



In-Person Attendance Option

Windsor Community Recreation Center
250 N. 11th Street—Maple Room
Windsor, Colorado

Virtual Attendance Option

Call-in Number: +1 (408) 650-3123
Access Code: 488-080-565
Weblink: <https://bit.ly/2022NFRMPO>

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA

January 19, 2022

1:00 – 3:30 p.m.

1. **Call Meeting to Order, Welcome, and Introductions**
2. **Public Comment (2 minutes each)**
3. **Approval of December 15, 2021 Meeting Minutes (Page 2)**

AIR QUALITY AGENDA

- 1) Regional Air Quality Updates

Jessica Ferko, RAQC
Rick Coffin, CDPHE-APCD
Bornhoft

METROPOLITAN PLANNING ORGANIZATION AGENDA

CONSENT AGENDA

No Items this Month.

ACTION ITEMS

- 2) Transfort FY2021 Program of Projects (POP) (Page 7)
- 3) January 2022 TIP Amendment (Page 19)
- 4) 2018-2022 NFRMPO Targets for Safety Performance Measures (Page 21)

Katlyn Kelly, Transfort
Cunningham
Cunningham

PRESENTATION

No Items this Month.

DISCUSSION ITEM

- 5) 2021 Call for Projects (Page 27)

Cunningham

OUTSIDE PARTNER REPORTS

- 6) NoCo Bike & Ped Collaborative (Handout)
- 7) Regional Transit Agencies
- 8) Mobility Updates

Written Report

Schmitt

REPORTS

- 9) Special December 2021 & January 2022 Planning Council Meetings Summaries (Page 32) **Written Report**
- 10) Community Advisory Committee (CAC) Summary (Handout) **Written Report**
- 11) Mobility Committee Updates (Page 35) **Written Report**
- 12) Q4 TIP Modifications (Page 40) **Written Report**
- 13) CDOT Inactives Report (Page 52) **Written Report**
- 14) [NFRMPO 2021 Annual Report](#) **Written Report**
- 15) Roundtable **All**

4. **Final Public Comment (2 minutes each)**
5. **Next Month's Agenda Topic Suggestions**
6. **Next TAC Meeting: February 16, 2022**

Town of Windsor Wi-Fi

Username: Windsor Rec Center Public Wi-Fi
Password: password

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 800.9065
nfrmpo.org

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council**

Hybrid Meeting

**December 15, 2021
1:03 p.m. – 2:49 p.m.**

TAC MEMBERS PRESENT:

Abdul Barzak – Severance
Allison Baxter – Greeley
Aaron Bustow – FHWA
Jessica Ferko – RAQC
Eric Fuhrman – Timnath
Josie Hadley – CDOT
Omar Herrera – Windsor
Dave Klockeman – Loveland
Mark Oberschmidt – Evans
Elizabeth Relford – Weld County
Eric Tracy – Larimer County
Ranae Tunison – FTA

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Alex Gordon
Becky Karasko
Cory Schmitt

TAC MEMBERS ABSENT:

Brad Buckman – Fort Collins
Richard Coffin – CDPHE-APCD
Pepper McClenahan – Milliken
Adam Olinger – Town of Berthoud
Town of Eaton
Town of LaSalle
Town of Johnstown

IN ATTENDANCE:

Scott Ballstadt – Windsor
Alex Donaldson – Loveland
Jim Eussen – CDOT
Katie Guthrie – Loveland
Myron Hora – WSP
Dana Hornkohl – Fort Collins
Dan Joseph – Weld County
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Evan Pinkham – Weld County
Bryce Reeves – CDOT
Taylor Robinson – Weld County
Jan Rowe – CDOT
Carrie Tremblatt – CDOT

CALL TO ORDER

Vice Chair Tracy called the meeting to order at 1:03 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE NOVEMBER 17, 2021 TAC MINUTES

Relford requested a correction to the TAC minutes to reflect the RAQC's Control Strategy Committee did not meet on December 15, 2021. Klockeman moved to approve the November 17, 2021, TAC minutes as amended. Relford seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Ferko stated the EPA released a final notice to expand the nonattainment area to include northern Weld County and noted upcoming RAQC meetings. Bornhoft stated there is a special Planning Council meeting on December 16, 2021, for Council to consider supporting Weld County’s request for a judicial stay on the effectiveness of the redesignation rule. The Transportation Commission will meet December 15, 2021 in workshop to discuss the proposed GHG rule and is scheduled to vote on the GHG Rule on December 16, 2021. CDPHE, CDOT, and CEO are holding public meetings on the Colorado Clean Truck Strategy and the draft strategy will be released for public comment in January.

CONSENT AGENDA

No items this month.

ACTION ITEMS

Election of 2022 TAC Officers – Relford nominated Eric Tracy for Chair. Klockeman seconded the motion, and it passed unanimously. Barzak nominated Allison Baxter for Vice Chair. Klockeman seconded the motion, and it passed unanimously.

December 2021 Off-Cycle TIP Amendment – Cunningham explained the two revision requests, which include removing the *Weld County CNG Vehicles* project due to the sponsor returning the federal award to the CMAQ pool and removing the *Transfort Electric Bus Replacement* project which was erroneously added to the TIP twice. Oberschmidt moved to approve the TIP Amendment. Herrera seconded the motion, and it passed unanimously.

NFRMPO 10-Year List Update – Karasko provided background on the 10-Year List and explained CDOT is requesting MPOs and TPRs update the list by January 2022. The NFRMPO’s 10-Year List was first developed in January 2020, and none of the projects on the list have moved forward or been funded. For this update, two minor changes have been made, including updating the project prioritization order based on phasing needs identified by CDOT Region 4, the creation of two scenarios – one with a public-private partnership (P3) for North I-25 and one without a P3, and updates from TAC members. Council reviewed the two scenarios and did not identify any concerns. In January, Council will approve the lists so they can be sent to CDOT Region 4 for incorporation into the Region 4 10-Year List.

Relford asked if the sponsor comments for the first two projects should be the same. Karasko and Klockeman will confirm the sponsor comments are correct. Klockeman moved to approve the NFRMPO 10-Year List with corrections as necessary to the sponsor comments. Herrera seconded the motion, and it passed unanimously.

PRESENTATIONS

CDOT Region 4 10-Year Plan Update – Hadley explained the presentation is postponed until early 2022 to allow for corrections to the statewide planning totals which were miscalculated and are now drastically lower.

DISCUSSION ITEMS

2018-2022 NFRMPO Targets for Safety Performance Measures – Cunningham explained targets must be set annually for the five federally required highway safety performance measures. The MPO may either set targets specific to the region or support statewide targets. Targets are for five-year time periods. Due to uncertainty in predictive value of the 2020 data, which had higher traffic fatalities and lower VMT, CDOT developed targets using 2019 data instead of forecasting the 5-year average using 2020 data. Usually, the NFRMPO receives crash data for the previous year, but CDOT has not yet provided the 2020 data for the NFRMPO region due to processing delays. NFRMPO staff recommends the NFRMPO continue to support the statewide targets instead

of setting region-specific targets. Baxter asked if the targets will be included in the 2050 Regional Transportation Plan (RTP). Cunningham explained the targets are updated annually, so the targets set in 2023 will be the ones included in the 2050 RTP.

Safety Vision Data Exchange – Cunningham explained there was discussion on how to improve coordination on crash data and analysis during the development of the NFRMPO Safety Vision in 2020 and while setting last year's highway safety targets. NFRMPO staff are proposing to establish a working group consisting of NFRMPO staff and local agency staff who work on crash data, safety, and GIS to improve sharing and collaboration.

Additionally, the Active Transportation Plan (ATP) adopted earlier this year recommends developing a Near Miss/Hazard Reporting tool for the North Front Range region. The tool would be used by the public to report safety concerns and near-collisions. The information would supplement the crash dataset and could inform the 2050 RTP and the Call for Projects. Data from the tool would be shared with local agencies to support safety improvements. The tool could be customized from Esri's Vision Zero solution, which is a mobile friendly app. NFRMPO staff have worked with Bike Fort Collins and CSU in the preliminary development of the tool. The tool could be promoted through the NFRMPO's social media and by local agencies.

NFRMPO staff recommends convening the safety vision data exchange working group beginning in early 2022. Herrera stated Windsor recently launched SeeClickFix, a tool to report infrastructure issues, which has been successful. Klockeman noted identifying the cause of a near miss is required for the information to be useful. Baxter recommended the working group discuss how to address data gaps caused by the State's new crash form. TAC members expressed support for establishing the working group and developing the Near Miss tool.

LinkNoCo Survey Results – Gordon provided an update on the LinkNoCo survey which was used to identify corridors to carry forward for deeper analysis. The survey was promoted through several different channels. Survey respondents were located throughout the region. Respondents were primarily ages 25 to 75, so additional outreach is needed to youth commissions and senior advisory boards.

The survey asked respondents to identify their top three priorities out of 17 corridors. The corridors included the intraregional corridors identified in the 2045 RTE and a few additional corridors in the southern portion of the region. The top three corridors identified by survey respondents included Fort Collins to Longmont/Boulder (FLEX/US 287), Loveland to Greeley (US 34), and Greeley to Fort Collins Regional Rail along the Great Western Railway. Other corridors may move forward as a result of the consultant's analysis.

The survey also asked about obstacles to using transit, missing community connections, and suggestions for improving transit. Frequency was the top response for obstacles to transit, followed by convenience and transit stop locations. Respondents identified expanded regional transit connectivity and more frequent service as top priorities for improvements.

Gordon explained the guidance committee has two weeks to review the survey results. One potential concern is the southern portion of region may be under-represented in the survey results. Next, the prioritized corridors will receive additional analysis and early next year the policy advisory committee will consider funding and governance.

Klockeman suggested future surveys ask why a certain mode is preferred instead of only asking which mode. Many respondents may identify light rail as their preferred without considering costs.

Relford stated the intent of the study was to go beyond the 2045 Regional Transit Element (RTE) to identify additional corridors and identify the right-of-way needed for the ultimate transit service so right-of-way can be preserved in local land use plans. Gordon noted the next step of the analysis will consider mode and potential right-of-way needs for the priority corridors, which will take the corridors from abstract lines on a

map to potential alignments. The LinkNoCo study serves as an alternatives analysis and could help secure FTA funding such as Small Starts.

2045 RTP Update Schedule – Bornhoft presented the approach and schedule for updating the 2045 Regional Transportation Plan (RTP) in compliance with the TC’s proposed GHG Rule as required by SB21-260. The deadline for updating the RTP is October 1, 2022. If a compliant plan is not adopted by that deadline, project type restrictions are imposed for Multimodal Transportation and Mitigation Options Funds (MMOF) in SFY2023 and beyond, which could prevent some types of projects from being funded such as mobility improvements for seniors and people with disabilities.

NFRMPO staff propose retaining most elements of the adopted 2045 RTP and making targeted updates, such as inclusion of commitments to GHG-reducing transportation projects. Work on the 2045 RTP Update will overlap with development of the 2050 RTP, which is scheduled for adoption in September 2023. The schedule for updating the 2045 RTP includes data requests to member agencies in January and February, modeling from February through May, and TAC and Council discussions from June through August.

Relford suggested the data requests to local communities extend through March and Bornhoft agreed. Klockeman stated GHG measures are most effective in highly urban areas, not regions like the North Front Range. Bornhoft explained context is very important in determining the benefits of a specific GHG-reducing project and noted the high growth expected for the region provides more opportunities for reducing GHG from transportation.

Regarding impacts to STBG and CMAQ projects, Bornhoft clarified the GHG-compliance status of the updated 2045 RTP only impacts MMOF restrictions, while restrictions on STBG, CMAQ, and 10-Year Plan funds would take effect only if a Plan amended or adopted after October 1, 2022 does not comply with the GHG Reduction Levels in the Rule. If that occurs, projects that do not reduce GHG and have not gone to advertisement for construction would have funds restricted unless a waiver is granted by the Transportation Commission. Baxter suggested allowing sponsors to modify project scopes to include mitigation measures once those measures have been identified.

