



North Front Range
Metropolitan
Planning
Organization

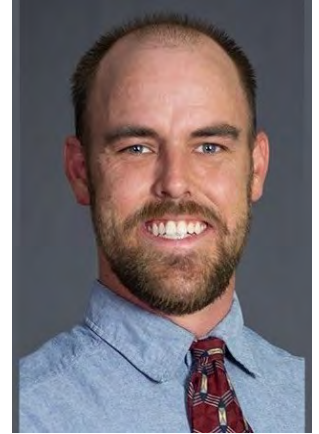
2022 Annual Report

LETTER FROM THE CHAIR

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

The [North Front Range Metropolitan Planning Organization \(NFRMPO\) staff](#); the [Technical Advisory Committee \(TAC\)](#), consisting primarily of engineers and planning staff from local member agencies; and the [Planning Council](#), which is comprised of elected officials from each of the NFRMPO members, had another very productive year. With assistance from the TAC, input from the public and stakeholders, and guidance and approval of the Planning Council during 2022, the NFRMPO completed:

- An annual audit with an unqualified opinion;
- Approved funding for 12 projects selected in the 2021 Call for Projects in January 2022;
- Approved the FY2023-2026 Transportation Improvement Program (TIP);
- Approved the FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Budget;
- Approved the 2022 Title VI Plan;
- Relaunched the NFRMPO's annual summer outreach conducted in-person after a two-year hiatus due to COVID-19;
- Approved funding for 9 projects selected in the 2022 MMOF Call for Projects in Summer 2022;
- Hired an Accountant to perform the NFRMPO's Accounting tasks;
- Approved the 2045 Regional Transportation Plan (RTP) 2022 Update;
- Approved the NFRMPO's Greenhouse Gas (GHG) Transportation Report to comply with the Colorado Transportation Commission's GHG Planning Standard;
- Approved the LinkNoCo transit analysis;
- Continued progress on the roll out of RideNoCo, a central resource and information hub to discover transportation options in the region;
- Laid the foundations for the creation of the region's first Transportation Management Organization (TMO); and
- Continued to work cooperatively to ensure the funding for North I-25 Segments 7 & 8 (SH14 to SH402) and Segment 6 (SH402 to SH56) was in place and the projects could remain on schedule.



Will Karspeck
2022 Planning Council Chair

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

Even with the ongoing effects from the COVID-19 pandemic, the VanGo™ Vanpool Program continued providing safe, reliable, and economical transportation for commuters along the North Front Range with 23 active routes.

To support and foster regional cooperation, the local communities rotate hosting the Planning Council meetings and dinners, with a virtual option being offered as well. The NFRMPO has also continued to support the I-25, US34, and US85 Coalitions; which has led to increased and continued cooperation and regionalism.

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


William Karspeck (Dec 6, 2022 15:25 MST)

Mayor Will Karspeck
2022 Planning Council Chair

PLANNING COUNCIL

The North Front Range Transportation & Air Quality Planning Council (NFRMPO & AQPC) meets the first Thursday evening of each month. The Planning Council is made up of elected officials and representatives from local communities and state agencies.

Executive Committee:

