



North Front Range
Metropolitan
Planning
Organization

2019 Annual Report

To the North Front Range Metropolitan Planning Organization communities and residents:

The [North Front Range Metropolitan Planning Organization \(NFRMPO\) staff](#); the [Technical Advisory Committee \(TAC\)](#), consisting primarily of engineers and planning staff from local member agencies; and the [Planning Council](#), which is comprised of elected officials from each of the NFRMPO members, had another very productive year. During 2019, the NFRMPO completed, with assistance from the TAC, input from the public and stakeholders, and guidance and approval of the Planning Council, the following:



Kristie Melendez
2019 Planning Council Chair

- Completed an annual audit with an unqualified opinion;
- Approved the 2018 Call for Projects for STBG, CMAQ, and TA Projects for FY2022 and 2023;
- Approved the *FY2020-2023 Transportation Improvement Program (TIP)*;
- Approved the *2019 Congestion Management Process (CMP)*;
- Approved the *FY2020-2021 Unified Planning Work Program (UPWP)*;
- Adopted the *2019 Title VI Plan*;
- Adopted the *2045 Regional Transportation Plan (RTP)*;
- Over the course of the NFRMPO's annual summer outreach events for various planning projects and air quality education, the MPO staff interacted with 3,452 individuals across 15 events; and
- Worked cooperatively to ensure the funding for North I-25 Segments 7 & 8 (SH14 to SH402) and Segment 6 (SH402 to SH56) was in place and the projects could begin and remain on schedule.

These accomplishments continue to keep the NFRMPO eligible to spend federal funding. These documents are explained more fully in this Annual Report and are available on the NFRMPO website at nfrmpo.org.

2019 also saw the groundbreaking for North I-25 Segment 6 construction on September 12 following a \$20M BUILD Grant Award in 2018 and the grand opening of the new SH402/I-25 Interchange on October 18 only 120 days after it had closed for reconstruction.

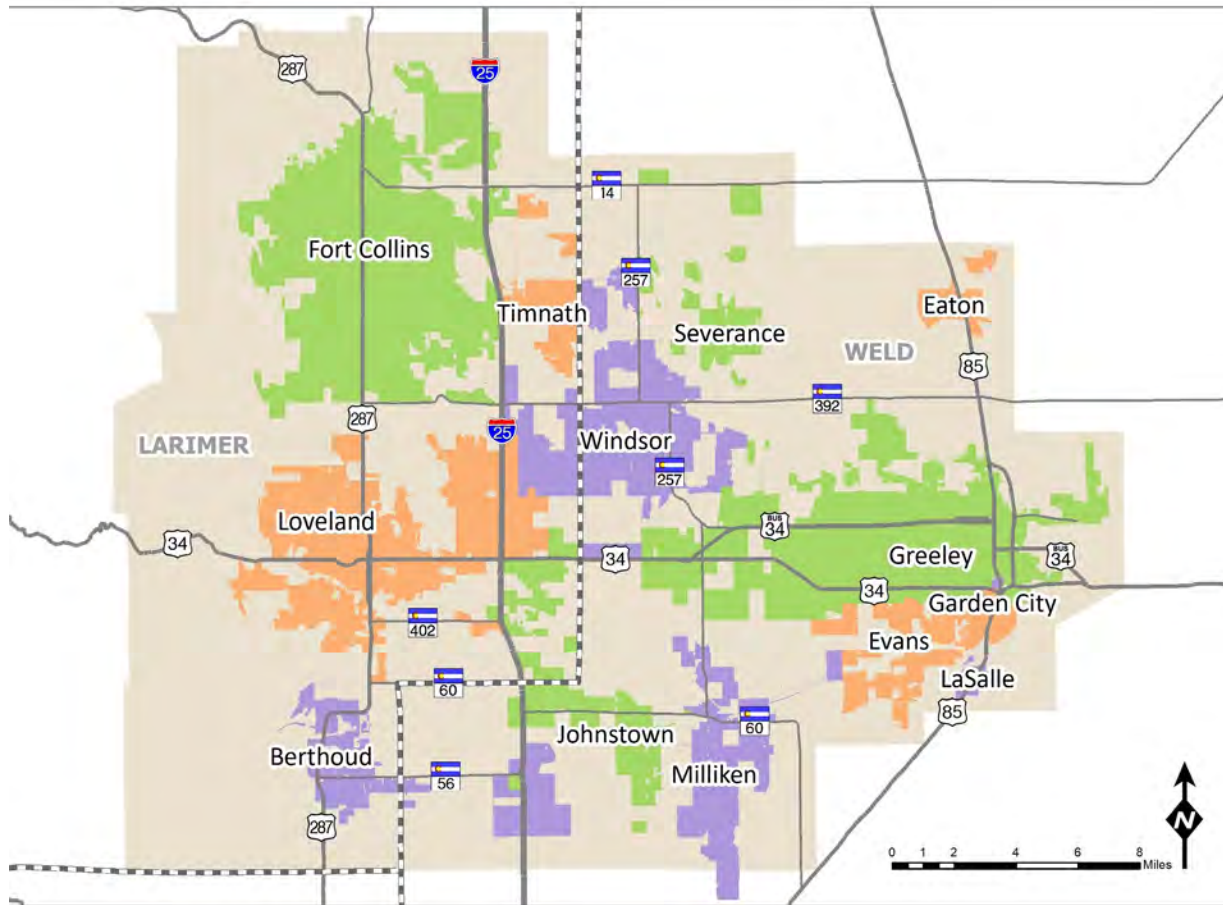
The VanGo™ Vanpool Program continued providing safe, reliable, and economical transportation for commuters along the North Front Range with 48 routes and 244 participants, and an 85 percent occupancy rate.

