

Dedicated to protecting and improving the health and environment of the people of Colorado

October 2025 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, November 6, 2025

[Air Pollution Control Division](#) (Division) Public Participation Opportunities:

- **Emission control regulations for priority toxic air contaminants:** The division has published a new rule concept, preliminary redlines, and a list of potentially impacted facilities. The division is holding public meetings related to adopting emission control regulations for the state's five priority toxic air contaminants. This includes potential revisions to Air Quality Control Commission Regulations 6, 8, 24, 26, and 30. The meeting will provide details about the types of emission control strategies under consideration and the scope of potentially impacted industries. There will be an opportunity to ask questions and provide public comment. The emission control regulations may impact new and existing sources of priority toxic air contaminant emissions. Register to join the meeting on [Saturday, November 8 from 8 a.m. to 12 p.m.](#)
- **Potential changes to Air Quality Control Commission Regulation 27:** The Air Pollution Control Division is hosting a series of online public meetings on potential changes to Air Quality Control Commission Regulation 27, also known as the Greenhouse Gas Emissions and Energy Management for the Manufacturing Sector rules, or GEMM 1 and GEMM 2. At the direction of the commission, the division is planning to propose updates that would:
 - Increase transparency of the state's emissions crediting and tracking system for GEMM 1 and 2 facilities.
 - Harmonize requirements between GEMM 1 and 2 facilities.
 - Create a state-managed fund for GEMM 1 and 2 facilities.Register to join an upcoming meeting on [Wednesday, November 12 from 1-3 p.m.](#)
- **Annual report for midstream fuel combustion equipment:** The division published its [first annual Midstream Segment Information Report](#) on Tuesday, Oct. 28 and is holding a public information session on the report on Monday, Nov. 17. The report is required by a rule the Colorado Air Quality Control Commission adopted in December 2024, which addresses greenhouse gas emissions from oil and gas midstream fuel combustion equipment. The rule sets an annual segment cap and individual company caps on relevant greenhouse gas emissions. During the upcoming meeting, the Division



will share information and answer questions about the report. Spanish interpretation will be provided. Register to join the meeting on [Monday, November 17 from 2-3 p.m.](#) This is the first of an annual report that the division will publish every year in October. The annual segment cap and individual company caps on greenhouse gas emissions will be enforceable starting with calendar year 2030 emissions.



Air Quality Control Commission (Commission) Updates:

October 15-17, 2025 Commission Meeting

- **Annual AQCC Report to the Public:** The Commission Administrator presented the final draft of the Annual AQCC Report to the Public and the Commission approved the report for publication and distribution.
- **Review of 2025 Ozone Season:** The Division presented an overview of the 2025 ozone monitoring data and reported on exceedances of the current ozone standards.
- **Edge Environmental LLC Adjudicatory Hearing:** The Commission held an adjudicatory hearing regarding to asbestos related noncompliance issues for Edge Environmental LLC. Specifically, the Pine Creek Apartments (Case No. 21036A, Record No. 174341) and the Eagle's Nest Apartments (Case No. 22038A-01, Record No. 193117). A final order for this hearing is due by November 14, 2025.
- **Common Provisions:** The Commission made revisions to the Common Provisions regulation to address HB20-1143 with respect to inflation adjustments for maximum fines and penalties for air quality control violations.
- **Regulation Number 6, Part A - Stationary Source Performance Standards:** The Commission revised Regulation Number 6, Part A (NSPS) to incorporate by reference changes the EPA made to its New Source Performance Standards and/or Emission Guidelines.
- **Regulation Number 8, Parts A & E - Hazardous Air Pollutants Performance Standards:** The Commission made revisions Regulation Number 8, Parts A and E (MACT Standards) by incorporating changes the EPA made to its National Emission Standards for Hazardous Air Pollutants rules.
- **Secondary SO2 Designation:** The Commission adopted a designation recommendation for EPA's revised secondary SO2 National Ambient Air Quality Standard. These recommendations will be submitted to EPA and they will form a conclusion in 2026.
- **Regulation Number 3 - Permitting and Emissions Reporting:** The Division provided a report on Greenhouse Gas (GHG) fees. This included an evaluation of the current GHG fee rule which resulted in regulatory and procedural recommendations for the rule.

November 19-21, 2025 Commission Meeting

- **Lawn and Garden Equipment Briefing:** The Commission previously considered restrictions on use of smaller push and hand-held gasoline-powered lawn and garden equipment by commercial contractors as well as a sales prohibition on this equipment and recognizes the importance of replacing gasoline-powered lawn and garden equipment with electric alternatives to reduce the emissions of ozone precursors and other pollutants. The Commission received testimony noting that the market is already trending in this direction and support the acceleration of this market transition. To that end, the Commission requested that the Division monitor the market share of electric lawn and garden equipment and report this information to the Commission.
- **Regulation Number 9 - Open Burning, Prescribed Fire and Permitting:** The Commission will consider projected costs for the Smoke Management Program (SMP).



If the adjusted projected cost of the SMP for an upcoming year varies more than 5% from the total regulatory fee amount in Regulation No. 9, the Division will notify the Commission in the annual briefing that it intends to seek a fee change before the Commission in a properly noticed public hearing. The projected cost of the SMP is not expected to rise by more than 5%, so the Division will not request a public hearing before the Commission to formally propose a regulatory cost of program adjustment.

- **Ozone State Implementation Plan (SIP) and Associated Regulations:** The Commission will consider proposed elements to Colorado's State Implementation Plans (SIP) under the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS) and revisions to associated regulations including Regulation Number 3, Regulation Number 7, Regulation Number 11, Regulation Number 25, Regulation Number 26 and the Air Quality Standards, Designations and Emission Budgets.





