-A-Taxi voucher to go between cities. Lee said that it is difficult because of scheduling. Kelly



further explained how it would work, and Dial-A-Ride is guaranteed, but Dial-A-Taxi is not because it depends on driver availability. Swasko asked why the two cities are siloed, Kelly explained that the service areas are based on FTA standards and because Dial-A-Ride is an extension of the bus service, paratransit only has to be  $\frac{3}{4}$  of a mile outside the fixed route bus service. The FLEX route does not qualify.

### **MAC Mobility Case Study #1**

Sanchez presented a woman who does not own a car, primarily speaks Spanish, lives in Mead, and works at CommonSpirit United Hospital in Longmont. She uses Uber or relies on friends and family to get to work. Using Uber is too expensive and unreliable. Someone asked if she has a regular schedule and if she may be able to utilize the RideNoCo platform to find a vanpool. Hull said that Mead is in the DRGOC region and that she could sign up for *MyWaytoGo* through DRCOG's platform. It was also suggested that the HR department at CommonSpirit be contacted to see if there are carpool or vanpool options. Streeter said there is a Transportation Management Association in Longmont, and that they could be connected to their employer with that TMA to discuss services they could offer them. Matis suggested that maybe there is a carpooling network at the hospital or the nearby Target. Hull said that TMA can set something up with the hospital or use the MyWayToGo Platform to see carpooling options. Teets asked Bitzer about Via serving Mead and Bitzer said Mead turned down because they did not think transportation was that big of an issue. Hull encouraged people to attend council meetings and board meetings to make the members of the community's voices heard. Sizemore said the MPO has a governing council of representatives from each member community, and the MPO updates the larger council on mobility updates.

### **MAC Mobility Case Study #1**

Bond discussed a 58-year-old blind woman who lives in Longmont and works at the Center for People with Disabilities. She needs reliable transportation to get to work and often needs to travel to other communities. She uses RTD Access-A-Ride to get to work, but it is a challenge to be on time. Her schedule is normal business hours but varies depending on meeting times and location. She typically knows her schedule a week in advance, but that is not enough lead time to schedule rides. Lee said she could use Access on Demand, but she feels unsafe using Uber and has been dropped off in the middle of the street. Lee added she has also been dropped off in the middle of the street. The Niwot Rotary Club has a grant, and they are willing to contribute \$2,000 to pilots, a more reliable option to get them to work in the mornings. Bond asked if anyone has ideas for a pilot. Streeter suggested to partner with the Lafayette Senior Center since they are a recipient of her services for the blind. Bond said that their initial idea was to create taxi vouchers or a volunteer driver program where she could be matched with a regular volunteer driver. Someone stated that RTD needs to hear from the people whose needs are unmet. We need to talk to different city councils and transit



providers to let them know this is not the current level of service and does not meet the needs of the community. Edgley asked if the Center for People with Disabilities could identify the demographics of where their employees come from and whether it is worth investing in a company-wide shuttle.

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

Kelly shared that Transfort will announce all stops on their buses, not just the ADA stops.

Teets said he was at an MPO meeting discussing the Front Range Passenger Rail and encourages all to attend.

Hull announced that he is working on the Coordinated Plan and reaching out to groups. He asked people who had not heard from him yet to contact him. He can be reached at [ahull@nfrmpo.org](mailto:ahull@nfrmpo.org).

Bond said their racial equity training is coming up on March 19<sup>th</sup> and members will be invited.

### **Upcoming Meetings:**

- a. Weld County Mobility Committee (WCMC): March 25, 2025
- b. Larimer County Mobility Committee (LCMC): April 22, 2025
- c. Northern Colorado Mobility Committee (NCMC): May 27, 2025