



## **In-Person Attendance Option**

Windsor Community Recreation Center  
250 N. 11<sup>th</sup> Street—Maple Room  
Windsor, Colorado

## **Virtual Attendance Option**

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

### **NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA**

**October 19, 2022**

**1:00 – 3:00 p.m.**

- 1. Call Meeting to Order, Welcome, and Introductions**
- 2. Public Comment (2 minutes each)**
- 3. Approval of September 21, 2022 Meeting Minutes (Page 2)**

#### **AIR QUALITY AGENDA**

- 1) Regional Air Quality Updates**

Wayne Chuang, RAQC  
Rick Coffin, CDPHE-APCD  
Bornhoft

#### **METROPOLITAN PLANNING ORGANIZATION AGENDA**

##### **CONSENT AGENDA**

- 1) FY2022 TIP Project Delay Review (Page 5)**

Cunningham

##### **ACTION ITEM**

- 2) Link NoCo Study Recommendations (Page 8)**

Gordon

##### **PRESENTATION**

- 3) Ride NoCo Trip Planning Tool (Page 25)**

Schmitt

##### **DISCUSSION ITEMS**

- 4) 2022 Public Involvement Plan (PIP) (Page 29)**
- 5) Transportation Demand Management (TDM) Action Plan (Page 35)**
- 6) EV Plan Discussion (Page 42)**

Cunningham  
Gordon  
Gordon

##### **OUTSIDE PARTNER REPORTS**

- 7) NoCo Bike & Ped Collaborative**
- 8) Regional Transit Agencies**
- 9) Mobility Updates**

**Handout**

Schmitt

##### **REPORTS**

- 10) October Planning Council Meeting Summary Draft (Page 46)**
- 11) Community Advisory Committee (CAC) Summary**
- 12) Mobility Committee Updates (Page 48)**
- 13) Q3 TIP Modifications (Page 52)**
- 14) CDOT Inactives Report (Page 65)**
- 15) Roundtable**

**Written Report**  
**Handout**  
**Written Report**  
**Written Report**  
**Written Report**  
**All**

- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: November 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](http://nfrmpo.org)

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
Hybrid Meeting  
September 21, 2022  
1:00 – 2:22 p.m.**

**TAC MEMBERS PRESENT:**

Eric Tracy, Chair – Larimer County  
Troy White, Vice Chair- Johnstown  
Abdul Barzak – Severance  
Aaron Bustow – FHWA  
Wayne Chuang – RAQC  
Alex Donaldson – Loveland  
Nicole Hahn – Fort Collins  
Omar Herrera – Windsor  
Bhooshan Karnik – Greeley  
Mark Oberschmidt – Evans  
Adam Olinger – Berthoud  
Elizabeth Relford – Weld County

**NFRMPO STAFF:**

AnnaRose Cunningham  
Alex Gordon  
Becky Karasko  
Suzette Mallette  
Jerome Rouser  
Cory Schmitt

**TAC MEMBERS ABSENT:**

Rick Coffin – CDPHE-APCD  
Eric Fuhrman – Timnath  
Josie Hadley – CDOT  
Wesley LeVanchy – Eaton  
Pepper McClenahan – Milliken  
Ranae Tunison – FTA  
Town of LaSalle

**IN ATTENDANCE:**

Candice Folkers – COLT  
Tamara Keefe – FHU  
Will Keenan – FHWA  
Katlyn Kelly – Fort Collins  
Chris Proud – HDR  
Liz Young-Winne – CDPHE  
Katrina Kloberdanz – CDOT  
Myron Hora – WSP  
Dave Martinez – Loveland

**CALL TO ORDER**

Chair Tracy called the meeting to order at 1:00 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE AUGUST 17, 2022 TAC MINUTES**

Relford moved to approve the August 17, 2022 TAC minutes. Oberschmidt seconded the motion, which was approved unanimously.

**AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Chuang stated the end of the Ozone season is near, and this season has had 35 days where ozone was over 70 parts per billion (ppb) and 17 days where ozone was over 75 ppb.

There were 46 action alert days. The Air Quality Control Commission (AQCC) will be holding a hearing on the new ozone SIP in December.

Karasko noted there will be a public hearing on the NFRMPO's conformity determination for the 2045 RTP 2022 Update during the October 6<sup>th</sup> Planning Council meeting.

### **CONSENT AGENDA**

**No items this month.**

### **ACTION ITEMS**

**2045 RTP 2022 Update** – Karasko stated the 2045 RTP 2022 Update was opened for public comment from August 19<sup>th</sup> to September 17<sup>th</sup>. The update includes all the work that was done while preparing the Greenhouse Gas (GHG) Transportation Report. Approval of this Update will be an action item at the October 6<sup>th</sup> Planning Council meeting. White moved to recommend Planning Council approval of the 2045 RTP 2022 Update. Oberschmidt seconded the motion, and it was approved unanimously.

**NFRMPO Greenhouse Gas (GHG) Transportation Report** – Karasko noted the GHG Transportation Report was out for public comment, with received comments incorporated into the report as applicable. The report was presented during the September Transportation Commission workshop and was approved by the Transportation Commission. Relford asked if the NFRMPO could update the language surrounding the amount of funding provided by SB21-260. Mallette clarified the language used and expressed unease at changing the language after the report has been adopted by the Transportation Commission. Karasko noted the language can be altered in the next GHG Transportation Report for the 2050 RTP.

Relford moved to recommend Planning Council approval of the NFRMPO GHG Transportation Report. White seconded the motion, and it was approved unanimously.

### **PRESENTATIONS**

**No items this month.**

### **DISCUSSION ITEMS**

**FY2022 TIP Project Delay Review** – Cunningham stated the NFRMPO conducts a TIP project delay review every year to ensure funds are being used effectively. Projects are considered delayed if they fail to meet the deadline for relevant milestones. There were six projects that were subject to the FY2022 delay review. Four projects are requesting their first one-year extension, and one project is requesting a third one-year extension. White noted there was an endangered species habitat along the proposed Little Thompson River Corridor Trail which caused delays due to the relocation of the trail. Cunningham stated the trail's original Call for Projects did not have any partially funded or unfunded Transportation Alternatives (TA) projects. Herrera noted Windsor is working through the railroad clearance process which is causing delays for the *Intersection Improvements at SH257 & Eastman Park Dr.* project.

**Link NoCo Study Recommendations** – Proud outlined the process undertaken to complete the LinkNoCo study, a Planning Council initiative. The three recommended corridors are Greeley to Loveland via US34; Windsor to Loveland via WCR 17 and US34; and Fort Collins to Greeley via the Great Western Railway. The study outlined possible infrastructure upgrades to these corridors to accommodate new transit along these corridors and possible Intergovernmental Agreement (IGA) options and funding opportunities with each potential option. Relford expressed concern over the wording of premium

transit because the meaning is not clear. Gordon noted there are fact sheets for each corridor that outline the recommendation for each corridor. Relford stated communities need to know how much right-of-way each corridor needs to ensure effective transit use so they can make appropriate land use decisions. Proud stated the document will have more detail. Relford recommended adding more transit funding opportunities to the presentation prior to the October 6<sup>th</sup> Planning Council meeting. Gordon noted there will be a presentation at the US34 Coalition meeting on October 6<sup>th</sup>, and the NFRMPO approved an MMOF set-aside to do further studies on the selected corridors.

### **OUTSIDE PARTNERS REPORTS**

**NoCo Bike & Ped Collaborative** – Written report was provided.

**Regional Transit Agencies** – Kelly noted that Transfort ridership in August has increased by 14 percent from last August. FLEX ridership increased by 28 percent. Schmitt stated that GET ridership increased by 38 percent and COLT was near pre-pandemic ridership.

**Mobility Updates** – Schmitt stated there will be an update on the trip discovery tool and other RideNoCo initiatives at the October TAC meeting.

### **REPORTS**

**August Planning Council Meeting Summary Draft** – A written report was provided.

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

**Mobility Committee Updates** – A written report was provided.

### **ROUNDTABLE**

White stated WCR 17 is under construction and will be done by October. Relford noted Weld County had to extend the closure of the roundabout at 35<sup>th</sup> Avenue and O Street. It is expected to be finished by the end of the month. Oberschmidt stated 47<sup>th</sup> Avenue is complete. Evans will begin advertising the 37<sup>th</sup> Street roundabout, and the rest of the 37<sup>th</sup> Street corridor is still in the design phase. Donaldson noted he will be the temporary TAC representative for Loveland. Herrera stated work is continuing the SH 392 widening project. Rouser noted the Call for Projects for the Safe Routes to School Grant is open through November 4<sup>th</sup>, and the NoCo Shift Your Ride Challenge had 69 participants and will continue until the end of October. Gordon stated multiple things will be going out for public comment, including the TDM Action Plan and the LinkNoCo Study. Cunningham noted the Public Involvement Plan (PIP) is out for public comment for 45 days. Hahn stated the Fort Collins Active Modes Plan just finished its public comment period and will now be going through the City Council approval process, and the Vision Zero Plan will be going to the Fort Collins City Council during the fourth quarter.

### **MEETING WRAP-UP**

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

**Next Month's Agenda Topic Suggestions** – None this month.

**Meeting adjourned at 2:22 PM.**

**Meeting minutes submitted by:** Jerome Rouser, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, October 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
October 19, 2022	FY2022 TIP Project Delay Review **CONSENT**	AnnaRose Cunningham
<b>Objective/Request Action</b>		
In accordance with the TIP Delay Procedure, to :		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<ul style="list-style-type: none"> <li>Grant projects a 1<sup>st</sup> extension to projects with a 1<sup>st</sup> delay</li> <li>To recommend Planning Council grant a 3<sup>rd</sup> extension to the project with a 3<sup>rd</sup> delay.</li> </ul>		
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>In September 2022, sponsors provided project status information for projects with a milestone deadline of FY2022 or earlier, summarized in <b>Table 1</b>.</li> <li>Six projects were subject to the FY2022 delay review. As shown in <b>Table 1</b>, one project has met required milestone, and five projects are delayed.</li> <li>Four delayed projects are requesting consideration for the first one year extension and one project is requesting a third one year extension.</li> </ul>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>TAC and Planning Council discussed the FY2022 TIP Project Delay Review at their meetings on September 21 and October 7.</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>The TIP delay procedure, as identified in the <i>FY2023-2026 Transportation Improvement Program</i> (TIP), applies to projects awarded by the NFRMPO Planning Council including CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation).</li> <li>The Delay Procedure states projects are considered delayed if they do not meet the deadline for the relevant milestone. The milestone is the advertisement date for construction projects and the "Notice to Proceed" for non-construction projects.</li> <li>The milestone deadline is the Fiscal Year identified in the project application for the relevant milestone adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded.</li> <li>Construction projects that have more than one advertisement date and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project.</li> <li>TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year.</li> <li>TAC may recommend Planning Council approve a second one-year extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted a second one-year extension if extenuating circumstances exist outside the project sponsor's control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on 2<sup>nd</sup> and subsequent delays.</li> </ul>		

### Supporting Information continued

- During the FY2021 TIP Project Delay Review both the *Intersection Improvements at SH257 & Eastman Park Dr.* and the *Timberline Road Corridor Improvements* projects were granted one year extensions. These projects, originally awarded STBG funds by the NFRMPO, swapped the federal funding with Pandemic North Front Range (PNF) funds in 2020. Due to this swap these two projects are not subject to the NFRMPO TIP Delay procedure. Updates on these projects are included in **Table 1** for reporting purposes only.
- The 2016 Call for Projects, which awarded funding to the *Little Thompson River Corridor Trail – Phase 1a*, has no other partially funded or waitlisted TA funded projects therefore granting a third extension to the Project will not have an impact on any other project.

### Advantages

- The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress.

### Disadvantages

- None noted.

### Analysis/Recommendation

- Staff recommends TAC provide 1<sup>st</sup> extensions to projects with first delays and recommend Planning Council provide a 3<sup>rd</sup> extension to the project experiencing a third delay.

### Attachment

- **Table 1. FY2022 Project Status Report**

**Table 1. FY2022 Project Status Report**

Project Name	Sponsor	Funding Program	Milestone Deadline	AD Date (Unless otherwise specified)	2022 Project Status Comments	2021 Review Outcome	2022 Delay Status	Federal funds in TIP (in thousands)
59th Avenue and O Street Roundabout	Greeley	STBG	FY22	Expected November/December 2023	Project design is scheduled to be completed in 2023 and project construction is now being scheduled for 2024.	N/A	1 <sup>st</sup> Delay	<b>\$1,329</b>
Little Thompson River Corridor Trail – Phase 1a	Johnstown	TA	FY20	Expected 11/8/22	Design complete, about to go to bid	<b>2<sup>nd</sup> Extension</b>	<b>3<sup>rd</sup> Delay</b>	<b>\$156</b>
North Taft Ave & US 34 Intersection Widening/Improvements	Loveland	CMAQ	FY22	Expected January 2023	Currently working on ROW acquisition/FOR design	N/A	1 <sup>st</sup> Delay	<b>\$3,331</b>
Transfort Electric Bus Purchase	Fort Collins	CMAQ	FY22	Jun-22	Contract executed with Gillig for initial order of three buses. Estimated delivery 6/2023.	N/A	Not Delayed	<b>\$2,798</b>
US 287 Intersection Improvements	Fort Collins	STBG	FY22	Expected Fall 2023	Staffing shortages resulted in delayed project delivery	N/A	1 <sup>st</sup> Delay	<b>\$877</b>
Widening and Roundabout at 37th Street and 47th Ave	Evans	STBG	FY22	Expected: Dec-22	ROW approved, cleared to advertise with CDOT	N/A	1 <sup>st</sup> Delay	<b>\$1,119</b>
Intersection Improvements at SH257 & Eastman Park Dr.	Windsor	PNF	FY20	Anticipated: December 2022	Project delayed in 2020 due to CDOT SH257 Resurfacing. 2 <sup>nd</sup> Delay due to major scope change in layout of intersection due to development in the area.	<b>2<sup>nd</sup> Extension</b>	N/A*	<b>\$1,000</b>
Timberline Road Corridor Improvements	Fort Collins	PNF	FY21	Readvertised: September 2022	Advertisement delayed due to ROW acquisition	<b>1<sup>st</sup> Extension</b>	N/A*	<b>\$2,695</b>

\*PNF Funds not subject to delay review, projects have been included for reporting purposes only.