To support and foster regional cooperation, the local communities rotate hosting the Planning Council meetings and dinners. These events benefit the communities as they can hear about and view the advancement and growth in other communities. The NFRMPO has also continued to support the I-25, US34, and US85 Coalitions; which has led to increased and continued cooperation and regionalism.



It has been my honor and pleasure to serve as the NFRMPO Planning Council Chair during this exciting and productive year and I sincerely thank you for the opportunity.

Kristie Melendez
Mayor Kristie Melendez,
2019 NFRMPO Planning Council Chair

North Front Range MPO Planning Area



Legend

 NFRMPO Boundary  County Boundary



2019 NFRMPO Plans Adopted

- **2019 Public Involvement Plan (PIP)** — March 7, 2019
- **Title VI Plan** — May 2, 2019
- **FY2020—FY2023 Transportation Improvement Program (TIP)** — June 6, 2019
- **Congestion Mitigation Process (CMP)** — July 11, 2019
- **Freight Northern Colorado (FNC)** — August 1, 2019
- **2045 Regional Transportation Plan (RTP)** — September 5, 2019
- **Air Quality Conformity Determination** — July 31, 2019 (FY2020-2023 TIP)
October 17, 2019 (2045 RTP)



NFRMPO Region At a Glance

TRANSPORTATION



*CDOT; Transit Agencies; Member Communities

Commute to Work



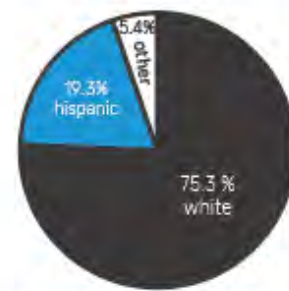
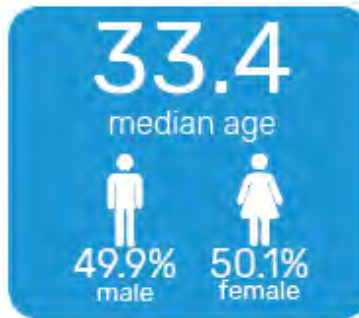
*2013-2017 5-year American Community Survey



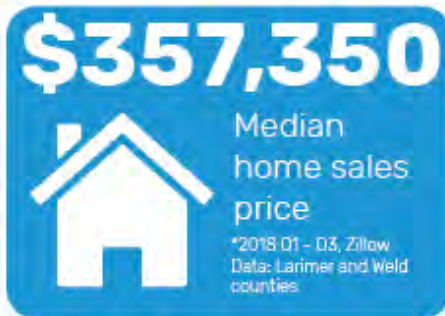
DEMOGRAPHY & HOUSING

514,539
population

* 2018 DOLA estimate



*2013-2017 5-year American Community Survey



INDUSTRY

Top Agricultural Sales



*2017 Census of Agriculture: Larimer and Weld counties



Largest Employers



*Metro Denver Economic Development Corporation; Colorado State University

Top International Exports



*2017 International Trade Association: Fort Collins-Loveland and Greeley MSA



I-25 North Updates

The Colorado Transportation Commission approved additional State funding to the **I-25 North Express Lanes project from Johnstown to Fort Collins**, allowing the project to be built on the permanent alignment and reducing project costs over the long term. The additional State funding expands the project scope to allow all 14 miles of pavement to be reconstructed on the permanent alignment, funds the US34 and I-25 interchange reconstruction and other bridge replacements, and addresses the flooding concerns of the Kechter Road overpass.

In late May 2019, crews began demolishing and replacing the 53-year-old **Vine Drive bridge** over I-25 with a new two-span bridge. Work included adding shoulders and sidewalks to Vine Drive over I-25 and accommodating tall vehicles traveling on I-25 by providing higher clearance beneath the bridge; and improved bridge transitions on Vine Drive and the

frontage roads.

On September 12, 2019 the groundbreaking for the next phase of the **I-25 North Express Lanes project from SH402 to SH56** was held at the SH56 Interchange. The \$250M project will add an Express Lane in each direction, replace aging bridges, make interchanges safer and more efficient, add a park-n-ride facility, add bike and pedestrian access, improve safety along the corridor through improved drainage systems and improvements to the alignment of North I-25, as well as improvements to infrastructure for transit buses along the corridor by 2023.

State and local dignitaries held a grand opening and ribbon cutting on October 18, 2019 for the **new SH402 bridge** over I-25. The new interchange, bridge, and three roundabouts were built over the span of 120 days and were funded with the help of Loveland, Johnstown, and Larimer and Weld counties.