CHAIR: Mayor Will Karspeck, Berthoud

VICE-CHAIR: Commissioner Scott James, Weld County



2022 Council Members*:

Mayor Pro-Tem, Liz Heid, Eaton

Mayor Mark Clark, Evans

Councilmember Tricia Canonico, Fort Collins

Mayor Fil Archuleta, Garden City

Councilmember Johnny Olson, Greeley

Councilmember Troy Mellon, Johnstown

Commissioner Kristin Stephens, Larimer County

Trustee Paula Cochran, LaSalle

Councilmember Jon Mallo, Loveland

Mayor Elizabeth Austin, Milliken

Councilmember Frank Baszler, Severance

Councilmember Lisa Laake, Timnath

Mayor Paul Rennemeyer, Windsor

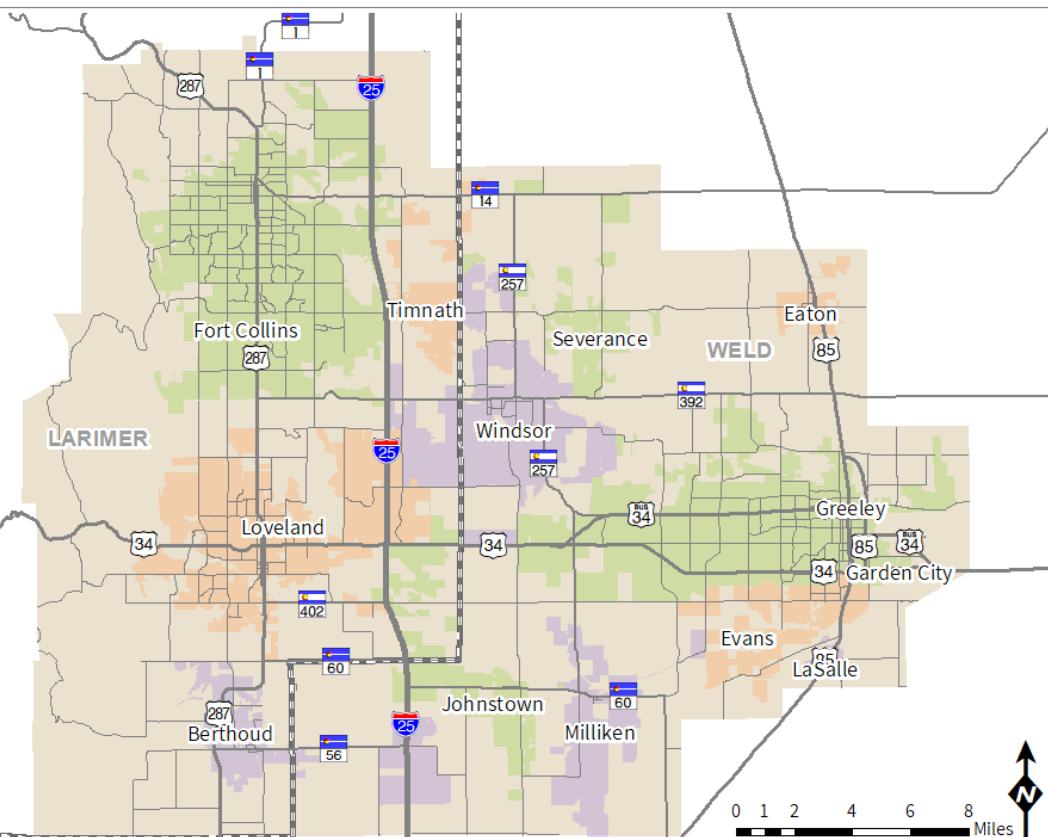
Jessika Ferko, CDPHE-APCD

Commissioner Kathleen Bracke, Transportation Commission

**Council member as of 12/1/2022*

Several NFRMPO Planning Council members also represent the NFRMPO on other state and regional committees, coalitions, and commissions including the Colorado Transportation Commission, Statewide Transportation Advisory Committee, Front Range Rail District Board, and the Non-Attainment Area Pollution Mitigation Enterprise.

NFRMPO REGION



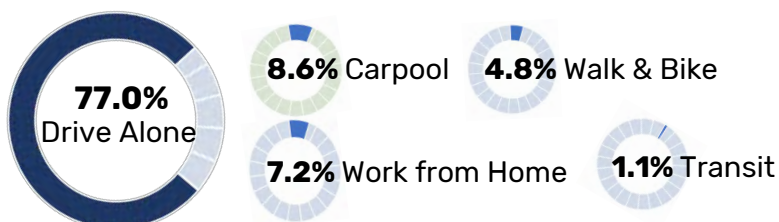
The goal of the NFRMPO is to enhance mobility and air quality within Northern Colorado by developing cooperative, working relationships and financial partnerships among member governments, the Colorado Department of Transportation, Federal Highway Administration (FHWA), Federal Transit Administration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

Fast Facts

2020-2021 Growth

	NFRMPO	State
2021 Population	541,268	5,814,707
Residents	+ 7,721	+ 30,551
Growth rate	+ 1.45%	+ 0.53%
	Severance (+17.16%)	
Fastest Growing	Timnath (+6.42%) Windsor (+5.57%)	

Commuting



Largest Employers



162 miles of railroad **39** transit routes

690 miles of state & interstate highway

809 miles of bike lanes
555 miles of trails

AIR QUALITY

GHG Transportation Report and 2045 RTP - 2022 Update

The NFRMPO completed its first greenhouse gas (GHG) Transportation Report in compliance with the new GHG Planning Standard adopted in 2021 by the Colorado Transportation Commission (TC). The GHG Transportation Report shows the NFRMPO's Regional Transportation Plan (RTP) 2022 Update reduces GHG at levels meeting or exceeding the required reductions in the future compliance years as compared with the 2045 RTP adopted in 2019. The 2045 RTP 2022 Update includes additional investments in transit, transportation demand management (TDM), operations, and active (i.e. bicycle and pedestrian) transportation to achieve the required GHG reductions.

