

[Cover Image Credit](#)

Left – NFRMPO Staff – Foothills Mall Walk Audit

Center – Weld County – Construction of Roundabout at O St & 35th Ave

Right – NFRMPO Staff – Greeley Evans Transit (GET) Bus



North Front Range
Metropolitan
Planning
Organization

FFY2022 Listing of Federally Obligated Projects

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Purpose of this Report

The purpose of this report is to identify federal funding obligations for surface transportation in the North Front Range Metropolitan Planning Organization (NFRMPO) region that took place during Fiscal Year (FY) 2022, which covers October 1, 2021 to September 30, 2022.

The Federal Highway Administration (FHWA) defines “obligation” as a legal commitment by the Federal government “to pay or reimburse a State or other entity for the Federal share of a project’s eligible costs.”¹ Obligation occurs when FHWA or the Federal Transit Administration (FTA) approves the project and executes the project agreement, not when cash (or an electronic payment) is transferred. Obligated projects were not necessarily initiated or completed during this year. The obligated amounts reflected in this report also may not be equal to the final project cost.

Background

The [Bipartisan Infrastructure Law \(BIL\)](#) enacted as the Infrastructure Investment and Jobs Act (IIJA), was signed into law on November 15, 2021 and supersedes the [Fixing America’s Surface Transportation Act \(FAST Act\)](#), a federal transportation funding bill signed into law in 2015. The FAST Act required MPOs to publish an Annual Listing of Obligated Projects (23 CFR 450.334) detailing which funds have been obligated in the preceding federal fiscal year, as a record of project delivery and progress report for public information and disclosure. The IIJA continues this requirement. The FAST Act was preceded by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was enacted in 2012. The FAST Act represented the first long-term comprehensive surface transportation legislation since the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act in 2005.

The NFRMPO is an association of 15 local governments made up of portions of Larimer and Weld counties, the cities of Evans, Fort Collins, Greeley, and Loveland, and the towns of Berthoud, Eaton, Garden City, Johnstown, LaSalle, Milliken, Severance, Timnath, and Windsor. A representative of the State’s Transportation Commission and Colorado Department of Public Health and Environment’s (CDPHE) Air Pollution Control Division (APCD) is appointed to serve on the NFRMPO’s Council, officially named the North Front Range Transportation & Air Quality Planning Council (NFRT&AQPC).

Every Metropolitan Planning Organization (MPO) is responsible for planning, programming, and coordinating federal transportation investments, along with its partners from state and federal governments and public transit operators. The NFRMPO develops its programs by working with elected officials, staff from local governments, and the public, through a committee system where the committee and Council discuss various issues and make recommendations. During 2022, the NFRMPO active committees included the Finance Committee, HR Committee, and Technical Advisory Committee (TAC). Working committees and ad hoc groups are also created and appointed, as needs dictate.

Regional Transportation Plan

The NFRMPO develops and maintains a corridor-based Regional Transportation Plan (RTP) with a minimum 20-year horizon. Only projects requiring air quality conformity are identified and modeled. The vision plan and the fiscally constrained plan identify corridor-level improvements, providing greater flexibility during project selection. The fiscally constrained portion of the RTP identifies the regionally

¹ Funding Federal-Aid Highways. <https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/04.cfm>. January 2017.

significant, multimodal transportation projects which can be implemented by the planning horizon year with financial resources reasonably anticipated to be available. Federal law requires the RTP be updated at least every four years in nonattainment or maintenance areas. The applicable RTP for this document is the [2045 RTP](#), adopted by the NFRT&AQPC on September 5, 2019.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the adopted list of regionally significant and federally funded roadway, bicycle, pedestrian, and transit projects programmed in the region over the next four years. Projects in the TIP must be consistent with the RTP vision for each corridor, if applicable, before they can be programmed.

Federal rules require the TIP be updated at least every four years, including specific projects and funding pools. In accordance with federal requirements, the NFRMPO's TIP covers at least a four-year period.

The TIP currently in effect is the [FY2023-2026 TIP](#), which was adopted by the NFRT&AQPC on May 5, 2022. Projects included in the FY2023-2026 TIP were eligible to receive federal funds beginning July 1, 2022.