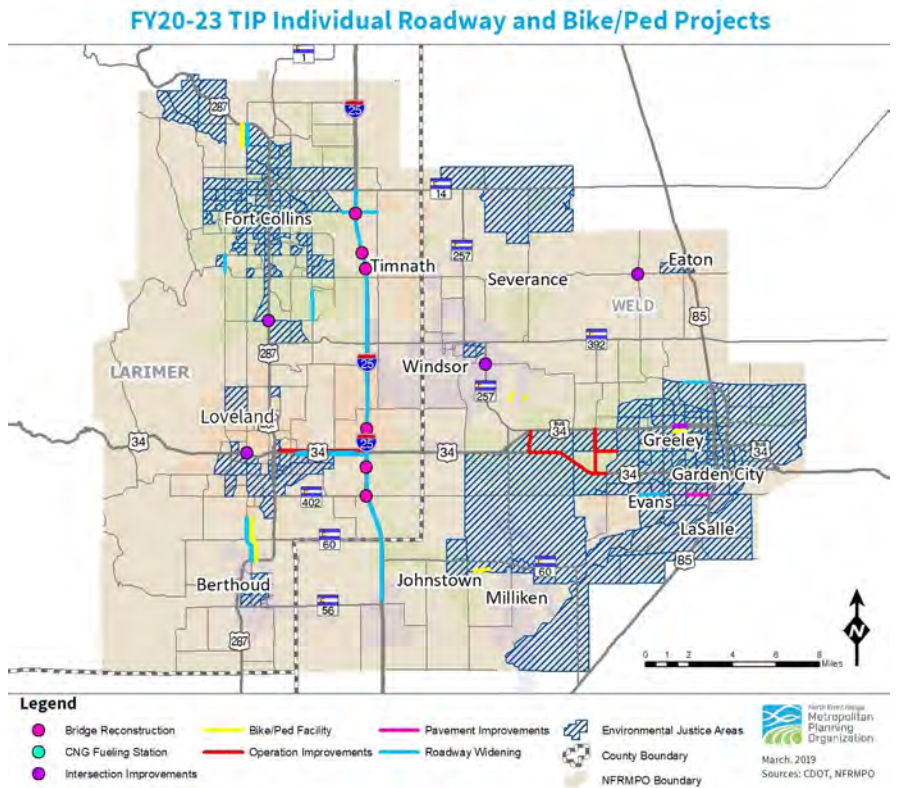


From left clockwise: design for SH402 redevelopment provided by CDOT; local, regional, and state officials cut the ribbon to the SH402 interchange project at its opening on October 18, 2019; and the SH402 interchange project under construction. Pictures provided by CDOT and the City of Loveland.

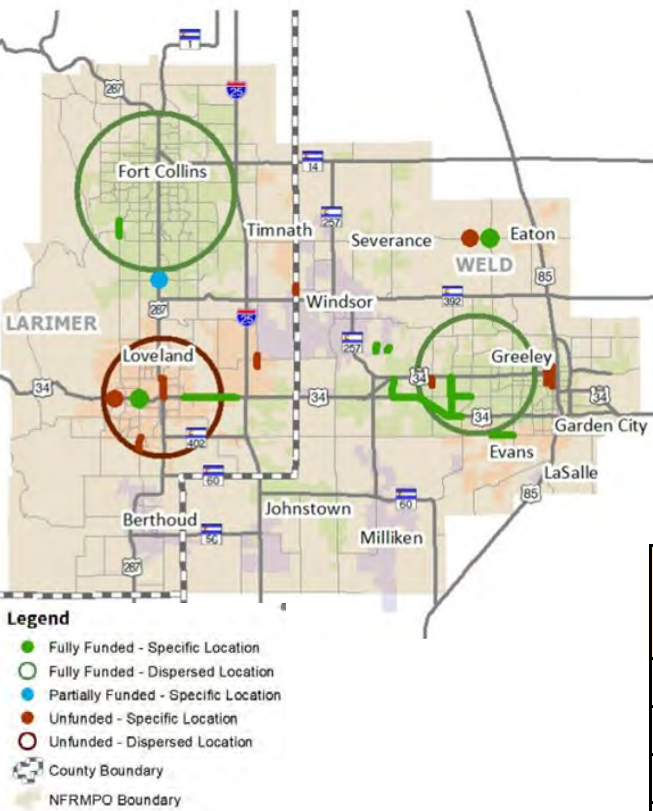
FY2020-2023 Transportation Improvement Program

The TIP, covering fiscal years (FY) 2020 through 2023, was adopted by the Planning Council on June 6, 2019 and readopted on September 5, 2019. The readoption demonstrated the TIP's consistency with the regional vision and funding constraints outlined in the 2045 Regional Transportation Plan (RTP). The TIP is anticipated to become effective in January 2020, following approval by the State and Federal Highway Administration (FHWA).

The FY2020-2023 TIP carries forward policies from the FY2019-2022 TIP along with all projects with funding in FY2020-2022. The TIP includes projects selected during the approved FY2020-2021 and FY2022-2023 Calls for Projects processes held by the NFRMPO for the Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs. The TIP may be viewed online at <https://nfrmpo.org/tip/>.



FY2022-2023 Call for Projects



In 2019, the NFRMPO awarded \$19.2M federal funding to 10 transportation projects across the North Front Range region. The funds, which will be available in FY2022 and FY2023, are from the CMAQ, STBG, and TA programs.

The projects were selected through a competitive application process. Seven of the NFRMPO member communities submitted a total of 18 projects with a combined total project cost of \$61.3M. Of that total, \$30.0M federal funds were requested, with the remaining funds comprising local match and state funding.

The projects were scored by members of the Technical Advisory Committee (TAC) and NoCo Bike and Ped Collaborative using criteria approved by the NFRMPO Planning Council. The awards were approved by the Planning Council on March 7, 2019.

Funding Program	Federal Funds Available	Federal Funds Requested	Applications Submitted	Projects Awarded Funding
CMAQ	\$10.7M	\$19.0M	11	5
STBG	\$7.9M	\$10.4M	6	4
TA	\$0.5M	\$0.5M	1	1
Total	\$19.2M	\$30.0M	18	10

Public Outreach

Event	Interactions
Fort Collins Earth Day	175
Transfort MAX 5-year Anniversary	75
Berthoud Day	137
Johnstown BBQ Day	135
Fort Collins Open Streets	176
Bike to Work Day (Greeley, Fort Collins, Loveland)	165
Greeley Stampede	30
Eaton Days	142
LaSalle Days	105
Milliken Beef N Bean Day	213
Severance Days	241
Loveland Corn Roast Festival	577
Windsor Harvest Festival	781
Evans Heritage Day	250
Taste in Timnath	231
Total	3,452



16 Events in 12 Communities



3 Bike to Work Stations in 3 Cities



+3,000 Community Interactions



2,020 Successful Newsletter Deliveries
32.98% Average Open Rate



186,896 Total Reach
10,056 Engaged Users



525 Followers 154 Link Clicks
103 Likes 7 Replies



56 Posts
3,741 Views



70 Engagements

Northern Colorado Transportation Discussion



On July 31, 2019, Weld County Commissioner Barbara Kirkmeyer and Larimer County Commissioner Tom Donnelly hosted the Northern Colorado Transportation Discussion at the Windsor Community Recreation Center. The discussion included the Colorado Department of Transportation (CDOT) Executive Director Shoshana Lew, Director of Transportation Development Rebecca White, and Chief of the Office of Innovative Mobility Sophie Shulman. The discussion focused on the need for investment in mobility for older adults and individuals with disabilities. Staff from CDOT, the NFRMPO, and County Commissioners were able to answer questions, discuss existing efforts at local, regional, and state levels, and discuss processes for addressing the issues highlighted at the meeting.

