Chapter

2

Section 2:

Initiatives and Technology

Initiatives and Technology

The 2050 RTP analyzes transportation needs and anticipated projects to address those needs. In addition to those infrastructure projects, the NFRMPO must also acknowledge requirements and anticipated impacts from adopted legislation like SB21-260 and IIJA, and legislation that has been debated but not adopted. This **Emerging Trends** section acknowledges topics related to the NFRMPO but ones that may not fit into other parts of the 2050 RTP.

Alternative Fuels

FHWA designates a national network of infrastructure-ready corridors for alternative fuels, including electric vehicle charging stations and hydrogen, propane, and natural gas fueling stations. Within the NFRMPO region, US287, US34 east of US287, and I-25 are designated as National Alternative Fuel Corridors. As of December 2022, publicly available electric vehicle charging stations are the most common form of alternative fueling stations, with only a few other stations. Some municipalities or private companies may have charging stations of their own, unavailable to the public. **Figure 2-** and **Table 2-** highlight the publicly available alternative fueling stations.

Figure 2-1: National Alternative Fuel Corridors and Stations

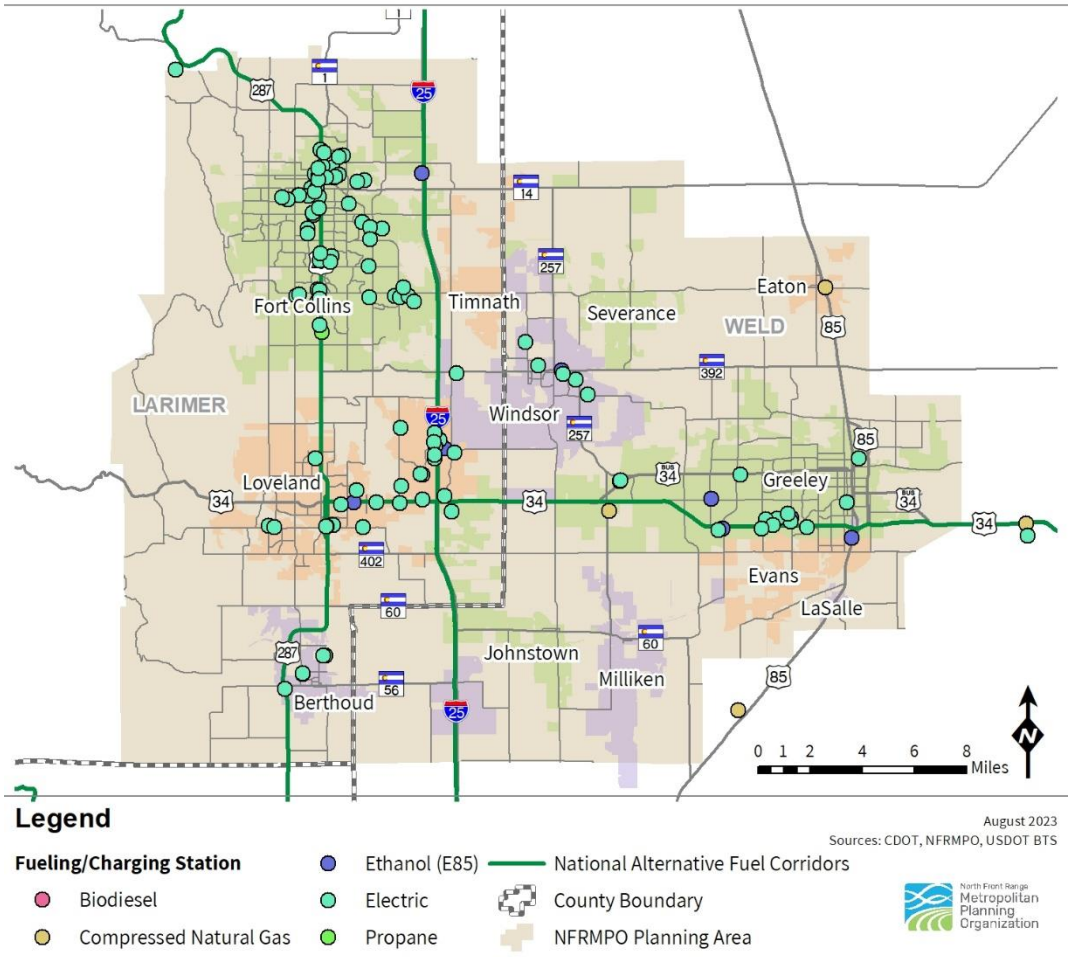


Table 2-4: Alternative Fueling Station Locations

Station/Fuel Type	Number	Description	Vehicle Availability
Biodiesel	1	• A renewable, biodegradable fuel manufactured from vegetable oils, animal fats, or recycled restaurant grease • Fuels compression-ignition engines	• Light, Medium and Heavy-Duty vehicles
Compressed Natural Gas (CNG)	1	• Natural gas compressed to less than 1% of its volume at standard atmospheric pressure • Used in light-, medium-, and heavy-duty applications	• Medium & Heavy-Duty vehicles
Ethanol (E85)	7	• Blend containing 51%-83% ethanol depending on season and geography for use in Flexible Fuel vehicle	• Light, Medium, and Heavy-Duty vehicles
Electric (EV)	118	• Plug-in electric vehicles (PEV) - onboard rechargeable batteries store energy to power electric motors, can be powered by the battery or an internal combustion engine. Also plug-in hybrid electric (PHEV) and battery electric (BEV) vehicles. • All-Electric Vehicles (AEVs) are powered solely by the battery	• Light-Duty • Developing Medium and Heavy-Duty vehicles
Hydrogen	0	• Used in a fuel cell to power an electric motor	• Developing Light, Medium, and Heavy-Duty vehicles
Liquified Natural Gas (LNG)	0	• Purified natural gas supercooled to -260°F to turn into a liquid	• Medium & Heavy-Duty vehicles
Propane (LPG)	1	• Used in spark-ignited internal combustion engines	• Medium & Heavy-Duty vehicles

Source: Number of stations, descriptions, and vehicle availability adapted from USDOT and the Alternative Fuel Toolkit.

The Colorado Energy Office (CEO) established EV Fast-Charging Corridors, which include portions of I-25 and US85. In October 2022, 34 locations were designated for construction, including one location at the Centerplace development in Greeley and a gas station in Wellington. Additional sites are expected to be added over time.

IIJA and SB260 established or expanded funding sources to expand access to alternative fuel vehicles and charging or fueling stations.

Complete Streets

IIJA requires MPOs to dedicate funds to the furtherance of Complete Streets within their regions. A complete street assures that the entire roadway is designed for all users, including drivers, bicyclists, public transportation riders, and pedestrians. Complete Streets have a range of benefits for the environment and roadway users, including:

- Providing safe and consistent travel for all roadway users,
- Creating a pedestrian-friendly environment,
- Enhancing the flow of motorized traffic and active transportation,
- Providing better parking options and facilities or reducing the need for parking,
- Maintaining greater mobility through access management,
- Managing or reduce stormwater runoff,
- Protecting natural resources, and
- Facilitate comprehensive transit access for everyone.

Many NFRMPO communities either have already adopted Complete Streets Policies or include Complete Streets ideals. Examples of how Complete Streets policies can be implemented or addressed include:

- **Access Control Plans** – Communities across the region have worked together to complete Access Control Plans, which can address potential safety hazards, conflict points, and improved connectivity.
- **Road Safety Audits** – Fort Collins has scheduled Vision Zero Audits at select sites to bring community partners together after a crash to address causes of crashes and to also discuss similar intersections and interventions.
- **Bicycle and Pedestrian Safety Audits** – The NoCo Bike & Ped Collaborative and the Northern Colorado Mobility Committee have hosted walking and biking audits across the region. These events allow community members and partners to come together to discuss improvements for all users of the road.
- **Bicycle & Pedestrian Safety Reporter Tool** – Crowdsourced data can be used to identify places where users do not feel safe due to infrastructural issues. Data from the tool is shared with the communities to address issues like sidewalk gaps, faded paint, or speeding.

Safe Routes to School

The Safe Routes to School (SRTS) program "is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school"[8]. IIJA codified Safe Routes to School programming into federal law, also increasing the eligibility to include high schools in addition to K-8 schools.[9] SRTS funds are eligible under Transportation Alternatives (TA) funds. CDOT holds a competitive biennial Call for Projects for Safe Routes to School projects. SB21-260 provided additional state funds for MMOF, which can be used for Safe Routes to School projects.

Fort Collins has operated a successful Safe Routes to School program for many years. Other communities in the area have used Safe Routes to School funding to improve access for walking and cycling to schools around the region. Fort Collins is the only community in the NFRMPO region with a formal Safe Routes to School program. The NFRMPO is leading conversations to support regional initiatives for Safe Routes to School, including both addressing infrastructure needs and developing programming for students to feel comfortable and safe walking and cycling.

Connected and Autonomous Vehicles

CDOT received a Strengthening Mobility and Revolutionizing Transportation (SMART) grant in 2023 to support the development of Autonomous Truck Mounted Attenuators (ATMAs) in partnership with the Minnesota Department of Transportation, Oklahoma DOT, and Wisconsin DOT. The group of DOTs will build internal buy-in and partnerships at a national level, demonstrate and evaluate the technology under a diverse set of operational design domains (ODDs) and environments, and carry out the needed planning to identify and address current barriers that have prevented transportation agencies from deploying this innovative technology at scale. Although this project will not focus on the NFRMPO region in its initial deployment, there are important lessons to be learned that could be applied to Northern Colorado.