Public Involvement

The NFRMPO actively engages the public in the regional transportation planning process and embraces federal requirements that MPOs provide complete information, timely public notice, full public access to key decisions, and early and continuous involvement in developing the RTP, TIP, and other planning products. The NFRMPO's public involvement strategies include presenting information and educating the public, reaching out to protected and underrepresented populations, continually soliciting public input, facilitating the flow of information between the public and decision makers, and responding to public concerns. Public involvement strategies are discussed in depth in the [2022 Public Involvement Plan \(PIP\)](#), adopted by the NFRT&AQPC on December 1, 2022.

Obligation Report

The project-specific obligation tables in this report are organized by TIP funding category. Nearly all the projects listed in this report are featured individually in the NFRMPO's TIP documents, which are available at nfrmpo.org/tip/. Projects that are not identified individually in the TIP, known as "pool projects", are grouped based on funding type. Each project is listed in the obligation tables with the following information:

- ❖ The **STIP WBS ID** is the work breakdown structure identification number assigned to each project by CDOT and assists with the identification of projects across the TIP and STIP documents.
- ❖ The **Project Code Number** on highway projects is a tracking number assigned by CDOT for financial management purposes. For transit projects, FTA assigns an FTA Subgrant WBS/Project ID.
- ❖ The **Project Sponsor** is the lead agency responsible for initiating, managing, and completing the project and, in many if not all cases, for providing matching funds.
- ❖ The **Federal Obligation** is the federal funding commitment made during FFY2022 (October 1, 2021 – September 30, 2022).
- ❖ The **Federal Request in TIP** identifies all federal funding programmed in current and/or previous TIPs. This information is not available for pool projects. For transit projects that repeat annually, only FFY2023 funding is shown.

- ❖ The **Federal Funds Remaining** is federal funding programmed in the FY2023-2026 TIP for the active years of the TIP. This information is not available for pool projects. For transit projects that repeat annually, only FFY2023 funding is shown.

Some projects include funds from multiple TIP program categories; thus, one project line under one funding source does not necessarily equal the total obligated funding for that project. In these instances, the same project location description will appear in several funding sections of the project listing. For the total obligated in FFY2022 for the project, one must add the funding in each category.

To offset the financial burdens of the COVID19 pandemic, the United States Federal government put into place several stimulus relief bills in FFY2020 and FFY2021. The NFRMPO has obligations for projects utilizing each of the following stimulus relief funds:

- In 2020, the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) provided funding to transit agencies to prevent, prepare for, and respond to COVID-19.
- The Consolidated Appropriations Act of 2021 provided stimulus relief to state departments of transportation and which was available to be used for any project eligible for Surface Transportation Block Grant (STBG) funding.
- The American Rescue Plan (ARP) of 2021 provided funding to help hard-hit public transit agencies to avoid layoffs and service reductions.