2045 Regional Transportation Plan, a Performance-Based Plan

The North Front Range Transportation & Air Quality Planning Council (Planning Council) adopted the 2045 Regional Transportation Plan (RTP) on September 5, 2019. The 2045 RTP provides a long-range vision for the North Front Range regional transportation system and guides the implementation of multimodal transportation improvements, policies, and programs in the region. As the region moves toward 2045, there will be significant population growth, with 77 percent more residents in 2045 than in 2015. Population and employment growth are occurring fastest in the North I-25 corridor resulting in 662 percent higher population in 2045 than in 2015.

The 2045 RTP and its associated plans, including the 2045 Regional Transit Element (RTE), the 2019 Congestion Management Process (CMP), the FY2020-2023 Transportation Improvement Program (TIP), were adopted by the NFRMPO Planning Council over the last year to ensure the NFRMPO remains in compliance with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)

Updated Models

The Base Year 2015 Land Use Allocation Model (LUAM) uses the population, household, and employment forecasts developed by the State Demography Office combined with Census data, planned developments, local zoning, and comprehensive land use plans to forecast the location and timing of growth throughout the Modeling Area at the Census Block level. The LUAM was built using the UrbanSim microsimulation model platform, UrbanCanvas.

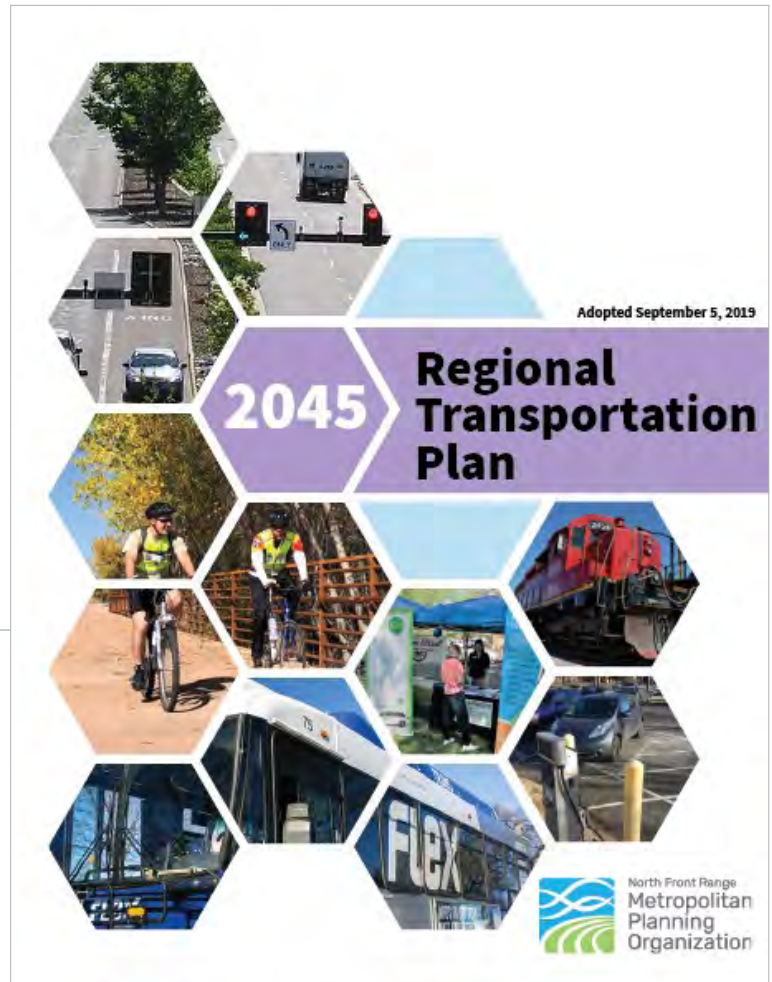
The 2015 Regional Travel Demand Model (RTDM) uses the outputs from the land use model; information about the current transportation system, including traffic volumes, transit ridership, speeds, and travel behavior; and proposed transportation projects to forecast how the transportation system will function in the future. The forecast includes traffic volume, transit ridership, mode choice, origins and destinations, and congested travel time, among other indicators.

Several scenarios were tested with the LUAM and RTDM to

requirements and can continue to obligate funding for transportation projects within the region.

The 2045 RTP uses data collected during the development of the NFRMPO's 2015 Land Use Allocation Model and the 2015 Regional Travel Demand Model.

For more information on the 2045 RTP, please visit: <https://nfrmpo.org/rtp/>.



assess how different land use patterns and funding different sets of projects would impact the transportation system. The transportation projects included in the fiscally constrained 2045 RTP provide the most congestion relief of the tested scenarios, except for the fiscally unconstrained scenario and the high-density land use scenario.