2050 RTP Performance Measures – Gordon explained the 2045 RTP included eight regional performance measures selected by the NFRMPO that were not federally required. For the 2050 RTP, two additional performance measures are federally required, including the percent of non-single occupant vehicle (SOV) commuter trips and peak hour excessive delay; however, targets for these measures must be set for the Fort Collins Transportation Management Area (TMA), not for the entire NFRMPO region. Gordon identified considerations for selecting region-specific performance measures for the 2050 RTP and asked for feedback on usefulness of the measures and frequency of reporting progress. Gordon noted it is unclear if the targets in the 2045 RTP are for a four-year timeframe or if they extend to the horizon year of 2045. Relford said she understood the targets as covering the full horizon of the Plan, not the four years in between Plan updates.

Baxter noted the Call for Projects is for capital improvements, not operations, and asked which project types would impact population within publicly operated paratransit boundaries. Gordon explained CMAQ can fund the first three years of transit operations and MMOF can also fund transit operations.

Klockeman suggested miles of fiber is not a useful measure of ITS. Relford suggested SB260 and the Infrastructure Investment and Jobs Act (IIJA) may be helpful for rewording the ITS measure.

TAC members suggested resuming the discussion after lessons learned from the performance measure analysis in the current Call for Projects can be compiled, such as which measures were not selected by any projects submitted in the Call and which measures are meaningful and realistic.

PARTNER REPORTS

NoCo Bike & Ped Collaborative – NoCo met this morning to score TA projects and recommended the *Poudre Trail Wayfinding* project receive the rollover TA funding and the *Loveland Willow Bend Trail* project receive the FY24-FY25 TA funding. A total of five applications were submitted and NFRMPO staff is recommending waitlisting the remaining three projects due to the high quality of the applications and because additional funds are anticipated for TA from IIJA. Cunningham will include the TA project applications when sending out the CMAQ and STBG applications to the Scoring Committee.

Regional Transit Agencies – None this month.

Mobility Updates – Schmitt stated the NFRMPO has selected a vendor for RideNoCo's Phase II, which is a Trip Planning tool for public transit, volunteer and human service transportation, walking, and biking. The RideNoCo call center and website are continuing to gain traction. Use of the Via pilot in southern Weld County is growing quickly and work is underway to extend the service into 2022.

REPORTS

December Planning Council Meeting Summary – A written report was provided.

Community Advisory Committee (CAC) Summary – A written report was provided.

2022 TAC Meeting Calendar – Karasko noted page 37 in the packet provides the dates for the TAC meetings in 2022. TAC meetings will continue to be hybrid.

ROUNDTABLE

Bornhoft stated the Model Steering Team (MST) will begin meeting in February with six or seven meetings in 2022 to guide the development of the land use allocation model and regional travel demand model. NFRMPO staff will reach out to local governments in the modeling area to identify local agency staff to serve on the MST.

Herrera stated Windsor is hiring a traffic engineer/transportation planner.

Gordon stated land use contacts are still needed to provide updates to the land use allocation model inputs.

Cunningham noted MMOF reports are due by the end of the day. The CMAQ and STBG scoring meeting is scheduled for Wednesday, January 5, 1-3pm. An email with applications and scoring materials will be sent today or tomorrow to scoring committee members. NFRMPO staff will present the selected projects at the January TAC meeting. Sponsors of selected projects must present their project at the February Council meeting either in-person in Windsor or virtually. Following the Call, a survey on the Call for Projects process will be sent to identify improvements for future Calls.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions: None.

Meeting adjourned at 2:49 p.m.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, January 19, 2022 as a hybrid meeting.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
January 19, 2022	FY2021 Program of Projects (POP)	Katlyn Kelly
Objective/Request Action		
Recommend approval of TIP amendments for the Program of Projects (POP) for Federal Fiscal Year (FFY) 2022 FTA sections 5307, 5310 and 5339 apportionment for the Fort Collins Transportation Management Area (TMA).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The City of Fort Collins/Transfort has planned the following Program of Projects for FFY 2022 Federal Transit Administration (FTA) Section's 5307, 5310 & 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.</p> <p>Fort Collins works with other TMA members to develop a distribution of available funds and identify the projects to be funded.</p> <p>Of particular note with the FY22 funding:</p> <ul style="list-style-type: none"> • A virtual public meeting was held from 9 -10 am at the Downtown Transit Center in Fort Collins on December 15, 2022. Public notice of the meeting was published in the two primary TMA newspapers. • An online notice was on the Transfort website for two weeks with contact information to provide feedback. • There have been no question or concerns on the program to date. • City of Loveland Transit (COLT) will be coming in for FTA funds as a direct recipient in 2021. • Full FY22 apportionments have not yet been released, program funding amounts were estimated using FY21 full apportionments, less the estimated share for COLT. • Funding Exchange will remain in effect for Berthoud, NFRMPO and COLT 5310 funds. 		
Committee Discussion		
This is the first time TAC has discussed the FFY 2022 TMA POP for recommendation to Planning Council for approval.		
Supporting Information		
<p>There is a planning requirement under 49 USC Chapter 53 for designated recipients of FTA sections 5307, 5310, and 5339 funding to develop a POP for inclusion in the Transportation Improvement Program (TIP). A POP is a project list proposed by the Designated Recipient in cooperation with the MPO funded using the urbanized area's 5307, 5310, and 5339 apportionments.</p> <p>The POP includes a brief project description, including any sub-allocation among public transportation providers, total project costs, and the federal share for reach project.</p> <p>The responsibilities of the Designated Recipient are as follows:</p> <ul style="list-style-type: none"> • Allocate the relevant apportionment among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s). • Identify and select the projects that the MPO will include in a Metropolitan Transportation plan, TIP, long range statewide transportation plan, statewide transportation improvement program (STIP), and/or unified planning work program (UPWP) 		

- Submit a grant application for the applicable Section POP and/or authorize other eligible applicants to apply for all or part of the apportionment, and notify FTA of such authorizations
- Ensure the annual POP complies with the requirements that at least one percent is used for public transportation security projects unless all security needs are certified to have been met
- Each Designated Recipient must verify that appropriate documentation of designation is on file with FTA and, if not, provide such documentation

The City of Fort Collins, with the assistance of the TMA members, developed a POP for each **Section's funding. Fort Collins is submitting the POP for TAC approval. This item will be presented** at the February 3, 2022 Planning Council meeting for approval and subsequent inclusion in the FY2022-2025 TIP and STIP.

Advantages

Complies with the public participation process as determined by 49 USC Chapter 35 and prepares or authorizes funding use by the various agencies.

Disadvantages

None noted.

Analysis/Recommendation

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have met all federal requirements as the Designated Recipient of these specific FTA funds. This includes posting public notice of the Program of Projects in TMA publications and holding a public meeting for comment.

Attachments

- FFY 2022 Program of Projects
- December 15, 2022 Public Hearing Public Notice
- FTA 5307, 5310 and 5339 Factsheets
- FFY21 Full apportionment notices ([5307](#), [5310](#), & [5339](#))

2022 FTA SECTIONS 5307, 5310 & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

5307 - Estimated FY22 Apportionment - City of Fort Collins

\$3,639,660

Source of Funds (Federal and Local)

5307 Project Description	Project Sponsor	Total Project Cost	Federal	Local	Local Match Requirement
Maintain, Repair and Replace Assets	Fort Collins	\$ 1,333,552.50	\$ 1,066,842.00	\$ 266,710.50	20%
1% Security Projects	Fort Collins	\$ 45,495.00	\$ 36,396.00	\$ 9,099.00	20%
Capital Costs of Contracting	Fort Collins	\$ 841,055.00	\$ 336,422.00	\$ 504,633.00	60%
Fixed Route Operating Expenses	Fort Collins	\$ 3,600,000.00	\$ 1,800,000.00	\$ 1,800,000.00	50%
Transit Planning, Design, and Capital	Fort Collins	\$ 500,000.00	\$ 400,000.00	\$ 100,000.00	20%
	Total Project	\$ 6,320,102.50			
	Total Federal	\$ 3,639,660.00			

5310 - Estimated FY22 Apportionment - City of Fort Collins

\$237,539

Source of Funds (Federal and Local)

5310 Project Description	Project Sponsor	Total Project Cost	Federal	Local	Local Match Requirement
Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	\$ 296,923.75	\$ 237,539.00	\$ 59,384.75	20%
	Total Project	\$ 296,923.75			
	Total Federal	\$ 237,539.00			

5339 - Estimated FY22 Apportionment - City of Fort Collins

\$353,242

Source of Funds (Federal and Local)

5339 Project Description	Project Sponsor	Total Project Cost	Federal	Local	Local Match Requirement
Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	\$ 441,552.50	\$ 353,242.00	\$ 88,310.50	20%
	Total Project	\$ 441,552.50			
	Total Federal	\$ 353,242.00			

NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2022 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Beginning in FY20, City of Loveland became a Direct Recipient for 5307 and 5339 funds. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.

- FY22 Section 5307 approximate available funding: \$3,639,660
- FY22 Section 5310 approximate available funding: \$237,539
- FY22 Section 5339 approximate available funding: \$353,242

The Proposed Program of Projects (POP) includes:

5307 Program

- Maintain, Repair and Replace Assets \$1,066,842 Federal, \$266,710 Local Match
- Security Projects \$36,396 Federal, \$9,099 Local Match
- Capital Costs of Contracting \$336,422 Federal, \$504,633 Local Match
- Fixed Route Operating Expenses \$1,800,000 Federal, \$1,800,000 Local Match
- Transit Planning, Design and Capital \$400,000 Federal, \$100,000 Local Match

5310 Program

- Goods and Services for Seniors and Individuals with Disabilities - \$237,539 Federal, \$59,384 Local Match

5339 Program

- Repair/Replace/Enhance projects related to Rolling Stock, Facilities & Technology - \$353,242 Federal, \$88,310 Local Match

Total Project Costs - \$7,058,579

Total Federal Costs - \$4,230,441

Total Local Costs - \$2,828,138



Detailed information on the aforementioned projects may be obtained by contacting Kaley Zeisel at Transfort / Dial A Ride (970) 224-6067 / kzeisel@fcgov.com). Public comment is encouraged and if warranted, the Program of Projects may be amended prior to publication of the final Program of Projects. The public is invited to comment on the POP and other amendments to the FY 2022 Transportation Improvement Program (TIP) through the North Front Range Metropolitan Planning Organization (NFRMPO). A public meeting will be held virtually on Tuesday, December 15th, 2022 from 9:00 – 10:00 am to allow for questions and comments. To register for the public meeting, please email kzeisel@fcgov.com by December 13th, 2020 and virtual meeting information will be provided.

Comments can also be submitted via the Transfort website (ridetransfort.com) under Plans and Projects, Program of Projects. All members of the public are encouraged to attend and provide comment at this open public hearing.

Pending no amendments after the public hearing, this proposed FFY2022 Program of Projects will be considered the final Program of Projects and will be forwarded to the Transportation Advisory Council and NFRMPO Planning Council for initial review. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:
URBANIZED AREA FORMULA PROGRAM GRANTS
49 U.S.C. Chapter 53, Sections 5307 & 5340

	FY16 (in millions)	FY17 (in millions)	FY18 (in millions)	FY19 (in millions)	FY20 (in millions)
Passenger Ferry	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00
Urbanized Area Formula (5307)	\$4,508.90	\$4,599.68	\$4,696.90	\$4,797.11	\$4,899.45
Growing States/High Density Formula (5340)	\$536.26	\$544.43	\$552.78	\$561.31	\$570.03
Urbanized Area Formula Program TOTAL	\$5,075.16	\$5,174.11	\$5,279.68	\$5,388.42	\$5,499.48

PROGRAM PURPOSE: The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is an Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.