## MEMORANDUM

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

**From: Alex Gordon**

**Date: October 19, 2022**

**Re: LinkNoCo Plan Adoption**

### Background

Planning Council requested NFRMPO staff study and prioritize regional transit corridors, leading to the North Front Range Premium Transit Analysis. Known as LinkNoCo, the study was led by the NFRMPO and its consultant, HDR, to achieve three things:

- Prioritize corridors for future transit usage, with three recommended routes
- Identify potential funding and governance structures to implement the routes
- Engage the communities to ensure recommended routes have public support

Since the kick-off in spring 2021, the project team have convened a Guidance Committee, made up of technical staff and community members, and a Governance and Finance Policy Advisory Committee, made up of elected officials and decisionmakers. In addition, a questionnaire was released in fall 2021 and an online open house/self-guided meeting was held in summer 2022. Based on feedback and guidance from these efforts, the following recommendations are being considered for Planning Council approval:

- Three transit corridors for further study and implementation, including determination of final infrastructure improvements and right-of-way needs
  - US 34 between downtown Loveland, Centerra Mobility Hub, and University of Northern Colorado
  - Loveland to Windsor, via the Centerra Mobility Hub
  - Upgrades to the Poudre Express, evolving to bus rapid transit and/or commuter rail along the Great Western Railroad right-of-way
- Evolving the current intergovernmental agreements (IGAs) as needed to expand regional governance of transit routes
- Tailor funding opportunities to specific routes and governance structures

Planning Council discussed the final LinkNoCo study at their October 6, 2022 meeting. Questions included the fare/funding structure for routes, how right-of-way was addressed in the report, and implementation timelines. Fare and funding structures will be established closer to implementation of the route and involves regional collaboration between different transit agencies. Right-of-way questions are addressed at





a high level in the report, but further right-of-way questions will be answered in future studies. Potential areas for investment are identified in the report. Corridors can be implemented as bus services with additional investment as time, funding, and leadership allow.

The report was released for a 30-day public comment period on October 6, 2022. Public comments will be incorporated into the report as applicable and will be shared with Planning Council at their November 5, 2022 meeting.

Next steps for this project include:

- Partnership with CDOT on 10 Year Plan funds for the US34 corridor
- Corridor-level studies to determine final infrastructure and right-of-way needs
- Identification of corridor champions

## **Action**

Staff requests TAC members recommend Planning Council approve the LinkNoCo/North Front Range Premium Transit Analysis.

EXECUTIVE  
SUMMARY

# *Premium Transit Study*



October 2022



North Front Range  
Metropolitan  
Planning  
Organization

## Introduction

*The North Front Range Metropolitan Planning Organization (NFRMPO) led a collaborative effort to expand premium transit service connecting North Front Range communities.*

The project was branded 'LINKNoCo', referencing the desire to efficiently link residential, commercial, employment, and activity centers across the North Front Range. This effort focused on enhancing existing transit operations by evaluating and prioritizing opportunities for a complete premium transit network for the region.

## What Is Premium Transit?

Premium transit refers to reliable, comfortable, and user-friendly transit that connects communities across the North Front Range. This does not duplicate local transit service, but rather focuses on an express-style service to connect across greater distances to link towns, cities, and major activity centers where residents live, work, and recreate in Northern Colorado. Premium transit could include a range of transit technologies, like premium bus or passenger rail service, and typically provides additional amenities at stops specific to the needs of express transit users.



*Premium transit is benefiting communities across the United States (Minneapolis, Seattle, and San Diego).*



## Why LinkNoCo?

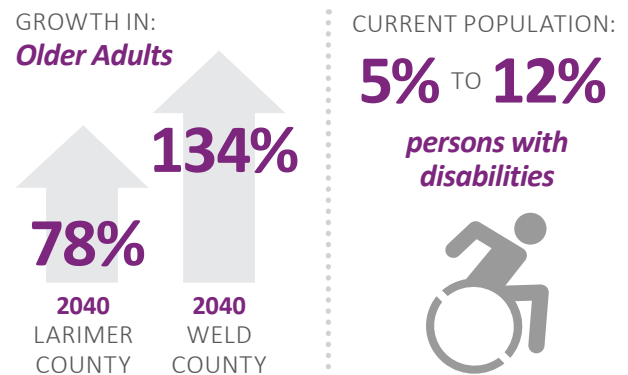
LINKNoCo is the next incremental step to advance the broad regional transit network envisioned in the NFRMPO's 2045 Regional Transit Element (RTE). Expanding regional premium transit will provide greater transit access and multimodal connection while supporting traffic congestion reduction, safety enhancements, and air quality benefits. LINKNoCo builds on successful local regional transit connections like the Poudre Express and FLEX services.

### THE NEEDS FOR THE DEVELOPMENT OF LINKNOCO ARE INDICATED BY THE FOLLOWING:

#### Meet the transit needs of existing and future local/regional residents, businesses, and visitors



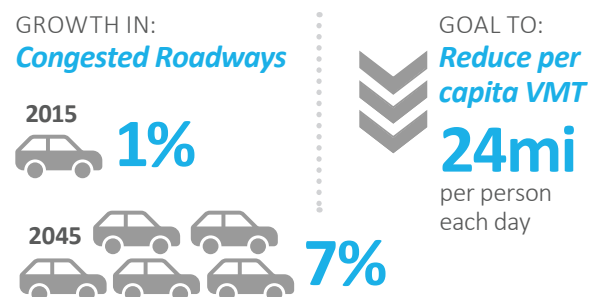
#### Meet the mobility needs of underserved communities



#### Enhance the connectivity between significant origin and destination points within the region



#### Reduce vehicle miles traveled (VMT) and support congestion reduction and air quality improvement





*GET, COLT, and Transfort currently provide extensive local foundation service and will serve as a critical transfer for any new regional premium services.*

## What are the Study Outcomes?

The final outcomes of LINKNoCo include identification of the top three priority corridors to initiate the regional premium transit network. LINKNoCo also presents options for further consideration of the financial and governance structures necessary to implement the new services.





## Planning Process

LINKNoCo followed a stepped planning process to develop the necessary understanding of transit needs that informed the prioritization of premium transit options. Throughout the process, input and guidance was provided by local jurisdictions and agencies as members of the project's Guidance Committee and the Governance and Finance Policy Advisory Committee. Local stakeholders and residents were engaged through multiple project questionnaires and an online open house aimed at gauging local sentiments and guiding the recommendations.

### A FEW COMMON THEMES WE HEARD FROM STAKEHOLDERS...

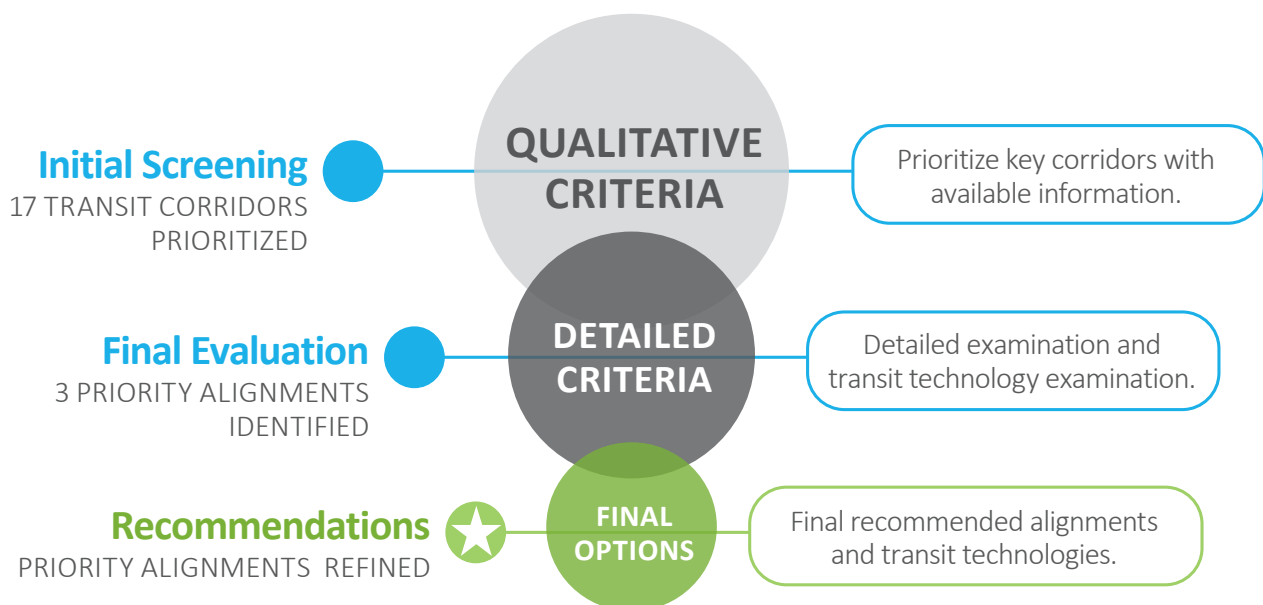
- + Build off successes of Poudre Express, MAX, and FLEX.
- + Prioritize connections that benefit communities of need.
- + Preserve right-of-way for improvements.
- + Prioritize bike and pedestrian connections to transit.

## Prioritization

The initial screening used a range of criteria to narrow the initial 17 transit corridors. This step asked critical questions about connectivity to key destinations across the region, integration with existing local transit, potential infrastructure improvements, and overall public support.

In the final evaluation, the corridors were further refined to optimize their connectivity to key destinations. The final evaluation was not intended to eliminate any alignments, but served to enhance the strengths and improve upon any weaknesses. The alignments were then evaluated using more detailed criteria, including equity, multimodal access, regional considerations, transit performance, cost and economic development. The final evaluation also included an analysis of potential transit technologies, which ranged from enhanced bus to light rail and commuter/passenger rail. The goal of this effort was to match the right transit technology with each alignment.

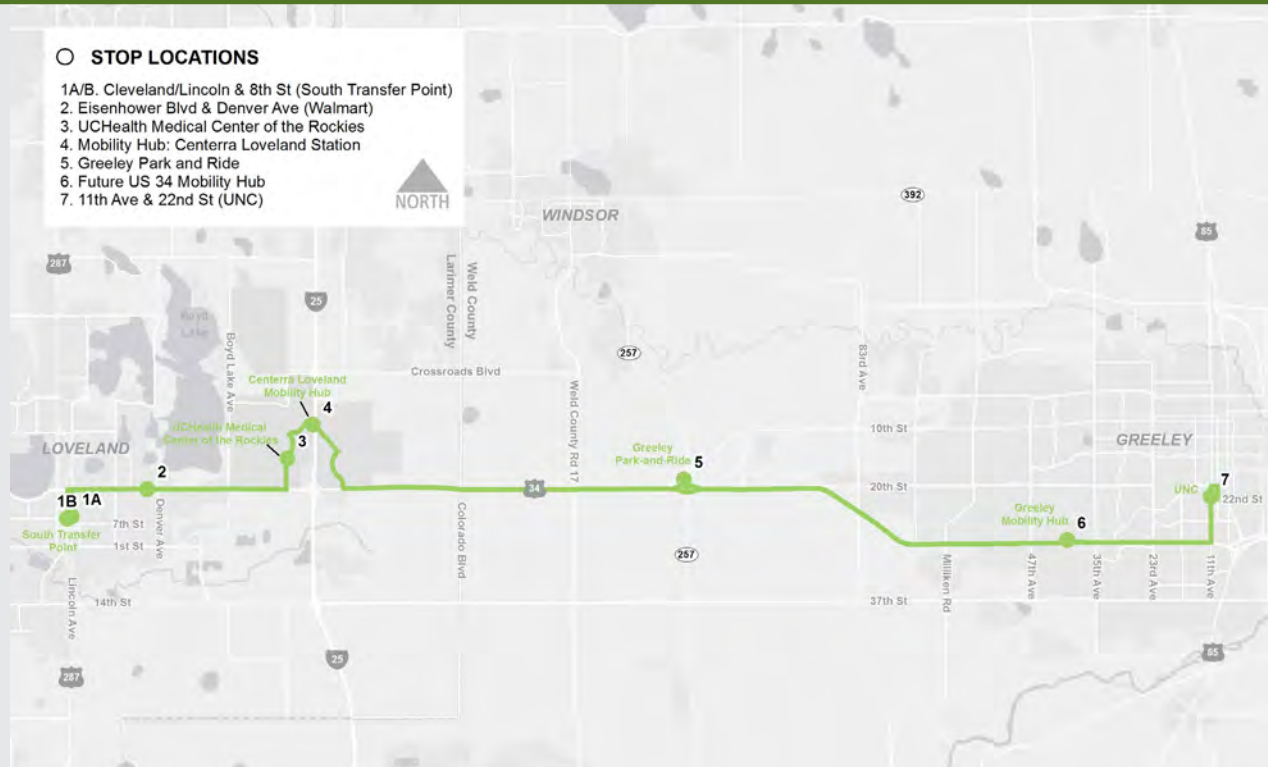
### LINKNOCO PLANNING PROCESS



## Priority Premium Transit Alignments

### Loveland to Greeley (US 34)

This enhanced bus alignment would connect the University of Northern Colorado campus to central Loveland, with seven stops at key destinations. The service is proposed to operate within existing travel lanes with priority measures for buses at key intersections. This may include queue jumps to allow buses to move ahead of other traffic at signals. Additional priority will be considered, including Transit Signal Priority (TSP), Business Access and Transit (BAT) lanes, and exclusive Bus Rapid Transit (BRT) lanes. The service is tentatively planned to operate every 30 minutes.