CDOT is also in the planning stages for expanding Connected and Autonomous Vehicles (CAV) in Colorado. A Roadmap developed for 2017 to 2024 shows a phased approach to piloting and expanding Connected Vehicles on I-70, testing and validating lessons learned, and applying for grants and supportive funding. CDOT plans to develop an Autonomous Vehicle Strategy in 2024, which will provide direction to CDOT's role and statewide initiatives. A key performance measure for the 2050 RTP is the rollout of fiber, which can support CAV implementation. The fiber network can connect vehicles with real-time connection to roadways without relying on slow cellular coverage.

The City of Greeley received a SMART grant from USDOT for the Connected Greeley - Emergency Vehicle Preemption Pilot for $1,382,150. This grant will provide Emergency Vehicle Preemption (EVP), snowplow priority, and a Vulnerable Road User (VRU) detection and warning system at intersections in Greeley.

[8] https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs
[9] https://saferoutespartnership.org/blog/safe-routes-school-law-no-dedicated-money-what-does-it-mean

Public Health

Public health frameworks acknowledge that a person's health is determined by the conditions in which people live, work, and play and that impacts a person's ability to thrive; these are called the "social determinants of health". The social determinants of health are grouped into five categories: Economic Stability, Education Access and Quality, Health Care Access and Quality, Social and Community Context, and Neighborhood and Built Environment. As a result, public health professionals are increasingly becoming partners in conversations on related topics like transportation and land use planning.

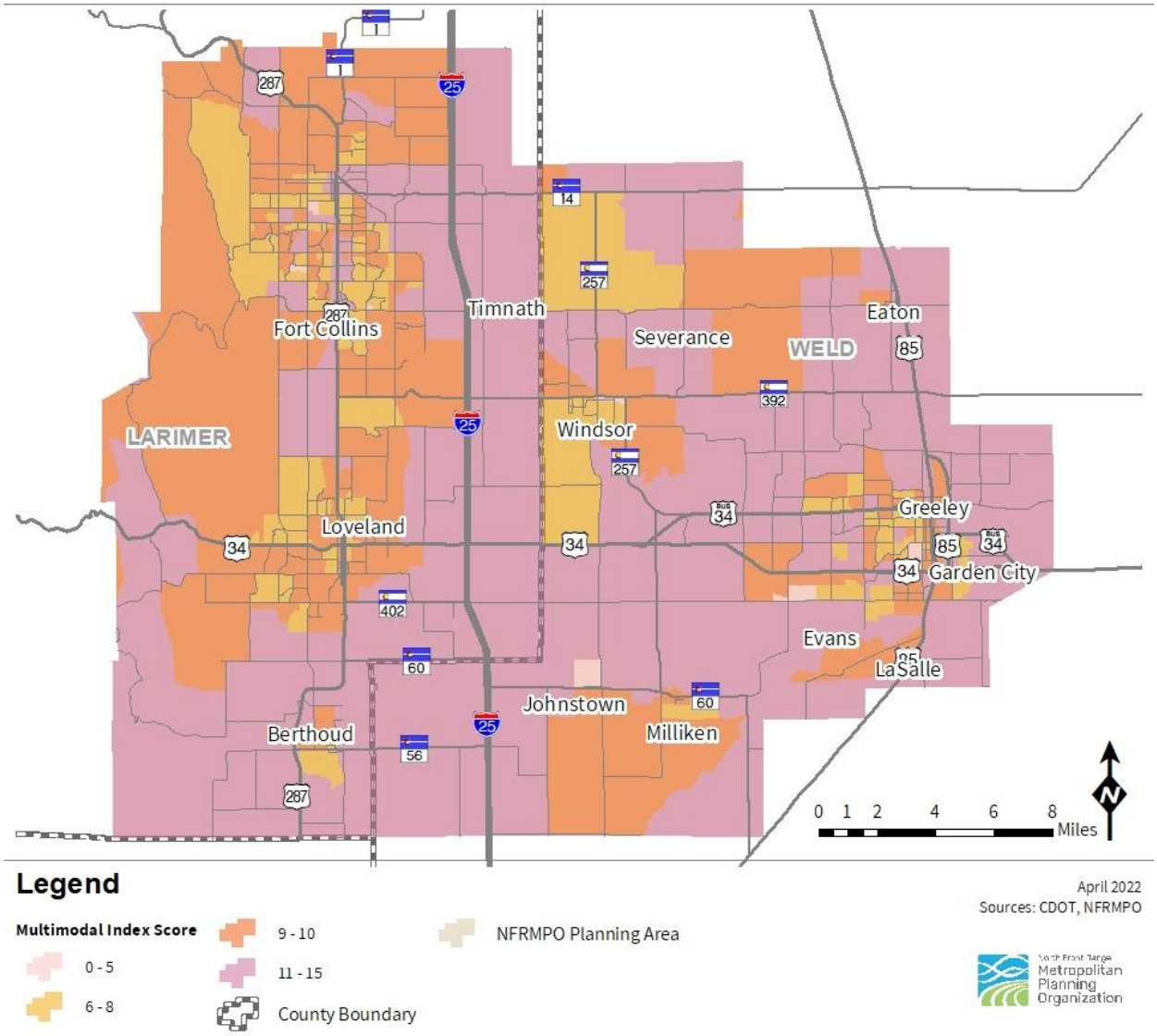
Increasing amounts of research have shown the link between transportation and public health, which are actions that promote and protect the health of people and the communities where they live, learn, work and play.[10] Transportation for America produced a report called Building Health and Prosperous Communities: How Metro Areas Are Implementing More and Better Bicycling and Walking Projects in partnership with the American Public Health Association. This guidebook highlights seven key strategies to address the relationship between public health and transportation:

- Design guidance for bicycling and walking projects
- Complete Streets policies & programs
- Data collection – walking & bicycle counts
- Performance measures
- Dedicated funding for bicycling and walking projects
- Improving walking and bicycling connections to public transportation and essential destinations
- Grassroots community engagement
- Understanding the public health impacts of transportation behaviors

The Center for Disease Control priority for Active People, Healthy Nation encourages physical health promotion by using active transportation to every day destinations. This work, supported locally by the Colorado Department of Public Health and Environment, uses public health strategies to encourage community designs and access to places for physical activity to be considered within transportation and land use planning initiatives.

[10] https://www.apha.org/what-is-public-health

Figure 2-2: 2019 Multimodal Index



The NFRMPO has incorporated public health aspects into its planning process by working with the Larimer County Department of Health and Environment's Built Environment Team to regionalize the Multimodal Index (MMI), . The MMI is made up of three categories and associated indicators. Scores are assigned based on how the tract compares to the region, with a lower score meaning a better MMI and a higher score meaning a worse MMI.

- **Health Equity**
    - Households with children
    - Households with older adults
    - Households with a person who has a disability
    - Households under Area Median Income
    - Households with residents who did not receive a high school diploma
- **Crashes**

    - Fatal, serious injury, and/or involving a vulnerable user
- **Proximity to Active Transportation**
    - Transit stops
    - Transit routes
    - Bicycle lanes
    - Sidewalks and trails
    - High risk arterials

Programs like RideNoCo can also address issues with access to medical care, an important overlap between health and transportation. People who need to attend medical appointments, as well as groceries and social events, can call to discuss what mobility options are available.

Cycling Without Age with Passengers
Image credit: NoCo Bike & Ped Collaborative

Housing

IIJA more explicitly allowed MPOs to consider the link between land use and transportation by acknowledging housing needs. Housing costs are a major concern in Northern Colorado as rental and homebuying becomes more expensive. More expensive housing means people are living farther from their destinations, and many of these locations may be too far to walk, bike, or ride transit. This infrastructure may not exist in new developments. In addition to IIJA, the Colorado Legislature has introduced legislation to address land use, including a section requiring MPOs to consider land use in its long-range plans. Although this legislation did not pass, it is anticipated these requirements will be reintroduced in the future.

Although the NFRMPO does not have land use authority, development of a Land Use Allocation Model (LUAM) is a major component of the RTP. The LUAM considers new and anticipated developments, growth trends provided by the Department of Local Affairs, and input from local communities to

consider where housing and jobs will go. The socioeconomic data from the LUAM is used as an input in the Regional Travel Demand Model.

Using these two models, the NFRMPO can consider scenarios related to how land use impacts transportation. An example is the High-Density Scenario, which raised the maximum Dwelling Units per Acre (DUA) in incorporated communities in the NFRMPO region. Higher DUA meant the LUAM considered more redevelopment and infill, rather than development in currently undeveloped parts of the region. Denser development means that more trips can be taken by walking, biking, or riding transit, which lowers demand on the roadways.

The link between housing and transportation is expected to evolve in coming years, especially as IIJA includes direction to evaluate housing and transportation more explicitly, Colorado considers legislation like the Land Use Bill (SB23-213) and local communities like Fort Collins reevaluate their Land Use Code. NFRMPO staff will continue to evaluate land use impacts on the transportation network and develop more lines of discussion with land use and city planners.

Emerging Mobility

Micromobility

FHWA defines micromobility as "any small, low-speed, human or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances."[11]

Currently, Fort Collins is the only community to have a shared micromobility program in Northern Colorado, although other communities are in the process of procuring systems of their own. Greeley is currently working through necessary code changes to facilitate micromobility within the City. The City of Fort Collins and CSU contract with Spin to operate dockless e-bicycles and e-scooters. Fort Collins has also received grants from CDOT and the Colorado Energy Office (CEO) to pilot equitable approaches to micromobility, including providing free Spin passes for low-income residents and staff. Spin also provides cash cards for unbanked individuals to access the system, reduced fares for low-income individuals, and an adaptive vehicle delivery program for anyone who is unable to ride an e-bike or e-scooter.

