



## NFRMPO Technical Advisory Committee (TAC)

### Hybrid Meeting Agenda

**March 19, 2025**

**In Person:** Larimer County Loveland Campus, 200 Peridot Avenue, Loveland, CO

**Virtual: Call-in Number:** (224) 501-3412 **Access Code:** 115-932-509

**Weblink:** <https://meet.goto.com/NFRMPO/2025nfrtac>

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Introductions	Nicole Hahn, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-
3	Approval of February 19, 2025 Meeting Minutes	Nicole Hahn	3	1:05

### Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Regional Air Quality Council (RAQC) Updates	Tom Moore, RAQC	-	1:10
5	Air Pollution Control Division (APCD) Updates	Brendan Cicione, APCD	-	1:20

### Metropolitan Planning Organization Agenda

#### *Action Item*

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	March 2025 TIP Amendment	Jonathan Stockburger	Handout	1:25

#### *Presentation*

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
7	Harmony Road/N I-25 Interchange Project	Kim Koivuniemi, Timnath Martina Wilkinson, Next Phase Engineering	Handout	1:30



**Discussion Items**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
8	NFRMPO Safety Dashboard	Mykayla Marek	Handout	1:45
10	FY2026-2027 UPWP Tasks	Becky Karasko	9	2:00
11	NFRMPO 10-Year Priority List	Becky Karasko	Handout	2:10

**Outside Partner Reports**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
12	NoCo Bike & Ped Collaborative	Written Report	Handout	-
13	Regional Transit Agencies	Verbal Report	-	-
14	Mobility Updates	Aaron Hull	-	2:45

**Reports**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
15	March Planning Council Meeting Summary Draft	Written Report	10	-
16	Mobility Committee Updates	Written Report	12	-
17	Legislative Updates Report	Written Report	18	-
18	Roundtable	All	-	2:50

**Meeting Wrap Up:**

- Final Public Comment – 2 min each
- Next Month’s Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: April 16, 2025

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
Hybrid Meeting  
February 19, 2025  
1:02 – 2:37 p.m.**

**TAC MEMBERS PRESENT:**

Nicole Hahn, Chair – Loveland  
Omar Herrera – Windsor  
Dana Hornkohl – Fort Collins  
Kim Koivuniemi – Timnath  
Victoria Leonhardt – Greeley  
Tom Moore – RAQC  
Eric Tracy – Larimer County

**NFRMPO STAFF:**

Aaron Hull  
Becky Karasko  
Jerome Rouser  
Jonathan Stockburger  
Paul Sizemore

**TAC MEMBERS ABSENT:**

Rick Coffin – CDPHE-APCD  
Tawn Hillenbrand – Berthoud  
Aaron Bustow – FHWA  
Pepper McClenahan – Milliken  
Shani Porter – Severance  
Evan Pinkham – Weld County  
Town of Garden City  
Town of LaSalle  
Town of Johnstown

**IN ATTENDANCE:**

Brendan Cicione – CDPHE-APCD  
Gina Fox – CDOT  
Medora Bornhoft – CDOT  
Annelies van Vonno - CDOT  
Phil von Hake – CDOT  
Dee McIntosh - CDOT  
Keith Wakefield – Loveland  
Drew Pearson – Wilson & Co  
Candice Folkers - COLT

**CALL TO ORDER**

Chair Hahn called the meeting to order at 1:02 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE January 15, 2025 TAC MINUTES**

Hornkohl moved to approve the January 15, 2025 TAC Minutes. Koivuniemi seconded the motion, which was approved unanimously.

**AIR QUALITY AGENDA**

**Regional Air Quality Council Updates** – Moore walked through the schedule for the 2025 Serious Ozone Attainment Plan. Each monthly RAQC Board Meeting will discuss two to three chapters of the plan until June 6. The March 7 meeting will go over Chapters 1, 2, and 6. Moore also discussed the analysis work