#### TECHNOLOGY



Enhanced Bus

#### FLEET



6 Vehicles

#### FREQUENCY



Every 30  
Minutes

#### TRAVEL TIME



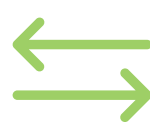
52-57 Minutes  
(entire route)

#### STOPS



7 Stops  
Proposed

#### OPERATING COSTS



\$3.9M to \$4.1M  
(annually)



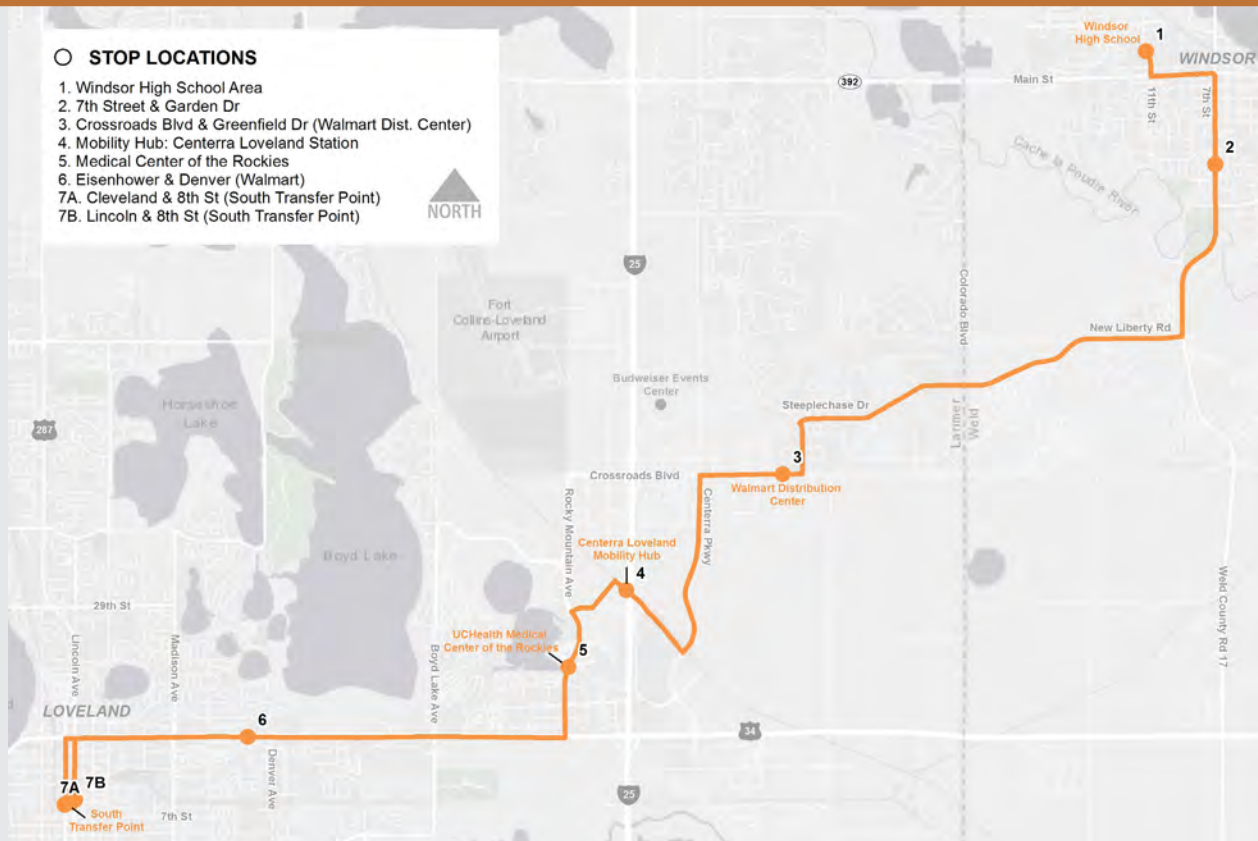
*Context along the Loveland to Greeley (US 34) alignment.*



## Priority Premium Transit Alignments

### Windsor to Loveland (WCR 17/US 34)

The Windsor to Loveland enhanced bus service would effectively link the emerging growth areas in central and southwestern Windsor to the rapidly developing Centerra area and the urban core of Loveland. The service is proposed to operate within existing travel lanes with priority measures for buses at key intersections. This may include queue jumps to allow buses to move ahead of other traffic at signals. Additional priority will be considered, including TSP, BAT lanes, and exclusive BRT lanes. The service is tentatively planned to operate every 30 minutes.



#### TECHNOLOGY



Enhanced Bus

#### FLEET



4 Vehicles

#### FREQUENCY



Every 30  
Minutes

#### TRAVEL TIME



35-39 Minutes  
(entire route)

#### STOPS



7 Stops  
Proposed

#### OPERATING COSTS



\$2.7M to \$3.9M  
(annually)

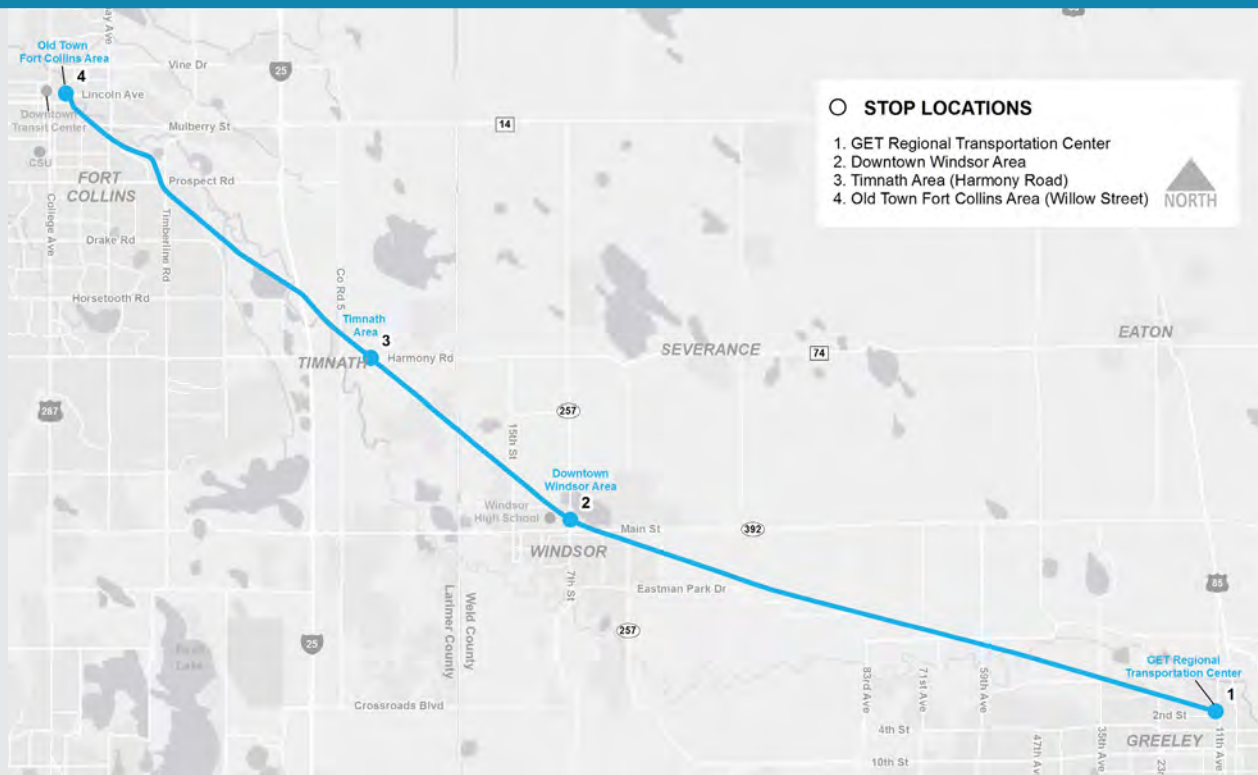


*Context along the Windsor to Loveland (WCR 17/US 34) alignment.*

## Priority Premium Transit Alignments

### Greeley to Fort Collins (Great Western)

The Greeley to Fort Collins commuter rail service would provide a direct connection between Greeley and Fort Collins along the Great Western Railway freight line. It would initiate service at the Greeley Regional Transportation Center (11th Ave and 1st St) and proceed northwest within the rail right-of-way through the towns of Windsor and Timnath before terminating in the vicinity of Lincoln Ave and Willow St in downtown Fort Collins. The service is tentatively planned to operate 16 trips per day. Additional service plans will be considered.



#### TECHNOLOGY



Commuter Rail  
(long-term goal)

#### FLEET



3 Vehicles

#### FREQUENCY



16 Trips Daily

#### TRAVEL TIME



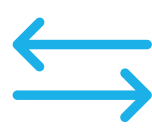
32 Minutes  
(entire route)

#### STOPS



4 Stops/Stations  
Proposed

#### OPERATING COSTS



\$472K  
(annually)





*Context along the Greeley to Fort Collins (Great Western) alignment.*

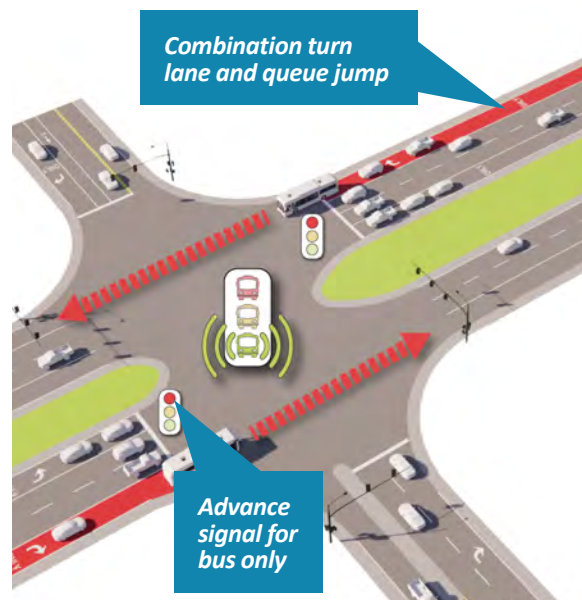
# Infrastructure Improvements for Consideration

The priority enhanced bus improvements are intended to be a less infrastructure-intensive solution to move more people more efficiently. However, improvements to intersections and operational improvements can provide priority and more consistent reliability for buses as congestion continues to grow. The goal of LINKNoCo is to advance near-term bus improvements as rapidly as possible. Simultaneously, LINKNoCo recommends continuing to plan, design, fund, and implement more significant infrastructure improvements, such as the commuter rail along the Great Western alignment. More significant infrastructure should be evaluated in the next stage of planning, including the benefits and impacts of potential priority measures to improve the reliability and speed of transit. The visualizations below present examples of potential infrastructure improvements as a guide for future planning.

## Bus Priority Infrastructure

### Queue Jumps

Intersection improvements, such as **queue jumps**, provide priority for buses and reduce conflicts between buses and general traffic. Some existing right turn lanes could be modified to act as both a turn lane and priority for buses. As the vehicles turning right advance, the bus is moved forward. As the signal changes, a queue jump signal (specific to the bus) provides time for the bus to advance ahead of the general traffic.



Example of existing right turn lanes modified to serve as queue jumps.

### TSP

**Transit Signal Priority (TSP)** is a transit operations tool that can improve bus reliability and speed through typically congested intersections. With an investment in TSP, transit alignments can be retrofitted to provide premium transit operations with limited changes to general traffic. TSP at traffic signals can detect approaching buses and adjust the signal phase to support efficient movement of buses and vehicles through the intersection (either lengthening or shortening the signal phases).



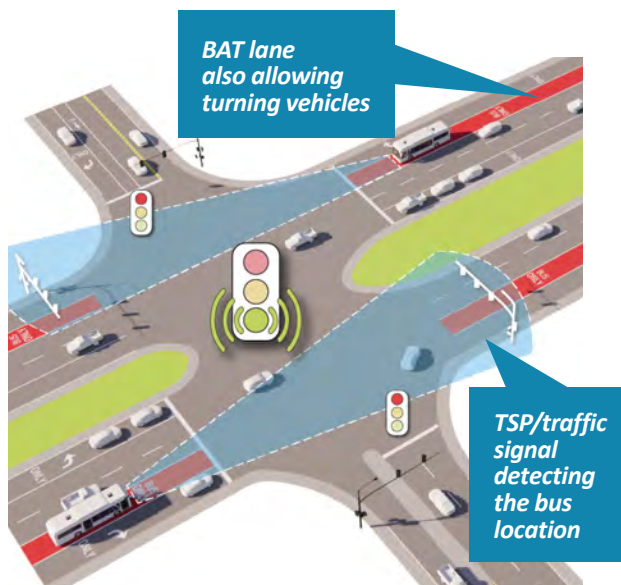
TSP systems include smart signals that can detect the location of buses and provide priority through signals.





### *TSP and BAT Lanes*

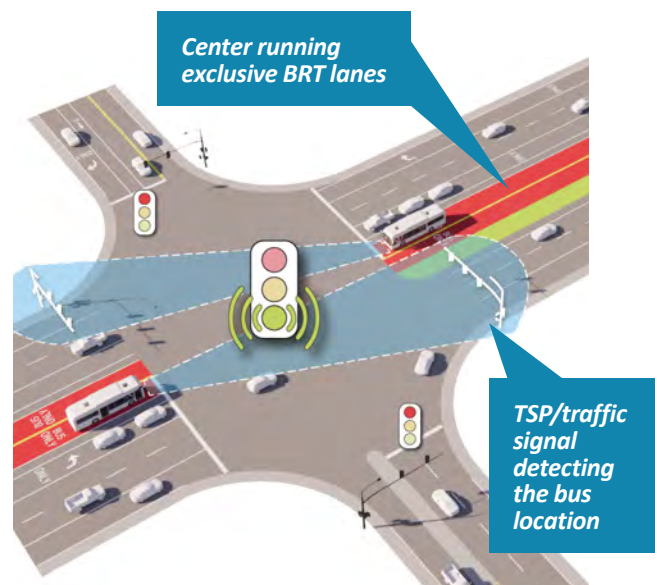
**Business Access and Transit (BAT) lanes** support more efficient movement of transit vehicles and other traffic by providing better access to businesses. BAT lanes are typically curbside lanes for use by buses and turning traffic accessing adjacent businesses or residences. The success of BAT lanes depends on the ability to develop reasonable access controls along the alignment.