2025 VanGo™ Annual Survey Highlights

- Customer Satisfaction (% that agrees VanGo™ staff provides good to excellent ‘timely and helpful’ service): 97% (decrease from 100% in 2024)
- Net Promoter Score (NPS) 84.62 (increase from 78.79 in 2024). The average American company has an NPS lower than 10. The highest performing organizations have scores between 50 and 80.
- How most current participants heard about VanGo™:
 - o ‘From a friend, family member or coworker’ (44%) (increase from 38% in 2024)
 - o ‘Saw a vanpool’ (27%) (increase from 21% in 2024)
 - o ‘Through my employer’ (20%) (increase from 15% in 2024)
- Why current participants choose to vanpool:
 - o Top 3 scoring ‘Very Important’ (highest)
 - ‘Reduced personal vehicle cost’ (92%) (increase from 88% in 2024)
 - ‘Reduced the amount I need to drive’ (74%) (Increase from 55% in 2024)
 - ‘Work Commute is less stressful’ (53%) (decrease from 60% in 2024)
 - Note: Being able to use HOV lanes has increased significantly in importance (23% in 2024 to 42% in 2025)
- Percentage of current participants who recommended VanGo™ to anyone in the last 12 months: 78% (a decrease from 80% in 2024).
- This year’s survey showed a valuable balance in participation between those who have been with the program 10+ years and those who’ve only been with us less than a year. Providing balanced insights into the service provided.

Anonymous Comments:

- ‘I love VanGO and I am so thankful for this service. I truly would not be able to have the job that I do without this service. Thank you!’
- ‘This is a great program and is much appreciated. Thank you.’
- ‘It’s been a great experience and enjoy the entire staff of VanGo.’
- ‘Just a huge thank you to all that work here and provide this service.’

Larimer County Mobility Committee (LCMC) MINUTES

October 28th, 2025

1:00 p.m. – 3:30 p.m.

Welcome and Introductions

Call Meeting to Order, Welcome, and Overview of Agenda

- Bridie Smith, COLT
- AnnaRose Cunningham, City of Loveland
- Jenna Robinson, SAINT
- Willow Cooper-Bartan, ARC
- Steve Conaway, RAFT
- Katlyn Kelly, Transfort
- Dena Boutwell, VIA
- Dana Klein, Town of Estes
- Ari Edgley, Foothills Gateway
- Megan, Kaliczak, zTrip
- Kristi Swasko, RAFT

NFRMPO staff:

- Tanya Trujillo-Martinez, Mobility Director
- Aaron Hull, Mobility Planner and Staff Liaison

Introductions and Icebreaker

Attendees introduced themselves and their organizations, then participated in an icebreaker.

Public Comment

There was no public comment at this meeting.

Approval of Last Meeting's Minutes



Motion made by Kaliczak and seconded by Robinson for approval of the July 22nd, 2025, meeting minutes.

Meeting Location Discussion

Hull highlighted the need to confirm the meeting location for the LCMC 2026 meetings, suggesting the current location, the United Way of Larimer County's Loveland Youth campus, based on survey results indicating a preference for a location in Loveland and the location being free to use. He mentioned that other potential locations, such as libraries and community centers, would incur costs. The NFRMPO office was also offered as a free option.

The Committee was asked to discuss options for meeting space, including alternative locations in Loveland and Fort Collins, as well as rotation of locations. Discussion ensued, and the Committee decided that the current space was lovely and preferred a stable meeting location over a rotating one.

Motion made by AnnaRose Cunningham, seconded by Megan Kaliczak, that for the 2026 LCMC meetings, the area will remain at the UWLC Youth Campus, and that this topic will be revisited at the end of 2026 for 2027.

RideNoCo Updates

Hull reported that website visits have surpassed last year's levels, with a notable spike in October driven by various outreach activities. He discussed the breakdown of calls by county and emphasized the importance of refining data-collection methods, particularly for unknown and other categories. Hull also mentioned updates to the rider's guide and the addition of new questions to help us better understand callers' demographics.

Hull provided an update on outreach efforts, noting the popularity of events and the recent updates to the provider's guide. He presented a heat map showing call distribution in the region, particularly in Fort Collins and Loveland. Hull explained that upcoming transportation fairs have been scheduled for January and February, and he encouraged transportation providers to participate and reach out if they are interested. Hull also mentioned that the 2025 Coordinated Plan and the TMO Incubator Call for Projects will be presented to the Planning Council on November 6th for discussion and first readings, then brought back in December for action and approval.

Discussion Items

Service Provider Spotlight: zTrip



Megan Kaliczak presented zTrip's transportation services, highlighting the company's evolution since its 2018 founding. Kaliczak explained that, with a fleet of 80 vehicles in Northern Colorado, zTrip prioritizes accessibility, boasting a higher percentage of wheelchair-accessible vehicles than competitors. Kaliczak talked about how the company aims to leverage technology and community engagement to improve transportation solutions.

Kaliczak explained that Z-Trip operates under strict regulations from the Colorado Public Utilities Commission, which sets fixed rates and prohibits surge pricing. She noted that the service is available to everyone without a special account and features an app that lets passengers request preferred drivers. She also emphasized the importance of personal interactions between drivers and passengers to enhance the overall experience.

Kaliczak explained that their transportation service is ADA-compliant, offering wheelchair-accessible vehicles and training drivers in customer service related to the Americans with Disabilities Act. She emphasized that service animals are considered essential medical equipment and cannot be denied access.

Kaliczak outlined the rigorous safety protocols for drivers, which include comprehensive background checks, mandatory DOT physicals, and drug screenings. She highlighted the training curriculum that drivers must complete, focusing on safe driving practices. She also mentioned using advanced monitoring technology to track driver behavior and vehicle maintenance.

MyWayToGo Presentation and Demonstration

The LCMC tabled this item until the January meeting.

Mobility Case Study

Hull presented the case study for this meeting: the individual is a Fort Collins Caller who needs to get to the Greeley UCHHealth Medical Appointments and is not over 60. Hull explained that the individual uses a wheelchair and needs low-cost transportation.

Kaliczak asked whether they would qualify for Dial-a-Ride in Fort Collins, and if so, whether they could use Dial-a-Taxi to get to the Poudre Express stop, take it to Greeley, then use the paratransit services provided by GET to get to UCHHealth.