Additional Funding to GHG-Reducing Strategies



Modeling for GHG

In 2022, the TC awarded the NFRMPO a \$250K grant of Multimodal Transportation and Mitigation Options Funds (MMOF) to improve the travel model to better address GHG. The grant funds are being used to improve the travel model currently under development. The grant funds will improve the model's representation of induced demand, the phenomenon wherein the amount of travel (e.g. person miles of travel or vehicle miles of travel) increases in response to improvements in transportation capacity or level of service. Other improvements include converting from an aggregate trip generation model to a disaggregate trip generation model, refining the work from home component of the model, and acquiring data to improve model estimation and calibration. The travel model is expected to be completed in early 2023 and will inform the 2050 RTP and other future planning efforts.

2022 Ozone Season

Ozone levels exceeded health-based federal standards on 33 days in 2022 in the nine-county Denver Metro/North Front Range (DM/NFR) ozone nonattainment area, an improvement over 2021 when 66 days exceeded the standards. The lower ozone levels are due in part to less wildfire smoke in 2022.

There are three regulatory ozone monitors in the NFRMPO region. The map shows the fourth highest 8-hour ozone value in 2022 at each monitor, which ranged from 70 parts per billion (ppb) at Greeley-Weld Tower and Fort Collins-Mason to 73 ppb at Fort Collins-West.

All three ozone monitors in the NFRMPO are exceeding the 2015 ozone NAAQS of 70 ppb based on the 3-year average of the fourth highest 8-hour ozone value for 2020 through 2022, with Fort Collins-West at 77 ppb, Greeley-Weld Tower at 72 ppb, and Fort Collins-Mason at 71 ppb. The NFRMPO continues to partner with the RAQC and APCD on outreach and strategy development to control ozone.

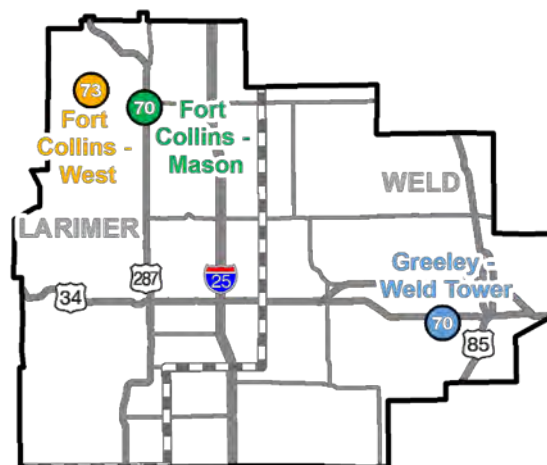




Photo Credit: Weld County

Call for Projects

The NFRMPO awarded \$30,977,045 in Federal and State funding to 11 local agencies and NFRMPO partner agencies across the region. A total of 25 projects received funding, including three NFRMPO sponsored projects.

With the passage of the Infrastructure Investment and Jobs Act (IIJA) in late 2021, the NFRMPO has additional funding available to award to projects throughout the region. IIJA also added a new NFRMPO controlled funding source, the Carbon Reduction Program (CRP), a federal funding source designed to be awarded to projects which will contribute to the reduction of on-road greenhouse gas emissions reductions. The increase of funding from IIJA, added to the additional state funding available through FY2025, results in approximately \$13.5M available for allocation. These funding allocations will be awarded to projects in early 2023.

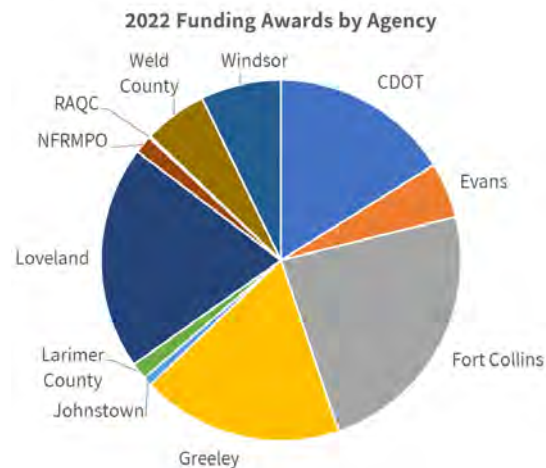
For more information on awarded projects visit nfrmpo.org/tip/call-for-projects.