update for the attainment plan. This included a broader schedule for the Serious 70 parts per billion (ppb) Ozone Attainment Planning Timeline, with ozone monitoring slated to begin on August 3, 2027. Moore also discussed the near-term timeline from January 2025 to March 2025. Moore mentioned the need to receive data from surrounding states for the National Emissions Modeling Platform. Moore mentioned that by March 7, RAQC hopes to design values for 2026 to present to the board, which includes model estimates and associated strategies. Moore discussed data from the Tons per Summer Ozone Season Day (9-County NAA). This data shows NOx totals, which include a total Anthro difference of -8.7% and a total Anthro and Natural difference of -7.9% from 2022 to 2026. This data also shows VOC totals, which include a total Anthro difference of -1.6% and a total Anthro and Natural difference of -0.8% from 2022 to 2026. Moore highlighted further data which shows the NOx difference from 2022 to 2026 includes a 7% reduction from on-road emissions. Meanwhile, the amounts of VOC emissions show little change. Moore discussed the Board Control Strategy Consideration Timeline, which ends in June with the Board endorsing their ideal mix of control strategies. Moore discussed the Deep Dive Slate Preparation Schedule, which includes Board Topics and CSC Topics for each respective meeting per month. Moore also discussed the next steps for Slate Development, the forming of one or more slate options, and an example of what one of the slate options would look like.

**APCD Updates** – Brendon Cicione, CDPHE, discussed the previous month’s AQCC meeting. The division recommended attainment designation for the revised 2024 PM 2.5 Max Standard. There was also a rulemaking hearing, updating the vehicle inspection program. Another rulemaking hearing was in response to HB22.1244, in which the commission established a new regulation to identify five priority air toxic contaminants.

## **METROPOLITAN PLANNING ORGANIZATION AGENDA**

### **ACTION ITEMS**

**National Performance Measures 4 Year Target** – Karasko discussed CDOT’s adjustments to the midyear 4-year targets. The NFRMPO is in-line with all targets except for one: the *Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition*. This target was recommended by the Planning Council to be changed from 36% to 38.5%. Karasko noted that we as a region are already at 58%.

Koivuniemi moved to recommend Planning Council approval of the National Performance Measures 4 Year Target. Hornkohl seconded the motion, which was approved unanimously.

### **PRESENTATIONS**

**CDOT 2025 Active Transportation Plan** – Medora Bornhoft, CDOT, discussed the progress with CDOT’s Statewide Active Transportation Plan. Bornhoft started by discussing the meaning of active transportation, which is any human-scale and typically human-powered mode of transportation. Bornhoft discussed the plan’s purpose, which includes setting goals, policy recommendations, action steps, integration with local and regional bike and pedestrian plans, creation of a tool to prioritize active transportation investments, integration with other statewide planning initiatives. Bornhoft emphasized that this will not be a project-based plan. Bornhoft provided an update as to where the plan is with its public and stakeholder engagement process. Phase 1 included a public survey, which closed on

September 13 with over 3,000 responses. CDOT is currently working on phases 2 and 3, which focus on identifying vision, goals, and strategies, as well as creating an implementation plan. Bornhoft emphasized the importance of the Statewide Community Advisory Committee for these phases, which has met two times and will meet two more times. Bornhoft discussed the four overarching goals of the plan, which include safety, equity, mobility choice, and connected communities.

Bornhoft showcased the Priority Active Connections Explorer (PACE). PACE is a map-based tool which helps plan and prioritize active transportation facilities on all state highways. Specifically, PACE identifies priority segments and critical gaps based on a scoring methodology of every mile segment of state highway. The preliminary maps showcased included safety, mobility choice, connected communities, equity, and a final priority map. The safety map was determined by vulnerable road user crash history, high injury network data, and level of traffic stress data. The mobility choice map was determined with data from missing AT facilities, scenic byways and proposed US bikeways, short trips, and existing demand. The connected communities map was determined with data from transit, schools, parks and trails, main streets, and population and employment. The equity map was determined with data from disproportionately impacted community factors and various mobility barriers. The preliminary composite results map combined results from the four other maps and identified the segments with the highest priority levels both at the statewide and NFRMPO levels.

Hahn asked if there will be any aspect of the plan that looks at when communities should grade-separate or find alternative solutions at intersections. Bornhoft responded that is one of the goals with the creation of this tool, although there is no current guidance for intersections in the plan. Bornhoft mentioned that the user guide for the plan will compare the local active transportation networks to the ones at the state level and examine the crossings that overlap. The plan will also help identify where safer crossings are needed at the statewide level. Hahn mentioned the booming development on US-34 between Greeley and Loveland and how that will constitute a larger priority area along with a need for getting those grade separations and other safety features into the development of the area early.

Gina Fox, CDOT, asked if PACE considered any known future land uses. Bornhoft responded that it looks at the statewide travel models forecast specifically with trips 3 miles and under.