Wrap-Up & Member Updates

Transfort & COLT Updates



AnnaRose Cunningham provided updates on COLT route changes for 2026. Katlyn Kelly for Transfort mentioned that service reductions will occur in the future due to budget and staffing constraints, with more information to come once the optimization plan is completed. Kelly said the optimization plan will go to the City of Fort Collins Council tonight.

LCMC Member Updates & Roundtable

Steve Conaway talked about Raft and how the service is currently in negotiations with the Town of Berthoud to consolidate services between BATS and RAFT.

Conaway mentioned that RAFT also received a new 14-passenger van to start offering social-emotional trips for individuals. Conway noted that they took drivers to an appreciation event for their first drive, took their first group of seniors to Buc-ees for a social outing, and will be planning additional trips in the future.

Final Call for Public Comment

None

Motion to Adjourn

Motion to adjourn by Conway, seconded by Kaliczak at 3:04 p.m.

Upcoming Meetings:

- Northern Colorado Mobility Committee: November 4th, 2025
- Weld County Mobility Committee: December 16th, 2025*
- Larimer County Mobility Committee: January 27th, 2026*

***Please note:**

- The WCMC and LCMC have changed to **hybrid** meetings and will have an option to meet in-person as well as virtually. Locations for the hybrid meetings will be at the following:
 - The WCMC will be held at The United Way of Weld County office at 814 9th Street, Greeley, CO 80631.
 - The LCMC will be held at the Loveland Youth Campus at 2366 E 1st St, Loveland, CO 80537.

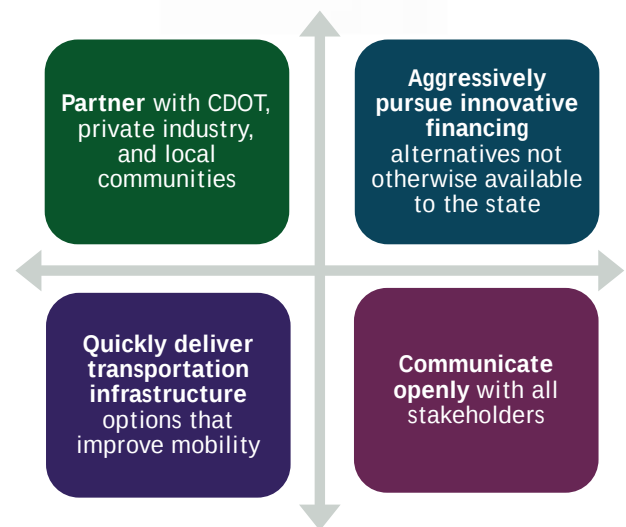
North Front Range Metropolitan Planning Organization (NFRMPO)

November 6th, 2025

CTIO Background & Mission

- Formed in 2009 with the passage of Funding Advancement for Surface Transportation and Economic Recovery (“FASTER”) legislation
- In 2024, SB184 clarified the scope of powers and duties to explicitly prioritize reducing traffic congestion and pollution through multimodal transportation projects
- High Performance Transportation Enterprise (HPTE) for legislative and legal purposes, doing business as the Colorado Transportation Investment Office (CTIO)
- Required to “*aggressively pursue*” innovative means of more efficiently financing important transportation projects:
 - Public Private Partnerships (P3)
 - User fee-based project financing (tolls)

CTIO's Mission



CTIO Revenue Streams

Express Lanes (user fees/tolls)

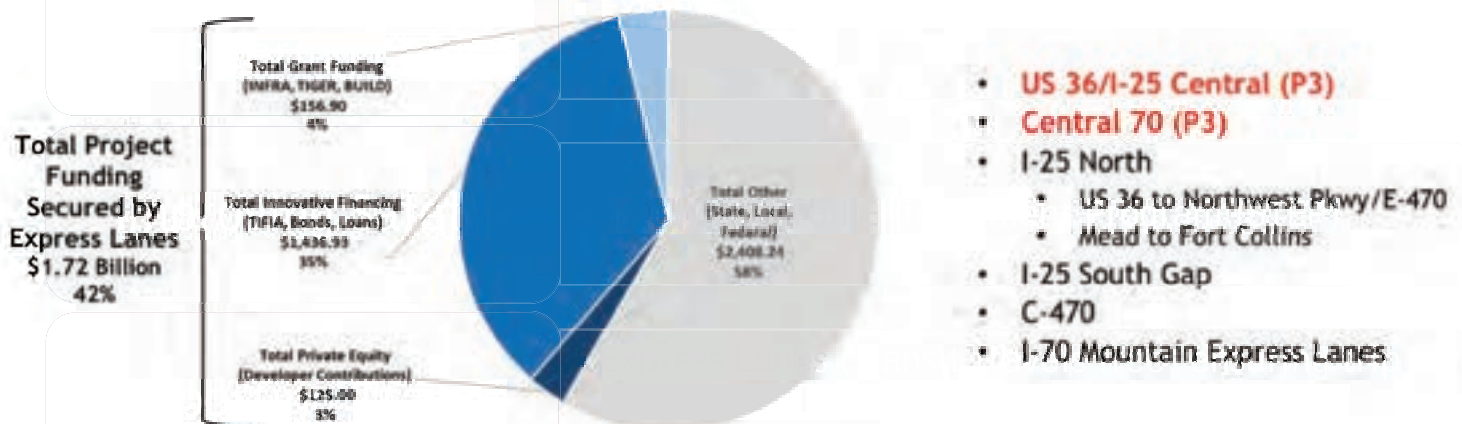
- CTIO can only use user fees collected from the infrastructure project where they were collected unless they are integrated (e.g., Express lanes corridors connecting).
- Toll rates governed by the CTIO Toll Rate Setting Policy.

Congestion Impact Fee

- Senate Bill 24-184 created a new Congestion Impact Fee.
- The Fee is levied on short-term vehicle rentals at up to \$3 per day and are dedicated to “completing, operating, and maintaining multimodal surface transportation infrastructure projects.” The fee is annually adjusted for inflation beginning in FY 2026-27.