GHG Emissions Reductions

The Planning Council approval of the GHG Transportation Report, the NFRMPO committed to reducing GHG emissions through projects awarded through Calls for Projects. The chart to the left shows the percent of funding which was allocated to each type of GHG reduction category through the two Calls for Projects in 2022. Projects classified as 'Not Applicable' may have multimodal and GHG-reducing components, but the primary purpose of those projects is not one of the GHG categories and the amount of funding going towards the multimodal elements estimated.

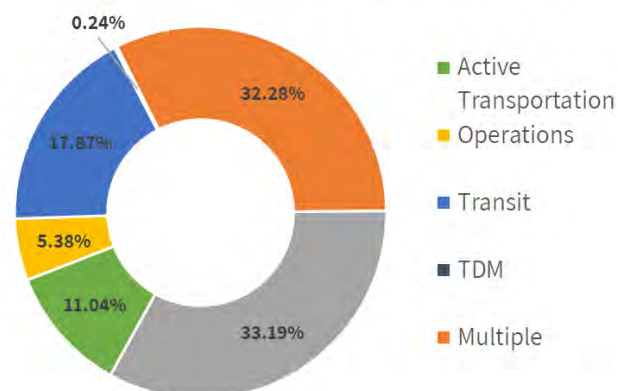
Transportation Improvement Program

On May 5, 2022, the NFRMPO adopted the FY2023-2026 Transportation Improvement Program (TIP). The TIP includes all regionally significant and federally funded surface transportation projects, including roadway, transit, and bicycle and pedestrian projects. Also included in the TIP is an analysis of the benefits and burdens of NFRMPO awarded projects in Environmental Justice areas, and an analysis of how project help contribute to the achievement of federally required and regionally established performance measures and targets. A new addition to the FY2023-2026 TIP is an interactive online map of TIP projects. View the map at <https://nfrmpo.org/tip/project-map/>.



Funding Program	\$ Awarded	Type
Congestion Mitigation and Air Quality (CMAQ)	\$5,038,943	Federal
Surface Transportation Block Grant (STBG)	\$9,981,061	
Transportation Alternatives (TA)	\$603,624	
Multimodal Transportation and Mitigation Options Fund (MMOF)	\$15,353,417	State

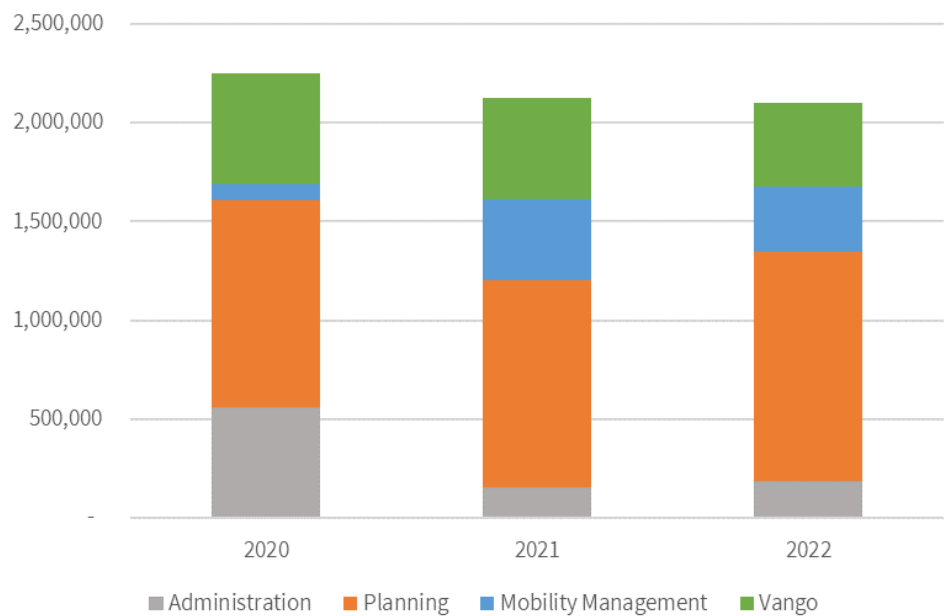
Percent of Award by GHG Reduction Category