Drew Pearson, Wilson & Co, asked if the Vulnerable Road User Safety Assessment was just state facilities or if it was state and local facilities. Bornhoft responded that the assessment looked mostly at crash data instead of facilities.

Hahn asked how the TAC can get involved with CDOT's current plans that are also being worked on. Bornhoft mentioned upcoming outreach for the statewide plan as well as Strategic Highway Safety plan doing outreach with CDOT's engineering regions.

Bornhoft ended by discussing the next steps for the Plan. These steps include two future Community Advisory Committee meetings, finalizing objectives, strategies, and performance measures, refining the

project prioritization pool, developing and implementation plan, draft plan review in April 2025, and plan adoption in August 2025.

## **DISCUSSION ITEMS**

**Freight Northern Colorado Plan Update** – Stockburger discussed the progress on the 2026 Freight Northern Colorado (FNC) Plan. Stockburger mentioned that the kickoff for this plan was started in November 2023 by a different person. Stockburger provided his background as the former intern at CDOT’s Freight Mobility and Safety Branch under Craig Hurst and Erica Denney. Stockburger discussed the uses previously released FNC in 2019, which were to describe existing conditions and be a resource of freight data for stakeholders and the general public. Stockburger described what will be new with the 2026 FNC, which includes updating information and statistics and identifying potential freight projects or areas of concern in the region. Stockburger discussed the timeline of the FNC. The plan currently falls within the “Outreach, Data Collection, and Plan Outline” phase, and the anticipated publish date is Q2 of 2026. Stockburger discussed maps and datasets that will be added to the 2026 FNC, which includes roundabouts, timber structures, OSOW permitting data, city and county freight corridors, truck travel time reliability, emerging technologies, freight quiet zones, alternative fuel corridors, stakeholder and public surveys, mapping freight facilities, and the promotion of trucking resources. Stockburger also discussed data and statistics that will be updated from the 2019 FNC. Stockburger ended by calling for the TAC’s help with taking the stakeholder survey, promoting the public survey, sending contact information for freight stakeholders, and sending freight images from the TAC’s communities.

Gina Fox, CDOT, said she will reach out to Stockburger with meetings pertaining to truck parking studies in the region.

**NFRMPO 10-Year Priority List Update** – Karasko discussed the NFRMPO 10-Year Priority List Workshop. Karasko discussed the outcomes from the Council meeting, which included discussing the data needs prioritization, adding Harmony Road/WCR74 to the regional priority corridors, and coordinating a future workshop with the TAC in March to determine the scoring criteria for the list. Karasko also asked TAC members how the projects within the tiers should be ranked, if each tier should have the same criteria for ranking projects, and if the ideas for ranking the projects should be presented at a future meeting. TAC members shared a robust discussion on the need to add Harmony Road/WCR74, the purpose of the NFRMPO’s priority list in relation to the CDOT 10-Year Plan and the best way to move forward to finalize the NFRMPO list. It was determined TAC would recommend to Planning Council that the Tier 1 list should be the region’s priorities and that further workshops at this time for this iteration of the list would not be productive. TAC members discussed refining the criteria and definitions of the Tiers for future iterations of the NFRMPO’s Priority List.

**SS4A Funding Roundtable** – Tracy mentioned that Larimer County is at the tail end of their SS4A project, with adoption anticipated in April. Tracy also voiced concern with receiving federal grants like a RAISE grant and a Bridge Improvement Plan grant, which has been awarded but there has not been any contract. Tracy stated that the federal government will apparently be looking into reimbursing expenses. Tracy also mentioned they will be likely be reimbursed for the SS4A project.

Hornkohl mentioned that in 2023 Fort Collins was successful with a supplemental planning and implementation grant. Fort Collins is moving forward with the creation of separated bikes lanes on Center Avenue. Hornkohl also mentioned a 2024 grant which does not yet have an IGA contract for a bike study for the northwest area of Fort Collins to identify implementation grant opportunities with SS4A. Fort Collins also awarded a code audit that allows the implementation of the Active Modes Plan recommendations. This project includes a demonstration on Lake Street to do separated bike lanes and potentially close an intersection at Center and Lake. The project also includes looking at the Harmony corridor and identifying priority sections.