Project Financing Secured Through Express Lanes

CTIO and CDOT have delivered \$4.13 billion in joint projects since 2009



Tolling Commencement I-25 North Segments 6, 7, and 8



Express Lanes Network



I-25 North: Operational Policy

The operational policy of Segments 6, 7, and 8 follow the same methodology as Segments 2 and 3, and are summarized below:

- Hours of operation: 24 hours a day, 7 days a week, 365 days a year.
- High occupancy vehicles with three or more passengers (HOV3+) use the Express Lanes for free, with a switchable HOV transponder.
- Motorcycles use the Express Lanes for free.
- Vehicles with four or more axles pay a surcharge of \$25 per segment.
- The current tolling regime is Time-of-Day (TOD) pricing.

I-25 North: Go Live and Toll Rates

Tolling is estimated to Go-Live in January 2026.

Toll rates range from \$1 – \$4.75 for Express Toll account holders and \$2 – \$9.50 for license plate accounts depending on the time of day.

Safety and Tolling Enforcement (STEP) I-25 North Segments 6, 7, and 8



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Safety and Toll Enforcement Program (STEP)

- In 2022, the state legislature passed a new bill requiring CTIO to use advanced roadside technology to enforce safety violations, starting on the I-70 Mountain Express Lanes.
- Violators identified by this technology are issued a civil penalty via mail.
- The purpose of this enforcement is, most importantly, to keep all roadway users safe.
- CTIO is working to incorporate this technology across the Express Lanes network.
- The STEP is active on the Mountain Express Lanes, C-470, Central 70, I-25 South Gap, and I-25 North (2 and 3).

CTIO will use a mix of roadway sensors, cameras and other sophisticated technology to monitor and enforce these rules.



\$75
Civil
Penalty

The fine for these infractions is a \$75 civil penalty sent via mail to the registered address associated with the vehicle's license plate. If the penalty is not paid within 20 days of issuance, it will automatically increase to \$150.*



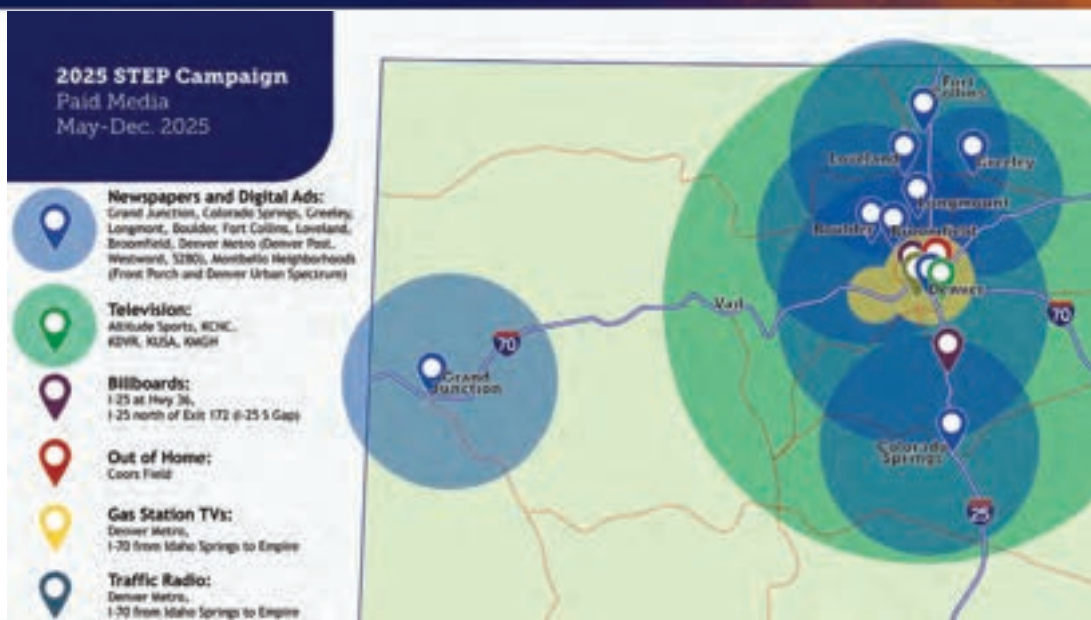
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STEP Rollout Timeline

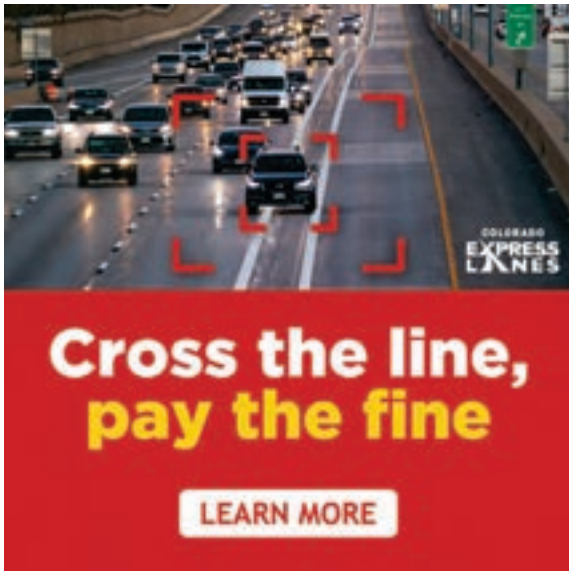
30-Day STEP Warning Period starts on tolling Go-Live date.

STEP Civil Penalties start being issued 30 days after tolling commencement.

I-25 Corridor- STEP Communications



Safety and Toll Enforcement Campaign Communication



Safety is the primary purpose of this program.



Target audiences include both residents and regional visitors.



The **grace period** has been leveraged to help inform the public and get the media talking about the program.