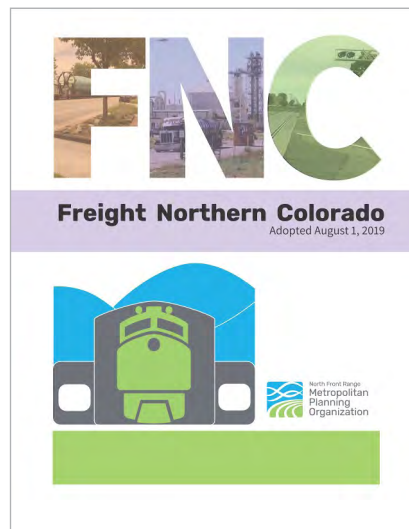
For more information on the NFRMPO's models, visit <https://nfrmpo.org/modeling/>.

Freight Northern Colorado (FNC)

On August 1, 2019, the Planning Council adopted a guiding document for the improvement of freight movement across the North Front Range, the first of its kind for the region. While the NFRMPO, its member agencies, and other planning partners have conducted various project and corridor-specific studies and reports, Freight Northern Colorado (FNC) provides a holistic view of the freight industry and positions the region to pursue funds for a variety of freight-benefitting projects.

Creating a regional freight plan was recommended by FHWA in the NFRMPO's Quadrennial Review in 2014. Identifying freight-related needs and constraints as well as potential solutions and action steps allows the NFRMPO and its member agencies to improve their planning processes and remain competitive for freight-related funding opportunities. FNC also reaffirms the importance of recommendations and implementation steps identified

in other recent statewide planning efforts such as the Colorado Freight Plan (2019), the Colorado Truck Parking Assessment (2019), and the Statewide Freight and Passenger Rail Plan (2018) as well as local agency plans with freight-related components.



For more information about FNC, visit <https://nfrmpo.org/freight/>.

BY 2045



34.6% Non-Motorized Trips



83.3% Vehicle Miles Traveled (VMT)



74.7% Residents



417.6% Transit Trips



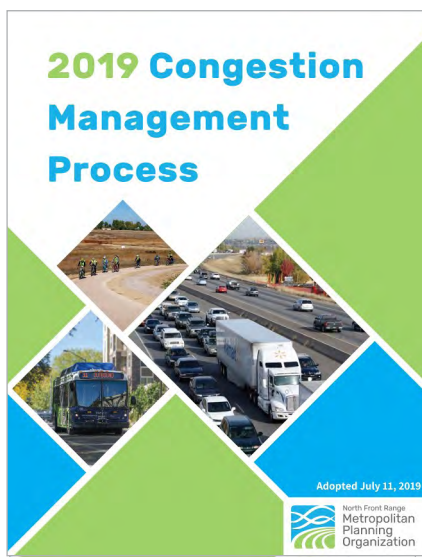
64.0% Truck VMT



66.5% Employment

Results are based on the 2015 Regional Travel Demand Model and Land Use Allocation Model.

2019 Congestion Mitigation Process (CMP)



Traffic congestion is a major concern for those who live and travel in the North Front Range region. The NFRMPO addresses congestion through a systematic and strategic process documented in the Congestion Management Process (CMP) and updates the CMP every four

performance-based process to reduce regional transportation congestion and meets federal requirements. The CMP includes congestion reduction goals, objectives, performance measures, targets, and strategies.

The CMP identifies congested Regionally Significant Corridors (RSCs) based on congestion performance measures and presents a variety of region- and corridor-specific strategies. Through a collaborative and strategic approach to congestion management, the region will benefit from improved safety, reduced travel times, and better air quality.

For more information about the 2019 CMP, visit <https://nfrmpo.org/cmp/>.

years. On July 11, 2019, the Planning Council adopted the 2019 CMP, which identifies an objectives-driven,

Walkability Action Institute

In April 2019, a team of transportation, public health, and public policy professionals representing the NFRMPO region received funding to attend the 2019 Walkability Action Institute (WAI) in Decatur, GA. The purpose of the WAI is to prepare professionals from MPO regions (or other similar regional entities) around the country to pursue policy, systems, and environmental (PSE) supports for walking and walkability. The WAI convenes renowned faculty over four days to provide teams with the most up-to-date academic and applied learning methods and reinforce and support implementation of significant national public health policy statements such as the Surgeon General's Call to Action to Promote Walking and Walkable Communities.



Applicant teams were asked to demonstrate a team make-up of public health, planning, and transportation staff, and elected officials. The NFRMPO team consisted of staff from the City of Loveland Public Works Department, Colorado State University Parking & Transportation Services, the NFRMPO, the Weld County Department of Public Health & Environment, and Town of Berthoud Mayor, Will Karspeck.

Funding was provided to 10 participating teams through the National Association of Chronic Disease Directors (NACDD), in collaboration with the Centers for Disease Control and Prevention's (CDC) National Center for Chronic Disease Prevention and Health Promotion's (NCCDPHP) Division of Nutrition, Physical Activity and Obesity (DNPAO). The 2019 WAI participating teams were from Colorado, Florida, Hawaii, Indiana, Oregon, Pennsylvania, Vermont, and Washington.



What is a walking audit?

A walking audit is an experiential assessment of pedestrian infrastructure and amenities. It is a tool to gather information from community members on how supportive a street or neighborhood is for walking. Participants document what makes the route feel comfortable and what is missing to potentially inform planning and traffic safety decision.

More information is available at

<https://www.chronicdisease.org/page/wai>

Berthoud Walk Audit

The WAI Team is now working with the Northern Colorado (NoCo) Bicycle & Pedestrian Collaborative to implement their Action Plan for improved walkability. The Action Plan consists of PSE deliverables scheduled for implementation from 2019 through 2022. The Team's first initiative was to conduct a walking audit in the Town of Berthoud. Mayor Karspeck worked with the rest of the WAI Team and other Berthoud stakeholders to identify a 1.6-mile route with characteristics related to safe routes to schools and parks, historic and aging infrastructure, and recent notable infrastructure investments. On October 9, 2019, four groups set out on the route around Old Town Berthoud with the following goals in mind:

- Identify characteristics of the built environment that significantly contribute to or detract from the pedestrian or bicyclist experience
- Identify potential solutions and next steps to improve the pedestrian and bicyclist experience
- Develop lessons learned throughout the walk audit to create an improved, replicable model to be used in other neighborhoods in Berthoud and regionwide

The 21 participants included Berthoud Town leadership, staff, and stakeholders as well as other Northern Colorado representatives with experience in transportation planning, engineering, public health, and mobility advocacy and education. Participants took turns traversing the route on foot, in a wheelchair, and while pushing a stroller to highlight challenges experienced by

pedestrians of all types and abilities.