*The red, outside BAT lanes provide priority movement for buses while allowing traffic to access businesses and homes. BAT lanes can be paired with more advanced TSP signal systems.*

### *TSP and BRT Lanes*

Providing exclusive **Bus Rapid Transit (BRT) lanes** for buses can significantly improve transit travel times and reliability. Additional space is typically required beyond standard lane widths to provide physical separation barriers or painted buffers. The configuration of BRT can vary throughout a corridor depending on the right-of-way and the context of development along the alignment. Segments of US 34 include a wide center median that should be further evaluated for center running BRT.



*Exclusive lanes for BRT could be considered along US 34 where there are wide medians.*



## Commuter Rail Infrastructure

Many communities in the United States are examining the potential of using existing freight rail corridors for passenger service. The Greeley to Fort Collins (Great Western) alignment is a good candidate; however, the existing track and rail signaling systems would need to be upgraded to meet passenger safety standards. With the introduction of passenger service, improvements at roadway crossings of the rail line may require enhanced protection. Any advancement of commuter rail service will require agreements with OmniTRAX, the owner of the Great Western Railway.

*The Sprinter is a successful commuter rail service in northern San Diego County implemented on a freight rail corridor. Some Sprinter platforms were designed to uniquely accommodate the needs of both freight and passenger traffic.*



## Governance and Funding Options

*Implementation of the three priority alignments will require a governance structure to support cross-jurisdictional decisions and the operation of premium transit services.*

Working with policymakers and elected officials from local jurisdictions, LINKNoCo examined a range of potential governance structures tailored to the North Front Range. The governance options will continue to be evaluated in parallel with the future planning of the alignments. The recommended governance options focus on maximizing the use of Intergovernmental Agreements (IGA). IGAs can cover a range of potential funding and operational agreements. The IGA structures set the stage for partnerships to pursue and receive funding at the local, state, and federal levels. State and local funding could be pursued to support startup through programs like Colorado's Multimodal Transportation and Mitigation Options Fund. More significant investments could seek funding from the Federal Transit Administration, Federal Highway Administration, or other funding opportunities through the 2022 Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act).

*The LINKNoCo plan is not defining the final governance structures, but providing information to inform future decision making by local partners. Local stakeholders created clear goals for governance:*

- + Keep the approach simple.
- + Avoid creating more government entities.
- + The local entities (not the state legislature) should determine what is best for the region.
- + Take advantage of existing resources, prior investments, and build on current services.
- + Preserve options for future project delivery.
- + Provide flexibility.
- + Continue to work with the Colorado Department of Transportation (CDOT).





*The ease of movement provided by premium transit can have a significant impact the quality of life for area residents.*

## Forward Momentum Next Steps

The opportunity exists now to build on the momentum generated through LINKNoCo's collaborative effort. Residents, employers/employees, and decision makers within the North Front Range can proactively shape the region's mobility future and improve the way people move. LINKNoCo's recommendations serve as a guide to the key next steps for the Loveland to Greeley (US 34), Windsor to Loveland (WCR 17/US 34), and Greeley to Fort Collins (Great Western) transit alignments.


Advancing these three priority transit alignments is just the start. The goal is to build on their successes and construct a complete regional transit network. The returns on these incremental investments have the potential to improve regional mobility for future generations.






1

## Connecting You & Northern Colorado



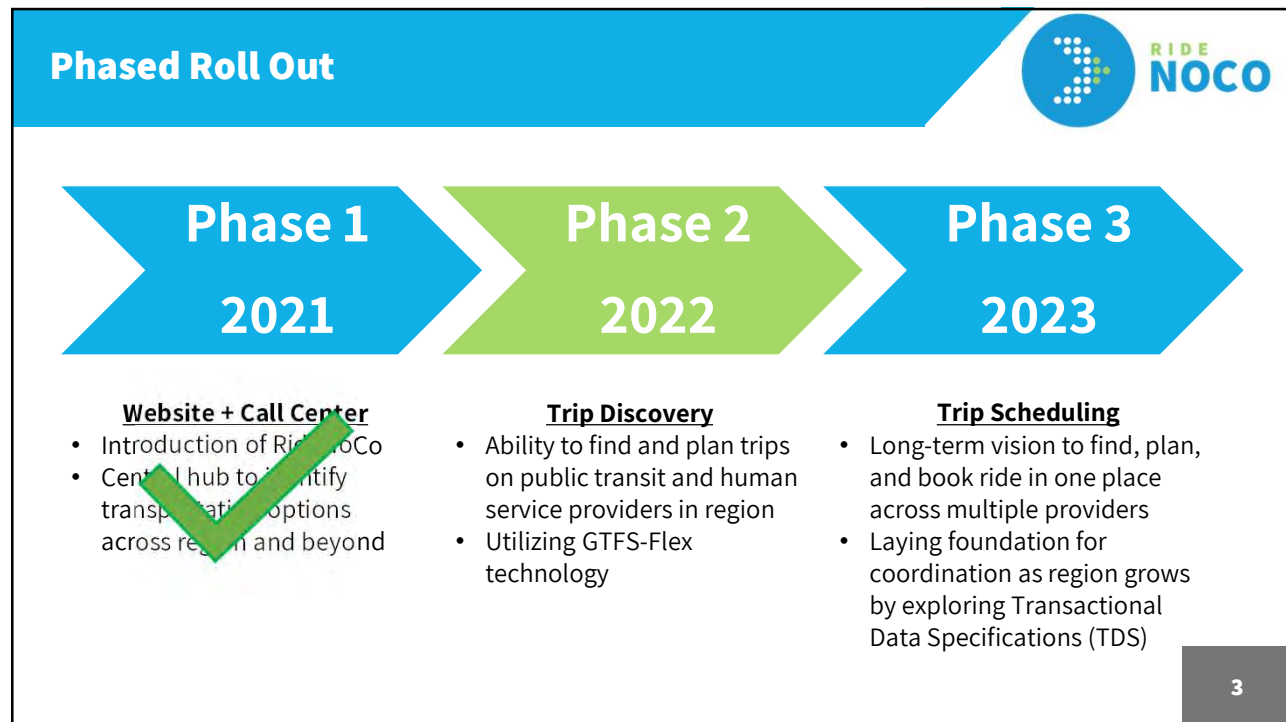
**Connecting You & Northern Colorado** embodies the two overarching goals of the program:

1. Improving **individual mobility**, particularly for older adults, individuals with disabilities, lower income individuals, and people who may not speak English as a first language.
2. Improving **regional mobility** through enhanced coordination and collaboration among regional public and private transportation providers, especially in rural areas of Larimer & Weld counties.




2

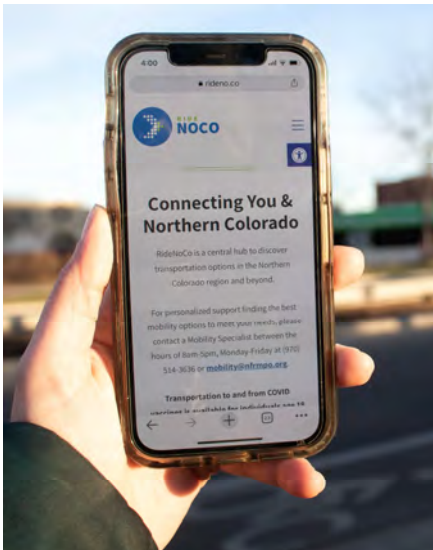
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## RideNoCo Website: [www.ridenoco.com](http://www.ridenoco.com)







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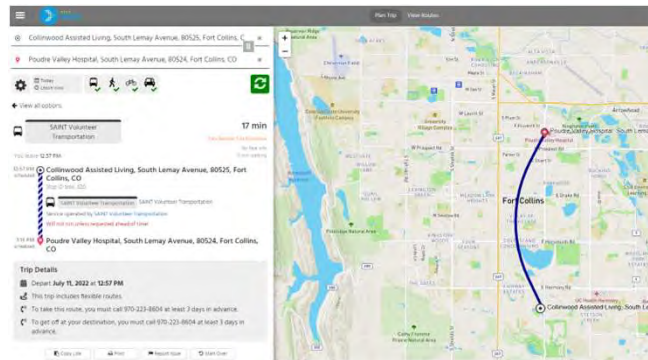
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## Phase 2: Trip Discovery Tool



- Utilizes GTFS-Flex to incorporate “demand-response” providers into trip planner
- Providers in Planner:

Transfort	City of Loveland Transit (COLT)
Greeley-Evans Transit (GET)	Berthoud Area Transportation System (BATS)*
Bustang	Estes Transit
SAINT*	RAFT*
60+ Ride*	Via Mobility
RTD	SPIN e-scooters/e-bikes
Rocky Mountain National Park Shuttles	



\*GTFS-Flex Databases created by Trillium as part of Trip Discovery project

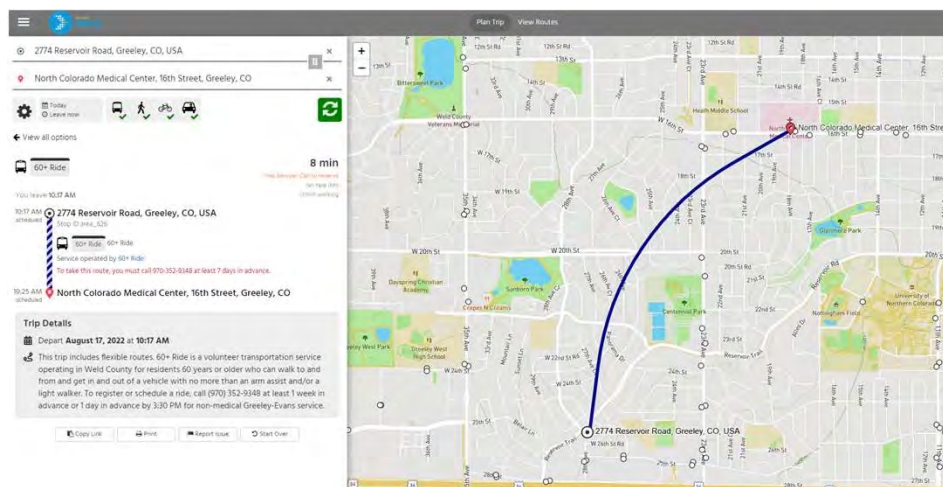
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5

## Trip Discovery Tool Demo



- Inclusion of volunteer providers alongside public transit agencies is a first-of-its-kind in US



6

6

## Connect with the RideNoCo Team

**Cory Schmitt**

Mobility Manager

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**Hanna Johnson**

Mobility Coordinator

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(970) 672-0677

**Sheereen Ibtesam**

Outreach Specialist

[sibtesam@nfrmpo.org](mailto:sibtesam@nfrmpo.org)

(970) 300-1076

**RideNoCo**

8am-5pm, Monday-Friday

[mobility@nfrmpo.org](mailto:mobility@nfrmpo.org)

(970) 514-3636

7

## MEMORANDUM

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

**From: AnnaRose Cunningham**

**Date: October 19, 2022**

**Re: 2022 Public Involvement Plan (PIP)**

### Background

The NFRMPO updates the Public Involvement Plan (PIP) prior to the adoption of the long-range Regional Transportation Plan every four years, with the last updated adopted by Planning Council in March 2019. In accordance with federal legislation, metropolitan planning organizations (MPOs) are required to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation throughout the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).

The 2022 PIP was developed in consultation with the TAC and the NFRMPO Community Advisory Committee (CAC) and incorporates:

- Lessons learned from public involvement during the COVID-19 pandemic;
- Guidance from the Infrastructure Investment and Jobs Act (IIJA);
- Updated and new engagement strategies;
- Evaluation strategies and metrics; and
- A social media policy

The 2022 PIP was released for the 45-day public comment period on September 21 and will close on November 5. Public comment received during this time, including recommendations received from TAC and Planning Council at their respective meetings will be incorporated as applicable into the document prior to TAC recommendation and Planning Council adoption.

The Draft 2022 PIP can be accessed at: <https://nfrmpo.org/wp-content/uploads/2022-pip-draft.pdf>.

### Action

Staff requests TAC review the 2022 PIP and provide comments.