I-25 North Communication Approach

Combine tolling and STEP messaging to educate the traveling public about both changes at once through:

- **Paid media** including print and digital ads, TV placements, traffic radio, streaming audio, paid interviews with local stations and potentially a billboard.
- **Earned media** outreach through press releases and interviews the week before the start of tolling/the warning period and again the week before the start of civil penalties.
- **Stakeholder outreach** to over 400 regional and 150 local stakeholders.
 - 2-3 weeks prior to go-live
- **Direct partner** outreach through CSU, local driving schools and the Fort Collins welcome center.
- **Owned media** updates shared through the Express Lanes webpage and CDOT social media accounts.

STEP Statistics



- The STEP program has seen an **86% drop in** the violation rate across the network
- 91% of vehicles commit only one or two violations
- Lower violation rates are seen for new corridors coming online
- 37% of all violations are attributed to I-25 North Segments 2 and 3

Questions?



RESOLUTION NO. 2025-21
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE OCTOBER 2025 AMENDMENT TO THE
FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, transportation projects programmed in the current TIP for FY2024-2027 are consistent with the 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2024-2027 were positive and this TIP Amendment does not change the positive conformity findings on the FY2024-2027 TIP; and

WHEREAS, the October 2025 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

WHEREAS, the FY2024-2027 TIP remains fiscally constrained.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2024-2027 TIP by adding and revising the following project:

- Adding the Larimer County new project *County Road 50E Corridor Planning & Design* with \$1,160,850 Federal BUILD Funding and \$290,215 Local Funding in FY26.
- Removing the Fort Collins project *On-Route BEB Chargers - STC* as part of MMOF reconciliation efforts. Portion of funding goes to Fort Collins *Foothills Transit Station* project.
- Removing the Greeley project *10th Street Transit Vision* as part of MMOF reconciliation efforts. Portion of funding goes to Greeley *MERGE* project.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of November 2025.

Kristin Stephens, Vice Chair

ATTEST:

Elizabeth Relford, Executive Director



MEMORANDUM

To: NFRMPO Planning Council

From: Aaron Hull, Mobility Planner

Date: November 6, 2025

**Re: Discussion – 2025 Coordinated Public Transit/Human Service
Transportation Plan (Coordinated Plan)**

Objective

To discuss the **2025 Coordinated Public Transit/Human Service Transportation Plan (Coordinated Plan)**

Key Points

- To receive FTA \$5310 funding, the NFRMPO is required to update the **Coordinated Public Transit/Human Services Transportation Plan** every four years.
- Planning Council adopted the previous **2021 Coordinated Plan** in December 2021.
- This is the first time the Planning Council will discuss the **2025 Coordinated Plan**. The **2025 Coordinated Plan** was brought to the Planning Council in July 2025 for initial feedback during the outreach process.
- The **2025 Coordinated Plan** emphasizes transportation issues, service overlaps, and gaps for older adults, people with disabilities, low-income individuals, and other underserved communities within the NFRMPO region, which includes the urban areas of Larimer and Weld counties, the rural portions of the NFRMPO, and outlines goals and strategies to address these identified gaps.
- The **2025 Coordinated Plan** was developed with input from the public through presentations at meetings, a public survey, attendance at local events, conversations with various stakeholders such as local transit agencies, service providers, human service agencies, the public, and others, as well as discussions with the Larimer and Weld County Mobility Committees and feedback from the NFRMPO TAC, the joint Northern Colorado Mobility Committees, and different regional stakeholders.
- The **2025 Coordinated Plan** can be downloaded at: <https://nfrmpo.org/wp-content/uploads/Draft-2025-Coordinated-Plan.pdf>

Supporting Information

- The NFRMPO Mobility team, the Mobility Coordination Program, and the RideNoCo one-call/one-click center are funded through FTA \$5310 funds received from CDOT and sales tax dollars from the City of Fort Collins (exchanged for FTA \$5310 funds).
- The NFRMPO Mobility team and the Mobility Coordination Program bring together human service and transit agencies and staff from the NFRMPO to ensure residents of the region have efficient and coordinated mobility and access.
- Federal transit law requires that projects selected for funding under the FTA \$5310 Enhanced Mobility for Individuals and Individuals with Disabilities Program be "included in a locally developed, coordinated public transit-human services transportation plan."
- The Larimer and Weld County Mobility Committees and the joint Northern Colorado Mobility Committee have functioned as steering committees for the **2025 Coordinated Plan** and have recommended approval to the Planning Council.

Advantages

- The **2025 Coordinated Plan** meets the requirements set out in federal guidance.
- The **2025 Coordinated Plan** builds support and partnerships already in existence.
- The **2025 Coordinated Plan** situates the region to receive additional funds to achieve the goals set out in the Plan.
- The **2025 Coordinated Plan** identifies programs and strategies to aid older adults, individuals with disabilities, low-income individuals, and other underserved communities living within the NFRMPO region.

Disadvantages

- None noted

Analysis/Recommendation

The **2025 Coordinated Plan** meets requirements set forth by the FTA. NFRMPO staff requests Planning Council input on the draft Plan prior to approval in December 2025.

Attachments

- **2025 Coordinated Public Transit/Human Service Transportation Plan (Coordinated Plan) Presentation**
- **2025 Coordinated Public Transit/Human Service Transportation Plan (Coordinated Plan) Executive Summary**



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		Presentation Overview	
1. Presentation Overview & Introduction 2. Coordinated Plan Background & Mobility Program Information 3. Since 2021 Coordinated Plan 4. Regional Information & Demographics 5. Outreach 6. Ideas/Strategies/Projects 7. What's next? & Discussion 8. Conclusion			
2		Coordinated Plan	

2

2025 Coordinated Plan Background




- Strategic plan for Coordinated Transit (Mobility) in the region
- Mobility for older adults, individuals with disabilities, low-income persons, and underserved communities
- Updated every four years.
- Allows for projects to be funded by FTA \$5310 funds
 - **FTA \$5310 Funds:** focus on older adults, individuals with disabilities, and low-income individuals
 - Example: RideNoCo program
- Sets up project priorities for mobility for the next 5 – 10 years
- Four Parts of the Plan:
 - Analyze existing conditions/options;
 - Evaluating socioeconomic and ridership data;
 - Identify mobility gaps; and
 - Strategize improvements