Each group focused on a specific segment of the route, summarized their most notable observations, and generated recommended next steps. Common themes emerged between participants and groups, and some “quick win” projects were identified. Many participants inventoried missing, heaving, or uneven sidewalks, missing curb ramps, and unsafe railroad crossings. Some found driver or pedestrian sight lines to be reduced at certain intersections such as the Mountain Avenue roundabout due to overgrown foliage. Others highlighted public art, shade, and wayfinding elements that made the experience more comfortable and inviting.

The WAI Team has since been working with Berthoud leadership to align feedback from the walking audit with Town initiatives, identify local champions for walkability, and create community-specific technical assistance resources. The WAI Team hopes to hold similar events in Loveland and Severance in 2020.



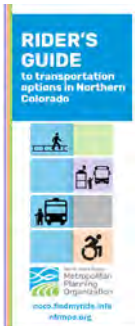
Poudre Trail Update

In September 2019, Larimer County, Fort Collins, Timnath, and Windsor received a \$2M grant from Great Outdoors Colorado (GOCO) to fund 4.7 miles in gaps along the Poudre Trail. The gaps are located between the Environmental Learning Center in Fort Collins and Timnath; within Timnath; and between Timnath and the River Bluffs Open Space trailhead. Once finished, this Regional Non-Motorized Corridor (RNMC) will take users from Greeley to Bellvue.



Mobility Coordination

By working with non-profits, government agencies, transit agencies, and the public, the Mobility Coordination program aims to advance autonomy and independence for older adults and individuals with disabilities. Below are just a few of the Mobility Coordination Program accomplishments for 2019.



Nearly 1,000 of the newly redesigned Rider's Guides were distributed in 2019 through partner agencies, outreach events, and by request. Rider's Guides provide information about fixed-ride, demand response, paratransit, and commercial operators in the region and are available in English and Spanish.



More than 600 people used the online "Find My Ride" tool in 2019. The Online Rider's Guide, available at <https://noco.findmyride.info>, allows users to provide information such as age, location, and purpose of the appointment to determine which transportation providers may fit their needs.



In 2019, **the Senior Transportation Coalition (STC) sponsored one Senior Travel Training, in partnership with Bustang and Transfort**, to teach seniors how to access and board the bus, pay their fare, and identify destinations reachable by transit. The STC is the Mobility and Access Priority Group of the Partnership for Age-Friendly Communities (PAFC) in Larimer County.

One Call/One Click Center Project Update

Two key deliverables have been completed in 2019: **the National Aging and Disability Transportation Center (NADTC) Proof-of-Concept project**, led by the Partnership for Age-Friendly Communities (PAFC), and the **Larimer County Senior Transportation Implementation Plan**, led by the NFRMPO.

The Proof-of-Concept project included four providers: Heart&SOUL Paratransit, Rural Alternative for Transportation (RAFT), Senior Alternative in Transportation (SAINT), and zTrip. The providers worked with Via Mobility Services' call center to test RouteMatch software and sharing trips. The project resulted in more than 500 subsidized trips in Larimer County between May and September 2019.

The *Larimer County Senior Transportation Implementation Plan* synthesized prior work into a business and finance plan, identifying where a One Call/One Click Center project could be hosted, how it could be funded, and what responsibilities the program would have. The project is currently being discussed by the NFRMPO Planning Council and was adopted by the Larimer County Board of County Commissioners on November 12, 2019.

NFRMPO staff presented on the projects at the 2019 Colorado Association of Transit Agencies (CASTA) Spring Conference, the 2019 National Association of Area Agencies on Aging (N4A) Conference, and at a Capitol Hill briefing in Washington, D.C.

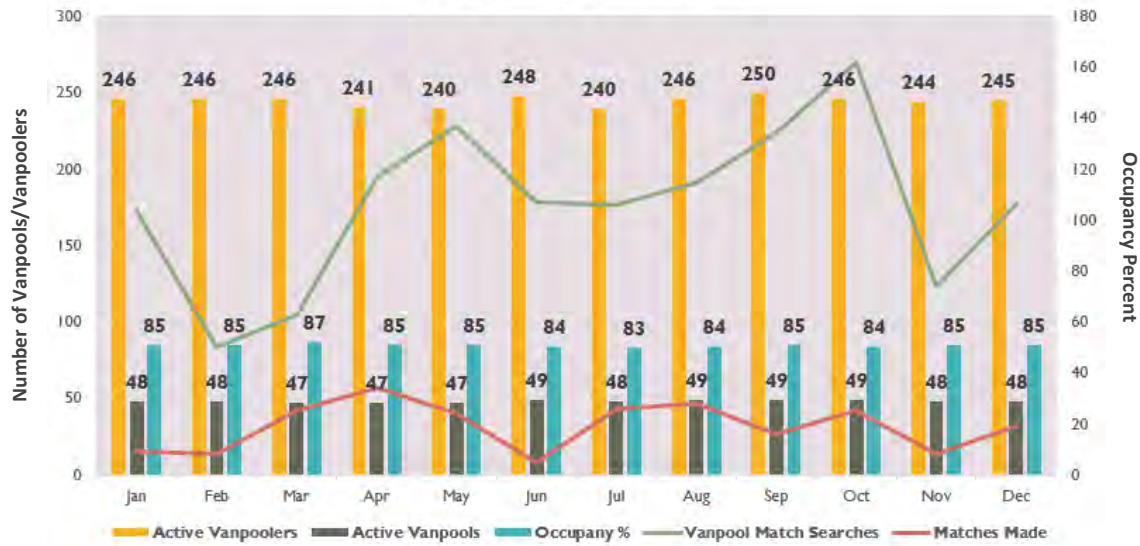
More information about the projects is available at <https://nfrmpo.org/mobility/ococ-project/>.