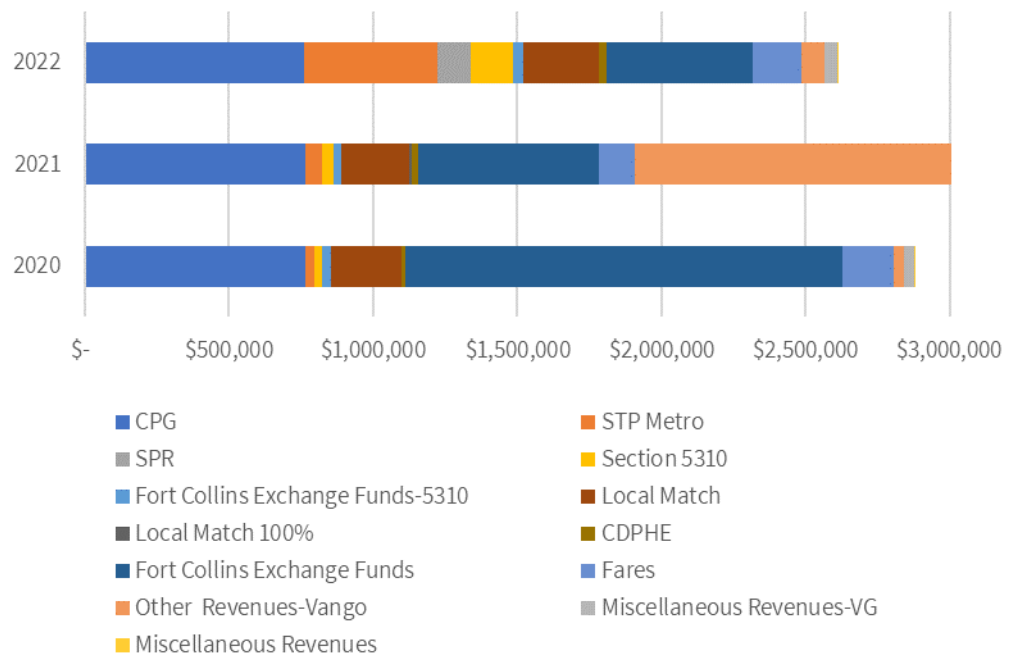


2022 marked another unqualified opinion issued by the NFRMPO's auditors, MHP, LLC, on the organization's 2021 Audited Financial Statements. The 2021 Audited Financial Statements are available for download under the Administrative Documents dropdown menu on the NFRMPO Document Library page: <https://nfrmpo.org/library/>

Expenditures by Program 2020-2022



Funding Sources 2020-2022



MOBILITY



3

Travel Training
Events



143

Calls/Emails
Received



1,986

Website Visits



4,690

Rider's Guides
Distributed

[RideNoCo Website & Trip Discovery Tool](#)

The [RideNoCo website](#) and call center launched in 2021 to provide a central hub to discover transportation options around Northern Colorado and beyond. In 2022, progress was made on the second phase of the roll out of RideNoCo: a trip planning and discovery tool. This tool allows users to plan trips not only on public transit services but also with volunteer transportation providers in addition to walking, biking, and micromobility services. The inclusion of volunteer transportation providers alongside public transit providers is a first of its kind in the United States for a trip planning tool. Completion is expected by early 2023.

[Trip Scheduling Steering Committee](#)

In 2022, the NFRMPO convened a Trip Scheduling Steering Committee comprised of volunteer transportation providers, human services agencies, advocacy organizations, funders, and other stakeholders to guide the implementation of the Trip Scheduling component of RideNoCo by determining agency and regional technology needs, capacity, and software functionality. Following the decisions made by this Committee, the NFRMPO will be embarking on a series of projects with scheduling software vendors and local volunteer transportation providers to allow their systems to seamlessly communicate with each other and RideNoCo, further enhancing coordination in the region.

[Technical Assistance](#)

The NFRMPO's Mobility Program expanded in 2022 with the addition of Envision as a subrecipient of FTA \$5310 Mobility Management funds to support the community center board's transportation services of individuals with intellectual and developmental disabilities. Looking ahead into 2023, the Mobility Program is on track to continuing expansion with additional subrecipients, further supporting human service transportation providers in Northern Colorado.