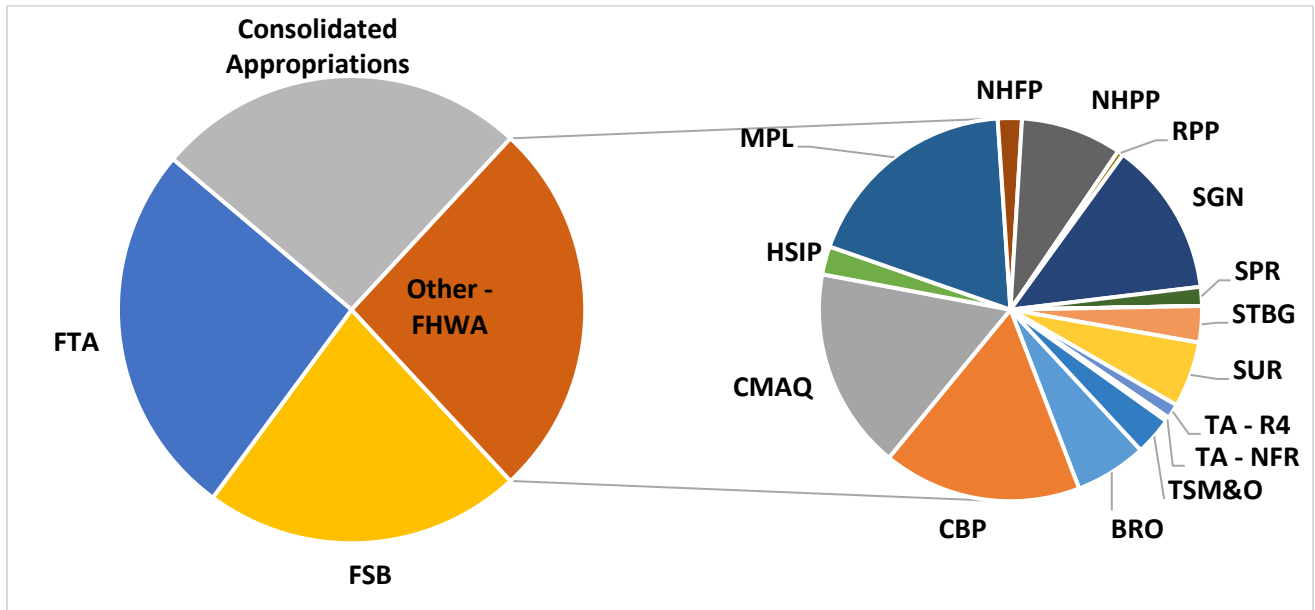
Most transit agency projects funded with CARES Act funding were not required to be included in the TIP or STIP, which is why the projects with these funding obligations do not have data for the following fields: STIP WBS ID, Federal Request in TIP, and Federal Funds Remaining.

This report also presents figures for reducing federal funds, which is called de-obligation. De-obligation occurs when CDOT reduces or removes a project's federal funds. De-obligation can occur for several reasons:

- ❖ Bids come in lower than the amount obligated for a project. If so, after the project bid is accepted, the federal funds are reduced and shown as a negative obligation.
- ❖ On Advance Constructed projects, amounts being obligated on such projects may need to be adjusted, resulting in the de-obligation of funds.
 - Advance construction allows projects to be funded with Federal-aid dollars at a later date.
- ❖ A project phase (e.g. right-of-way, design, or construction) is closed out causing funds remaining in that phase to be de-obligated. This action must happen before the funds can be obligated to another phase of the same project.
- ❖ After a project has been completed and all bills have been paid, any remaining obligation authority is returned to the Federal government and shown as a de-obligation, or negative number.
- ❖ If a project will not be completed and federal funds were previously obligated, funds for the project are de-obligated.

The following charts and tables are based on records obtained from CDOT, FTA, and/or local transit agencies as the NFRMPO does not participate directly in the obligation process.

FFY2022 Program Summary



Funding Program	Percent of Total Obligation	Federal Obligation
Bridge Off Systems (BRO)	1.59%	\$567,511
Bridge On System /Construction Bridge Program (CBP)	4.39%	\$1,568,609
Congestion Mitigation and Air Quality (CMAQ)	4.46%	\$1,592,006
Consolidated Appropriations Act	25.75%	\$9,194,602
<i>Pandemic – Regional Distribution -R4 (PAN)</i>		\$6,500,000
<i>Pandemic – North Front Range MPO (PNF)</i>		\$2,694,602
FASTER Safety Backfill (FSB)	22.03%	\$7,865,284
FTA	26.03%	\$11,749,706
<i>FTA-5310</i>		\$489,854
<i>FTA-5339</i>		\$1,611,972
<i>CARES ACT</i>		\$9,647,880
Highway Safety Improvement Program (HSIP)	0.63%	\$223,404
Metro Planning (MPL)	4.87%	\$1,738,576
National Highway Freight Program (NHFP)	0.53%	\$189,999
National Highway Performance Program (NHPP)	2.24%	\$798,141
Regional Priority Program (RPP)	0.13%	\$46,449
Safe Routes to School (SRTS)	-0.10%	(\$34,682)
State Planning and Research (SPR)	0.42%	\$150,000
Surface Transportation Block Grant (STBG)	0.80%	\$286,498
Surface Treatment (SUR)	1.45%	\$519,203
Transportation Alternatives – NFR (TA – NFR)	0.09%	\$33,054
Transportation Alternatives – CDOT R4 (TA – R4)	0.32%	\$115,000
Traffic Signals (SGN)	3.43%	\$1,224,406
Transportation Systems Management & Operations (TSM&O)	0.84%	\$300,000
Total:	100.0%	\$35,882,760