Groups like NoCo Bicycle and Pedestrian Collaborative have considered micromobility on a regional level. In addition, Greeley is evolving GET to Mobility Services, which will house transit and micromobility. Greeley is currently planning to roll out these services in 2024 and 2025, in line with its Greeley on the Go Plan and a Mobility Development Plan to be developed.

Microtransit

The American Public Transit Association (APTA) defines microtransit as "operating small-scale, on-demand public transit services that can offer fixed routes and schedules, as well as flexible routes and

[11] https://rosap.ntl.bts.gov/view/dot/54137/dot_54137_DS1.pdf?

on-demand scheduling."[12] As of 2023, no microtransit is available in Northern Colorado but multiple communities are considering implementing microtransit programs.

- Transfort's Transit Master Plan highlights innovation areas in lower density, peripheral neighborhoods that may not support full-sized bus services. These areas are based around mobility hubs and can provide transfers to micromobility and fixed-route services.
- Berthoud is evaluating adapting Berthoud Area Transportation System (BATS) into a microtransit service compared to the on-demand service operated today. The new service would continue to serve older adults and individuals with disabilities, but also provide service to the general public as well.
- According to Greeley on the GO, GET will develop a Transit Development Plan (TDP)in 2023 and 2024 to evaluate the possibility of microtransit in the area.

Mobility Hubs

Mobility hubs are an evolution of transit centers, park-n-rides, and other locations where people can transfer between one mode of transportation and another. Mobility hubs can be small, like a bus stop co-located with bicycle racks to a bus stop on a highway with access to a park-n-ride, micromobility hubs, and trail access. Mobility hubs are being considered and constructed around the NFRMPO region.

- CDOT is building two mobility hubs as part of the *North I-25 Express Lanes* project, one north of US34 and one at SH56. Each of these mobility hubs will provide bus-only lanes to a stop in the center of the highway, with under-highway access to a park-n-ride. It is expected local transit service will operate to these mobility hubs in the future. The under-highway access to the bus stops also provides a safe, separated bicycle and pedestrian crossings of the Interstate. These mobility hubs are expected to open in early 2024.
- Greeley has applied for and received funding to build a mobility hub at CenterPlace as part of its MERGE project. The mobility hub will provide a center-loading bus stop in the center of US34, with a co-located local transit center, park-n-ride, and safe crossing of the highway. The Mobility Hub is expected to open in 2027. Greeley on the Go also identifies smaller mobility hubs that should be built around the City.
- The Transfort Transit Master Plan recommends smaller mobility hubs across the city, providing safe and easy transfers between the local transit network, the micromobility system, and the regional transit network. These mobility hubs will be implemented gradually by 2040 as need and resources evolve.

[12] https://www.apta.com/research-technical-resources/mobility-innovation-hub/microtransit/

NFRMPO Staff on a tour of the US34/Kendall Parkway Mobility Hub
Image credit: NFRMPO Staff

COVID Impacts

The base year for the 2050 RTP is 2019, prior to the COVID-19 pandemic. The emergence of the COVID-19 disease and the associated pandemic response had a major impact on how people move around the region. Key trends that have been incorporated into the 2050 RTP or are being acknowledged in other NFRMPO planning efforts include:

Air Quality

As mentioned earlier in the 2050 RTP, the NFRMPO region is part of the Denver Metro-North Front Range 8-Hour Ozone Nonattainment Area. As such, the NFRMPO tracks air quality data and the impacts of regional transportation projects.

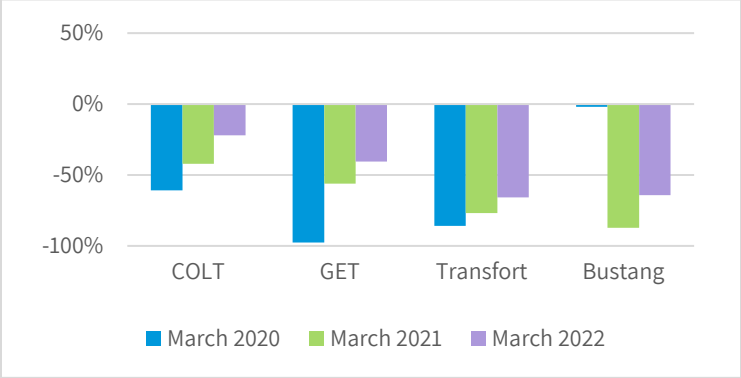
- Ozone levels exceeded health-based federal standards on 33 days in 2022 in the nine-county Denver Metro/North Front Range (DM/NFR) ozone nonattainment area, an improvement over 2021 when 66 days exceeded the standards. The lower ozone levels are due in part to less wildfire smoke in 2022. All three ozone monitors in the NFRMPO are exceeding the 2015 ozone NAAQS of 70 ppb based on the 3-year average of the fourth highest 8-hour ozone value for 2020 through 2022, with Fort Collins-West at 77 ppb, Greeley-Weld Tower at 72 ppb, and Fort Collins-Mason at 71 ppb.
- In 2022, EPA officially expanded the boundary of the 2015 boundary to include the entirety of Weld County. The 2008 boundary remains with the portion of Weld County. The NFRMPO has updated its Regional Travel Demand Model (RTDM) to include the new area.
- The Regional Air Quality Council (RAQC) is developing the State Implementation Plans (SIPs) for both the 2008 and 2015 standards. The region has been downgraded, requiring additional control strategies to reduce air pollution. The NFRMPO and its member communities will continue to remain involved in improving emissions reductions from the transportation sector.