Statutory References: 49 U.S.C. Section 5307 and 5340 / FAST ACT Sections 3004, 3016

Program Requirement: <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-guidance-and>

Eligible Recipients: Funding is made available to designated recipients, which must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are required to designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307(a)(2). The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

Eligible Activities: Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and

some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

What's Changed?

The 100 Bus Rule has been expanded to include demand-response service, excluding ADA complementary paratransit service. An exception to the 100 Bus Rule has been added as well. If a public transportation system executes a written agreement with one or more other public transportation systems within the urbanized area to allocate funds by a method other than by measuring vehicle revenue hours, each public transportation system that is part of the written agreement may follow the terms of the written agreement instead of the measured vehicle revenue hours.

Under Grant Recipient Requirements, a provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan.

Recipients are no longer required to expend 1% of their funding for associated transit improvements. However, recipients are still required to submit an annual report listing projects that were carried out in the preceding fiscal year.

Funding:

Federal Share: The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

Formula Details: Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Passenger Ferry Grant Program: \$30 million is set aside for passenger ferry grants, to be allocated through competitive selection.

Anything else relevant: Funds are available the year appropriated plus five years.

Other:

- Match can come from [other Federal \(non-DOT\) funds](#). This can allow local communities to implement programs with 100 percent federal funding.
- Agencies that receive Section 5307 funding must offer [half fare or reduced fare](#) to people with disabilities and seniors during off-peak hours for fixed-route services.

For Additional Information on FTA and the FAST Act, please visit: www.transit.dot.gov/fastact



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:

**ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
Chapter 53 Section 5310**

	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
5310 Formula Grants	\$258.3	\$262.95	\$268.21	\$273.84	\$279.65	\$285.58
Discretionary Pilot Program	<u>n/a</u>	<u>\$2.00</u>	<u>\$3.00</u>	<u>\$3.25</u>	<u>\$3.50</u>	<u>\$3.50</u>
5310 Total	\$258.3	\$264.95	\$271.21	\$277.09	\$283.15	\$289.08

PROGRAM PURPOSE:

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Statutory References: 49 U.S.C. Section 5310 / FAST Act Section 3006

Program Guidance: [FTA Circular C. 9070.1G Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions.](#)

Eligible Recipients:

Formula funds are apportioned to direct recipients:

- States for rural and small urban areas (small UZAs) and designated recipients chosen by the Governor of the State for large urban areas (large UZAs); or
- State or local governmental entities that operates a public transportation service.
- Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan.
- The selection process may be: Formula-based, Competitive, or Discretionary and subrecipients can include: States or local government authorities, private non-profit organizations, or operators of public transportation.

Eligible Activities:

- At least 55 percent of program funds must be used on capital or “traditional” 5310 projects. Examples include:

- Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.
- Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
- The remaining 45 percent is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 New Freedom program, described as: Capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors. Examples include:
 - Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs; and mobility management.

What’s Changed?

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.
- FTA shall disseminate a collection of *Best Practices* to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.
- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility - open to 5310 recipients and subrecipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services; such as: the deployment of coordination technology, projects that create or increase access to community One-Call/One-Click Centers, etc.
- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies, and develop a cost-sharing policy

Funding:

Federal Share:

- Federal share is 80 percent for capital projects.
- Federal share is 50 percent for operating assistance.

Formula Details:

- Based on Census data, the formula funds are apportioned to each State based on the number of older adults and individuals with disabilities and allocated by area:
 - Large UZAs: 60%
 - Small UZAs: 20%
 - Rural: 20%
 - States can transfer small urban or rural allocations to large UZA’s but not the other way around.

Other:

- Match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100 percent federal funding. One example is Older Americans Act (OAA) Title IIIB Supportive Services Funds:
<https://acl.gov/about-acl/authorizing-statutes/older-americans-act>
- 5310 program recipients may partner with meal delivery programs such as the OAA-funded meal programs (to find local programs, visit: www.Eldercare.gov) and the USDA Summer Food Service Program <http://www.fns.usda.gov/sfsp/summer-food-service-program-sfsp>. Transit service providers receiving 5310 funds may coordinate and assist in providing meal delivery services on a regular basis if they do not conflict with the provision of transit services.
- FTA requires its formula grantees to provide half fare service for fixed route service supported with FTA funds to older adults and individuals with disabilities who present a Medicare card:
<https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/half-fare-triennial-guidance-fy2011>
- A person whose addiction to drugs poses a substantial limitation on one or more major life activities is a person with a disability and is eligible to receive transportation through the Section 5310 program, including to a drug treatment center.

For Additional Information on FTA and the FAST Act, please visit: <https://www.transit.dot.gov/fast>



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:
GRANTS FOR BUS AND BUS FACILITIES
SECTION 5339

Program Component	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
Formula	\$427.80	\$427.80	\$436.36	\$445.52	\$454.96	\$464.61
Bus Discretionary	n/a	\$213.00	\$228.60	\$246.51	\$267.06	\$289.04
Low & No Emissions Discretionary	n/a	\$55.00	\$55.00	\$55.00	\$55.00	\$55.00
5339 Program TOTAL	\$427.8	\$695.80	\$719.96	\$747.03	\$777.02	\$808.65

Purpose

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Statutory References

49 U.S.C. Section 5339 / FAST Act Section 3017

Program Guidance: [FTA Circular C 5100.1 Bus and Bus Facilities Program: Guidance and Application Instructions.](#)

Eligible Recipients

- Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.
- Subrecipients: An eligible recipient that receives a grant under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

Eligible Activities

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

What's Changed?

- State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipients of Section 5339 funds, regardless of their designated recipient status.
- Two discretionary components have been added to the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.
- A new pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.
- Allows states to submit statewide applications for bus needs.
- The minimum state allocation under the formula was raised to \$1.75M from \$1.25M; the territory allocation was unchanged.
- Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

Funding

- Federal Share: The Federal share is not to exceed 80 percent of the net project cost.
- Formula Details
 - National Distribution – \$90.5 million will be allocated each year among all States and territories, with each state receiving \$1.75 million and each territory (including D.C. and Puerto Rico) receiving \$500,000.
 - Apportionment Formula – The remainder of program funds will be apportioned based on population and service factors using the Section 5307 Urbanized Area Formula Program apportionment formula.
- Period of Availability: Funds are available for three years after the fiscal year in which the amount is apportioned.

For Additional Information on FTA and the FAST Act, please visit: www.fta.dot.gov/fastact

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
January 19, 2022	January 2022 TIP Amendment	AnnaRose Cunningham
Objective/Request Action		
To recommend Planning Council approve the January 2022 Transportation Improvement Program (TIP) Amendment to the FY2022-FY2025 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The January 2022 TIP Amendment includes one revision request from City of Fort Collins:</p> <ul style="list-style-type: none">Adding new project <i>Transfort Non-Revenue Maintenance Vehicles</i> project with \$60K Federal funding. <p>The attached January 2022 Policy Amendment Form provides additional information on this request.</p>		
Committee Discussion		
<p>This is the first and only time TAC is scheduled to see the January 2022 TIP Amendment.</p>		
Supporting Information		
<p>The 30-day Public Comment period for the January 2022 TIP Amendment begins on January 12, 2022 and concludes on February 10, 2021.</p> <p><u>Funding Types and Uses</u></p> <p>The American Rescue Plan (ARP) Act of 2021 is a COVID-19 Relief package that provides \$1.9 trillion in mandatory funding, program changes and tax policies aimed at mitigating the continuing effects of the pandemic and included \$30.5 billion for grants to transit agencies.</p>		
Advantages		
<ul style="list-style-type: none">TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2022-2025 TIP remains fiscally constrained.		
Disadvantages		
<ul style="list-style-type: none">None noted.		
Analysis/Recommendation		
<ul style="list-style-type: none">Staff supports adding the January 2022 TIP Amendment to the FY2022-2025 TIP.		
Attachments		
<ul style="list-style-type: none">January 2022 Policy Amendment Form		

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Policy Amendment #2022-A1

Submitted to: TAC and Planning Council for Review

Prepared by: AnnaRose Cunningham

DATE: 1/12/2021

Other Federal Transit

NEW ENTRY

Title:	Transfort Non-Revenue Maintenance Vehicles	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	ARPA 5307	-	-	60	-	-	-	60	-
STIP ID:	Unassigned	Local	L	-	-	-	-	-	-	0	-
TIP ID:	2022-009		Total	-	-	60	-	-	-	60	-
Type:	Rolling Stock Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of one new truck and one snow plow machine for the transit maintenance team.										
Revision:	New project entry										

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
January 19, 2022	2018-2022 NFRMPO Targets for Safety Performance Measures	AnnaRose Cunningham
Objective/Request Action		
To recommend Planning Council adopt targets by supporting the 2018-2022 statewide targets set by the Colorado Department of Transportation (CDOT) for the five federally required Highway Safety Performance Measures by agreeing to plan and program projects to contribute toward accomplishment of those Targets.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2018-2022 period by February 27, 2022. CDOT set statewide Targets for 2018-2022 for the National Safety Measures in August 2021. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or B. Set Targets specific to the NFRMPO region. <p>The statewide Targets set by CDOT for the 2018-2022 period include:</p> <ul style="list-style-type: none"> • Number of Fatalities – 597 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.093 • Number of Serious Injuries – 3,194 • Rate of Serious Injuries per 100M VMT – 5.846 • Number of Non-motorized Fatalities and Serious injuries – 571 		
Committee Discussion		
<p>TAC discussed the 2018-2022 Safety Targets at their meeting on December 15, 2021. Planning Council discussed the targets at their meeting on January 6, 2022. During the discussion Planning Council asked for clarification on the interaction between the Safety Targets and the Safety Vision adopted by Council in September 2020 and how the targets are integrated into CDOT's 10-Year Pipeline of projects.</p> <p>The NFRMPO Safety Vision: Towards Zero Deaths Policy outlined how the NFRMPO can continue prioritizing roadway safety as there is no acceptable number of deaths on the transportation system. Action items the NFRMPO can do to work towards zero deaths are outlined in the attached Resolution and detailed in the presentation.</p> <p>The 2045 Statewide Transportation Plan (2045), adopted by CDOT in May 2020, includes both the 10-Year Vision and the Strategic Transportation Safety Plan (STSP). The vision outlined in the STSP for zero deaths and serious injuries on Colorado roadways. To achieve this vision, the plan sets safety targets assuming a 15% reduction in fatalities and serious injuries over the life of the plan (2020-2023). The 10-Year Strategic Project Pipeline was developed to address critical transportation need within Colorado, including safety improvement projects. The 10-Year vision was developed by CDOT and stakeholders taking into consideration the strategies outlined in the STSP when selecting candidate projects.</p> <p>CDOT has stated their approach to setting the 2018-2022 Safety Targets is consistent with the STSP.</p>		
Supporting Information		
<ul style="list-style-type: none"> • Targets for the safety performance measures are set based on a rolling 5 year average. • CDOT analyzed historic crash data to predict 2022 numbers, but the increase in fatalities and decrease in travel volume in the pandemic year of 2020 were deemed too uncertain in predicting the number of fatalities and serious injuries in future years. CDOT executive leadership directed that calendar year 2019 actual numbers be used to set the 2018-2022 targets. • Due to data quality issues, CDOT has not been able to provide the NFRMPO with fatal and serious injury data for the year 2020. 		

Supporting Information cont.

- There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets.
- The NFRMPO and CDOT must set Targets for the five Safety Performance Measures annually.
- The NFRMPO's Targets for 2018-2022 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP).
- The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the *2020-2023 Strategic Transportation Safety Plan* or outlined in the NFRMPO Safety Vision adopted by Planning Council in September 2020. While Colorado and CDOT are still endeavoring to move toward zero deaths and injuries, the federally required Targets are data driven in accordance with the FHWA requirements for Target setting.