Coordinated Plan

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Since 2021 Coordinated Plan




- NFRMPO Mobility Management Program
- Staff positions and time for the NFRMPO Mobility program and technical assistance
- 3 Mobility Committees & Mobility & Access Priority Group
- Launch, Staffing, Expansion, and Optimization of *RideNoCo*
 - Creation of the Trip Discovery Tool and TDS system
- Trainings such as CASTA Conferences
- Helping to acquire wheelchair-accessible vehicles for Adeo (formerly Greeley Center for Independence), Envision, 60+ Rides, and Milliken Senior Center
- Expansion of Via Mobility Services
- Outreach, such as travel trainings, presentations, paper material, and outreach events
- Larimer County Senior Transportation Implementation Plan
- Dial-a-Taxi (Fort Collins and Loveland)
- Vehicle replacement
- ADA sidewalk program

Coordinated Plan

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NFRMPO Mobility Program



- RideNoCo – One-Call/One-Click Center**
 - Information Hub – website & call center
 - MyWayToGo* – Trip Planning Platform
 - SchoolPool* platform
 - Data for Planning Processes
- Mobility Committees**
 - Joint Northern Colorado Mobility Committee
 - Larimer County Mobility Committee
 - Weld County Mobility Committee
- Subrecipient Program & Technical Assistance**
 - Connecting partners to State and Federal Funding
 - Coordinating service expansions in areas where gaps have been identified

- Community Outreach, Education, and Engagement**
- Planning Efforts**
 - Coordinated Public Transit/Human Services Transportation Plan
 - Mobility Action Plan (MAP)*** to guide implementation of Coordinated Plan
 - Strategize for Multi-Partner Coordination and Transportation Management Organizations services
 - Feedback to other NFRMPO Planning Processes



Coordinated Plan



Coordinated Plan

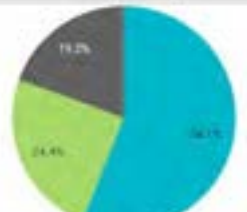
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RideNoCo Call Center & Website Data



Year	Calls/Emails	Website Visits
2021	94	772
2022	143	1,986
2023	261	3,865
2024	368	4,968
Total	866	11,591
2025 YTD (As of 10/29/2025)	289	6,532

Calls By County

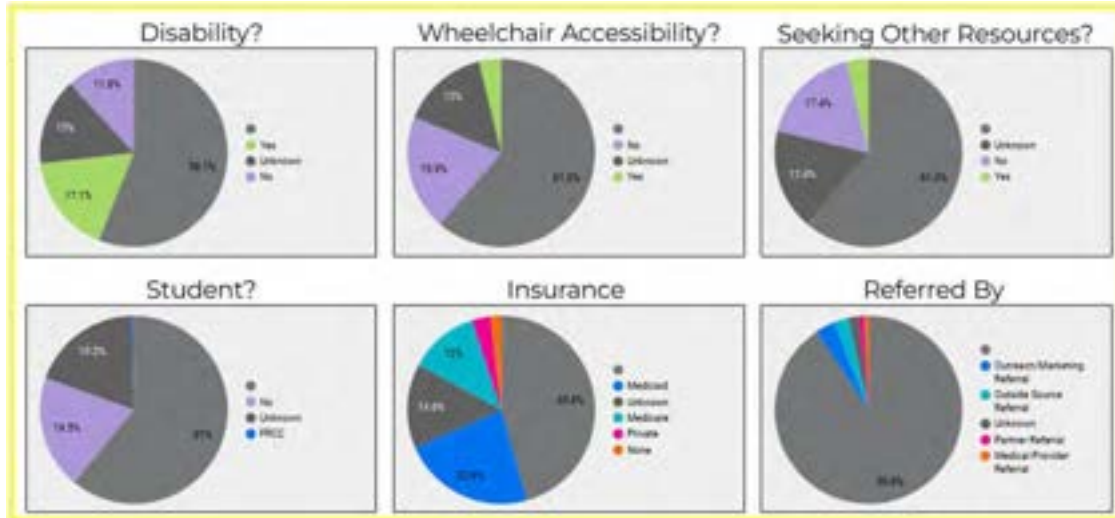




Coordinated Plan

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New RideNoCo Call Center & Website Demographics