Keith Wakefield, Loveland, discussed Loveland's SS4A project. Loveland is in the process of trying to get an IGA approved for a planning and demonstration grant. FHWA has said that it cannot move forward at this time so all Loveland can do is wait. Loveland's application discussed developing a Safety Action Dashboard for data to be presented to the public, additional equity mapping, and a vision zero proclamation for the city. Loveland also has multiple demonstration projects, with one being a striping exercise on Cleveland to bring the street from three lanes down to two lanes, then determining uses for the additional space. Other demonstrations in Loveland include a mini roundabout at Garfield and 10<sup>th</sup> Street and exploring the use of A.I. with signal cameras to detect near misses.

Herrera mentioned that Windsor's plan funded through their SS4A grant should be finalized in the next couple months and that Windsor held their last stakeholder meeting in the previous month. Windsor finished doing their roadway safety audits to determine what the SS4A project might look like.

Leonhardt mentioned that their plan to use SS4A funds was approved by their council and Greeley is moving forward with their planning and demonstration grants. Leonhardt mentioned there are several quick build projects that Greeley is doing. Greeley is also waiting to see the results from some of the demonstration projects.

### **OUTSIDE PARTNER REPORTS**

**NoCo Bike and Ped Collaborative** – Written report provided.

**Regional Transit Agencies** – No updates were provided.

**Mobility Updates** – Hull mentioned the various outreach events the mobility team has done in the past month, including Winter Bike to Work Day and talking with UC Health. Hull mentioned the mobility team is in the process of finalizing the My Way to Go program, which is currently launched but needs a few tweaks before it is promoted to the public. Lastly, Hull mentioned they are in the process of starting the Coordinated Plan and that he has reached out to various stakeholders within the TAC.

### **REPORTS**

**January Planning Council Meeting Summary Draft** – Written report provided.

**Mobility Committee Updates** – Written report provided.

**Legislative Updates Report** – Written report provided.

**NFRMPO Air Quality Updates** – Written report provided.

### **ROUNDTABLE**

Keith Wakefield, Loveland, mentioned the start of the 4<sup>th</sup> Street revitalization project. Construction is anticipated to start next week. The US-34 and Fast project is anticipated to begin construction sometime from the spring to mid-summer. Lastly, he mentioned the large amount of development coming to US-34 and the need to address congestion on that corridor.

Hornkohl mentioned that the Fort Collins Council approved the last piece of funding for the College and Trilby Intersection Project. The second phase of construction will begin in March. Hornkohl also mentioned they are looking to advertise the Power Trail Underpass within the next two weeks.

Karasko mentioned the NFRMPO is in the hiring processes for a controller and a mobility director. The NFRMPO is also accepting applications for a planning intern and a transportation modeler.

Hahn mentioned Loveland is hiring transportation planners.

### **MEETING WRAP-UP**

**Final Public Comment** – There was no final public comment.

**Next Month’s Agenda Topic Suggestions:** Karasko mentioned a recommendation to reintroduce the MPO and explain its significance.

**Meeting adjourned at 2:37 p.m.**

**Meeting minutes submitted by:** Jonathan Stockburger, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, March 19, 2025, as a hybrid meeting.**



## MEMORANDUM

**To: NFRMPO Transportation Advisory Committee (TAC)**

**From: Becky Karasko**

**Date: March 19, 2025**

**Re: FY2026-2027 Unified Planning Work Program (UPWP) Tasks**

### Background

The NFRMPO staff has drafted the Tasks and Products for the FY2026-2027 Unified Planning Work Program (UPWP). The Finance Committee will review the FY2026 Budget at their March 20 and April 17 meetings and it is anticipated they will recommend Planning Council approval at the May 1, 2025 meeting. The FY2026-2027 UPWP and FY2026 Budget will go to Planning Council for their approval at their May 1, 2025 meeting to allow CDOT and FHWA approval prior to October 1, 2025.

The draft FY2026-2027 UPWP Tasks are provided at the link below, and comments are requested by **Monday, March 31, 2025**.

The Draft FY2026-2027 UPWP Tasks can be accessed here: [https://nfrmpo.org/wp-content/uploads/FY2026-2027-UPWP\\_DRAFT-Tasks.pdf](https://nfrmpo.org/wp-content/uploads/FY2026-2027-UPWP_DRAFT-Tasks.pdf).

### Action

NFRMPO staff requests TAC review the FY2026-2027 UPWP and provide comments to Becky Karasko at [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org) by **5:00 p.m. on Monday, March 31, 2025**.