FFY2022 Listing of Federally Obligated Projects

FHWA Funding

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
Bridge – Off State System						
SR46601.027	20825	Spring Ck at Riverside (FCRVSD-E-S.2PRST)	Fort Collins	\$567,511	N/A	N/A
Bridge – On System / Construction Bridge Program (CBP)						
SR46598.054	20952	I-25: Preventative Bridge Maint.	CDOT	\$1,568,609	N/A	N/A
Congestion Mitigation & Air Quality (CMAQ)						
SNF5173.015	16525	Jefferson Street/SH14 Improvements	Fort Collins	\$124,106	\$940,000	\$0
SSP4428.012	21506	I-25 North: SH 402 to SH 14	CDOT	\$908,041	N/A	N/A
SNF5173.054	20952	Traffic Signal Progression Imprpv. US34	Loveland	\$640,000	\$640,000	\$0
Consolidated Appropriations Act						
SSP4428.014	24304	I-25 Segment 6 CP6 with PNF Buildout	CDOT	\$6,500,000	\$6,500,000	\$0
SNF5788.047	21996	Timberline Road Corridor Improvements	Fort Collins	\$2,694,602	\$2,694,602	\$0
FASTER Safety Backfill (FSB)						
SSP4428.014	23084	I-25 Express lanes Segment 6 CP1.5	CDOT	\$851,343	\$6,237,000	\$6,237,000
SSP4428.012	21506	I-25 North: SH402 to SH 14	CDOT	\$7,013,941	\$7,013,941	\$7,013,941

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
Highway Safety Improvement Program (HSIP)						
SR46666.097	24798	CO 392 & WCR 35	CDOT	\$89,999	N/A	N/A
SR46666.059	21967	Various Loveland Left Turn Signals	Loveland	\$133,405	N/A	N/A
Metropolitan Planning (MPL)						
SST5274.006	25241	Consolidated Planning Grant – FY2022	NFRMPO	\$613,034	N/A	N/A
SST5274.006	24065	FY 2021 DTD NFRMPO CPG	NFRMPO	\$364,747	N/A	N/A
SST5274.006	24709	FY2022 DTD NFRMPO CPG	NFRMPO	\$760,795	N/A	N/A
National Highway Freight Program (NHFP)						
SR46600.100	24795	US 34 Weather Cameras and RWIS	CDOT	\$189,999	N/A	N/A
National Highway Performance Program (NHPP)						
SSP4428.012	21506	I-25 North: SH 402 to SH 14	CDOT	\$145,141	\$31,840,000	\$0
SR45218.129	19164	US34/85 Interchange Reconstruction	CDOT	\$653,000	N/A	N/A
Regional Priority Program (RPP)						
SR46600.093	23399	Signalization of US34 and SH257 Ramps	CDOT	\$46,449	N/A	N/A
Safe Routes to School (SRTS)						
SR7001.030	23026	North Wilson Avenue Sidewalk	Loveland	(\$51,416)	N/A	N/A

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
Safe Routes to School (SRTS) Continued						
SR47001.008	22055	West 4 th St Bike + Ped Safety Improve	Loveland	\$16,734	N/A	N/A
State Planning and Research (SPR)						
SSP4428.012	21506	I-25 North: SH 402 to SH14	CDOT	\$150,000	\$150,000	\$0
Surface Transportation Block Grant (STBG)						
SNF5788.042	20389	10th Street in Greeley: Phase II	Greeley	\$128,581	\$2,549,000	\$0
SST7005.002	23460	FY20-21 NFRMPO STP-M for Planning	NFRMPO	\$157,917	N/A	N/A
Surface Treatment (SUR)						
SR45218.001	23423	SH 257 Windsor Resurfacing	CDOT	\$86,600	N/A	N/A
SR45218.232/ SR45218.126	18808	US 85 5th to O St. Business Surface	CDOT	\$43,367	N/A	N/A
Traffic Signals (SGN)						
SR46600.093	23399	Signalization of US 34 and SH 257 Ramps	CDOT	\$1,224,406	N/A	N/A
Transportation Alternatives Program - CDOT (TA – R4)						
SR47020.042	23632	Non Motorized Sidewalk 57 th St/US287	Larimer County	\$115,000	N/A	N/A