1

## Introduction

- Federally-required plan
- Updated on same cycle as the RTP
- Covers all NFRMPO activities:
  - Transportation Planning
  - RideNoCo
  - VanGo™
- Identifies goals, desired outcomes, and strategies for community engagement

2
2022 PIP

2

4

Guiding Engagement Principles



1

**Meet people where they are.**

2

**Provide options for involvement and be adaptable.**

3

**Be a good community partner.**

4

**Consistently evaluate what works and what doesn't.**


3
2022 PIP


3

4

Existing Strategies



-  Website
-  Social Media
-  Newsletters
-  Outreach Events
-  Public Comment Periods
-  Meetings
-  Partnerships
-  Surveys



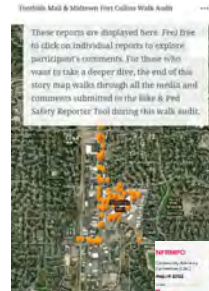
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2022 PIP

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## Developing Strategies



-  Technology
-  Virtual Engagement Events
-  Plan Specific Outreach Strategies
-  Micro Plans
-  Expanded Partnerships
-  Equity Planning Tool



5

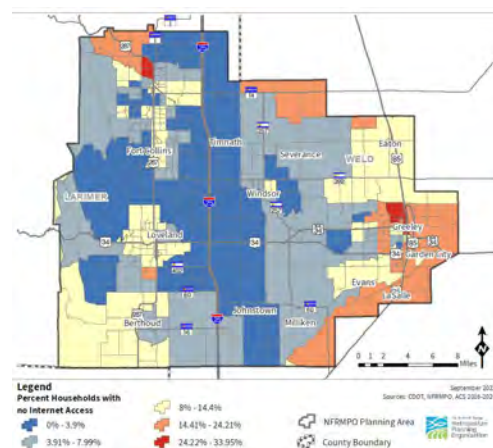
2022 PIP

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## Equity Focus



- Environmental Justice Plan
  - Includes consideration for EJ populations (low income and minority) and Communities of Concern (COC)
- Limited English Proficiency (LEP) Plan
  - Adopted in May as part of the Title VI plan
- RideNoCo
  - Mobility Access Sensitive Messaging
- Potential Obstacles to Participation
  - Access to internet



6

2022 PIP

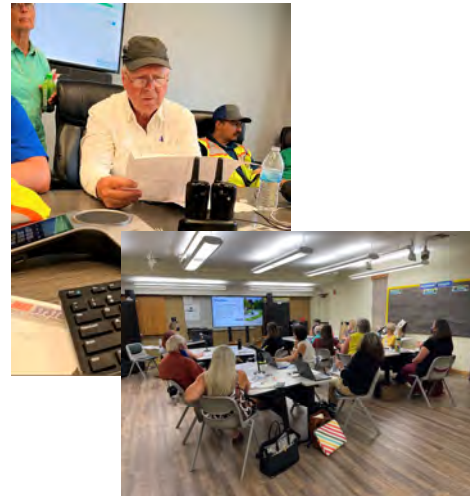
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## Success and Effectiveness



- Defining Success for the Agency and the Public
- Outlines the metrics to evaluate effectiveness
- Describes the evaluation process and reporting mechanisms



7

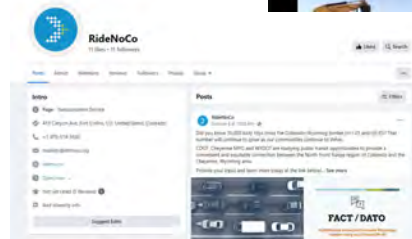
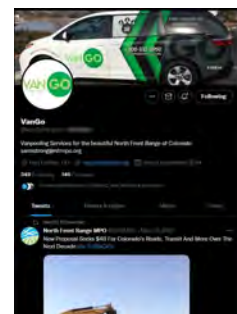
2022 PIP

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## Social Media Policy



- NFRMPO Social Media Policy
- Outlines expectations for interactions on NFRMPO Social media
- Documents the process for:
  - Comments Policy
  - Official Public Comments
  - Records retention and archiving



8

2022 PIP

8

## Next Steps



- **Council Discussion:** November 3, 2022
- **Public Comment closes:** November 5, 2022
- **TAC Action:** November 16, 2022
- **Council Action:** December 1, 2022



9

2022 PIP

9

## Questions?



**AnnaRose Cunningham**  
 Transportation Planner II  
[arcunningham@nfrmpo.org](mailto:arcunningham@nfrmpo.org)  
 (970) 818-9497

10

2022 PIP

10

## MEMORANDUM

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

**From: Alex Gordon**

**Date: October 19, 2022**

**Re: Transportation Demand Management (TDM) Action Plan**

### Background

For 2022, two of Executive Director Mallette's goals set by the Planning Council related to developing and expanding transportation demand management (TDM) in the region: developing a regional TDM program and creating a Transportation Management Organization (TMO). To achieve these goals, NFRMPO staff recommended drafting a TDM Action Plan and convening a TDM Work Group.

Throughout 2022, the TDM Work Group guided NFRMPO staff's development of the TDM Action Plan. The TDM Action Plan lays out a vision for TDM in the region:

**People in Northern Colorado will have the resources, support, and mobility options to make informed choices about how they travel around the region**

To implement this vision, there are five goals with associated recommendations and strategies:

- 1) Improve **data** collection to support new and expanded investments and programming
- 2) **Invest** in infrastructure and resources to provide additional options and help people make informed transportation choices
- 3) Enhance **partnerships** and collaboration between local communities, businesses, regional and State agencies, and other interested parties
- 4) **Communicate** the purpose, benefits, and successes of providing mobility options
- 5) Create and enhance **regional TDM programming** to optimize people throughput

Bolded words are key themes that arose in discussions with the TDM Work Group.

Some recommendations from the TDM Action Plan are already underway:

- NoCo Bike & Ped is discussing supporting a regional Safe Routes to School program
- The US34 Coalition is discussing incorporating a TMO for the corridor
- Determining next steps for the LinkNoCo project to increase transit in the region



The TDM Action Plan is out for public comment between September 28, 2022 and October 28, 2022. A draft version of the plan can be downloaded from: <https://nfrmpo.org/wp-content/uploads/2022-tdm-action-plan-draft.pdf>.

## **Action**

Staff requests TAC members discuss the strategies and recommendations from the TDM Action Plan.



# Transportation Demand Management

TAC



North Front Range  
Metropolitan  
Planning  
Organization

October 6, 2022

1

## What is TDM?

**TDM/TMO**

- Provide travelers with travel choices
  - Work location
  - Route
  - Time of travel
  - Mode
- Providing travelers with effective choices to improve travel reliability

- FHWA ([Integrating Demand Management into the Transportation Planning Process: A Desk Reference](#))



**EFFICIENCY!**



2

2

## Why TDM?

## TDM/TMO

### 1. Develop Transportation Demand Management (TDM) Program

- Develop strategies and programs that address the needs of the region
- Provide information, support, and funding to TDM activities
- Work with the RAQC on the voluntary Employee Traffic Reduction Program (ETRP) as it is developed and implemented



3

3

## Why TDM?

## TDM/TMO



### 2. Explore, advocate for, and provide tools to establish Transportation Management Organizations (TMOs)

- Update NFRMPO website with resources
- Reach out to the MPO community to discuss the possibilities of such an organization
- Tie in RideNoCo and mobility

4

4



## TDM Action Plan

**TDM/TMO**



- **TDM Action Plan**
  - Visioning
  - Strategies
  - Recommendations
- **Outreach**
  - TDM Work Group
  - Webinars
  - Statewide TDM Working Group

5

5

## TDM Action Plan

**TDM/TMO**



Improve **data** collection to support new and expanded investments and programming



**Invest** in infrastructure and resources to provide additional options and help people make informed transportation choices



Enhance **partnerships** and collaboration between local communities, businesses, regional and State agencies, and other interested parties.



**Communicate** the purpose, benefits, and successes of providing mobility options.



Create and enhance **regional TDM programming** to optimize people throughput.

6

6

## Next Steps - Planning

**TDM/TMO**

- TDM Action Plan:**
- 30-day public comment period (September 28 – October 28)
  - TAC discussion (October 19)
  - Planning Council discussion (November 3)

7

7

## Next Steps – TDM

**TDM/TMO**

- US34 Coalition discussions (TMO)
- RideNoCo Trip Discovery Tool
- Safe Routes to School
- Outreach
- Resource development

8

8



**Questions?****TDM/TMO****Alex Gordon, PTP**

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(970) 999-0072

[nfrmpo.org/tdm](http://nfrmpo.org/tdm)[rideno.co](http://rideno.co)

## MEMORANDUM

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

**From: Alex Gordon**

**Date: October 19, 2022**

**Re: EV Plan Discussion**

### Background

Electric vehicles (EVs) are a growing strategy in greenhouse gas (GHG) reduction, air quality improvement, and sustainable transportation. Federal and state grant programs will provide funding to local communities to invest in electric vehicles and charging infrastructure, in addition to e-bicycles and e-scooters. To better position the region for this new wave of funding, the NFRMPO is determining its role in EV planning. Some local communities have inquired about the role of the NFRMPO and if there are existing regional plans.

To date, the NFRMPO has not completed any EV plans. Local communities, Northern Colorado Clean Cities, and CDOT have led the charge on EV planning. Examples include:

- [Fort Collins EV Readiness Roadmap](#)
- [Drive Electric Northern Colorado Case Study](#)
- [Colorado Electric Vehicle Plan 2020](#)
- [Colorado National Electric Vehicle Infrastructure \(NEVI\) Plan](#)

NFRMPO staff have prepared the attached fact sheet showing what EV planning, EV penetration, and EV charging look like in the region. NFRMPO staff proposes including EV planning as an Appendix in the upcoming [2050 Regional Transportation Plan](#) (RTP), based on input from TAC members and approval by Planning Council.

### Action

Staff requests TAC members provide feedback on the NFRMPO's role in EV planning.



# Electric Vehicle Charging in the North Front Range

## QUICK FACTS

- 110 public chargers
- Six local communities
- Free to \$1-\$2/hour to charge
- Located at auto repair shops and dealerships, breweries, college campuses, hospitals, hotels, libraries, apartment complexes, municipal and office buildings, places of worship, schools, and shopping malls

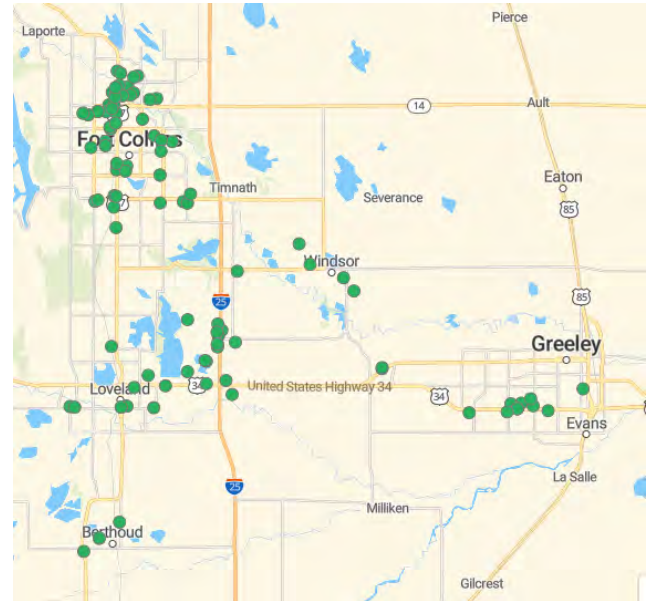
## EXISTING PLANS AND REPORTS

- [Fort Collins EV Readiness Roadmap](#)
- [Drive Electric Northern Colorado Case Study](#)
- [Colorado Electric Vehicle Plan 2020](#)
- [Colorado National Electric Vehicle Infrastructure \(NEVI\) Plan](#)

## FUNDING OPPORTUNITIES

- **Clean Fleet Enterprise:** incentivizing and supporting the use of EVs and other clean fleet technologies by owners and operators of motor vehicle fleets
- **Clean Transit Enterprise:** planning efforts, transit site upgrades, procurement of electric transit buses, and deployment of associated charging infrastructure
- **Community Access Enterprise:** supports the widespread adoption of EV, equitably invests in transportation infrastructure, and incentivizes the acquisition and use of EV
- **National Electric Vehicle Infrastructure (NEVI) Formula Program** and **Discretionary Grant Program for Charging and Fueling Infrastructure:** deploy publicly accessible EV charging infrastructure and other alternative fueling infrastructure along designated alternative fuel corridors
- **Carbon Reduction Program:** reduce transportation emissions, including projects that support deployment of alternative fuel vehicles

## ELECTRIC VEHICLE CHARGING STATIONS



Source: [US Department of Energy](#), 2022

## ELECTRIC VEHICLE CORRIDORS

Colorado has 13 federally designated electric vehicle corridors eligible for NEVI-funded projects. In the North Front Range, these corridors include I-25, US34, and US287.



Source: CDOT NEVI Plan, 2022



# Electric Vehicles in the North Front Range

## DEFINITIONS

### Level 1 Charging

- 4 miles of range per hour
- Runs on 120V
- Can use household outlet

### Level 2 Charging

- 25 miles of range per hour
- Runs on 208 V or 240V
- \$4,000 per connector

### Direct Current Fast Charging (DCFC)

- 200 miles per 30 minute charge
- Runs on 400V or 800V
- \$45,000—\$150,000 per connector

### Battery Electric Vehicles (BEV)

- Also known as All-Electric Vehicles
- Use a battery pack to store the electrical energy that powers the motor

### Plug-in Hybrid Electric Vehicle (PHEV)

- Use batteries to power an electric motor, as well as another fuel

### Networked/Smart Charging Station

- A charging station that is connected to the Internet through cellular or wired broadband service to enable payment, access management, and usage monitoring

## COLORADO (SEPT 1, 2022)

- |                         |                                    |
|-------------------------|------------------------------------|
| • 63,924 registered EVs | • 45,779 BEVs                      |
| • 2,947 Level 2 Ports   | • 18,145 PHEVs                     |
| • 668 DCFC Ports        | • 1.38% Light-Duty EV Market Share |

## LARIMER COUNTY (SEPT 1, 2022)

- |                        |                                    |
|------------------------|------------------------------------|
| • 4,338 registered EVs | • 2,952 BEVs                       |
| • 209 Level 2 Ports    | • 1,386 PHEVs                      |
| • 37 DCFC Ports        | • 1.57% Light-Duty EV Market Share |



Nissan Leaf charging at Windsor Community Recreation Center, summer 2022

## WELD COUNTY (SEPT 1, 2022)

- |                        |                                    |
|------------------------|------------------------------------|
| • 2,493 registered EVs | • 1,705 BEVs                       |
| • 79 Level 2 Ports     | • 788 PHEVs                        |
| • 19 DCFC Ports        | • 0.91% Light-Duty EV Market Share |

## SOURCES

- |   |                                    |
|---|------------------------------------|
| • <a href="#">Alternative Fuels Data Center</a>     | • <a href="#">SEMA Connect</a>     |
| • <a href="#">Atlas Public Policy EValueCO Tool</a> | • <a href="#">USDOT EV Toolkit</a> |



# Incentives for Electric Vehicles in the North Front Range

## FEDERAL INCENTIVES

- BEV and PHEV cars purchased new in or after 2010 may be eligible for a federal income tax credit of up to \$7,500
- Inflation Reduction Act (IRA) requires vehicles be assembled in America to receive the tax credit going forward
- <https://www.fueleconomy.gov/feg/taxevb.shtml>

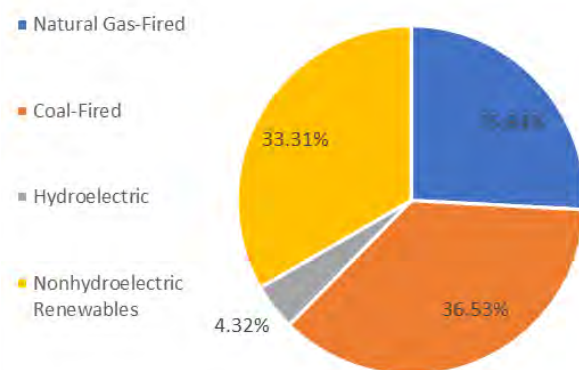
## STATE INCENTIVES & ASSISTANCE

Colorado provides a range of grants, incentives, and exemptions for residents, businesses, and local governments.