Advantages

Adopting the State's Targets aligns the NFRMPO with the statewide Targets and requires less staff time than setting Targets specific to the NFRMPO. Additionally, the NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.

Disadvantages

The State Safety Targets do not reflect performance specific to the NFRMPO region.

Analysis/Recommendation

Staff recommends setting Targets by supporting the CDOT statewide Safety Targets for the 2018-2022 period and agreeing to plan and program projects to contribute toward accomplishment of those Targets as has been done for the previous target setting periods.

Attachments

- **Resolution 2020-18** - NFRMPO Safety Vision: Towards Zero Deaths
- Safety Targets Presentation

**RESOLUTION NO. 2020-18
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE NFRMPO SAFETY VISION: TOWARDS ZERO DEATHS POLICY**

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, 23 U.S.C. 150(c) requires the US Department of Transportation (US DOT) to establish national performance measures for roadway safety and for the NFRT & AQPC to set data-driven targets for these performance measures; and

WHEREAS, the NFRT & AQPC acknowledges the importance of setting data driven targets for roadway safety as the federal requirement for performance-based planning and programming; and

WHEREAS, the NFRT & AQPC recognizes there is a strong desire in the region to set more aspirational goals regarding road safety; and

WHEREAS, the NFRT & AQPC understands there is no acceptable number of deaths or serious injuries on the road network; and

WHEREAS, the NFRT & AQPC and its member communities agree to work towards eliminating serious injuries and deaths by:

- Continuing to prioritize safety in future NFRMPO Calls for Projects;
- Analyzing all available crash data to make more informed decisions for safety related projects;
- Integrating the Towards Zero Deaths framework in future planning initiatives, including the Environmental Justice (EJ) Plan, Active Transportation Plan (ATP), Congestion Mitigation Process (CMP), Regional Transportation Plan (RTP);
- Providing regionally specific crash data to compare to statewide crash data when possible; and
- Identifying crash types and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby agrees to adopt the previous statements as the North Front Range Metropolitan Planning Organization Safety Vision: Towards Zero Deaths Policy.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3rd day of September 2020.

Dave Clark, Chair

ATTEST:

Suzette Mallette, Executive Director



Targets for Safety Performance Measures

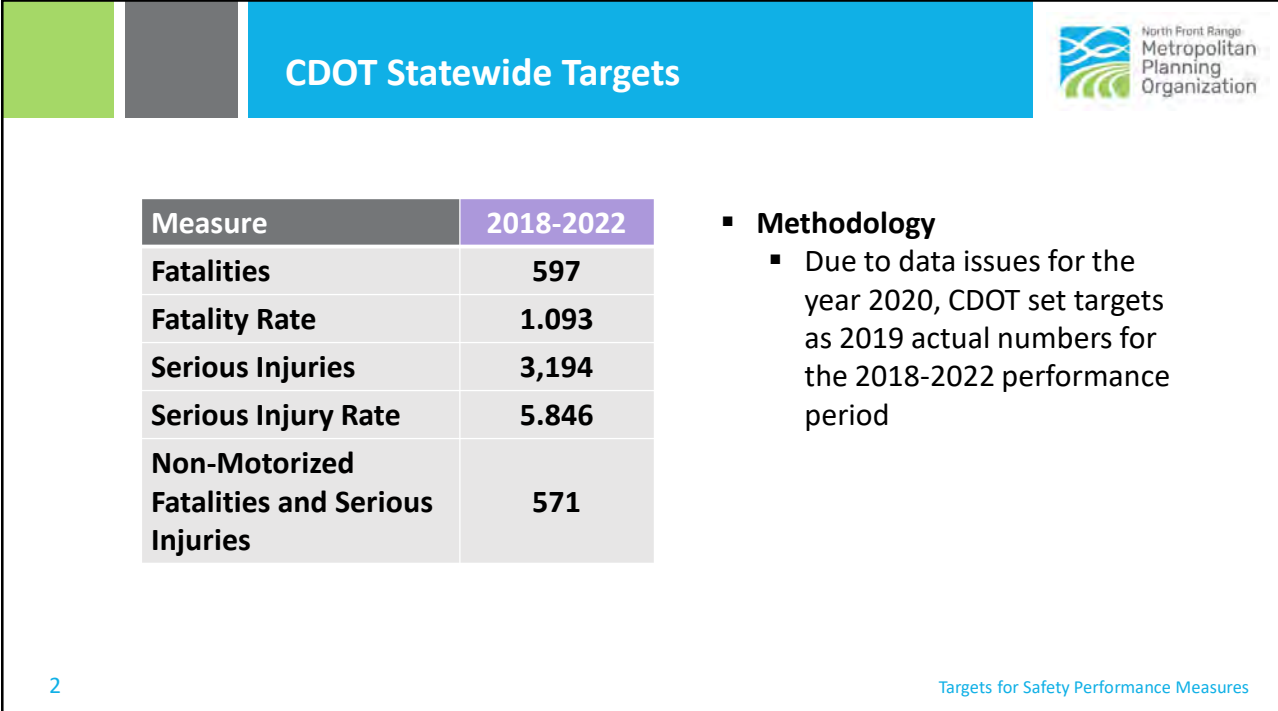
Technical Advisory Committee (TAC)




North Front Range
Metropolitan
Planning
Organization

January 19, 2022

1



CDOT Statewide Targets



Measure	2018-2022
Fatalities	597
Fatality Rate	1.093
Serious Injuries	3,194
Serious Injury Rate	5.846
Non-Motorized Fatalities and Serious Injuries	571

- Methodology**
 - Due to data issues for the year 2020, CDOT set targets as 2019 actual numbers for the 2018-2022 performance period

2

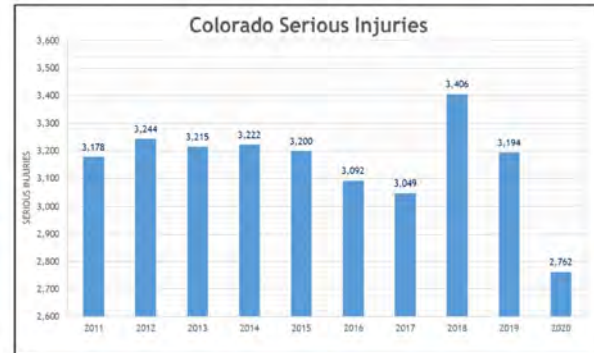
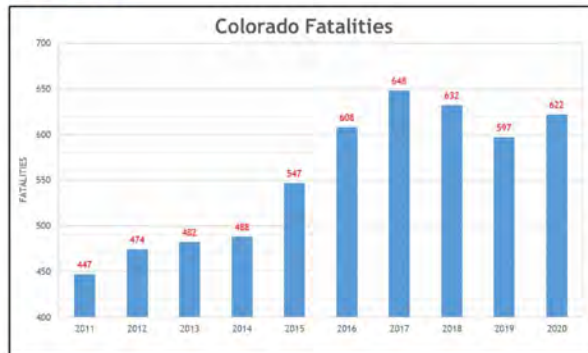
Targets for Safety Performance Measures

2

CDOT Safety Data



10 Year Trends



**Preliminary Data as of 8/12/21*

3

Targets for Safety Performance Measures

3

Council Discussion: NFRMPO Safety Vision



Objectives

- Continuing to prioritize safety in future NFRMPO Calls for Projects;
- Analyzing all available crash data to make more informed decisions for safety related projects;
- Integrating the Towards Zero Deaths framework in future planning initiatives,
- Providing regionally specific crash data to compare to statewide crash data when possible; and
- Identifying crash types and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.

NFRMPO Actions

- Increased focus on safety in the NFRMPO 2021 Call for Projects
 - Increased available points for safety in the STBG Scoring criteria
 - Added guidelines for addressing specific fatal and serious injury crash types
- Continued analysis of available crash data
- Beginning discussions on crash data exchange in the region
- Near Miss/Hazard Reporting Tool Development

4

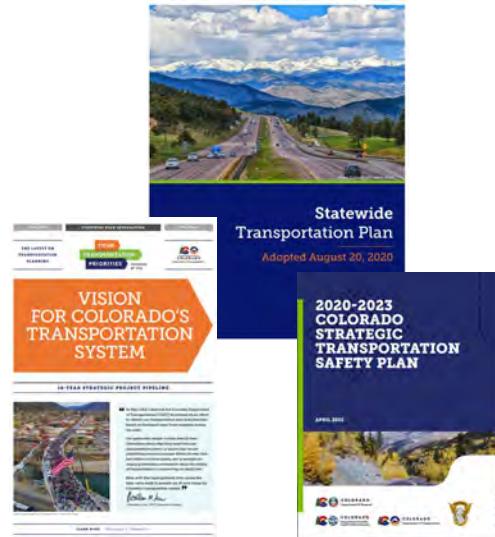
Targets for Safety Performance Measures

4

Council Discussion: 10-Year Vision



- 2045 Statewide Transportation Plan
 - Concurrent development:
 - 10-Year Vision
 - 2020-2023 Strategic Transportation Safety Plan (STSP)
- STSP Performance Targets
 - 15% reduction in fatalities and serious injuries
 - Ultimate goal of zero deaths



Targets for Safety Performance Measures

5

5

Next Steps



- February 3, 2022 - Planning Council adoption of Safety Targets
- Spring 2022
 - Convene Crash Data working Group
 - 2020 Crash Data Geocoding (when available)
- Summer 2022
 - CDOT Sets 2019-2023 Safety Targets
- Autumn/Winter 2022
 - NFRMPO Receives 2021 Crash Data to geocode
 - NFRMPO Begins analyzing data to set 2019-2023 Safety Targets

Targets for Safety Performance Measures

6

6

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
January 19, 2022	2021 Call for Projects Recommendations	AnnaRose Cunningham
Objective/Request Action		
To discuss the project scoring for the 2021 Call for Projects. The Call will award FY23, FY24, and FY25 funding from Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs and FY24 funding for the Congestion Mitigation and Air Quality (CMAQ) program.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> A total of 20 project applications were submitted: eight CMAQ, seven STBG, and five TA. The Call for Projects Scoring Committee met on January 5 to score CMAQ and STBG applications. The Scoring Committee recommendations include the following: <ul style="list-style-type: none"> CMAQ – Four fully funded, one partially funded, and three waitlisted. One project has been withdrawn by project sponsor. STBG – Four fully funded, one partially funded, and two waitlisted. The five TA applications were reviewed by the NoCo Bike & Ped Collaborative at their meeting on December 15, 2021. NoCo recommends fully funding one project, partially funding one project, and waitlisting three projects. 		
Committee Discussion		
<ul style="list-style-type: none"> This is the first time the TAC is discussing the 2021 Call for Projects recommendations. 		
Supporting Information		
<ul style="list-style-type: none"> The STBG and CMAQ Scoring Committee included voting representatives from the communities of Evans, Fort Collins, Greeley, Loveland, Windsor, Larimer and Weld Counties and non-voting representatives from CDOT, FHWA, NoCo Bike & Ped, NFRMPO staff, and additional local agency representatives. The CMAQ and STBG projects were scored and ranked highest to lowest based on the scoring criteria and point system identified in the Guidebook by project sponsors and other local agency TAC representatives. The TA projects were scored and ranked based on the criteria identified in the Guidebook by NoCo Bike and Ped. A preliminary analysis of the greenhouse gas (GHG) impacts of projects recommended for funding is provided in an enclosed attachment. 		
Advantages		
<ul style="list-style-type: none"> The projects recommended by the Scoring Committee and NoCo Bike & Ped will provide the greatest benefit the region based on the scoring criteria. The projects were recommended using the scoring process identified in the Call for Projects Guidebook. 		
Disadvantages		
<ul style="list-style-type: none"> None. 		
Analysis/Recommendation		
Staff requests TAC review the Call for Projects recommendations for CMAQ, STBG, and TA funding through the NFRMPO. The Call for Projects Recommendation will return as an Action item at the February TAC meeting.		
Attachments		
<ul style="list-style-type: none"> Call for Projects Recommendations Summary Tables Preliminary GHG Analysis of Projects Recommended for Funding in the NFRMPO 2021 Call for Projects Call for Projects Recommendations Presentation (Handouts) 		