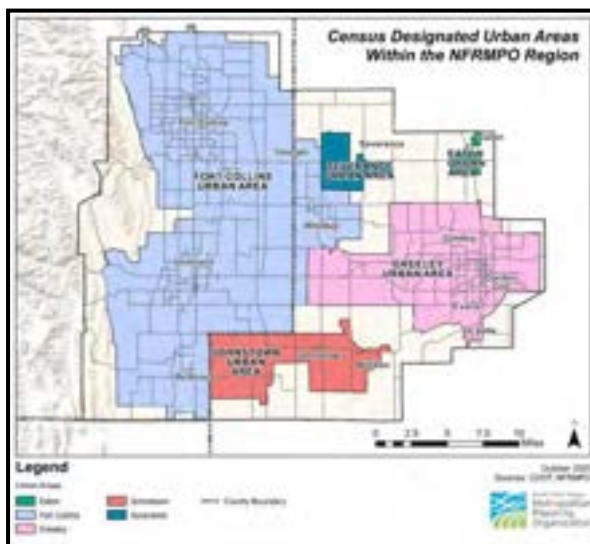


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Coordinated Plan

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Urban Areas

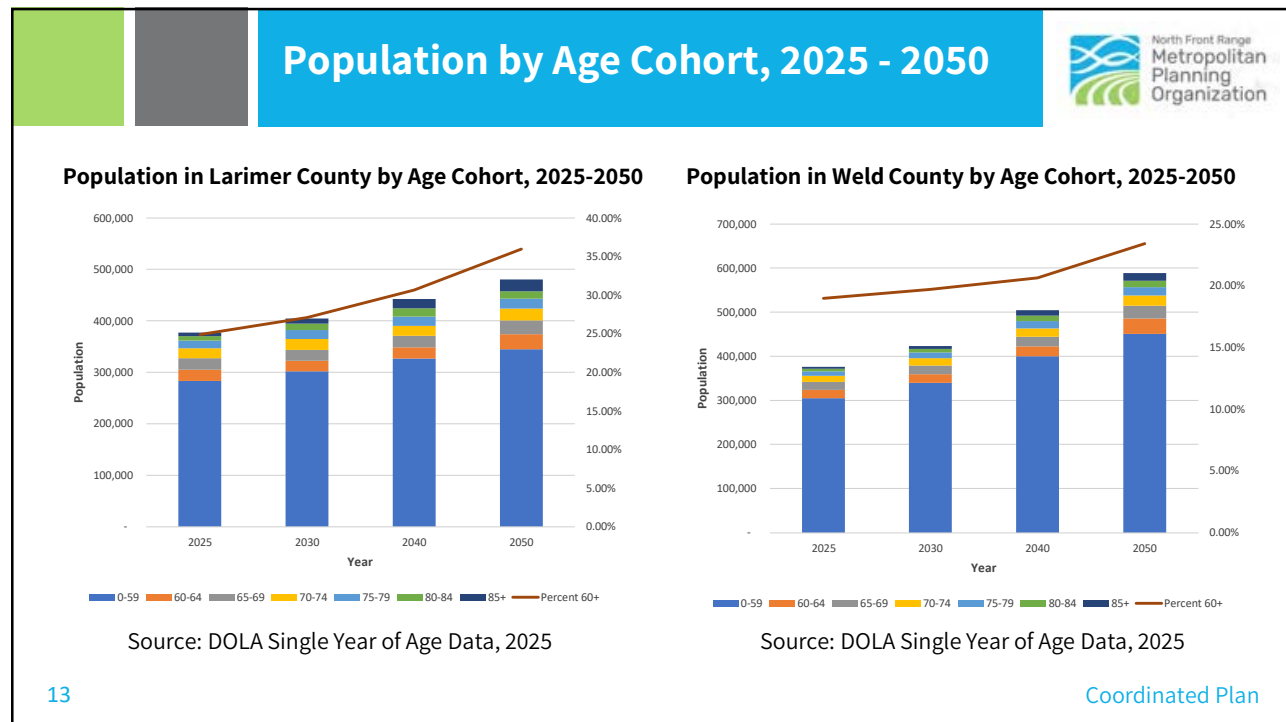


- 5 urban areas: Fort Collins, Greeley, Eaton, Severance, and Johnstown
 - Census updated urban areas since the last plan
 - Urban areas now must have at least 5,000 residents or at least 2,000 housing units
- Fort Collins receives \$5310 funds on behalf of the Transportation Management Area (TMA)
- CDOT receives \$5310 funds on behalf of the Greeley Urban Area, Weld County, and for the rural and small urban areas
- NFRMPO completes **Coordinated Plan** for the region

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Coordinated Plan

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Individuals with Disabilities (2023)



Community	Total Population	Total Population with a Disability	Percent
Berthoud	11,684	1,002	8.6%
Eaton	5,832	464	8%
Evans	22,265	2,555	11.5%
Fort Collins	170,368	17,969	10.6%
Garden City	293	70	23.9%
Greeley	112,614	14,977	13.4%
Johnstown	18,075	1,492	8.3%
Larimer County	370,771	43,593	11.8%
La Salle	3,119	360	11.5%
Loveland	79,353	11,310	14.4%
Milliken	8,695	1,205	13.9%
Severance	9,302	623	6.7%
Timnath	8,007	568	7.1%
Weld County	359,442	42,281	11.8%
Windsor	35,918	3,725	10.4%

Source: 2023 ACS

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Coordinated Plan

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Outreach Activities



- Digital public survey
 - 17 responses in 6 months (March through August)
- Larimer and Weld County Mobility Committees, as well as the joint Northern Colorado Mobility Committee
- 32 Outreach events and presentations
 - such as the Answers on Aging Resource Fair, Oakbrook Resource Fair, UCHHealth Community Health Educators Presentation, and more
- 25 stakeholder meetings
 - such as Transportation Boards, Disability Boards, Senior Advisory Boards, and more
- Feedback on the draft 2025 Coordinated Plan from internal NFRMPO staff, NFRMPO TAC, the NCMC, and regional service providers
- 30-day public comment (starts November 7th and closes December 7th)



Tanya, Lisa, and Aaron at the Larimer County Answers on Aging Resource Fair. Over 109 people visited our table.

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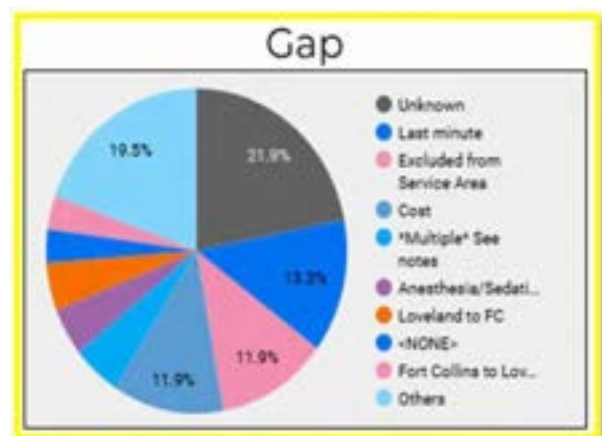
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What We Heard: Gaps in Service



- New Neighborhoods not served by transit
- Between communities
- Rural areas need more support
- Temporary Disabled
- Affordable transportation
- Funding is limited, so service is limited
- Awareness/Outreach (RideNoCo, Poudre Express, Bustang, 60+ Ride, United Way, Etc.)