[Mobility Action Plan](#)

In order to build upon the momentum of the *2021 Coordinated Public Transit/Human Services Transportation Plan* (Coordinated Plan), the Larimer County and Weld County Mobility Committees developed its first Regional Mobility Action Plan (MAP) to guide the implementation of the Coordinated Plan through the work of the mobility committees. The MAP sets out goals and action items to address the strategy areas of Coordination, Education, Collaboration, Infrastructure/Funding, and Non-Mobility Improvements laid out in the Coordinated Plan.

TRANSIT



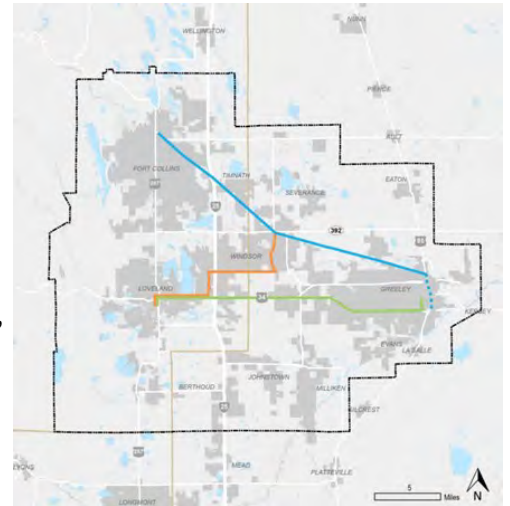
Image Courtesy of CDOT

LinkNoCo Study

Planning Council adopted the LinkNoCo study in November 2022, formerly known as the North Front Range Premium Transit Analysis. LinkNoCo was a 15-month planning project to prioritize corridors connecting Larimer and Weld counties via premium transit, identify funding sources, and propose governance structures for new regional transit routes. Seventeen corridors were evaluated based on market analysis, public outreach, and input from the Governance and Finance Policy Advisory Committee and the Guidance Committee. From these seventeen corridors, three were recommended: US34 between Loveland and Greeley, Loveland to Windsor, and Fort Collins to Greeley.

Planning Council set aside additional Multimodal Transportation & Mitigation Options Funds (MMOF) for the next phase of LinkNoCo, a Service Development Plan for the US34 Corridor. The US34 Corridor is primed for investment with 10-Year Plan funds from CDOT for transit and a new mobility hub in Greeley at CenterPlace.

The full Report and the Executive Summary are available on the NFRMPO website: nfrmpo.org/transit/linknoco/.



Regional Transit

The Colorado Legislature approved SB22-180: Programs To Reduce Ozone Through Increased Transit, which provides funding for agencies to go fare-free during ozone season. City of Loveland Transit (COLT) and Greeley Evans Transit (GET) offered free transit in August 2022, joining Transfort, which has been fare-free since March 2020. Based on this program, COLT increased ridership by 33 percent, introducing a new Route 6 at the same time; GET increased ridership by 38 percent; and Transfort increased ridership by 14 percent.

Bustang is expanding service into Northern Colorado using SB22-180 and FTA 5311(f) funds. SB22-180 provided additional Bustang funding through 2025, allowing an additional roundtrip between Fort Collins, Loveland, and Denver each weekday in the short-term. Additional weekday and weekend trips will be phased in through 2025. In addition, Bustang Outrider now travels between Sterling and Greeley three days a week, providing a critical rural connection for Weld, Morgan, and Logan counties. The Bustang Outrider service is operated by the Northeast Colorado Association of Local Governments (NECALG). Information about Bustang is available at ridebustang.com.



Image courtesy of Fort Collins

CO/WY Transit Feasibility Study

CDOT, the Wyoming Department of Transportation (WYDOT), and the Cheyenne MPO partnered on the CO/WY Transit Feasibility Study, identifying corridors for transit connecting the North Front Range region with Cheyenne. More than 1,100 people visited the Online Open House with more than 300 people responding to the survey. Participants identified connecting Fort Collins to Cheyenne via I-25 as the top corridor with a Loveland-Fort Collins to Cheyenne loop in second.