EXECUTIVE SUMMARY of the  
North Front Range Transportation and Air Quality Planning Council  
March 6, 2025

CONSENT AGENDA

Heid **moved** to APPROVE THE CONSENT AGENDA. The motion was **seconded** by Canonico and **passed** unanimously.

AIR QUALITY AGENDA

*NFRMPO Air Quality Program Updates* – Wojtach highlighted several items in the report provided in the packet and focused on two main topics, the CMAQ funding and the potential for it go away; however, at the February RAQC meeting Darius Pakbaz, CDOT, assured members that the funding was secure. She also discussed the upcoming SIP the RAQC is developing and the slate of emissions reduction strategies options they have developed for consideration for inclusion in the SIP. She then walked through the RAQC’s recent Concept Paper on Mobile Source Emissions Budgets, which is scheduled for discussion at the RAQC Board in May.

*Regional Air Quality Council (RAQC)* – Stephens discussed the on-going RAQC Board review of the draft SIP chapters and the upcoming release of SIP modeling results for discussion at the March Control Strategy Committee meeting.

*Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)* – Stephens noted NAAPME met on February 27 and approved the enterprise’s budget, which included an increase to the delivery fee being tied to inflation. She mentioned 15 funding requests for the Clean Transportation Call currently open, with \$17M available.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

REPORTS:

*Report of the Chair* – Chair Olson discussed the FY2026 CDOT Budget, which was presented at the March STAC meeting. He also mentioned the changes in FHWA Colorado Division staffing.

*Executive Director Report* – Sizemore discussed the recent Intermountain West MPO letter submitted to the new EPA Administrator, Lee Zeldin, regarding the issue with background ozone in the Western US. He also provided additional information on the current state of federal funding specifically as it relates to MPOs. Sizemore also discussed the new MPO Controller, who will begin on March 24.

ACTION ITEMS:

*Front Range Passenger Rail District Board NFRMPO Representation*

Olson opened the discussion on the representation for the NFRMPO as one of two Directors for the MPO. Karspeck discussed his tenure on the Board of Directors and recommended Jon Mallo to take his place. Mallo accepted the nomination and thanked Karspeck for his service on the Board.

Karspeck **moved to** approve *RESOLUTION 2025-10 APPROVING NFRMPO REPRESENTATIVES TO THE FRONT RANGE PASSENGER RAIL DISTRICT BOARD OF DIRECTORS removing Councilmember Karspeck representing the Town of Berthoud and replacing with Councilmember Jon Mallo with the City of Loveland*. The motion was **seconded** by Gutierrez and **passed** unanimously.

DISCUSSION ITEM:

*NFRMPO 10-Year Priority List* – Karasko discussed the outcome of the February TAC Discussion of the 10-Year Priority List compiled following the results of the January 30<sup>th</sup> Joint TAC-Council Workshop. Planning Council requested TAC review the Tier 1 projects and provided a prioritized list for Council review.



## 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

# Legislative Report

March 2025

**Direct NFRMPO Impact:**

<b>Title</b>	<a href="#">SB25-030</a> : Increase Transportation Mode Choice Reduce Emissions
<b>Description</b>	Concerning measures to increase transportation mode choice to reduce emissions.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Requires CDOT to present a statewide mode choice assessment to the transportation legislation review committee (TLRC), Transportation Commission (TC), and the Colorado Energy Office (CEO) with recommendations for mode choice targets for 2030 ,2035, 2040, 2045, and 2050 for CDOT, MPOs, and transit providers that provide public transit to a population of 100,000 or more.</li> <li>• Requires CDOT, in coordination with MPOs, to present a report to TLRC to track the implementation of mode choice targets through mode choice implementation plans.</li> <li>• Requires CDOT, MPOs, subject transit providers, and local governments with a population of 25,000 or more to complete a mode choice implementation plan no later than December 31, 2026. These plans must be updated every 5 years.</li> <li>• Mode choice implementation plans must include information about mode choice targets, a multimodal transportation gaps summary, and an analysis of projected GHG emissions</li> <li>• Allow NAAPME to award grants for the development of mode choice implementation plans</li> <li>• Allow MMOF funds to be used for the development of mode choice implementation plans</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 1/08/2025: Introduced in Senate – Assigned to Transportation, &amp; Energy</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Require the NFRMPO, transit agencies, and local governments with population of 25,000 or more to complete mode choice implementation plans</li> </ul>