Larimer County Senior Transportation Implementation Plan



VanGo™ Accomplishments

Occupancy & Matches

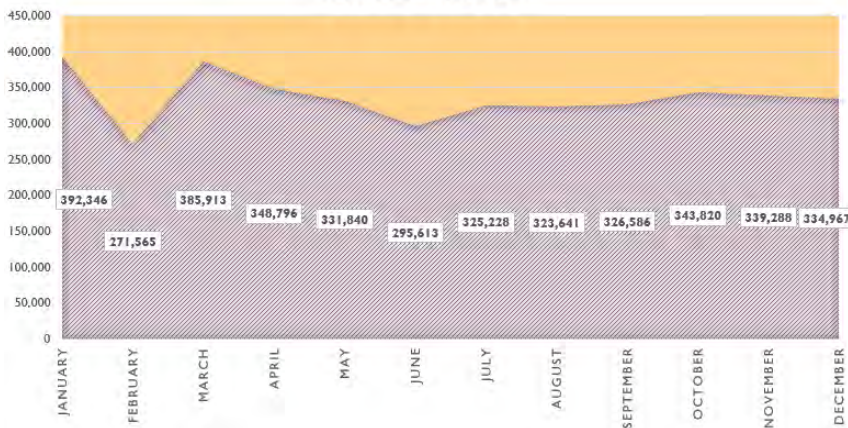


VanGo™, as with most vanpool programs, is very dynamic: people and routes come and going throughout the year. In 2019, the first year since 2013, VanGo™ will end its year with more participants than it started the year with and just as many routes. All of us at VanGo™ are pleased to be able to help so many people refresh their commute and supply commuters a service that is viable, stable, aids in traffic congestion, and helps keep our air cleaner.

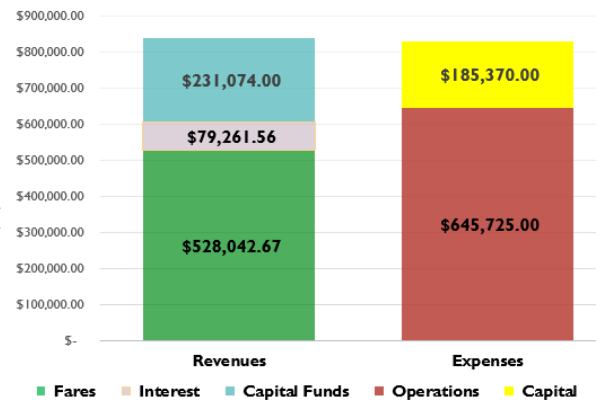
VanGo debuted new fleet branding in 2019. Though VanGo™ has tried myriad outlets, the best marketing VanGo™ has ever had are its vans rolling down the roads. Newly wrapped vans on the road and back-up vans were outfitted with the wrap. The entire fleet will be updated during maintenance appointments.