Transit Ridership

Transit ridership decreased sharply in March 2020 with infections on the rise and public health orders to "stay at home," which was an initial response to the pandemic to mitigate the spread of COVID-19 in Northern Colorado. All three transit agencies reduced service at that time, adding service back as demand increased. Service returns have been inconsistent in certain cases because of a nationwide bus driver shortage, further complicating transit recovery.

Figure 2- shows the comparison of the ridership for the three largest transit agencies and Bustang to March 2019. COLT and GET have seen recovery in ridership that has been slower than for Transfort and Bustang. Slow ridership returns on Transfort may be a result of slower return to Colorado State University, a large contributor to ridership.

Figure 2-3: Impacts on Transit Ridership from COVID-19 and Pandemic Response Efforts, 2019-2022



Sources: COLT, GET, Transfort, CDOT, 2023

Telework

COVID-19 and the pandemic response has brought teleworking to the forefront of office jobs around the country. Data is still being collected about the longevity of work-from-home and its longer impacts, but many offices have moved to a hybrid workplace. Across Larimer and Weld counties, the share of work-from-home increased from 9.1 percent in 2019 to 20.3 percent in 2021, **Table 2-.** Driving alone decreased by 10 percentage points and transit decreased by 0.7 percentage points. Carpooling, walking, and other means stayed relatively consistent.

Table 2-5: Commute to Work Data, 2019 to 2021

Larimer and Weld County	2019		2021	
	Amount	Share	Amount	Share
Workers 16 years and over	352,813	100%	360,329	100%
Car, truck, or van -- drove alone	271,886	77.1%	241,874	67.1%
Car, truck, or van -- carpooled	26,660	7.6%	27,318	7.6%
Public transportation (excluding taxicab)	3,793	1.1%	1,367	0.4%
Walked	8,135	2.3%	8,646	2.4%
Other means	10,157	2.9%	8,024	2.2%
Worked at home	32,182	9.1%	73,100	20.3%
Source: American Community Survey, 1-Year Estimates (2019 and 2021)				

Transportation Demand Management

Transportation Demand Management (TDM) is the use of strategies to inform and encourage travelers to maximize the efficiency of a transportation system, leading to improved mobility, reduced congestion, and lower vehicle emissions, including strategies that use planning, programs, policies, marketing, communications, incentives, pricing, data, and technology. The NFRMPO adopted a TDM Action Plan in December 2022, laying out strategies to reduce single-occupancy vehicles (SOV) in Northern Colorado. TDM has become more prominent in response to efforts at the State-level, including the Greenhouse Gas (GHG) Planning Standard and Employee Traffic Reduction Programs (ETRP). Although ETRP has not been implemented, the State has shown interest in addressing a reduction in SOV trips and getting more residents and visitors to ride transit, bicycle, work from home, carpool, or vanpool instead.

CDOT

CDOT has been evolving its support for active transportation, transit, and teleworking, including incorporating TDM into what otherwise would be solely capacity-expanding projects.

- 2019 Statewide Transportation Demand Management Plan – a study to identify what TDM efforts are underway in Colorado and their impacts; to identify opportunities for productive future investment of limited available CDOT transportation funds; and to examine where and how CDOT can use TDM to address near-term mobility needs.
- Policy Directive (PD) 1601 - establishes fair and consistent procedures regarding the review and evaluation of requests for new interchanges and major improvements to existing interchanges on the state highway system. In 2021, the Transportation Commission (TC) approved a new TDM requirement for new interchanges on the state highway system, proposals for new interchanges not on the Interstate or Freeway system, and modifications to existing interchanges. TDM strategies should result in a three percent or greater average daily traffic (ADT) reduction in urban areas.
- OIM Grant Program – two programs, called the TDM Seed Funding Grant program and the TDM Innovation Grant program, to provide grants to fund innovative mobility throughout Colorado.