Call for Projects Recommendations Summary Tables

Table 1. Congestion Mitigation & Air Quality (CMAQ)

Project ID	Project Sponsor	Project Name	Rank	Federal Request	Funding Recommendation
CMAQ-5	Greeley	35th Avenue Adaptive Signal Control Technology	1	\$ 604,662	\$ 604,662
CMAQ-2	Fort Collins	Mulberry Street Traffic Signal Synchronization	2	\$440,000	\$440,000
CMAQ-6	Loveland	US287 Signal Coordination Improvements - Loveland	3	\$620,925	\$620,925
CMAQ-4	Fort Collins	On Route Battery Electric Bus Chargers	4	\$1,598,675	\$1,598,675
CMAQ-1	Loveland	COLT Bus Replacement/Expansion	5	\$1,843,825	\$1,774,681
CMAQ-3	Fort Collins	Power Trail Harmony Grade Separated Crossing	6	\$500,000	Waitlisted
CMAQ-7	Weld	WCR 74 and WCR 31 Roundabout	7	\$1,269,435	Waitlisted
CMAQ-8	Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout*	N/A	\$1,269,435	Withdrawn
TOTAL FEDERAL FUNDING RECOMMENDED					\$5,038,943

*Project application withdrawn by project sponsor based on project being awarded funds through the STBG program.

Table 2. Surface Transportation Block Grant (STBG)

Project ID	Project Sponsor	Project Name	Rank	Federal Request	Funding Recommendation
STBG-2	Fort Collins	College & Trilby Intersection Improvements	1	\$3,616,462	\$3,616,462
STBG-6	Windsor	Eastman Park Ultimate Intersection & RR Crossing Improvement	2	\$1,705,000	\$1,705,000
STBG-7	Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	2	\$1,419,409	\$1,419,409
STBG-3	Greeley	9th and 10th Street Mobility Enhancements	4	\$2,306,668	\$2,306,668
STBG-5	Loveland	US 34 EB Widening Construction	4	\$1,646,728	\$1,073,001
STBG-1	Evans	37th Street Widening Phase 3	5	\$1,543,462	Waitlisted
STBG-4	Severance	E Harmony Road/ WCR19 Intersection Improvements	6	\$1,258,985	Waitlisted
TOTAL FEDERAL FUNDING RECOMMENDED					\$10,120,540

Table 3. Transportation Alternatives (TA)

Project ID	Project Sponsor	Project Name	Rank	Federal Request	Funding Recommendation
TA-5	Windsor	Poudre Trail Wayfinding - I25 to Island Grove Park	1	\$85,264	\$85,264
TA-1	Loveland	Willow Bend Trail	2	\$603,624	\$518,360
TA-3	CSU	Phemister Trail and Bridge	3	\$603,624	Waitlisted
TA-2	Windsor	Poudre River Trail Realignment Improvements	4	\$544,075	Waitlisted
TA-4	Severance	Great Western Trail	5	\$300,000	Waitlisted
		TOTAL FEDERAL FUNDING RECOMMENDED			\$603,624

Preliminary GHG Analysis of Projects Recommended for Funding in the NFRMPO 2021 Call for Projects

Greenhouse gas (GHG) emissions reductions were calculated for a subset of projects recommended for funding in the 2021 Call for Projects. The subset includes projects with readily available data and whose associated emissions calculator tool approved for use in the NFRMPO Call for Projects provides GHG estimates in addition to estimates of NOx and VOC. An analysis of GHG impacts for remaining projects recommended for funding will be conducted once guidance is provided by CDOT on how to calculate GHG impacts for other project types. It is expected the guidance will be available by May 2022. GHG estimates for all projects may be revised and updated at that time.

The following tables identify the annual GHG reduction in metric tons (MT) and the estimated project life in years for projects recommended for funding in each funding pool. As a point of reference, the GHG Reduction Level required in 2025 for the NFRMPO by the Transportation Commission's GHG Planning Standard is 0.04 million metric tons (MMT), which translates to 40,000 MT. Of the 19 projects recommended for funding, six have GHG reduction estimates currently available with a total estimated reduction of 4,615 MT. Projects selected by the NFRMPO in the 2021 Call for Projects are not expected to achieve the GHG Reduction Level on their own. Other GHG-reducing strategies and projects will be explored as the NFRMPO updates the *2045 Regional Transportation Plan* (RTP) to meet GHG requirements by October 1, 2022.

Table 1: Annual GHG Emission Reductions for Recommended CMAQ Projects

Project ID	Project Name	Sponsor	Rank	Funding Recommendation	Annual GHG Reduced (Metric Tons)	Project Life (Years)
CMAQ-5	35 th Avenue Adaptive Signal Control Technology	Greeley	1	Fully Fund	1,710	5
CMAQ-2	Mulberry Street Traffic Signal Synchronization	Fort Collins	2	Fully Fund	1,986	5
CMAQ-6	US287 Signal Coordination Improvements – Loveland	Loveland	3	Fully Fund	416	5
CMAQ-4	On Route Battery Electric Bus Chargers	Fort Collins	4	Fully Fund	TBD	15
CMAQ-1	COLT Bus Replacement/Expansion	Loveland	5	Partially Fund	TBD	12
CMAQ-3	Power Trail Harmony Grade Separated Crossing	Fort Collins	6	Waitlist	464	50
CMAQ-7	WCR 74 and WCR 31 Roundabout	Weld County	7	Waitlist	20	20

Table 2: Annual GHG Emission Reductions for Recommended STBG Projects

Project ID	Project Name	Sponsor	Rank	Funding Recommendation	Annual GHG Reduced (Metric Tons)	Project Life (Years)
STBG-2	College & Trilby Intersection Improvements	Fort Collins	1	Fully Fund	TBD	20
STBG-6	Eastman Park Ultimate Intersection & RR Crossing Improvement	Windsor	2	Fully Fund	TBD	20
STBG-7	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	Weld County	2	Fully Fund	20	20
STBG-3	9th and 10th Street Mobility Enhancements	Greeley	4	Fully Fund	TBD	20
STBG-5	US 34 EB Widening Construction	Loveland	5	Partially Fund	TBD	20
STBG-1	37th Street Widening Phase 3	Evans	6	Waitlist	TBD	20
STBG-4	E Harmony Road/ WCR19 Intersection Improvements	Fort Collins	7	Waitlist	TBD	20

Table 3: Annual GHG Emission Reductions for Recommended TA Projects

Project ID	Project Name	Sponsor	Rank	Funding Recommendation	Annual GHG Reduced (Metric Tons)	Project Life (Years)
TA-5	Poudre Trail Wayfinding	Windsor	1	Fully Fund	TBD	20
TA-1	Willow Bend Trail	Loveland	2	Partially Fund	TBD	20
TA-3	Phemister Trail & Bridge	CSU	3	Waitlist	TBD	20
TA-2	William Neal/Ziegler Intersection Improvements & Trail	Fort Collins	4	Waitlist	TBD	20
TA-4	Great Western Trail Crossing & Paving	Severance	5	Waitlist	TBD	20

**Meeting Minutes of the
NORTH FRONT RANGE TRANSPORTATION &
AIR QUALITY PLANNING COUNCIL**

**December 16, 2021
Virtual Special Council Meeting**

Voting Members Present:

Will Karspeck- Chair	-Berthoud
Kathleen Bracke	-TC
Mark Clark	-Evans
Lanie Isbell	-Eaton
Scott James	-Weld County
Jon Mallo	-Loveland
Frank Baszler	-Severance

Voting Members Absent:

Fil Archuleta	-Garden City
Elizabeth Austin	-Milliken
Paula Cochran	-LaSalle
Lisa Laake	-Timnath
Troy Mellon	-Johnstown
Johnny Olson	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County
Dena Wojtach	-CDPHE-APCD

MPO Staff:

Suzette Mallette, Executive Director; **Becky Karasko**, Transportation Planning Director; **Cory Schmitt**, Mobility Manager; **Alex Gordon**, Transportation Planner III; **Medora Bornhoft**, Transportation and Air Quality Planner III

In Attendance:

Abdul Barzak, Allison Baxter, Rick Coffin, Mark Jackson, John Jacus, Evan Pinkham, Randy Ready

Chair Karspeck called the Special MPO Council Meeting to order at 6:00 p.m.

Public Comment:

There was no public comment.

Move to Approve Agenda:

Isbell **moved** to *APPROVE THE December 16, 2021, SPECIAL COUNCIL MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by James and **passed** unanimously.

Metropolitan Planning Organization Agenda

Chair Karspeck opened the Special Council meeting and Vice Chair James discussed Weld County's request for a stay on EPA's recent nonattainment area boundary expansion. Mallette then explained the expansion of the nonattainment area and how it would impact the NFRMPO, the NFRMPO's request for the boundary expansion to be data driven, and the request for the NFRMPO to be a Declarant.

Declaration to Support Weld County – Draft Letter

Bornhoft provided an overview of the expansion of the nonattainment area to include all of Weld County into the Northern Subarea. She discussed the differences between the 2008 and 2015 ozone standards and the difference in the boundaries between the two with the new designation by EPA. She then discussed three implications of why this boundary redesignation would adversely impact the NFRMPO. These include: the costs and time associated with expanding the Land Use Allocation Model and Travel Demand Model; a conformity determination on the area must be completed by

December 30, 2022; and going forward two conformity determinations would have to be completed on the area in Weld County. Bornhoft then discussed the draft Declaration in support of Weld County's stay request.

Weld County Request for Nonattainment Area Expansion Stay

John Jacus with Davis, Graham, & Stubbs LLC, stated that Weld County had submitted a request for Judicial Stay on the 2015 nonattainment area expansion to the D.C. Circuit Court on December 15, 2021. He then discussed Weld County's reasoning for requesting the judicial stay and the merits of their request.

Next Steps

Mallette stated with the consensus of the Planning Council members present at the meeting, staff would finalize the declaration and provide it to Chair Karspeck for his signature prior to submitting it.

The Special Council meeting was adjourned at 6:28 p.m.

Special Council Meeting minutes submitted by: Becky Karasko, NFRMPO Staff

**EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
January 6, 2022**

Move to Approve Agenda and Minutes

Olson **moved** to *APPROVE THE JANUARY 6, 2022 MEETING AGENDA AS SUBMITTED* and *APPROVE THE DECEMBER 2, 2021 AND DECEMBER 16, 2021 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by James and **passed** unanimously.

AIR QUALITY AGENDA

REPORTS:

Regional Air Quality Council (RAQC) – Silverstein provided updates on the development of the next State Implementation Plan (SIP).

NFRMPO Air Quality Program Updates – Bornhoft provided updates on the NFRMPO’s declaration on the nonattainment designation of northern Weld County, the TC’s approval of the GHG Planning Standard, and the schedule and approach for updating the 2045 Regional Transportation Plan (RTP) to meet GHG requirements.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

REPORTS:

Report of the Chair – Chair Karspeck appointed Clark as Chair of the HR Committee in 2022. Additional members of the HR Committee will include Mellon, Isbell, Stephens, Arndt, and Baszler. James will serve as chair of the Finance Committee in 2022. Additional members of the Finance Committee will include Rennemeyer, Stephens, Clark, Isbell, and Olson.