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Ideas/Strategies/Projects



Strategies 1. Coordination 2. Education, Outreach, and Communication 3. Collaboration 4. Infrastructure and Funding 5. Non-Mobility Improvements	Suggested Ideas/Project • Volunteer Pool program • Medical Chaperone Program • Emergency Fund Program • Earn-a-Bike-Workshops for Adaptive Bikes • RideNoCo Expansion and Optimizations • Regional Mass Public Transit and Paratransit	
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What's Next?



- NCMC recommended approval of the **2025 Coordinated Plan** on November 4th, 2025

What's Next?

- Planning Council adoption: December 4th

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Thank you! Any questions, comments, or suggestions?



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Executive Summary



Image 1: RAFT vehicle at local parade. Image Credit: RAFT

Background

The purpose of the **2025 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)** is to identify transportation issues, service overlaps, and gaps affecting vulnerable populations, including older adults, individuals with disabilities, low-income individuals, and other underserved communities, across urban and rural areas of Larimer and Weld counties. This plan also outlines goals and strategies to address these identified issues.

As a recipient of Federal Transit Administration (FTA) \$5310 funds, the North Front Range Metropolitan Planning Organization (NFRMPO) updates the **Coordinated Plan** every four years with input from the Larimer and Weld County Mobility Committees, the joint Northern Colorado Mobility Committee, local stakeholders, transportation providers, and the public. All stakeholders acknowledge the need for improved transportation for older adults, individuals with disabilities, low-income individuals, and other underserved communities. It remains a persistent issue in both large and small, urban, and rural communities within the NFRMPO region. Current programs and strategies are inadequate to meet this increasing demand and require additional support.

Purpose and Scope

The **2025 Coordinated Plan** identifies transportation needs, service gaps, and overlaps for vulnerable populations, including older adults, individuals with disabilities, low-income individuals, and other underserved communities across Larimer and Weld counties. It provides a strategic framework to guide the efficient use of limited transportation resources and improve mobility and quality of life for these populations.

Development Process

The **2025 Coordinated Plan** was developed through a collaborative and inclusive process that included public outreach and surveys, input from the Larimer and Weld County Mobility Committees and the joint Northern Colorado Mobility Committee, engagement with local transit agencies, non-profits, and stakeholders, and coordination with regional and state transportation plans.

Key Issues Identified

- Limited cross-jurisdictional transportation options
- High transportation costs
- Volunteer driver shortages
- Insufficient support for temporarily disabled individuals
- Challenges in recruiting and retaining transit drivers
- Lack of awareness about existing services
- Inadequate transportation options and access in rural areas and new developments

Recommended Strategies

Throughout the development of the **2025 Coordinated Plan**, stakeholders identified several key issues. These included transportation availability for trips crossing municipal or county boundaries, deficient transportation options in rural areas, transportation affordability (especially when existing public transportation or transit options are unavailable), lack of awareness about existing services, limited support for individuals temporarily disabled due to anesthesia, sedation, or injury, insufficient support for connecting volunteers with service providers or individuals, new developments or neighborhoods not being served by transit, and challenges in recruiting enough transit drivers to sustain service levels.

The **2025 Coordinated Plan** serves as a strategic framework to ensure that limited transportation resources are used effectively, while maximizing independence and quality of life for those who rely on specialized transportation services. The following recommended strategies were drafted to address these concerns:

Strategy 1: Coordination

Coordination highlights the importance of collaboration among local transportation providers, human service agencies, stakeholders, the public, and other community organizations. The goal of **Coordination** is to assist in providing additional transportation, mobility, and human services through a coordinated effort among providers, stakeholders, and the public. This joint effort aims to eliminate barriers to transportation access, with initiatives such as *RideNoCo*, the NFRMPO's One Call/One Click Center program, serving as models for this strategy.

Strategy 2: Education

Education emphasizes the importance of a proactive approach in informing the community about transportation options. The goal of **Education** is to raise awareness of services that enhance and improve mobility and access for older adults, individuals with disabilities, low-income individuals, and other underserved populations. This includes strategic investments in travel training, presentations, cross-promotion, outreach events, and educational campaigns such as the *Rider's Guides* and *Rack Cards*.

Strategy 3: Collaboration

Collaboration demonstrates how transportation providers, human service agencies, stakeholders, the public, and other community groups can work together most effectively through partnership. The goal of **Collaboration** is to promote collaboration among transportation and human service providers to improve service and resource delivery. Face-to-face or digital networks can help share strategies and address regional needs. Examples include the Larimer County, Weld County, and Northern Colorado Mobility Committees, which meet quarterly.

Strategy 4: Infrastructure and Funding

Infrastructure and Funding are both vital to the services essential to achieving the goals of the **Coordinated Plan**. The goal of **Infrastructure and Funding** is to address the backlog of infrastructure upgrades, expansions, and state-of-good-repair projects. Programs such as Dial-A-Taxi (DAT), Dial-A-Ride (DAR), acquiring new and replacement vehicles for local agencies, and assisting with grant applications can be effective tools for improving services for vulnerable populations.

Strategy 5: Non-Mobility Improvements

Non-mobility Improvements are key strategies for addressing issues caused by bureaucracy, which can hinder effectively meeting the needs of vulnerable populations. The goal of **Non-mobility Improvements** is to address gaps unrelated to transportation that can benefit older adults, individuals with disabilities, low-income populations, and underserved communities. Approaches such as enhancing transportation access during zoning, exploring options for active transportation to boost public health, and implementing other strategies not focused solely on transportation can help decrease the demand for specialized services.

Performance Measures

Success will be evaluated using metrics such as the number of shared trips, the number of volunteer drivers, customer satisfaction, outreach participation, infrastructure improvements, ridership data, service coverage, and other performance measures stated in the **2025 Coordinated Plan**.

Funding Context

The **2025 Coordinated Plan** leverages FTA \$5310 funds and encourages braiding of federal, state, and local funding sources. The **2025 Coordinated Plan** also highlights opportunities through programs such as the Older Americans Act, the Older Coloradans Act, the Carbon Reduction Program (CRP), the Clean Transit Enterprise (CTE), Medicaid, Medicare, Veterans initiatives, and other funding options.