- [EV Tax Credit](#)
- [DCFC Plazas Program](#)
- [Charge Ahead Colorado](#)
- [Energy/Mineral Impact Assistance Fund Grant](#)
- [ReCharge Colorado / Northern Colorado Clean Cities](#)
- [School Buses Grant Program](#)
- [Sales and Use Tax Exemption for Low Emitting Heavy Vehicles](#)
- [Colorado Clean Diesel Program](#)
- [Income-Qualified Electric Vehicle Rebate Program](#)

Additional programs are listed on the [Alternative Fuels Data Center website](#).

## ELECTRICITY PRODUCTION

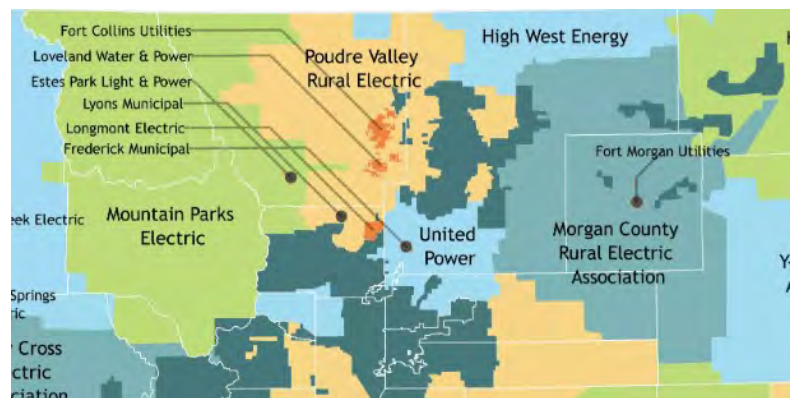


Electricity in Northern Colorado is administered by a mix of municipal providers, electric cooperatives, and private companies.

Source: [Colorado Energy Office](#)

Colorado is expanding its renewable energy resources and has more than tripled those since 2010. As of June 2022, natural gas, coal, and non-hydroelectric renewables like wind energy produce the vast majority of energy in the state. Wind is the largest proportion of non-hydroelectric renewable energy.

Source: [US Energy Information Administration](#)





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

**Move to Approve Agenda and Minutes**

James **moved** to *APPROVE THE October 6, 2022 MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Baszler and **passed** unanimously.

Stephens **moved** to *APPROVE THE SEPTEMBER 1, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by James and **passed** unanimously.

**Public Hearing**

Air Quality Conformity for the 2045 Regional Transportation Plan (RTP) 2022 Update

Karasko stated the purpose of the Public Hearing was to notify the public and receive input on Air Quality Conformity Determination for the 2045 RTP 2022 Update and the FY2023-2026 TIP meet all conformity criteria and planning requirements. No comments were received from the public on the Conformity documents during the 30-day public comment period. Steve Teets, resident of the City of Greeley, provided comment during the hearing.

**AIR QUALITY AGENDA**

NFRMPO Air Quality Program Updates

Karasko stated the AQCC will hold Public Hearing for the new State Implementation Plan (SIP) on December 14.

**METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA**

**REPORTS:**

HR Committee

Director Mallette's annual evaluation will be distributed on October 17. Once the survey closes the HR Committee will meet with Employers Council and will be presented to Planning Council at the December 1 meeting.

Executive Director Report

Mallette noted the Public Involvement Plan (PIP) will be open through November 5 and the Wyoming transit Feasibility Study online open house will be open through October 17.

**CONSENT AGENDA: VanGo™ Policy Changes & Air Quality Conformity**

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

**ACTION ITEMS:**

NFRMPO Greenhouse Gas (GHG) Transportation Report

Stephens **moved** to approve the *NFRMPO GREENHOUSE GAS (GHG) TRANSPORTATION REPORT, RESOLUTION NO. 2022-28* as presented. The motion was **seconded** by James and **passed** unanimously.

2045 Regional Transportation Plan (RTP) 2022 Update

James **moved** to approve the *2045 REGIONAL TRANSPORTATION PLAN (RTP) 2022 UPDATE, RESOLUTION NO. 2022-29*. The motion was **seconded** by Stephens and **passed** unanimously.

**DISCUSSION ITEMS:**

FY2022 TIP Delay Review

Cunningham reviewed the TIP delay procedure, outlining the six project subject to review for FY2022, and the five projects which are requesting one year extensions. One project from the Johnstown is requesting a third one-year extension. Troy White, Johnstown Public Works Director, reviewed the causes of the delay to the project.

#### LinkNoCo Study Recommendations

Chris Proud, HDR, the consultant for the LinkNoCo study, reviewed the recommendations in the final report. The three recommended corridors are Greeley to Loveland via US34; Windsor to Loveland via WCR 17 and US34; and Fort Collins to Greeley via the Great Western Railway. The study outlined possible infrastructure upgrades to these corridors to accommodate new transit along these corridors and possible Intergovernmental Agreement (IGA) options and funding opportunities with each potential option. Council discussed the recommendations and next steps.

#### Records Retention Policy

Mallette noted the NFRMPO has not previously had a formal Record Retention Policy. The recommended policy which details the length of time different materials and documentation must be retained was drafted by the MPO attorneys based on State guidance.

**Larimer County Mobility Committee (LCMC)—MINUTES**  
**September 15<sup>th</sup>, 2022**  
**1:30 p.m. – 2:51 p.m.**

---

**1. Call Meeting to Order, Welcome and Introductions**

- Bridie Smith, COLT
- Connie Nelson-Cleverley, SAINT
- Garrett Mumma, State of CO Vocational Rehabilitation
- Megan Kaliczak, zTrip
- Nicole Limoges, LCOA
- Lorye McLeod, PAFC
- Lisa Bitzer, Via Mobility
- Diana Squire, Cheyenne VA Hospital
- Katlyn Kelly, Transfort/City of Fort Collins
- Ari Edgley, Foothills Gateway
- Anna Russo, Transfort/City of Fort Collins
- Angela Woodall, Foothills Gateway

NFRMPO staff: Cory Schmitt, Alex Gordon, AnnaRose Cunningham, Sheereen Ibtesam

**2. Review of Agenda**

**3. Public Comment (2 minutes each)**

No public comments were received.

**4. Approval of July 2022 Meeting Minutes**

Nelson-Cleverley motioned to approve the July minutes. Mumma seconded the motion, and it was approved unanimously.

**PRESENTATION**

**1) Regional Shift Your Ride – Gordon**

Gordon gave an overview about the regional SHIFT Your Ride campaign in partnership between the NFRMPO and the City of Fort Collins. The [NoCo Shift Your Ride Challenge](#) will run between September 5, 2022 and October 31, 2022 and invites people to shift at least one car trip per week to riding a bus, biking, walking, carpooling, vanpooling, or teleworking. Individuals who are interested can pledge to Shift a Ride at [nfrmpo.org/shift](https://nfrmpo.org/shift).

The website has an interactive map to help people plan their trips and explore the region, more resources for people to find out what's happening, and anything else our partners think would be helpful to promote. Additionally, the website has a spreadsheet diary that calculates a person's impact on their transportation carbon footprint.



## **RIDENOCO UPDATES**

Schmitt gave an update about RideNoCo, including progress on the Trip Discovery Tool and Trip Scheduling phases. See slides [here](#).

With the Trip Discovery Tool nearing completion, members discussed the best way to represent volunteer/human service providers in the planning tool icons to differentiate it from public transit and other modes of transportation. Members came to agreement that an icon showing a hand over a heart or someone helping someone else into a vehicle could be the best way to symbolize volunteer/human service providers.

Schmitt went over updates on Phase 3 of the Trip Scheduling Steering Committee. The Steering Committee met four times over five months and came to agreement on utilizing Transactional Data Specifications and working with 2 volunteer provider software vendors currently used by local providers to make platforms TDS compliant. RideNoCo will procure RideSheet as a customer relationship management (CRM) tool. Building the technology pieces to improve communication and coordination.

## **DISCUSSION ITEMS**

### **1) Fort Collins Walk Audit Results – Schmitt**

Schmitt went over [the ArcGIS Story Map](#) Hanna Johnson put together for the Foothills Mall & Midtown Fort Collins Walk Audit, utilizing the Bike & Ped Safety Reporter Tool.

McLeod expressed that the NFRMPO did a great job coordinating the Walk Audit, helping everyone understand what they were doing, and was very well organized, and that the report (StoryMap) is fantastic. Hoping comments go to places it needs to go to get things worked on to make improvements. McLeod also stated it was a great experience.

### **2) NFRMPO Bike & Ped Safety Reporter Tool – Cunningham**

Cunningham introduced the Bike & Ped Safety Reporter Tool to members, which can be found at [nfrmpo.org/safety](http://nfrmpo.org/safety) as well as via QR code.

Russo asked if the tool will be permanent or will have an end date?

Cunningham responded that the hope is that it will be an ongoing tool but that the MPO is piloting the tool over the next year to evaluate the effectiveness of it.

Russo said she can promote the Bike & Ped Safety Reporter tool in the TransFort newsletter.

Schmitt had a couple of suggestions for additions to the tool. For example, going through the hazard list, “unsafe transit stop” seems unclear. Also “sidewalk cracked or buckling” also could include “uneven” which has been an issue for people who use mobility devices. Schmitt also suggested listening sessions with various community groups such as Senior Centers and assisted living facilities to gather feedback on issues they experience in the built environment; and then file those reports on their behalf instead of expecting them to learn how to use the tool.

Russo suggested working with the Fort Collins Rec Center and Neighborhood Services to promote usage of the tool. Members discussed creating a toolkit to encourage people to do independent walk audits in their own communities in addition to more formal walk audits hosted by organizations such as the NFRMPO.



Schmitt suggested going after funding for something related to walk audits. Maybe creating a toolkit could be a good end-product that the MPO work with PAFC and other partners on. Continue to brainstorm how to get tool widely out to the public with a broad spectrum of community members able to use it and able to have their perspectives heard.

### **3) Fare Free Transit Month Recap – Smith/Russo**

Smith and Russo provided overviews of the August Fare Free Transit Month for COLT and Transfort, respectively. Smith mentioned that COLT ridership neared a return to pre-pandemic levels during the month of August. Russo shared that even though Transfort has been fare free since the beginning of the pandemic, it was noticeable that ridership on the regional FLEX route was up 28% in August 2022 compared with August 2021, possibly indicating that having other systems be fare free such as COLT and RTD may have resulted in greater ridership on FLEX.

With August 2023 slated to be another fare free transit month, members discussed forming a Work Group in early 2023 to help better coordinate and broadcast the initiative regionally given the longer timeline to prepare than the initial Fare Free month.

### **4) 2023 Partner Presentations – All**

Members discussed presentations to have at Mobility Committee meetings in 2023, with the following organizations volunteering:

- Partnership for Age-Friendly Communities (PAFC)
- Colorado Division of Vocational Rehabilitation: overview of services and training for providers serving individuals with visual and other impairments.
- Larimer County Office on Aging: 4-Year Plan update later in 2023
- Transfort/Fort Collins: W Elizabeth BRT, N College MAX, Fare Study findings
- Foothills Gateway
- Via Mobility
- Dementia Together

## **WORKING GROUPS**

### **1) Recruitment Working Group – Schmitt/All**

- a. None this month
- b. **Next Steps:**
  - i. None this month

### **2) Outreach and Education Working Group –All**

- a. **Next Steps:**
  - i. McLeod suggested outreach could be done at the PAFC Fundraising event on October 2<sup>nd</sup> at Spring Canyon Park in Fort Collins. Announced the event to the LCMC with the time from 12pm-3pm. Setup is at 10:30am-11am.





- ii. Schmitt mentioned as Johnson returns more updates will come on the shared resource library and outreach calendar.
- iii. If there are events coming up, RideNoCo would be happy to provide info and materials to share and vice versa.

Schmitt announced the Joint Regional Mobility Meeting Tuesday October 25<sup>th</sup> from 1-3:30pm at the Windsor Community Recreation Center- 250 11<sup>th</sup> St, Windsor, CO 80550. While a virtual option will be available, the plan is for an in-person centric event to encourage the community to all come together across the region. Should have received a calendar invite for that meeting. Reach out to Schmitt at [cschmitt@nfrmpo.org](mailto:cschmitt@nfrmpo.org) if did not receive invite and can get that sent out.

#### **TRANSFORT & COLT NEWS AND UPDATES**

Russo from TransFort mentioned Route 19 had to suspended due to driver shortage; actively recruiting for drivers/bus operators. Offer for full benefits for both part- and full-time bus operator jobs. In good news, all FLEX trips that were eliminated due to the pandemic have been restored, bringing FLEX back to full service.

#### **LCMC MEMBER UPDATES**

Woodall introduced Ari Edgley is the new transportation manager for Foothills Gateway and directed members to reach out to either with questions.

Limoges wanted to plug Larimer County Office of Aging community conversations hosting at multiple locations around Larimer County over the next couple of weeks. Shared email and flyers. Just to get feedback on all types of services and needs that seniors may have out in the community so can use that feedback to put in towards next area plan for Larimer County. Any way to promote that and encourage people to come would be greatly appreciated getting peoples voices heard all over Larimer County.

Schmitt stated he will forward LCOA update on LCMC mailing list just in case there are folks not on LCOA mailing list as well.