MILES SAVED



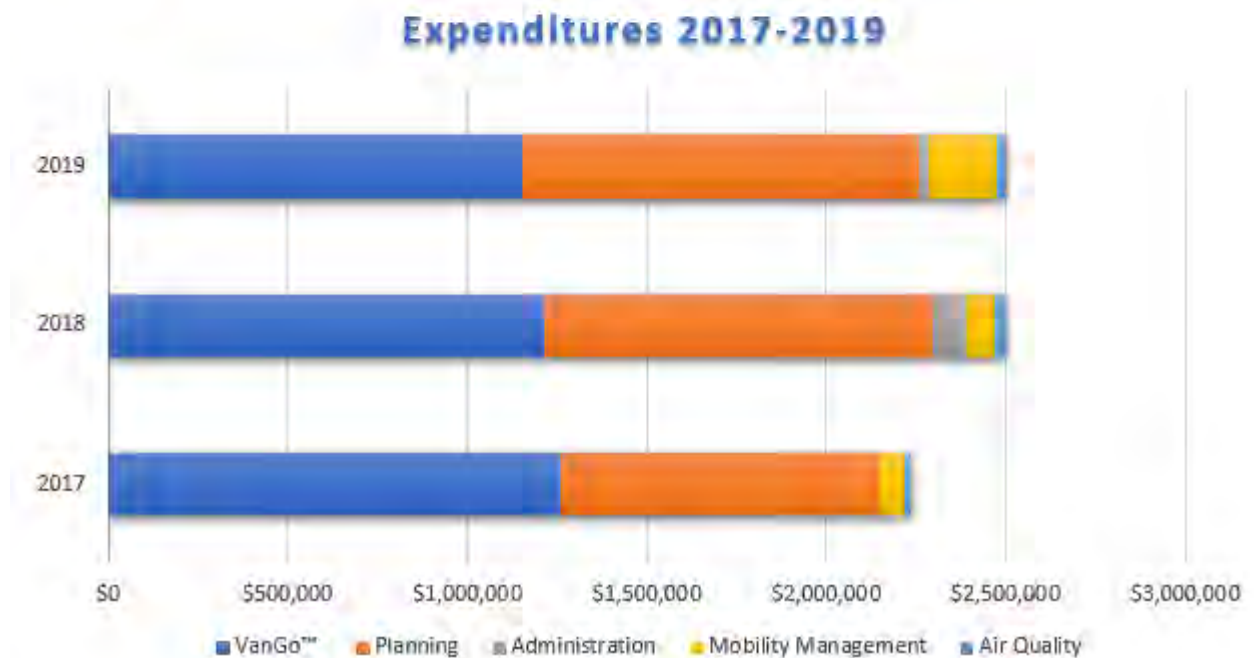
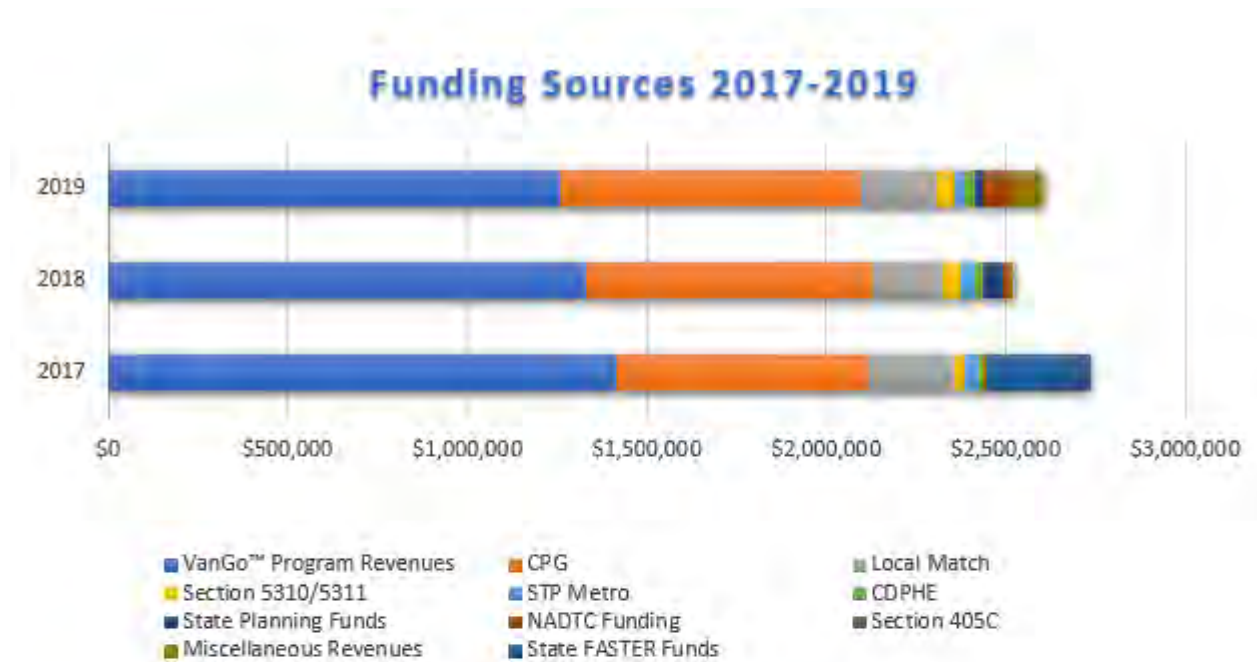
Revenue/Expenses Year-To Date



Finance and Administration

2019 marked another unqualified opinion issued by the NFRMPO's auditors, EideBaily, on the organization's 2018 Audited Financial Statements. The 2018 Audited Financial Statements are available for download under the *Administrative Documents* dropdown menu on the NFRMPO Document Library page:

<https://nfrmpo.org/library/>.



Planning Council

Member governments promote regional cooperation while working on many tasks at the monthly Planning Council meetings. Every community is given the opportunity to host a monthly meeting. The NFRMPO and its members benefit greatly when a local government invites them to their community. Find a list of the 2019 and 2020 NFRMPO Planning Council meeting dates and locations below.

2019 Planning Council Meeting Dates and Locations

January 3	Town of Berthoud	July 11	Weld County
February 7	Town of Eaton	August 1	Town of Milliken
March 7	Larimer County	September 6	Town of Severance
April 4	City of Greeley	October 3	City of Loveland
May 2	City of Evans	November 7	City of Fort Collins
June 6	Town of Johnstown	December 6	Town of Windsor



2019 NFRMPO Planning Council Members

Chair: Mayor Kristie Melendez, Windsor

Vice Chair: Councilmember Dave Clark, Loveland

Past Chair: Commissioner Tom Donnelly, Larimer County

Mayor William Karspeck, Berthoud

Mayor Kevin Ross, Eaton

Mayor Pro Tem Mark Clark, Evans

Mayor Pro Tem Kristin Stephens, Fort Collins

Mayor Fil Archuleta, Garden City

Mayor Pro Tem Robb Casseday, Greeley

Councilmember Troy Mellon, Johnstown

Trustee Paula Cochran, LaSalle

Mayor Pro Tem Elizabeth Austin, Milliken

Mayor Donald McLeod, Severance

Councilmember Lisa Laake, Timnath

Commissioner Barbara Kirkmeyer, Weld County

Commissioner Kathleen Bracke, Transportation

Commission

Rick Coffin, CDPHE-Air Pollution Control Division

The goal of the NFRMPO is to enhance mobility and air quality within Northern Colorado by developing cooperative, working relationships and financial partnerships among member governments, the Colorado Department of Transportation, Federal Highway Administration, Federal Transit Administration, and other public agencies, as well as the private sector.



North Front Range
Metropolitan
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Organization



**419 Canyon Avenue, Suite 300
Fort Collins, CO 80521**

Main Line: (970) 800-9560
VanGo™ Toll Free: (800) 332-0950

Email: staff@nfrmpo.org
Web: nfrmpo.org
Twitter: [@nfrmpo](https://twitter.com/nfrmpo)
Blog: nfrmpo.blogspot.com
Facebook: facebook.com/nfrmpo
LinkedIn: linkedin.com/company/nfrmpo