Transportation Management Organization

The TDM Action Plan recommended setting up and supporting Transportation Management Organizations (TMOs) in Northern Colorado. Whereas TDM are the strategies themselves, TMOs are the implementers of these strategies, specifically through outreach, marketing, and initiating new strategies. Currently, TMOs within the State are concentrated in the Denver/I-70 corridors with support from the Denver Regional Council of Governments (DRCOG) and CDOT.

NFRMPO's Planning Council has set aside Multimodal Transportation and Mitigation Options Funds (MMOF) to initiate the first TMO in Northern Colorado, matched with a CDOT Office of Innovative Mobility (OIM) grant. Together, these grants will support a new, standalone organization to work with businesses, community groups, and other major stakeholders along the US34 corridor between Estes Park and Kersey. The NFRMPO will administer the funds, allowing the TMO to focus on programming and community support. Because this is the first TMO in Northern Colorado, it is expected the organization will evolve based on identified needs.

In addition, the Planning Council has set aside $100,000 of Carbon Reduction Program (CRP) funds annually starting in FY2024 to support new and existing TMOs. As with the MMOF and OIM grants, these funds will need to show a vehicle trip reduction and extensive outreach to ensure the NFRMPO meets requirements set out in the GHG Planning Standard and in line with the requirements of the funding programs.

Local Efforts

Local communities and organizations are implementing TDM into their plans and programs.

- Fort Collins and Colorado State University (CSU) undertook TDM Plans in 2023. These plans will support and expand existing TDM efforts in these jurisdictions, including adding staff and program capacity, investing in new and existing programs, and working to shift trips toward active transportation, transit, and working from home.
- Greeley is evolving Greeley Evans Transit into Mobility Services, encompassing curb management, transit, micromobility, and other initiatives. The actual programming will tie into the Mobility Development Plan the agency will undertake in 2023 and 2024.

Statewide Initiatives

HB19-1261 set statewide goals for GHG reductions compared to 2005 levels, including a planned reduction of 90 percent by 2050. To meet these goals, the State adopted and drafted the GHG Pollution Reduction Roadmap, which identified strategies and GHG reduction targets in each sector. By 2050, the GHG Pollution Reduction Roadmap recommended the transportation sector reduce 99 percent of its GHG emissions. SB23-016 strengthened the State's goals, introducing a 90 percent reduction target by 2045 and increasing the 2050 target to 100 percent.

The GHG Planning Standard requires CDOT and the state's five metropolitan planning organizations (MPOs) to create transportation plans that reduce GHG emissions by programming additional

transportation options[13]. Each region must meet specific emissions reductions using GHG strategies. Agencies can implement one or more mitigation measures if it cannot meet the greenhouse gas reduction levels. Examples include more public transit, more walking and bicycle trails, more medium- and heavy-duty electric vehicle charging stations, cleaner construction policies, carpool programs and smarter land use policies. Failure to meet GHG reductions can mean the Colorado Transportation Commission can designate that specific funding streams for an agency be spent on mitigation efforts.

Other initiatives were rescinded or not approved due to feedback or lack of support. Although these efforts did not move forward, it is expected similar efforts will be evaluated in the future. The 2021 Employee Traffic Reduction Program (ETRP) Rulemaking would have required large employers to develop and implement a plan to reduce the number of SOV trips by employees to and from the work site (Air Quality Control Commission). HB22-1138, which would have required ETRP efforts by large employers and provided funding for Transportation Management Organizations (TMOs) to assist with implementation.

The State has introduced new funding sources to help meet the GHG reduction targets. To understand how these directly impact the NFRMPO, refer to **Chapter 4**.

SB20-204

- **Air Quality Enterprise**: conduct air quality modeling, monitoring, data assessment, and research; implement emission mitigation projects; and provide its data to the Division of Administration and Air Quality Control Commission (AQCC) to facilitate the administration of the state's air quality laws, including by facilitating the timely issuance and effective enforcement of appropriate emission permits.

SB21-260

- **Community Access Enterprise**: supporting the widespread and equitable adoption of electric motor vehicles and electric alternatives to motor vehicles in an equitable manner.
- **Clean Fleet Enterprise**: incentivizing and supporting the use of electric motor vehicles and other clean fleet technologies by owners and operators of motor vehicle fleets.
- **Nonattainment Area Air Pollution Mitigation Enterprise**: mitigating transportation-related emissions in ozone nonattainment areas
- **Multimodal Transportation and Mitigation Options Funds (MMOF):** classify greenhouse gas mitigation projects as multimodal projects.
- **Clean Transit Enterprise**: supporting clean public transit through electrification planning efforts, facility upgrades, fleet motor vehicle replacement, and construction and development of associated electric motor vehicle charging and fueling infrastructure.