#### **Final Public Comment (2 minutes each)**

#### **Next Month's Agenda Topic Suggestions**

None

#### **Upcoming Meetings:**

- a. **LCMC Meeting:** October 25th, 2022 at 1:00 PM at the Windsor Community Rec Center–

# NFRMPO FY 2023 - FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## Administrative Modification #2022-M8

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 8/22/2022

### Strategic

### PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	5,000	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	7PX (SB 228/267)	191,534	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	7,915	7,550	4,621	-	-	-	12,171	-
		State	7PT (SB 267 Transit)	4,300	1,000	-	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	7,714	-	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			<b>Total</b>	<b>273,655</b>	<b>22,082</b>	<b>12,335</b>	-	-	-	<b>34,417</b>	-

**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	5,000	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	851	-	-	-	851	-
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	SPR	-	-	150	-	-	-	150	-
		Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	191,534	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	7,915	7,550	3,769	-	-	-	11,319	-
		State	7PT (SB 267 Transit)	4,300	1,000	-	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	7,714	-	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			<b>Total</b>	<b>273,655</b>	<b>22,082</b>	<b>12,485</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>34,567</b>	<b>-</b>

**Revision:** Shifting \$851K from FASTER Safety to FSB (Faster Safety Backfill) in FY23. Adding \$150K SPR in FY23.

**Transportation Alternatives (TA)****PREVIOUS ENTRY**

Title:	Great Western Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Windsor, Severance, Eaton	Federal	TA	777	-	188	-	-	-	188	-
STIP ID:	SNF5095.002	Local	L	194	-	47	-	-	-	47	-
TIP ID:	2017-001	Local	LOM	270	-	-	-	-	-	0	-
Type:	Bike/Ped Facility		<b>Total</b>	<b>1,241</b>	<b>-</b>	<b>235</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>235</b>	<b>-</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Trail right-of-way.

**REVISED ENTRY**

Title:	Great Western Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Windsor, Severance, Eaton	Federal	TA	777	-	188	-	-	-	188	-
STIP ID:	SNF5095.002	Local	L	194	-	47	-	-	-	47	-
TIP ID:	2017-001	Local	LOM	270	-	86	-	-	-	86	-
Type:	Bike/Ped Facility		<b>Total</b>	<b>1,241</b>	<b>-</b>	<b>321</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>321</b>	<b>-</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Trail right-of-way.

**Revision:** Adding \$86K LOM in FY23

**PREVIOUS ENTRY**

Title:	Willow Bend Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	City of Loveland	Federal	TA	-	-	-	259	260	-	<b>518</b>	-
<b>STIP ID:</b>	SNF5095.006	Local	L	-	-	-	54	54	-	<b>108</b>	-
<b>TIP ID:</b>	2024-001	Local	LOM	-	-	250	250	311	-	<b>811</b>	-
<b>Type:</b>	Bike/Ped Facility		<b>Total</b>	-	-	<b>250</b>	<b>562</b>	<b>625</b>	-	<b>1,437</b>	-
<b>Air Quality:</b>	Exempt from Conformity Analysis										
<b>Description:</b>	Construction of 10' wide, 1.3-mile trail with two bridges and two crosswalks.										

**REVISED ENTRY**

Title:	Willow Bend Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	City of Loveland	Federal	TA	-	-	-	259	260	-	<b>518</b>	-
<b>STIP ID:</b>	SNF5095.006	State	MMOF	-	-	1,200	-	-	-	<b>1,200</b>	-
<b>TIP ID:</b>	2024-001	Local	L	-	-	1,200	54	54	-	<b>1,308</b>	-
<b>Type:</b>	Bike/Ped Facility	Local	LOM	-	-	431	-	-	-	<b>431</b>	-
<b>Air Quality:</b>	Exempt from Conformity Analysis		<b>Total</b>	-	-	<b>2,831</b>	<b>312</b>	<b>314</b>	-	<b>3,457</b>	-
<b>Description:</b>	Construction of 10' wide, 1.5-mile trail with two bridges, two crosswalks trailhead facilities and amenities.										
<b>Revision:</b>	Adding \$2,020K (\$1,200K State/\$1,200K Local/\$431K Local Overmatch) in FY2023 awarded by Planning Council with Resolution 2022-23 and removing LOM in FY24 and FY25. Revising project description.										

**Multimodal Transportation and Mitigation Options Fund (MMOF)****PREVIOUS ENTRY**

Title:	West Elizabeth Corridor - Preliminary Design	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Fort Collins	State	MMOF	750	-	-	-	-	-	<b>0</b>	-
<b>STIP ID:</b>	SR47007.024	Local	L	750	-	-	-	-	-	<b>0</b>	-
<b>TIP ID:</b>	2020-025		<b>Total</b>	<b>1,500</b>	-	-	-	-	-	<b>0</b>	-
<b>Type:</b>	Study										
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	30% preliminary engineering design for West Elizabeth from Overland to Mason										

**REVISED ENTRY**

Title:	West Elizabeth Corridor Design	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Fort Collins	Federal	MMOF	-	1,232	-	-	-	-	<b>1,232</b>	-
<b>STIP ID:</b>	SR47007.024	State	MMOF	750	-	-	-	-	-	<b>0</b>	-
<b>TIP ID:</b>	2020-025	Local	L	750	1,232	-	-	-	-	<b>1,232</b>	-
<b>Type:</b>	Study	Local	LOM	-	36	-	-	-	-	<b>36</b>	-
<b>Air Quality:</b>	Exempt from conformity analysis		<b>Total</b>	<b>1,500</b>	<b>2,500</b>	-	-	-	-	<b>2,500</b>	-
<b>Description:</b>	Engineering design for West Elizabeth from Overland to Mason(FY2019 MMOF: 30% preliminary design, FY2023 MMOF: 100% design)										
<b>Revision:</b>	Revising project name and description, adding \$2,500K (\$1,232K Federal/\$1,232K Local/\$36K Local Overmatch) in FY23 Rolled.										

**PREVIOUS ENTRY**

Title:	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Fort Collins	State	MMOF	-	500	-	-	-	-	<b>500</b>	-
<b>STIP ID:</b>	SR47007.021	Local	L	-	500	-	-	-	-	<b>500</b>	-
<b>TIP ID:</b>	2020-031	Local	LOM	-	1,135	-	-	-	-	<b>1,135</b>	-
<b>Type:</b>	Bike/Ped Facility		<b>Total</b>	-	<b>2,135</b>	-	-	-	-	<b>2,135</b>	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	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 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Fort Collins	Federal	MMOF	-	247	-	-	-	-	<b>247</b>	-
<b>STIP ID:</b>	SR47007.021	State	MMOF	-	500	203	-	-	-	<b>703</b>	-
<b>TIP ID:</b>	2020-031	Local	L	-	747	203	-	-	-	<b>950</b>	-
<b>Type:</b>	Bike/Ped Facility	Local	LOM	-	1,135	2,520	-	-	-	<b>3,655</b>	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Construct grade separated crossing and 0.8 miles of trail										
<b>Revision:</b>	Adding \$3,420K (\$247K Federal/\$247K Local in FY23 Rolled/\$203K State, \$203 Local, and \$2,520K Local Overmatch in FY23)										



# NFRMPO FY 2023 - FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## Administrative Modification #2022-M9

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 9/21/2022

### Strategic

### PREVIOUS ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	4,468	-	-	-	-	-	-	-
<b>Type:</b>	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
<b>Description:</b>	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	FSB	-	-	7,014	-	-	-	7,014	-
		Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
		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	-	-	-	-	-	-	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,383	42,421	93,402	18,408	-	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			<b>Total</b>	<b>497,818</b>	<b>42,421</b>	<b>100,416</b>	<b>18,408</b>	-	-	<b>161,245</b>	-

**REVISED ENTRY**

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	3,657	811	-	-	-	-	811	-
<b>Type:</b>	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
<b>Description:</b>	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	FSB	-	-	7,014	-	-	-	7,014	-
		Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
		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	-	-	-	-	-	-	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,383	42,421	93,402	18,408	-	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			<b>Total</b>	<b>497,006</b>	<b>43,232</b>	<b>100,416</b>	<b>18,408</b>	-	-	<b>162,056</b>	-
<b>Revision:</b>	Rolling \$811K CMAQ from FY22 to FY23 Rolled.										

**PREVIOUS ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	5,000	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	851	-	-	-	851	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	191,534	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	7,915	7,550	3,769	-	-	-	11,319	-
		State	7PT (SB 267 Transit)	4,300	1,000	-	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	7,714	-	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			<b>Total</b>	<b>273,655</b>	<b>22,082</b>	<b>12,485</b>	-	-	-	<b>34,567</b>	-

**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	851	-	-	-	851	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	191,534	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	7,915	7,550	3,769	-	-	-	11,319	-
		State	7PT (SB 267 Transit)	4,300	1,000	-	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	7,714	-	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			<b>Total</b>	<b>268,655</b>	<b>27,082</b>	<b>12,485</b>	-	-	-	<b>39,567</b>	-

**Revision:** Rolling \$5,000K MMOF from FY22 to FY23 Rolled

## Congestion Mitigation & Air Quality (CMAQ)

### PREVIOUS ENTRY

Title:	GET CNG Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley-Evans	Federal	CMAQ	5,272	-	-	-	-	-	0	-
STIP ID:	SST7007.010	Local	L	629	-	-	-	-	-	0	-
TIP ID:	2016-004		<b>Total</b>	<b>5,901</b>	-	-	-	-	-	0	-
Type:	Rolling Stock Replacement and Fleet Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	Replacement of 30 foot body on chassis diesel fixed route buses and purchase of one (1) 40' bus for the Poudre Express.										

### REVISED ENTRY

Title:	GET CNG Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley-Evans	Federal	CMAQ	4,626	646	-	-	-	-	646	-
STIP ID:	SST7007.010	Local	L	629	-	-	-	-	-	0	-
TIP ID:	2016-004		<b>Total</b>	<b>5,255</b>	<b>646</b>	-	-	-	-	<b>646</b>	-
Type:	Rolling Stock Replacement and Fleet Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	Replacement of 30 foot body on chassis diesel fixed route buses and purchase of one (1) 40' bus for the Poudre Express.										
Revision:	Rolling project from FY22-25 TIP to current TIP and rolling \$646K Federal from FY22 to FY23 Rolled.										

### PREVIOUS ENTRY

Title:	COLT CNG Bus Replacement/Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	1,922	-	-	-	-	-	0	-
STIP ID:	SST7007.011	Local	L	399	-	-	-	-	-	0	-
TIP ID:	2018-001	Local	LOM	136	-	-	-	-	-	0	-
Type:	Rolling Stock Replacement and Fleet Expansion		<b>Total</b>	<b>2,457</b>	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.										

### REVISED ENTRY

Title:	COLT CNG Bus Replacement/Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	1,719	203	-	-	-	-	203	-
STIP ID:	SST7007.011	Local	L	348	51	-	-	-	-	51	-
TIP ID:	2018-001	Local	LOM	9	127	-	-	-	-	127	-
Type:	Rolling Stock Replacement and Fleet Expansion		<b>Total</b>	<b>2,076</b>	<b>381</b>	-	-	-	-	<b>381</b>	-
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.										
Revision:	Rolling project from FY22-25 TIP to current TIP and rolling \$381K (\$203K Federal/\$51K Local/\$127 Local Overmatch) from FY22 to FY23 Rolled.										

**PREVIOUS ENTRY**

Title:	Transfort CNG Buses	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	1,946	-	-	-	-	-	0	-
STIP ID:	SST7007.015, SST7077.017	State	MMOF	908	-	-	-	-	-	0	-
TIP ID:	2020-001	Local	L	206	-	-	-	-	-	0	-
Type:	Transit	Local	LOM	50	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis	Total		3,110	-	-	-	-	-	0	-
Description:	Transfort will replace 5 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled Vehicles										

**REVISED ENTRY**

Title:	Transfort CNG Buses	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	950	996	-	-	-	-	996	-
STIP ID:	SST7007.015, SST7077.017	State	MMOF	908	-	-	-	-	-	0	-
TIP ID:	2020-001	Local	L	206	-	-	-	-	-	0	-
Type:	Transit	Local	LOM	48	2	-	-	-	-	2	-
Air Quality:	Exempt from conformity analysis	Total		2,112	998	-	-	-	-	998	-
Description:	Transfort will replace 5 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled Vehicles										
Revision:	Rolling project from FY22-25 TIP to current TIP and rolling \$998K (\$996K Federal/\$2K Local) from FY22 to FY23 Rolled.										

**PREVIOUS ENTRY**

Title:	GET CNG Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley-Evans	Federal	CMAQ	2,488	-	-	-	-	-	0	-
STIP ID:	SST7007.018	Local	L	315	-	-	-	-	-	0	-
TIP ID:	2020-002	Total		2,803	-	-	-	-	-	0	-
Type:	Rolling Stock Replacement and Fleet Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles, and purchase one (1) 40' bus for the Poudre Express.										

**REVISED ENTRY**

Title:	GET CNG Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley-Evans	Federal	CMAQ	-	2,488	-	-	-	-	2,488	-
STIP ID:	SST7007.018	Local	L	-	315	-	-	-	-	315	-
TIP ID:	2020-002		Total	-	2,803	-	-	-	-	2,803	-
Type:	Rolling Stock Replacement and Fleet Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles, and purchase one (1) 40' bus for the Poudre Express.										
Revision:	Rolling project from FY22-25 TIP to current TIP and rolling \$2,803K (\$2,488K Federal/\$315K Local) from FY22 to FY23 Rolled.										



**PREVIOUS ENTRY**

Title:	COLT Diesel Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Loveland	Federal	CMAQ	436	-	-	-	-	-	0	-
<b>STIP ID:</b>	SST7007.016	Local	L	91	-	-	-	-	-	0	-
<b>TIP ID:</b>	2020-006		<b>Total</b>	<b>527</b>	-	-	-	-	-	0	-
<b>Type:</b>	Rolling Stock Replacement										
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Replace one existing bus within City of Loveland Transit (COLT) fleet. Bus will be clean diesel or CNG.										

**REVISED ENTRY**

Title:	COLT Diesel Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Loveland	Federal	CMAQ	316	120	-	-	-	-	120	-
<b>STIP ID:</b>	SST7007.016	Local	L	61	30	-	-	-	-	30	-
<b>TIP ID:</b>	2020-006		<b>Total</b>	<b>377</b>	<b>150</b>	-	-	-	-	<b>150</b>	-
<b>Type:</b>	Rolling Stock Replacement										
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Replace one existing bus within City of Loveland Transit (COLT) fleet. Bus will be clean diesel or CNG.										
<b>Revision:</b>	Rolling project from FY22-25 TIP to current TIP and rolling \$150K (\$120K Federal/\$30K Local) from FY22 to FY23 Rolled.										