Transportation Demand Management (TDM)

Planning Council adopted the Transportation Demand Management (TDM) Action Plan in December 2022, focusing the region's efforts to reduce congestion and improve air quality. Based on feedback from stakeholders, the TDM Action Plan sets the following vision:

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

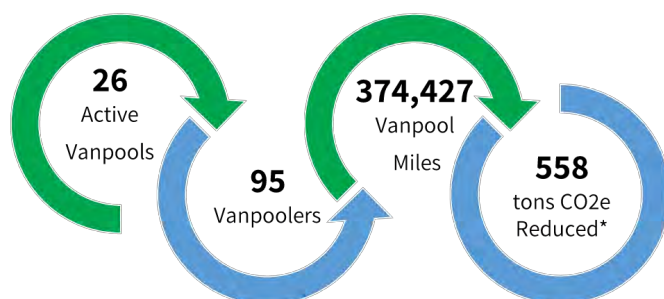
This vision will be achieved through partnerships, programming, improved data collection, investments in new infrastructure and resources, and communication. Some TDM Action Plan recommendations are already underway:

- **Safe Routes to School** – NoCo Bike & Ped Collaborative members are meeting to discuss a regional Safe Routes to School program based on Fort Collins' existing program
- **US34 Transportation Management Organization (TMO)** – The US34 Coalition has agreed to create a Transportation Management Organization (TMO) running from Estes Park to Kersey to address congestion, air quality, and transportation options.
- **Ongoing Walk and Bike Audits/Mobility Assessments** – NoCo Bike & Ped Collaborative, Mobility Committees, and the Mobility and Access Priority Group (MAPG) have prioritized walk and bike audits and have committed to holding multiple experiential events throughout the year.

The TDM Action Plan was adopted on December 1, 2022, and is available at nfrmpo.org/tdm/.

VanGO™ Vanpools

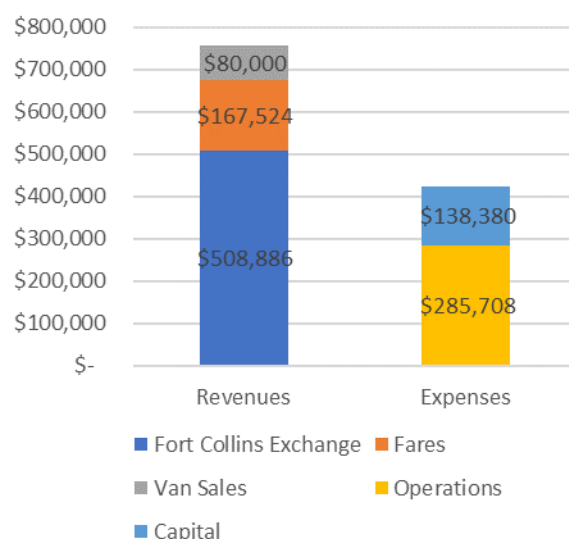
The VanGo™ program successfully transitioned operations, adapting to the post COVID-19 work environments, by adopting policy changes that allow participants more flexibility, combining routes to aid occupancy levels and reduce single occupant vehicles (SOVs) and reducing maintenance facilities. This tightening up of the program helped aid in the continued goals of maximizing available funding—from fares, van sales, and other sources—, continuing to aid air quality along the Front Range through reduction of SOVs and a transition to a hybrid fleet, and continuing to provide the strong customer service the program is recognized for.



VISIT VANGOVANPOOLS.ORG

OR

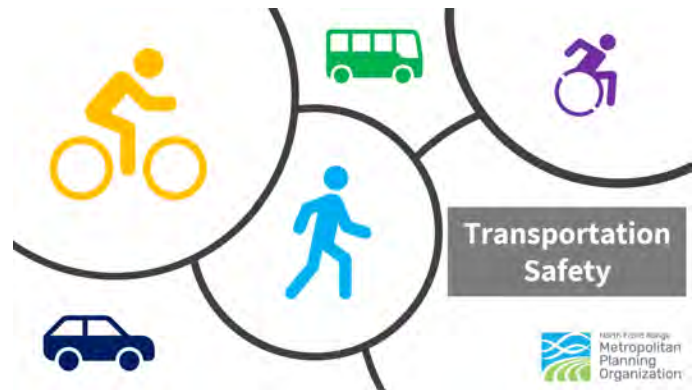
CALL (800) 332-0950





Safety Data Working Group

In 2020, the NFRMPO Planning Council passed Resolution 2020-18 NFRMPO Safety Vision: Towards Zero Deaths to focus on safety planning through NFRMPO plans and programs. In 2022, NFRMPO staff convened the Safety Data Working Group made up of local agency staff who work on safety, data analysis, and geographic information systems (GIS). The group met three times over the year and discussed crash data availability, highway safety target setting options, and worked on developing and refining the Bike and Ped Safety Reporter Tool. The group will continue to meet to work on data analysis and safety planning projects into the coming year.