SB22-180

[13] https://www.codot.gov/programs/environmental/greenhousegas/assets/ghg-standard-fact-sheet.pdf

- **Ozone Season Transit Grant Program**: grants for transit agencies to provide at least 30 days of new or expended fare-free transit service during ozone season.
- **Statewide Transit Pilot**: funding for a three-year pilot for CDOT's Division of Transit and Rail (DTR) to extend Bustang services throughout the State.
- **Revitalizing Main Streets:** encourage active transportation and healthy lifestyles through improvements to the vitality of downtowns, mixed-use centers, and community gathering spaces.

SB22-193

- **Clean Air Program Grant**: awards grant money to private entities, local governments, tribal governments, and public-private partnerships for voluntary projects to reduce air pollutants from industrial and manufacturing operations. Projects include energy efficiency projects; transportation electrification projects; projects producing or utilizing clean hydrogen; projects involving carbon capture at industrial facilities and direct air capture projects; methane capture projects; and projects producing or utilizing sustainable aviation fuel.
- **Community Access to Electric Bicycles Grant Program**: awards grant money to local governments, tribal governments, and nonprofit organizations that administer or plan to administer a bike share program or an ownership program for the provision of electric bicycles in a community.
- **Community Access to Electric Bicycles Rebate Program**: rebates for purchases of electric bicycles and equipment used for commuting purposes to individuals in low- and moderate-income households, businesses, or nonprofit organizations or bicycle shops that sell electric bicycles to program participants at discounted prices.
- **Electrifying School Buses Grant Program**: awards grant money to school districts, including schools operated by tribal governments, and charter schools, or nonprofit partners acting on behalf of a school district or charter school, to help finance the procurement and maintenance of electric-powered school buses, the conversion of fossil-fuel-powered school buses to electric-powered school buses, charging infrastructure, and upgrades for electric charging infrastructure and the retirement of fossil-fuel-powered school buses.

HB22-1026

- **Alternative Transportation Options Tax Credit**: restructured an existing tax deduction into a tax credit for employers providing alternative transportation options.

Mobility

RideNoCo is the NFRMPO's Mobility Program, focused on assisting older adults, individuals with disabilities, individuals with lower-income, and people that may not speak English as a first language, as well as the broader community help identify their mobility options and choose the option that best fits their needs. Starting in 2020, the program has expanded from a mobility coordination program into a mobility management program by offering additional programs explained later in this section. RideNoCo staff continue to coordinate with local communities, transit agencies, human service transportation providers, and stakeholders around Northern Colorado to collect data, address gaps, and better coordinate transportation options for vulnerable populations. The program is funded using Federal Transit Administration (FTA) funds and state MMOF grants.

RideNoCo Staff at an Outreach Event
Image credit: NFRMPO Staff

Since 2007, the NFRMPO has convened two Mobility Committees, one in Larimer County and the other in Weld County. These Mobility Committees have met to discuss and address mobility gaps by implementing the various Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan). Since 2021, the Mobility Committees have held joint committee meetings, which have been named the Northern Colorado Mobility Committee beginning in 2023.

RideNoCo has expanded in three phases with the support and guidance of the Mobility Committees. These three phases included:

- **Website and Call Center** (2021) – created a central information hub to identify transportation options across region and beyond.
- **Trip Discovery (2022) –** Launched a trip planning tool that allows individuals to find providers and plan trips across public transit, volunteer/human service providers, and walking/biking utilizing GTFS-Flex technology.
- **Trip Dispatching (2023) –** With a long-term vision to find, plan, and book a ride in one place across multiple providers and provide flexibility for transportation providers to schedule riders across different agencies, RideNoCo is currently working with volunteer transportation providers and their scheduling platforms to make their systems Transactional Data Specifications (TDS) compliant. Once complete, RideNoCo and participating agencies will be able to seamlessly share client and trip information among and between each other, reducing friction for prospective riders and enhancing the capacity for coordination among agencies.

In addition, RideNoCo has provided technical assistance and built partnerships to address local mobility gaps. The following two examples showcase rural mobility needs where fixed-route transit may not be sufficient.

- **Red Feather Lakes** – Formed in response to the Cameron Peak wildfire, the North 40 Mountain

Alliance (N40MA) quickly turned to responding to other unmet needs in rural northwestern Larimer County, including transportation. RideNoCo continues to work closely with N40MA to acquire operations funding to scale up the organization's nascent transportation services and the N40MA will be utilizing RideSheet as a scheduling platform as part of the Trip Scheduling phase of the RideNoCo Implementation project.

- **Rural Weld County transportation** – In 2021, RideNoCo partnered with Via Mobility Services to broker a pilot service in rural Weld County to gauge community demand utilizing Section 5311 funding received by Via as part of federal Coronavirus relief allocations. Over the course of the 6-month pilot, 74 riders registered for the service and 461 trips were provided. Due to the pilot's success, RideNoCo worked closely with Via and Weld County communities to bring the service back on an expanded 2-year basis beginning in 2023.

The RideNoCo program will continue to grow and evolve to serve the needs of the region, increasing its role as a vital nexus for mobility needs in the region.