**PREVIOUS ENTRY**

Title:	Transfort Electric Bus Purchase	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Fort Collins	Federal	CMAQ	1,569	-	2,798	-	-	-	2,798	-
<b>STIP ID:</b>	SST7007.017	Federal	5339c	3,523	-	-	-	-	-	0	-
<b>TIP ID:</b>	2022-002	State	FASTER	200	-	-	-	-	-	0	-
<b>Type:</b>	Rolling Stock Replacement	Local	L	706	-	582	-	-	-	582	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Purchase of five electric buses and associated equipment.										
			<b>Total</b>	<b>5,998</b>	-	<b>3,380</b>	-	-	-	<b>3,380</b>	-

**REVISED ENTRY**

Title:	Transfort Electric Bus Purchase	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Fort Collins	Federal	CMAQ	-	1,569	2,798	-	-	-	4,367	-
<b>STIP ID:</b>	SST7007.017	Federal	5339c	-	3,523	-	-	-	-	3,523	-
<b>TIP ID:</b>	2022-002	State	FASTER	-	200	-	-	-	-	200	-
<b>Type:</b>	Rolling Stock Replacement	Local	L	-	706	582	-	-	-	1,288	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Purchase of five electric buses and associated equipment.										
<b>Revision:</b>	Rolling \$5,998K (\$5092K Federal/\$200K State/706K Local) from FY22 to FY23 Rolled.										
			<b>Total</b>	-	<b>5,998</b>	<b>3,380</b>	-	-	-	<b>9,378</b>	-

**PREVIOUS ENTRY**

Title:	US 287 and Trilby Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Fort Collins	Federal	CMAQ	748	-	-	-	-	-	-	-
<b>STIP ID:</b>	SR46666.060	Federal	STBG	75	-	571	3,045	-	-	<b>3,616</b>	-
<b>TIP ID:</b>	2023-002	Local	L	81	-	119	633	-	-	<b>752</b>	-
<b>Type:</b>	Intersection Improvements	Local	LOM	919	-	-	-	-	-	-	-
<b>Air Quality:</b>	Exempt from conformity analysis		<b>Total</b>	<b>1,823</b>	-	<b>690</b>	<b>3,678</b>	-	-	<b>4,368</b>	
<b>Description:</b>	Engineering, utilities, and ROW acquisition and construction of new signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool and FASTER Safety pools.										

**REVISED ENTRY**

Title:	US 287 and Trilby Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Fort Collins	Federal	CMAQ	387	361	-	-	-	-	<b>361</b>	-
<b>STIP ID:</b>	SR46666.060	Federal	STBG	75	-	571	3,045	-	-	<b>3,616</b>	-
<b>TIP ID:</b>	2023-002	Local	L	81	-	119	633	-	-	<b>752</b>	-
<b>Type:</b>	Intersection Improvements	Local	LOM	919	-	-	-	-	-	-	-
<b>Air Quality:</b>	Exempt from conformity analysis		<b>Total</b>	<b>1,462</b>	<b>361</b>	<b>690</b>	<b>3,678</b>	-	-	<b>4,729</b>	
<b>Description:</b>	Engineering, utilities, and ROW acquisition and construction of new signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool and FASTER Safety pools.										
<b>Revision:</b>	Rolling \$361K from FY22 to FY23 Rolled.										

**Surface Transportation Block Grant (STBG)****PREVIOUS ENTRY**

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Larimer County	Federal	STBG	-	253	-	-	-	-	253	-
<b>STIP ID:</b>	SNF5095.003	Federal	PNF	-	243	-	-	-	-	243	-
<b>TIP ID:</b>	2021-001	Local	L	-	343	-	-	-	-	343	-
<b>Type:</b>	Widening	Local	LOM	-	1,155	-	-	-	-	1,155	-
	Bike/Ped Facility		<b>Total</b>	-	<b>1,994</b>	-	-	-	-	<b>1,994</b>	-
<b>Air Quality:</b>	Included in conformity analysis										
<b>Description:</b>	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.										

**REVISED ENTRY**

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Larimer County	Federal	STBG	-	253	-	-	-	-	253	-
<b>STIP ID:</b>	SNF5095.003	Federal	PNF	-	243	-	-	-	-	243	-
<b>TIP ID:</b>	2021-001	Local	L	-	396	-	-	-	-	396	-
<b>Type:</b>	Widening	Local	LOM	-	1,155	-	-	-	-	1,155	-
	Bike/Ped Facility		<b>Total</b>	-	<b>2,047</b>	-	-	-	-	<b>2,047</b>	-
<b>Air Quality:</b>	Included in conformity analysis										
<b>Description:</b>	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.										
<b>Revision:</b>	Adding \$53K Local funding to FY23 Rolled										

**PREVIOUS ENTRY**

Title:	CR 19 (Taft Hill) Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Fort Collins, Larimer County	Federal	STBG	-	3,834	-	-	-	-	3,834	-
<b>STIP ID:</b>	SNF5788.051	Local	L	-	797	-	-	-	-	797	-
<b>TIP ID:</b>	2022-005	Local	LOM	-	749	-	-	-	-	749	-
<b>Type:</b>	Widening		<b>Total</b>	-	<b>5,380</b>	-	-	-	-	<b>5,380</b>	-
<b>Air Quality:</b>	Included in conformity analysis										
<b>Description:</b>	4-lane arterial from Horsetooth Rd to Harmony Rd.										

**REVISED ENTRY**

Title:	CR 19 (Taft Hill) Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Fort Collins, Larimer County	Federal	STBG	-	3,834	-	-	-	-	3,834	-
<b>STIP ID:</b>	SNF5788.051	Local	L	-	797	-	-	-	-	797	-
<b>TIP ID:</b>	2022-005	Local	LOM	-	1,407	-	-	-	-	1,407	-
<b>Type:</b>	Widening		<b>Total</b>	-	<b>6,038</b>	-	-	-	-	<b>6,038</b>	-
<b>Air Quality:</b>	Included in conformity analysis										
<b>Description:</b>	4-lane arterial from Horsetooth Rd to Harmony Rd.										
<b>Revision:</b>	Adding \$658K LOM in FY23 Rolled										

## Multimodal Transportation and Mitigation Options Fund (MMOF)

### PREVIOUS ENTRY

Title:	Greeley #3 Canal Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley	State	MMOF	-	350	-	-	-	-	350	-
STIP ID:	SR47007.018	Local	L	-	350	-	-	-	-	350	-
TIP ID:	2020-021		<b>Total</b>	-	<b>700</b>	-	-	-	-	<b>700</b>	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.9 miles of trail (phase 2 and phase 3)										

### REVISED ENTRY

Title:	Greeley #3 Canal Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley	State	MMOF	350	-	-	-	-	-	0	-
STIP ID:	SR47007.018	Local	L	350	-	-	-	-	-	0	-
TIP ID:	2020-021		<b>Total</b>	<b>700</b>	-	-	-	-	-	0	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.9 miles of trail (phase 2 and phase 3)										
Revision:	Project funds obligated in FY22, removing project from current TIP.										

## Other Federal Transit

### PREVIOUS ENTRY

Title:	Transfort Maintenance Facility Repairs	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	ARP	-	-	4,800	-	-	-	4,800	-
STIP ID:	SST6729.044		<b>Total</b>	-	-	<b>4,800</b>	-	-	-	<b>4,800</b>	-
TIP ID:	2023-009										
Type:	Facility Improvements										
Air Quality:	Exempt from Conformity Analysis										
Description:	Upgrading electrical and Heating Ventilation and Air Conditioning (HVAC) equipment, which are past their useful life, at the Transfort Maintenance Facility										

### REVISED ENTRY

Title:	Transfort Maintenance Facility Repairs	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	ARP	-	-	4,800	-	-	-	4,800	-
STIP ID:	SST6741.136		<b>Total</b>	-	-	<b>4,800</b>	-	-	-	<b>4,800</b>	-
TIP ID:	2023-009										
Type:	Facility Improvements										
Air Quality:	Exempt from Conformity Analysis										
Description:	Upgrading electrical and Heating Ventilation and Air Conditioning (HVAC) equipment, which are past their useful life, at the Transfort Maintenance Facility										
Revision:	Correcting STIP ID.										

## CDOT Region 4 Inactive Projects Report (October 2022) - North Front Range MPO

Project	Local	Number	Description	Budget	Expend	Encumbered	Balance	FHWA End Date	Activity Status
22282	Greeley	FSA M570-053	Greeley Evans Transit Bus Yard	\$160,000.00	\$0.00	\$160,000.00	\$0	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23944	Berthoud	MTF M070-909	Berthoud Pkwy Trail Gap Elimination	\$200,000.00	\$0.00	\$200,000.00	\$0	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23933	Greeley	MTF M570-061	Greeley Comp. Transportation Plan	\$325,000.00	\$60,103.51	\$264,896.49	\$0	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23926	Windsor	MTF M377-010	7th St MMTF Transportation Study	\$150,000.00	\$78,782.41	\$71,217.59	\$0	No Federal Funds	2-ALERT, Greater Than 9 Months Since Activity
20389	Greeley	AQC M570-048	10th Street in Greeley: Phase II	\$4,743,069.00	\$2,631,260.46	\$1,461,808.17	\$650,000	10/31/2022	3-Caution, Greater Than 6 Months Since Activity
22461	Fort Collins	FSA M455-126	College & Troutman Signal Upgrades	\$250,000.00	\$26,677.75	\$223,322.25	\$0	No Federal Funds	3-Caution, Greater Than 6 Months Since Activity
23934	Fort Collins	MTF M455-138	West Elizabeth Corridor in Fort Collins	\$750,000.00	\$0.00	\$750,000.00	\$0	No Federal Funds	3-Caution, Greater Than 6 Months Since Activity
23945	Greeley	MTF M570-062	Greeley No.3 Canal Trail 2020	\$350,000.00	\$0.00	\$350,000.00	\$0	No Federal Funds	3-Caution, Greater Than 6 Months Since Activity
21966	Fort Collins	SHO M455-124	US 287 & Trilby Road Intersection	\$924,998.00	\$0.00	\$924,998.00	\$0	9/30/2023	3-Caution, Greater Than 6 Months Since Activity
21996	Fort Collins	STU M455-125	Timberline Road Corridor Improvements	\$2,694,602.00	\$0.00	\$2,694,602.00	\$0	4/30/2025	3-Caution, Greater Than 6 Months Since Activity
21998	Loveland	STU M830-094	US 34 Widening Boise Ave to I25	\$3,225,027.00	\$2,264,247.09	\$960,779.91	\$0	4/30/2023	3-Caution, Greater Than 6 Months Since Activity
23045	Greeley	AQC M570-054	Phase III Fiber 2022	\$309,013.00	\$0.00	\$309,013.00	\$0	7/31/2023	4-Good, Activity in the last 6 Months
21997	Loveland	AQC M830-093	Traffic Signal Progression Imprv. US34	\$773,040.00	\$758,115.00	\$14,925.00	\$0	6/30/2023	4-Good, Activity in the last 6 Months
20825	Fort Collins	BRO M455-121	Spring Ck at Riverside (FCRVSD-S.2PRST)	\$1,444,500.00	\$1,388,188.18	\$56,311.82	\$0	4/30/2023	4-Good, Activity in the last 6 Months
23491	Loveland	BRO M830-100	Loveland 1st St Irrigation Canal Bridge	\$625,000.00	\$0.00	\$625,000.00	\$0	6/30/2025	4-Good, Activity in the last 6 Months
23028	Berthoud	SAR M070-907	Berthoud Safe Routes Phase 1	\$375,000.00	\$355,775.72	\$0.00	\$19,224	4/30/2022	4-Good, Activity in the last 6 Months
23025	Fort Collins	SAR M455-127	Hampshire Bikeway Arterial Crossing	\$619,814.00	\$83,572.33	\$536,241.57	\$0	10/31/2022	4-Good, Activity in the last 6 Months
23026	Loveland	SAR M830-097	North Wilson Avenue Sidewalk	\$410,730.00	\$410,729.80	\$0.00	\$0	4/30/2022	4-Good, Activity in the last 6 Months
24105	Fort Collins	STU 2873-215	US 287 Intersection Improvements	\$83,108.00	\$0.00	\$83,108.00	\$0	3/31/2024	4-Good, Activity in the last 6 Months
23049	Evans	STU M415-021	Widening 37th St/47th Ave	\$1,351,087.00	\$0.00	\$1,351,087.00	\$0	10/31/2023	4-Good, Activity in the last 6 Months
23632	Larimer County	TAP CO60-090	Non Motorized Sidewalk 57th St/US287	\$143,750.00	\$71,720.30	\$72,029.70	\$0	9/30/2022	4-Good, Activity in the last 6 Months
23639	Severance	TAP M192-002	WCR 23/Great Western Trail Connection	\$600,000.00	\$72,714.14	\$527,285.86	\$0	4/30/2025	4-Good, Activity in the last 6 Months
24475	Town of Windsor	TAP M377-012	Great Western Trail Windsor Phase II	\$234,907.00	\$0.00	\$234,907.00	\$0	10/31/2024	4-Good, Activity in the last 6 Months
23630	Fort Collins	TAP M455-133	LaPorte Ave Fishback to Sunset Sidewalks	\$573,978.00	\$0.00	\$573,978.00	\$0	12/31/2023	4-Good, Activity in the last 6 Months
21992	Johnstown	TAP M690-001	Little Thompson River Trail Phase 1a	\$118,055.00	\$96,117.05	\$21,937.95	\$0	2/28/2023	4-Good, Activity in the last 6 Months
23631	Loveland	TAP M830-102	Centerra Trail	\$764,306.00	\$113,823.00	\$650,483.00	\$0	12/31/2025	4-Good, Activity in the last 6 Months

**Bold indicates FHWA End Date expiring within 6 months**

**Red indicates expired FHWA End Date**

**Highlight indicates fast approaching FHWA End Date**