Executive Director Report – Mallette highlighted the NFRMPO’s 2021 Annual Report, the VanGo™ Annual Survey results, and the quarterly VanGo™ report.

ACTION ITEMS:

Executive Director Annual Goals

James **moved** to approve the Executive Director Annual Goals for 2022. The motion was **seconded** by Chair Karspeck / Stephens and **passed** unanimously.

December 2021 Off-Cycle TIP Amendment

Stephens **moved** to approve RESOLUTION NO. 2022-01 *APPROVING THE DECEMBER 2021 OFF-CYCLE AMENDMENT TO THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by James and **passed** unanimously.

NFRMPO 10-Year Pipeline of Projects Update

James **moved** to approve RESOLUTION NO. 2022-02 *READOPTING THE 10-YEAR PIPELINE OF PROJECTS LIST*. The motion was **seconded** by Stephens and **passed** unanimously.

DISCUSSION ITEM:

2018-2022 NFRMPO Targets for Safety Performance Measures – Cunningham stated adopting targets annually for five safety performance measures is federally required and explained CDOT’s methodology for setting statewide targets. The NFRMPO may adopt CDOT’s targets or set targets specific to the NFRMPO region. Council members asked for additional information for the February Council meeting on how the safety targets relate to project selection for the 10-Year Pipeline of Projects and how they relate to Vision Zero.



Connecting You & Northern Colorado: Mobility Newsletter

Visit our Website

In this Issue:

- Coordinated Plan Update Adopted
- 2021: Year in Review
- Coming in 2022
- DriveNoCo
- Via Pilot
- Engagement Opportunities
- Get Involved: Calendar, Meeting Details

Read on for the latest mobility updates in Northern Colorado.

Coordinated Plan Update Adopted

The update to the NFRMPO *Coordinated Public Transit/Human Services Transportation Plan* (*Coordinated Plan*) was formally adopted by the NFRMPO Planning Council at its December 2021 meeting with support from the Weld County and Larimer County Mobility Committees.

The *Coordinated Plan* will guide regional mobility efforts for the next four years to meet the needs of older adults, individuals with disabilities, and lower-income people.

Review the final plan on the [NFRMPO Website](#).

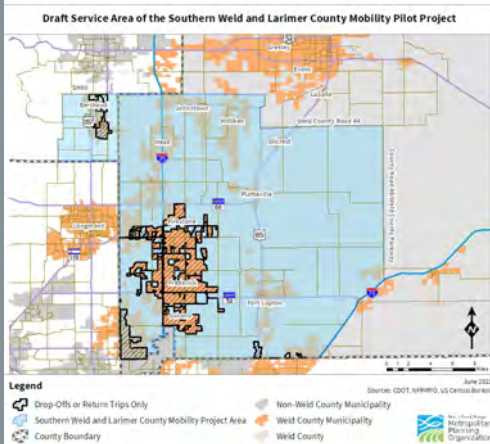


2021: Year in Review

The NFRMPO and regional partners have been busy in 2021. A few highlights include:

Vaccine Transportation

Through partnerships with the Larimer County Office on Aging, Larimer County Office of Emergency Management and Weld County Area Agency on Aging, the NFRMPO



implemented the core components of the One Call/One Click Center to support county, regional, and federal efforts to remove barriers to accessing COVID vaccines by connecting individuals in need of transportation with providers able to serve them across Larimer and Weld counties. As of December 2021, at least 28 residents have been transported to their vaccine appointments through the project.

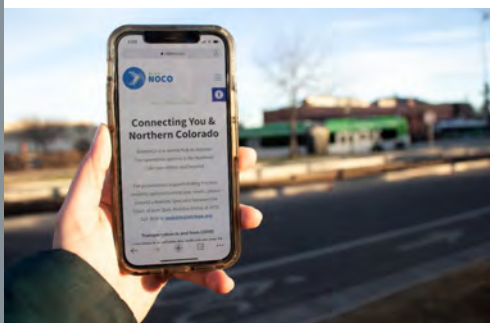
Via Southwest Weld Pilot

A partnership between the NFRMPO and Via Mobility Services piloted a new transportation service in rural southwestern Weld County centered along the US85 corridor. Between launching on August 2nd through November 30th, Via has registered 64 new riders for the service and provided 268 trips. Due to the success of the pilot, partners have extended the pilot until March 1, 2022 and hope to secure funding to maintain service.



First Joint Mobility Committee

In August 2021, the NFRMPO convened the first Joint Mobility Committee meeting joining the Larimer County and Weld County Mobility Committees. This hybrid meeting served as an opportunity to provide input on the update to the Coordinated Plan, learn more about the roll out of RideNoCo, and facilitate stronger relationships and coordination among regional partners related to mobility. Due to the success of the meeting and positive feedback received from members, two Joint Mobility Meetings are on the calendar for 2022 to continue the momentum and conversations from August's meeting.



RideNoCo: Phase I Launch

In fall of 2021, the RideNoCo website and call center launched, completing Phase I of the One Call/One Click Center for Northern Colorado. To discover transportation options in your community, visit the RideNoCo website at www.ridenoco.co or call a Mobility Specialist at (970) 514-3636.

Supporting Local Partners

In 2021 the NFRMPO worked with CDOT and local partners to obtain two new vehicles to provide enhanced service to older adults and individuals with disabilities in Weld County:

- Envision received a new ADA Van in January 2021
- The Town of Milliken was awarded funding to purchase a new bus for the town's Senior Center and is scheduled to be delivered in 2022.



Coming in 2022

Phase II of RideNoCo: Trip Discovery Tool

The NFRMPO has selected a vendor to develop the RideNoCo Trip Discovery Tool, which will create a custom trip planning tool allowing individuals to find transportation options and plan trips utilizing public transit, human services/volunteer providers, and walking and biking modes. The project will get underway in early 2022 with an anticipated launch date of Summer 2022.

RideNoCo Trip Scheduling Steering Committee

In Fall 2021, members representing transportation providers and human service agencies were recruited to guide the implementation of Phase III of RideNoCo which will make a trip dispatching and scheduling platform available to providers and riders. The steering committee will meet throughout 2022 to collectively decide on the features and design of the scheduling software and ultimately select a vendor to proceed with.

Implementation of Coordinated Plan

With the 2021 update to the Coordinated Plan complete, NFRMPO staff will work with the WCMC and LCMC to begin implementation of the plan centered around the five strategy areas identified during the planning process:

- Coordination
- Education
- Collaboration
- Infrastructure/Funding
- Non-Mobility Improvements.

DriveNoCo



Are you a driver looking for a new employment opportunity? Or maybe a community member eager to help a neighbor in need? DriveNoCo is your resource to find paid and volunteer driving opportunities in Northern Colorado. Serve your community by helping people get where they want and need to go!

Volunteer Driving Opportunities:

[60+Ride](#)

[RAFT](#)

[SAINT](#)

[Via Mobility Volunteers](#)

Paid Driving Opportunities:

GET: [Part Time](#) & [3/4 Time](#)

[Heart&Soul](#)

[Transfort](#)

[zTrip](#)

[Via Mobility Services](#)

DriveNoCo Driver of the Quarter: Ann Magennis, SAINT Volunteer Driver



Congratulations to Ann, the DriveNoCo Driver of the Quarter!

Ann started at SAINT Volunteer Transportation as a "fill-in" driver while she was still working in spring of 2015. Ann began driving regular shifts in 2018 after she retired at the end of 2017. Ann has been a quiet, "un-sung" hero, dependably driving her Friday shifts and filling in when needed throughout these past 4 years. She has provided almost 250 rides for SAINT this year alone and we truly appreciate all she does!

Thank you for all you do, Ann! Northern Colorado is a better place because of you.

Transportation Providers: DriveNoCo wants to recognize the hard work of your drivers! Please submit a nomination for the "Driver of the Quarter" to be featured in our next newsletter! Submit your nominations to hjohnson@nfrmpo.org by **March 1, 2022**.

Via Pilot in Southwestern Weld County



Via Mobility Services and the NFRMPO have partnered to bring a new transportation option to rural communities in southwestern Weld County on a pilot basis at no charge to riders. This pilot service is supported by Federal Transit Administration (FTA) Section 5311 funds that support rural public transportation. The pilot launched in August 2021 and as of November 30th, has registered 64 new riders in the service area and provided 268 trips.

Due to the success of the pilot, service in this area has been extended until March 1, 2022. The NFRMPO and Via are currently working to secure funds to continue the service beyond March. For more details about the Via Pilot Service, [please click here](#). To access this service, please contact a Via Mobility Specialist at (303) 444-3043.

Engagement Opportunities

[FTA Seeks Input to Update Key Transit Civil Rights Policies](#)- Request for Information (RFI) closes January 3, 2022

Please reach out to mobility@nfrmpo.org if your organization would like to include mobility engagement opportunities for next quarter's newsletter. This could include public outreach efforts, surveys, announcements, etc.

Bring RideNoCo to your Organization



With the RideNoCo website and call center launched, the NFRMPO Mobility Team would love to meet with your agency and clients to share how RideNoCo can be a resource and partner in helping people meet their mobility needs in the region.

Please reach out to RideNoCo at mobility@nfrmpo.org or (970) 514-3636 if you would like NFRMPO staff to meet with your organization or provide outreach materials.

Get Involved with NFRMPO



North Front Range
**Metropolitan
Planning
Organization**

See what's happening at the NFRMPO and join us virtually at one of our upcoming events or meetings. For a comprehensive and up to date calendar of events, visit <https://nfrmpo.org/calendar>, and to download meeting materials, visit <https://nfrmpo.org/meeting-materials>.

Due to the current circumstances regarding COVID-19 many meetings are being conducted virtually or a hybrid of virtual and in-person. Please check our [Events Calendar](#) for the most up to date information.

Upcoming Mobility Meetings



Mobility and Access Priority Group (MAPG) (formerly the Senior Transportation Coalition) meets the first Thursday every other month (February) at 1:30 p.m. Meetings are currently being held virtually.

Joint Mobility Committee (LCMC & WCMC) will meet on March 17th and October 25th, 2022.

Larimer County Mobility Committee (LCMC) meets the third Thursday every other month (January) at 1:30 p.m. Meetings are currently being held in a hybrid format.

Weld County Mobility Committee (WCMC) meets the fourth Tuesday every other month (February) at 1:30 p.m. Meetings are currently being held in a hybrid format.



NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2021-M10

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 10/13/2021

Strategic

PREVIOUS ENTRY

Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG/NHPP	25,302	-	8,757	8,757	8,757	8,757	35,028	-
STIP ID:	SR45218	State	SHF	3,952	-	2,075	1,668	1,668	1,668	7,079	-
TIP ID:	P-13	State	SB1	-	-	-	-	-	-	-	-
Type:	Surface Treatment	Local	L	-	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis	Local	LOM	-	-	-	-	-	-	-	-
Total				29,254	-	10,832	10,425	10,425	10,425	42,107	-

Description: Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4
SNF5788.045	SH257 & Eastman Park Drive Intersection	CDOT Region 4
SR45218.232	US 85 5th to O St. Business Surface	CDOT Region 4
SR45218.234	SH257 Windsor Resurfacing Eastman to 34	CDOT Region 4

REVISED ENTRY

Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG/NHPP	25,302	-	8,813	7,459	9,999	8,757	35,028	-
STIP ID:	SR45218	State	SHF	3,952	-	2,087	1,398	1,926	1,668	7,079	-
TIP ID:	P-13	State	SB1	-	-	-	-	-	-	-	-
Type:	Surface Treatment	Local	L	-	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis	Local	LOM	-	-	-	-	-	-	-	-
Total				29,254	-	10,900	8,857	11,925	10,425	42,107	-

Description: Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4
SNF5788.045	SH257 & Eastman Park Drive Intersection	CDOT Region 4
SR45218.232	US 85 5th to O St. Business Surface	CDOT Region 4
SR45218.234	SH257 Windsor Resurfacing Eastman to 34	CDOT Region 4

Revision: Advance \$68K (\$56K Federal/\$12K State) from FY23 to FY22 for SR45218.232. Shift \$1,500K (\$1.241K Federal/\$258K State) from FY23 to FY24 for SR45218.234. No change to pool total.