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
Transportation Alternatives Program – NFRMPO (TA - NFR)						
SNF5095.002	20613	Great Western Trail – Windsor	Windsor	(\$1)	\$965,000	\$188,000
SNF5095.004	21992	Little Thompson River Trail Phase 1a	Johnstown	\$33,055	\$250,000	\$156,000
Transportation Systems Management & Operations (TSM&O)						
SST2573.109	23028	Berthoud Safe Routes Phase 1	Berthoud	\$300,000	N/A	N/A

FTA Funding

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
Coronavirus Aid, Relief, and Economic Security Act (CARES Act)						
N/A	CO-2020-023-01	Operating and Preventive Maintenance	Greeley	\$7,228,214	N/A	N/A
FTA §5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program						
SST6732.007	22-10-1069.NFRT.641/ 22-10-1068.NFRT.641	NFRMPO Mobility Management	NFRMPO	\$142,000	\$142,000	\$27,000
N/A	CO-2022-024-01	Bus Stop Solar Lights	Fort Collins	\$25,600	N/A	N/A
N/A	CO-2022-024-02	Bus Stop Improvements	Fort Collins	\$20,175	N/A	N/A
N/A	CO-2022-024-03	Driver Mate Licenses	Fort Collins	\$10,320	N/A	N/A
N/A	CO-2022-024-04	Operating Assistance - Dial A Taxi	Fort Collins	\$126,405	N/A	N/A
N/A	CO-2022-024-05	Capital - ADA Upgrades	Fort Collins	\$88,889	N/A	N/A

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
FTA §5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program – American Rescue Plan (ARP)						
N/A	CO-2022-003-01	Electronic Validation System for Dial A Ride	Fort Collins	\$31,598	N/A	N/A
N/A	CO-2022-003-02	Operating Assistance for Dial A Taxi	Fort Collins	\$7,617	N/A	N/A
FTA §5339 - Bus and Bus Facilities Program						
SST7047.041	CO-2021-048-00	Bus Expansion	Greeley	\$1,043,000	\$1,043,000	\$0
N/A	CO-2022-025-02	Cisco BRT Switch Replacement	Fort Collins	\$61,500	N/A	N/A
N/A	CO-2022-025-03	Point of Sale Replacement	Fort Collins	\$103,652	N/A	N/A
N/A	CO-2022-025-04	Solari Transit Message Boards	Fort Collins	\$35,000	N/A	N/A
N/A	CO-2022-025-05	Shift Differential Software	Fort Collins	\$56,000	N/A	N/A
N/A	CO-2022-025-06	DTC Employee Only Restrooms	Fort Collins	\$162,820	N/A	N/A

Appendix A: Highway Funding Pool Descriptions

Bridge – Off State System funds the rehabilitation, widening, or the total replacement of deficient bridges located on either county roads or municipal streets. Their eligibility is determined by evaluating their structural and functional conditions.

Bridge – On State System / Construction Bridge Program (CBP) funds the rehabilitation, widening, or the total replacement of deficient bridges located on the State Highway System. Their eligibility is determined by evaluating their structural and functional conditions.

Consolidated Appropriations Act of 2021 provided stimulus relief to state departments of transportation and which was available to be used for any project eligible for Surface Transportation Block Grant (STBG) funding.

Congestion Mitigation & Air Quality (CMAQ) funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.

Faster Safety Backfill (FSB) is an extension of the fee reduction for Faster Safety program due to inflation, high gas prices, and other factors to keep more money with the citizens of Colorado but backfilled the anticipated revenue loss to CDOT with other sources so program delivery wouldn't be impacted.