<b>Title</b>	<a href="#">HB25-1144</a> : Repeal Retail Delivery Fees
<b>Description</b>	Concerning the repeal of retail delivery fees.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Eliminates the retail delivery fees.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 2/18/2025: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely</li> <li>• 1/29/2025: Introduced in House – Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Limit funding opportunities through NAAPME and other enterprises formed by SB21-260.</li> </ul>

<b>Title</b>	<a href="#">HB25-1044</a> : Local Funding for Vulnerable Road User Protection
<b>Description</b>	Concerning authorization for local governments to generate additional fee-based funding for local vulnerable road user protection strategies.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Authorizes a county, municipality, or a TABOR exempt enterprise created by a local government to generate additional fee-based funding for vulnerable road user protection strategies.</li> <li>• Authorizes local governments to impose additional local motor vehicle registration fees.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 2/12/2025: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely</li> <li>• 1/08/2025: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Allow local communities to generate additional revenue for eligible safety projects.</li> </ul>

<b>Title</b>	<a href="#">HB25-1007</a> : Paratransit Services
<b>Description</b>	Concerning paratransit services.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Requires any political subdivision of the state, public entity, or nonprofit corporation that provides paratransit services to <ul style="list-style-type: none"> <li>○ Establish, in coordination with local emergency services, a plan to communicate information and provide paratransit services during emergencies</li> </ul> </li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 2/28/2025: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>• 2/25/2025: Passed the House</li> <li>• 2/18/2025: Transportation, Housing, &amp; Local Government Discussion; Referred to House</li> <li>• 1/08/2025: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Requires Transport, COLT, GET, and other agencies that provide paratransit services to establish a plan to continue services during an emergency and to consult with affected community members when changing the service area.</li> </ul>

<b>Title</b>	<a href="#">HB25-1198</a> : Regional Planning Roundtable Discussion
<b>Description</b>	Concerning the creation of a Regional Planning Roundtable Commission.
<b>Summary</b>	<p>Creates the Regional Planning Roundtable Commission within the Department of Local Affairs. The purposes of the commission include:</p> <ul style="list-style-type: none"> <li>• Assisting local government in complying with statutory housing, land use, or other planning requirements;</li> <li>• Assisting local governments in accessing state and federal resources and technical assistance for complying with statutory housing, land use, or other planning requirements;</li> <li>• Assisting local governments in establishing a regional roundtable to address regional housing, land use, or other planning challenges and opportunities.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 2/10/2025: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Regional roundtables can be used to assist local communities with planning requirements and assist local governments in accessing state and federal resources and technical assistance.</li> </ul>

**Transportation-Related Bills – Limited NFRMPO Impact**

- [HB25-1110](#): Railroad Crossing Maintenance Costs
  - Requires the public utilities commission to adopt rules requiring that, unless the applicable road authority is a local government, the total costs to maintain an existing

railroad crossing are shared equally between the railroad, railroad corporation, rail fixed guideway, transit agency, or owner of the track and the applicable road authority.

- [SB25-137](#): Greenhouse Gas Credits for Water Quality Projects
  - Authorizes the owner or operator of a water quality green infrastructure project to sell or trade any greenhouse gas credits created by the project in the GHG credit trading program that is established by the air quality control commission by rule.
- [HB25-1228](#): Best Value Design-Build Transportation Contracts
  - Adds additional evaluation factors for design-build contracts administered by CDOT, including project schedule, innovative solutions, improved quality, sustainability, environmental impact, initial cost, long-term life-cycle cost of the transportation projects, resilience, increased scope, and aesthetics.
- [SB25-052](#): Railroad Investigative Report Confidentiality
  - Repeals the current legal requirement that requires investigative reports of railroads made for the public utilities commission to be kept confidential and replaces it with a grant of rule-making authority to make ongoing investigations and security information confidential.
- [SB25-161](#): Transit Reform
  - Makes a variety of changes for the purpose of improving the performance of the Regional Transportation District.
- [SB25-187](#): Sunset Motorcycle Operator Safety Training Program
  - Implements the recommendations of the Department of Regulatory Agencies regarding the Motorcycle Operator Training (MOST) Program. Recommendations include continuing the MOST program for 9 years, until September 1<sup>st</sup>, 2034.