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2021-M11

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 11/18/2021

Strategic

PREVIOUS ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	3,640	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
Description:	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	-	-	500	-	-	-	500	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,735	-	42,421	93,402	18,408	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			Total	496,612	-	42,921	93,402	18,408	-	154,731	-

REVISED ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	3,640	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	SPR	-	-	150	-	-	-	150	-
Air Quality:	Included in conformity analysis	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
Description:	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
		Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	-	-	500	-	-	-	500	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,735	-	42,421	93,402	18,408	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			Total	496,612	-	43,071	93,402	18,408	-	154,881	-
Revision:	Adding \$150K Federal State Planning and Research (SPR) funding in FY22.										

FASTER (North Front Range Listings of State Highway Locations)
PREVIOUS ENTRY

Title:	Region 4 FASTER Safety Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	FAS	2,900	-	3,350	4,545	2,550	-	10,445	-
STIP ID:	SR46606	Local	L	-	-	-	-	-	-	-	-
TIP ID:	P-7		Total	2,900	-	3,350	4,545	2,550	-	10,445	-
Type:	Safety										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:										
	STIP ID		Title								Sponsor
	SR46606.070		Intersection Safety Improvements Pool								CDOT Region 4
	SR46606.070		US 287 and Foothills Parkway								CDOT Region 4
	SR46666.060		US 287 (College Ave) & Trilby Rd								City of Fort Collins
	SR46606.095		US 287 and Swallow Signal Improvements								CDOT Region 4
	SR46606.097		US 85 and WCR 66 Left Turn Accel Lanes								CDOT Region 4
	SR46600.093		Signalization of US34/SH257 Ramps								CDOT Region 4

REVISED ENTRY

Title:	Region 4 FASTER Safety Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	FAS	2,900	-	3,350	4,545	2,550	-	10,445	-
STIP ID:	SR46606	Local	L	-	-	-	-	-	-	-	-
TIP ID:	P-7		Total	2,900	-	3,350	4,545	2,550	-	10,445	-
Type:	Safety										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:										
	STIP ID		Title								Sponsor
	SR46606.070		Intersection Safety Improvements Pool								CDOT Region 4
	SR46606.070		US 287 and Foothills Parkway								CDOT Region 4
	SR46666.060		US 287 (College Ave) & Trilby Rd								City of Fort Collins
	SR46606.095		US 287 and Swallow Signal Improvements								CDOT Region 4
	SR46606.097		US 85 and WCR 66 Left Turn Accel Lanes								CDOT Region 4
Revision:	Removing STIP ID SR46600.093 which was erroneously rolled from FY20-23 TIP into FY22-25 TIP. No change to total pool funding.										

Non-Regionally Significant Regional Priority Program Pool (RPP)

PREVIOUS ENTRY

Title:	Non-Regionally Significant Regional Priority Program Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STP	1,100	-	-	-	9,000	-	9,000	-
STIP ID:	SR46600	State	SHF/HUTF	20	-	-	-	-	-	-	-
TIP ID:	P-11	State	SB1	1,200	-	-	-	-	-	-	-
Type:	Safety and Bridge Replacement	Local	L	-	-	-	-	-	-	-	-
		Local	LOM	-	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis	Total		1,220	-	-	-	9,000	-	9,000	-
Description:	Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming in the North Front Range region.										
	STID	Title		Sponsor:							

REVISED ENTRY

Title:	Non-Regionally Significant Regional Priority Program Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STP	1,100	-	-	-	9,000	-	9,000	-
STIP ID:	SR46600	Federal	FR8	-	-	21	-	-	-	21	-
TIP ID:	P-11	State	SHF/HUTF	20	-	4	-	-	-	4	-
Type:	Safety and Bridge Replacement	State	SB1	1,200	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis	Local	L	-	-	-	-	-	-	-	-
		Local	LOM	-	-	-	-	-	-	-	-
			Total	1,220	-	25	-	9,000	-	9,025	-
Description:	Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming in the North Front Range region.										
	STID	Title		Sponsor:							
	SR46600.100	US 34 Weather Cameras and RWIS		CDOT Region 4							
Revision:	Adding new project SR46600.100 with \$25K (\$21K Federal FR8 and \$4K State SHF/HUTF) in FY22.										

Surface Transportation Block Grant (STBG)

PREVIOUS ENTRY

Title:	Timberline Road Corridor Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	STBG	-	-	-	-	-	-	-	-
STIP ID:	SNF5788.047	Federal	PNF	-	2,695	-	-	-	-	2,695	-
TIP ID:	2020-010	Local	L	-	1,033	-	-	-	-	1,033	-
Type:	Widening	Local	LOM	2,273	-	-	-	-	-	0	-
Air Quality:	Included in conformity analysis		Total	2,273	3,728	-	-	-	-	3,728	-

Description: 4-lane arterial (intersection improvements, multi-modal accommodations, raised medians, access control, and pavement improvements).

REVISED ENTRY

Title:	Timberline Road Corridor Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	STBG	-	-	-	-	-	-	-	-
STIP ID:	SNF5788.047	Federal	PNF	-	2,695	-	-	-	-	2,695	-
TIP ID:	2020-010	Local	L	-	-	-	-	-	-	0	-
Type:	Widening	Local	LOM	2,273	1,033	-	-	-	-	1,033	-
Air Quality:	Included in conformity analysis		Total	2,273	3,728	-	-	-	-	3,728	-

Description: 4-lane arterial (intersection improvements, multi-modal accommodations, raised medians, access control, and pavement improvements).

Revision: Moving \$1,033K Local into Local Overmatch due to PNF funding requirements.

Multimodal Options Fund (MMOF)

PREVIOUS ENTRY

Title:	Poudre Trail Regional Trail Windsor to Timnath Connection	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Larimer County	State	MMOF	399	-	-	-	-	-	-	-
STIP ID:	SR47007.019	Local	L	1,822	-	-	-	-	-	-	-
TIP ID:	2020-022		Total	2,221	-	-	-	-	-	-	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.9 miles of trail										

REVISED ENTRY

Title:	Poudre Trail Regional Trail Windsor to Timnath Connection	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Larimer County	State	MMOF	-	399	-	-	-	-	399	-
STIP ID:	SR47007.019	Local	L	-	399	-	-	-	-	399	-
TIP ID:	2020-022	Local	LOM	-	1,423	-	-	-	-	1,423	-
Type:	Bike/Ped Facility		Total	-	2,221	-	-	-	-	2,221	-
Air Quality:	Exempt from conformity analysis										
Description:	Construct grade separated crossing and 0.8 miles of traog;										
Revision:	Rolling project from FY21 Rolled (in FY20-23 TIP) into FY22 Rolled. Splitting local funding into Local and Local Overmatch (\$399K L/\$1,423K LOM). No change to total funding.										

PREVIOUS ENTRY

Title:	Laporte Ave Improvements - Fishback to Sunset	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	TAP	-	750	-	-	-	-	750	-
STIP ID:	SR47020.037	State	MMOF	-	250	-	-	-	-	250	-
TIP ID:	2020-026	Local	L	-	891	-	-	-	-	891	-
Type:	Bike/Ped Facility		Total	-	1,891	-	-	-	-	1,891	-
Air Quality:	Exempt from conformity analysis										
Description:	1 mile of multimodal improvements including sidewalk, protected bike lanes, on-street bike lanes, and/or multi-use paths										

REVISED ENTRY

Title:	Laporte Ave Improvements - Fishback to Sunset	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	TAP	-	750	-	-	-	-	750	-
STIP ID:	SR47020.037	State	MMOF	-	250	-	-	-	-	250	-
TIP ID:	2020-026	Local	L	-	188	-	-	-	-	188	-
Type:	Bike/Ped Facility	Local	LOM	-	704	-	-	-	-	704	-
Air Quality:	Exempt from conformity analysis		Total	-	1,891	-	-	-	-	1,891	-
Description:	1 mile of multimodal improvements including sidewalk, protected bike lanes, on-street bike lanes, and/or multi-use paths										
Revision:	Splitting local funding into Local and Local Overmatch (\$188K L/\$704K LOM). No change to total funding.										

PREVIOUS ENTRY

Title:	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	State	MMOF	-	500	-	-	-	-	500	-
STIP ID:	SR47007.021	Local	L	-	1,635	-	-	-	-	1,635	-
TIP ID:	2020-031		Total	-	2,135	-	-	-	-	2,135	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct grade separated crossing and 0.8 miles of trail										

REVISED ENTRY

Title:	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	State	MMOF	-	500	-	-	-	-	500	-
STIP ID:	SR47007.021	Local	L	-	500	-	-	-	-	500	-
TIP ID:	2020-031	Local	LOM	-	1,135	-	-	-	-	1,135	-
Type:	Bike/Ped Facility		Total	-	2,135	-	-	-	-	2,135	-
Air Quality:	Exempt from conformity analysis										
Description:	Construct grade separated crossing and 0.8 miles of trail										
Revision:	Splitting Local funding into Local and Local Overmatch (\$500K L/\$1,135K LOM). No change to total funding.										

Safety

PREVIOUS ENTRY

Title:	Region 4 Traffic Signals	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG	245	-	65	65	65	65	260	-
STIP ID:	SR46668	State	SHF	3,250	-	375	375	375	375	1,500	-
TIP ID:	P-17		Total	3,250	-	440	440	440	440	1,760	-
Type:	Safety										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 Traffic Signals Project Programming. Pool projects are not listed for Region 4 Hotpots.										

REVISED ENTRY

Title:	Region 4 Traffic Signals	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG	245	-	310	65	65	65	505	-
STIP ID:	SR46668	State	SHF	3,250	-	375	375	375	375	1,500	-
TIP ID:	P-17		Total	3,250	-	685	440	440	440	2,005	-
Type:	Safety										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 Traffic Signals Project Programming. Pool projects are not listed for Region 4 Hotpots.										
	STID	Title	Sponsor:								
	SR46600.093	Signalization of US34/SH257 Ramps	CDOT Region 4								

Revision: Correcting project pool. Rolling STIP ID SR46600.093 from FY20-23 TIP into FY22-25 TIP with \$245K in FY22.

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2021-M12

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 12/28/2021

Bridge - Off State System

PREVIOUS ENTRY

Title:	Region 4 Bridge - Off System Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
STIP ID:	SR46601	Federal	BRO	837	1,274	-	-	-	-	1,274	-
TIP ID:	P-5	Local	L	209	307	-	-	-	-	307	-
Sponsor:	CDOT Region 4	Local	LOM	-	-	-	-	-	-	-	-
Type:	Bridge Reconstruct		Total	1,046	1,581	-	-	-	-	1,581	-
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 Bridge - Off System Pool in the North Front Range region. Includes the following pool projects:										
	STIP ID	Title		Sponsor							
	SR46601.032	Little Thompson (WEL019.0-046.5A)		Weld							
	SR46601.033	1st St. Irrigation Canal Bridge (LOC180W)		Loveland							
	SR46601.035	7th Street Bridge (WIN017.0-064.0A)		Town of Windsor							

REVISED ENTRY

Title:	Region 4 Bridge - Off System Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
STIP ID:	SR46601	Federal	BRO	837	1,274	1,317	-	-	-	2,591	-
TIP ID:	P-5	Local	L	209	307	329	-	-	-	636	-
Sponsor:	CDOT Region 4	Local	LOM	-	-	834	-	-	-	834	-
Type:	Bridge Reconstruct		Total	1,046	1,581	2,480	-	-	-	4,061	-
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 Bridge - Off System Pool in the North Front Range region. Includes the following pool projects:										
	STIP ID	Title		Sponsor							
	SR46601.032	Little Thompson (WEL019.0-046.5A)		Weld							
	SR46601.033	1st St. Irrigation Canal Bridge (LOC180W)		Loveland							
	SR46601.035	7th Street Bridge (WIN017.0-064.0A)		Town of Windsor							
	SR46601.037	Main St./Union Ditch Crossing (LaSalle001)		Town of LaSalle							
	SR46601.039	5th St and 23rd Ave (Greeley-0000006)		City of Greeley							

Revision: Adding two new pool projects in FY22: SR46601.037 with \$677K Federal/\$169K Local and SR46601.039 with \$640K Federal/\$160K Local/\$834K Local Overmatch.