Metropolitan Planning funds are allocated by formula and assist MPOs with the continuing, cooperative, and comprehensive planning processes that produce periodic updates of their long-range, multi-modal RTPs and short-range TIPs, along with related studies. The MPO's Unified Planning Work Program (UPWP) addresses a wide range of tasks which use Metropolitan Planning funds.

National Highway Freight Program (NHFP) is a formula-based program that supports investments in the National Highway Freight Network (NHFN) across the U.S. Projects funded through the NHFP contribute to efficient goods movement on the NHFN.

National Highway Performance Program (NHPP) provides funds for the condition and performance of the National Highway System (NHS) and for the construction of new facilities on the NHS.

Regional Priority Program (RPP) funds construction, widening, and reconstruction on roadways on the State Highway System. RPP is a CDOT program that provides flexible funding to each CDOT region. The program is funded through state highway funds and federal reimbursement for eligible expenditures. The Non-Regionally Significant RPP funds are for projects not considered to be of appropriate scale for individual identification in the TIP and STIP and are instead grouped together.

Safe Routes to School (SRTS) was a funding program available prior to MAP-21 to provide safer transportation facilities near schools, including bicycle and pedestrian facilities, benefitting elementary and middle school students (K-8). This program also funded non-infrastructure-related activities to encourage walking and bicycling to school. MAP-21 consolidated Transportation Enhancements, Safe Routes to School (SRTS), and Recreational Trails into the Transportation Alternatives Program (TAP). The FAST Act replaced TAP with the TA Set-Aside.

State Planning & Research - This set-aside program funds statewide planning and research activities to establish a performance-based cooperative, continuous, and comprehensive framework for making transportation investment decisions.

Surface Treatment – CDOT’s surface treatment program maintains the quality of the pavement on state highways at the highest possible level. Department staff utilizes pavement management software and annual data collection to make recommendations on the segments of the state highway system should be prioritized for rehabilitation.

Surface Transportation Block Grant (STBG) provides flexible funding for a variety of projects, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads. STBG includes set-asides for Transportation Alternatives, State Planning and Research, and Off System Bridges.

Traffic Signals (SGN) is part of Colorado Department of Transportation’s (CDOT) Traffic Asset and Operations Services unit and in the Division of Maintenance and Operations. The objective of this program is to develop statewide policies, procedures and guidelines on design, maintenance, life-cycle asset management, integration, and operation of traffic signals; manage various signal-related statewide funding programs and pools; and facilitate informed decision-making and project selection and prioritization

Transportation Alternatives (TA), also known as the TA Set-Aside, authorizes funding for smaller-scale programs and projects including pedestrian and bicycle facilities, recreational trails, Safe Routes to School (SRTS) projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Transportation Systems Management & Operations (TSM&O) – the goal of the TSM&O program is to improve travel time reliability through technology, innovation, targeted traffic management activities and safety improvements.

Appendix B: Transit Funding Pool Descriptions

American Rescue Plan (ARP) of 2021 provided funding to help hard-hit public transit agencies to avoid layoffs and service reductions and was distributed to transit agencies based on FTA formula funding.

Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funding is available to public transit agencies to prevent, prepare for, and respond to COVID-19. Although the priority for the funding is operational expenses, FTA will generally consider all expenses normally eligible under the Section 5307 and 5311 programs that are incurred on or after January 20, 2020, to be in response to economic or other conditions caused by COVID-19 and thus eligible under the CARES Act.

FTA §5307 – Urbanized Area Formula Program funding is distributed by formula to transit agencies in urban areas over 50,000 in population and can be used for transit studies, capital investment in buses and fixed guideway systems, construction and maintenance of passenger facilities, and security equipment. §5307 can cover operating costs in urban areas with populations under 200,000 and small bus systems operating in larger areas.

FTA §5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program funds projects to remove barriers to transportation service and expand mobility options. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

FTA §5338 - TOD Pilot funding is a competitive grant awarded to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity improvement transit capital project as defined in Federal public transportation law.

FTA §5339 – Bus and Bus Facilities Program provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Eligible recipients include designated recipients and states that operate or allocate funding to fixed-route bus operators, and public or nonprofit agency sub recipients engaged in public transportation, including those providing services open to a segment of the general public as defined by age, disability, or low income.