PREVIOUS ENTRY

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Various Below	Federal	HSIP	1,463	2,025	1,440	2,300	6,511	1,250	13,526	-
STIP ID:	SR46666	State	SHF	17	-	-	-	287	-	287	-
TIP ID:	P-20	Local	L	105	225	160	255	297	-	937	-
Type:	Safety Improvements	Local	LOM	94	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis		Total	1,585	2,250	1,600	2,555	7,095	1,250	14,750	-
Description:	Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:										
	STIP ID	Title				Sponsor					
	SR46666.060	US287 (College Ave) & Trilby Rd				City of Fort Collins					
	SR46666.079	Lemay Ave & Drake Rd				City of Fort Collins					
	SR46666.081	Timberline Rd and Carpenter (SH 392)				City of Fort Collins					
	SR46666.085	Timberline Rd/Lincoln Ave/Mulberry St				City of Fort Collins					
	SR46666.086	US 34 & WCR 17 Traffic Signal Upgrades				City of Greeley					
	SR46666.087	US 85 Business & 8th Ave				City of Greeley					
	SR46666.088	CR 38E & CR 73C				Larimer County					
	SR46666.089	US 34 and Glade Road				Larimer County					
	SR46666.092	Hwy 34 Business Intersection Improvements				City of Greeley					
	SR46666.093	Backplate & dilemma Zone Detections				City of Loveland					
	SR46666.094	Intersections (Ped) Improvements				City of Loveland					
	SR46666.095	Guardrail and HFST				Larimer County					
	SR46666.097	CO 392 & Weld CR 35				CDOT Region 4					

REVISED ENTRY

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Various Below	Federal	HSIP	1,463	2,025	1,709	4,615	3,927	1,250	13,526	-
STIP ID:	SR46666	State	SHF	17	-	30	257	-	-	287	-
TIP ID:	P-20	Local	L	105	225	160	255	297	-	937	-
Type:	Safety Improvements	Local	LOM	94	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis		Total	1,585	2,250	1,898	5,127	4,224	1,250	14,750	-
Description:	Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:										
	STIP ID	Title				Sponsor					
	SR46666.060	US287 (College Ave) & Trilby Rd				City of Fort Collins					
	SR46666.079	Lemay Ave & Drake Rd				City of Fort Collins					
	SR46666.081	Timberline Rd and Carpenter (SH 392)				City of Fort Collins					
	SR46666.085	Timberline Rd/Lincoln Ave/Mulberry St				City of Fort Collins					
	SR46666.086	US 34 & WCR 17 Traffic Signal Upgrades				City of Greeley					
	SR46666.087	US 85 Business & 8th Ave				City of Greeley					
	SR46666.088	CR 38E & CR 73C				Larimer County					
	SR46666.089	US 34 and Glade Road				Larimer County					
	SR46666.092	Hwy 34 Business Intersection Improvements				City of Greeley					
	SR46666.093	Backplate & dilemma Zone Detections				City of Loveland					
	SR46666.094	Intersections (Ped) Improvements				City of Loveland					
	SR46666.095	Guardrail and HFST				Larimer County					
	SR46666.097	CO 392 & Weld CR 35				CDOT Region 4					
Revision:	Shifting funding years for SR46666.097 (\$269K Federal/\$30K State into FY22 and \$2,315K Federal/\$257K State into FY23). No change to pool total.										

State											
PREVIOUS ENTRY											
Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY22 Rolled	FY 22	FY23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Various Below	State	SMS	-	-	4,519	-	-	-	4,519	-
STIP ID:	SR46000	Local	L	-	-	1,080	-	-	-	1,080	-
TIP ID:	P-26		Total	-	-	5,599	-	-	-	5,599	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:										
	STIP ID	Title				Sponsor					
	SR47007.017	Berthoud Parkway Trail Gap Elimination				Town of Berthoud					
	SR46000.001	Center Bikeway Improvements - CSU				Colorado State University					
	SR47020.037	Laporte Ave Improvements - Fishback to Sunset				City of Fort Collins					
	SR46000.002	16th Street Corridor Improvements				City of Greeley					
REVISED ENTRY											
Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY22 Rolled	FY 22	FY23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Various Below	Federal	RMS	-	-	1,438				1,438	
STIP ID:	SR46000	State	SMS	-	-	3,081	-	-	-	3,081	-
TIP ID:	P-26	Local	L	-	-	1,080	-	-	-	1,080	-
Type:	Operations		Total	-	-	5,599	-	-	-	5,599	-
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:										
	STIP ID	Title				Sponsor					
	SR47007.017	Berthoud Parkway Trail Gap Elimination				Town of Berthoud					
	SR46000.001	Center Bikeway Improvements - CSU				Colorado State University					
	SR47020.037	Laporte Ave Improvements - Fishback to Sunset				City of Fort Collins					
	SR46000.002	16th Street Corridor Improvements				City of Greeley					
Revision:	Adding Federal funding program Revialtizing Main Streets (RMS) and shifting \$1,438K from SMS to RMS for STIP ID SR47020.037. No change to pool total.										

North Front Range Inactive Projects Report: Data pulled 12/22/2021

Project	Local	Number	Description	Budget	Expend	Encumbered	Balance	FHWA End Date	Activity Status
23047	Loveland	AQC M455-129	LCR19 (Taft Hill) Improvements	\$658,368	\$0	\$658,368	\$0	10/31/2022	1-WARNING, Greater Than A Year Since Activity
20825	Fort Collins	BRO M455-121	Spring Ck at Riverside (FCRVSDE-S.2PRST)	\$1,444,500	\$678,800	\$765,700	\$0	12/31/2021	1-WARNING, Greater Than A Year Since Activity
22282	Greeley	FSA M570-053	Greeley Evans Transit Bus Yard	\$160,000	\$0	\$160,000	\$0	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23927	Loveland	MTF M830-103	US287 West Sidewalk Gap	\$117,500	\$0	\$117,500	\$0	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23949	Loveland	MTF M830-104	Centerra Trail	\$64,279	\$0	\$64,279	\$0	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23632	Larimer County	TAP CO60-090	Non Motorized Sidewalk 57th St/US287	\$143,750	\$0	\$143,750	\$0	9/30/2022	1-WARNING, Greater Than A Year Since Activity
23631	Loveland	TAP M830-102	Centerra Trail	\$116,507	\$0	\$116,507	\$0	9/30/2022	1-WARNING, Greater Than A Year Since Activity
21895	Loveland	BRO M830-091	8th St Bridge (LOV1825W.8th St) Recon	\$1,046,500	\$1,046,500	\$0	\$0	4/30/2022	2-ALERT, Greater Than 9 Months Since Activity
23028	Berthoud	SAR M070-907	Berthoud Safe Routes Phase 1	\$375,000	\$0	\$375,000	\$0	4/30/2022	2-ALERT, Greater Than 9 Months Since Activity
21997	Loveland	AQC M830-093	Traffic Signal Progression Imprv. US34	\$760,780	\$0	\$760,780	\$0	9/30/2022	3-Caution, Greater Than 6 Months Since Activity
23026	Loveland	SAR M830-097	North Wilson Avenue Sidewalk	\$475,000	\$291,694	\$183,306	\$0	4/30/2022	3-Caution, Greater Than 6 Months Since Activity
21966	Fort Collins	SHO M455-124	US 287 & Trilby Road Intersection	\$924,998	\$0	\$924,998	\$0	9/30/2022	3-Caution, Greater Than 6 Months Since Activity
21989	Evans	STU M415-020	37th Street Overlay - Evans	\$1,186,304	\$1,186,304	\$0	\$0	4/30/2021	3-Caution, Greater Than 6 Months Since Activity
21998	Loveland	STU M830-094	US 34 Widening Boise Ave to I25	\$3,225,027	\$2,264,247	\$960,780	\$0	4/30/2022	3-Caution, Greater Than 6 Months Since Activity
16525	Fort Collins	AQC M455-088	Jefferson Street/SH14 Improvements	\$1,135,832	\$1,057,556	\$78,275	\$1	10/31/2021	4-Good, Activity in the last 6 Months
20389	Greeley	AQC M570-048	10th Street in Greeley: Phase II	\$4,743,069	\$2,631,260	\$1,461,808	\$650,000	4/30/2022	4-Good, Activity in the last 6 Months
22461	Fort Collins	FSA M455-126	College & Troutman Signal Upgrades	\$250,000	\$21,856	\$228,144	\$0	No Federal Funds	4-Good, Activity in the last 6 Months
23944	Berthoud	MTF M070-909	Berthoud Pkwy Trail Gap Elimination	\$200,000	\$0	\$200,000	\$0	No Federal Funds	4-Good, Activity in the last 6 Months
23948	Severance	MTF M192-003	WCR23/Great Western Trail Connection	\$8,682	\$5,788	\$2,893	\$1	No Federal Funds	4-Good, Activity in the last 6 Months
23926	Windsor	MTF M377-010	7th St MMOF Transportation Study	\$150,000	\$78,782	\$71,218	\$0	No Federal Funds	4-Good, Activity in the last 6 Months
23925	Evans	MTF M415-023	Evans Transportation Master Plan	\$150,000	\$103,740	\$46,260	\$0	No Federal Funds	4-Good, Activity in the last 6 Months
23933	Greeley	MTF M570-061	Greeley Comp. Transportation Plan	\$325,000	\$60,104	\$264,896	\$0	No Federal Funds	4-Good, Activity in the last 6 Months
23025	Fort Collins	SAR M455-127	Hampshire Bikeway Arterial Crossing	\$619,814	\$66,356	\$553,458	\$0	7/31/2022	4-Good, Activity in the last 6 Months
22055	Loveland	SAR M830-095	West 4th St Bike + Ped Safety Improve	\$373,563	\$373,563	\$0	\$0	9/30/2021	4-Good, Activity in the last 6 Months
21967	Loveland	SHO M830-092	Various Loveland Left Turn Signals	\$663,334	\$606,311	\$57,023	\$0	10/31/2021	4-Good, Activity in the last 6 Months
20620	Larimer County	STU C060-082	Larimer CR17 Expansion & Shoulders	\$3,503,721	\$3,503,721	\$0	\$0	6/30/2021	4-Good, Activity in the last 6 Months
21996	Fort Collins	STU M455-125	Timberline Road Corridor Improvements	\$2,694,602	\$0	\$0	\$2,694,602	No Federal Funds	4-Good, Activity in the last 6 Months
23639	Severance	TAP M192-002	WCR 23/Great Western Trail Connection	\$69,450	\$46,307	\$23,143	\$0	2/28/2022	4-Good, Activity in the last 6 Months
20613	Windsor	TAP M377-006	Great Western Trail - Windsor	\$1,206,250	\$971,343	\$234,907	\$0	6/30/2022	4-Good, Activity in the last 6 Months
21992	Johnstown	TAP M690-001	Little Thompson River Trail Phase 1a	\$118,055	\$65,032	\$53,023	\$0	6/30/2022	4-Good, Activity in the last 6 Months

Indicates FHWA End Date is Expiring within 6 Months

Indicates FHWA End Date is past Expiration Date