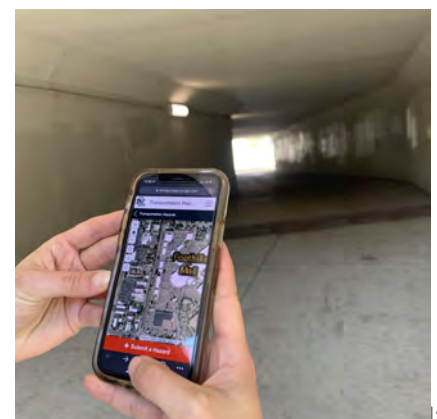
Bike & Ped Safety Reporter

The NFRMPO identified several action steps to improve active transportation in the NFRMPO region as part of the 2021 Regional Active Transportation Plan. One of the safety-focused action steps is the development of a regional crowdsourced reporting tool to supplement crash data and identify areas in the region where individuals feel unsafe using active transportation. In 2022, the NFRMPO developed the Bike & Ped Safety Reporter, an online interactive map which allows community members to pinpoint on a map where infrastructure issues or near-miss incidents occur. View the tool at <https://tinyurl.com/48rhmxtf> and the dashboard at <https://tinyurl.com/4kp59428>.



Users can report various types of hazards including:

- | | | |
|---|--------------------------------------|----------------------------|
| Accessibility issue | Pedestrian amenities needed | Sidewalk obstructed |
| No sidewalk/crosswalk | Wayfinding needed | Sidewalk cracked/buckling |
| Not enough time to cross during pedestrian signal | Near Miss: Vehicle did not yield ROW | Bike lane too narrow |
| Poor lighting | | Vehicle speeds feel unsafe |





ACTIVE TRANSPORTATION

NoCo Bike & Ped Collaborative

The NoCo Bike & Ped Collaborative met monthly throughout the year to discuss ways to improve the regional bicycle and pedestrian network. The group discussed a variety of topics including micro-mobility on trails, additional bike & pedestrian resources, the Bike & Ped Safety Reporter Tool, Asphalt Art Programs, the NoCo Shift Your Ride Challenge, Bike to Work Day, and more. The NoCo Bike & Ped Collaborative also got a demonstration from Cycling Without Age of their bicycles that have seating in the front for older adults who cannot ride a bicycle on their own. The group continued to track the progress of the construction of the Regional Active Transportation Corridors (RATCs), notably the Poudre River Trail and the Great Western Trail. The group will continue to monitor RATC construction progress in 2023.

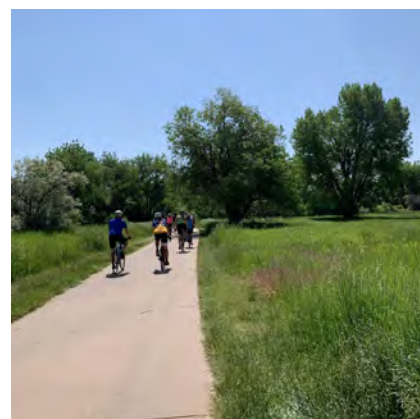
The NoCo Bike & Ped Collaborative began the process of starting a regional Safe Routes to School subcommittee to create a regional Safe Routes to School program. This subcommittee will gather resources and work with local stakeholders to achieve its goal of creating safer routes to schools for children throughout the region.

The group discussed hosting more walk audits in 2023 to continue to help communities discover potential problems in their bike and pedestrian networks. These walk audits are instrumental in providing feedback to communities that can be used to help advance bicycle and pedestrian network improvements in the region which will assist in making communities more accessible to all community members.

In a major success, the Town of Windsor and partners from Greeley, Timnath, and the Poudre Trail Authority applied for and received Transportation Alternative (TA) funding for wayfinding along the Poudre Trail. The team built off of a signage template developed by the City of Fort Collins, recommendations from the [2021 Active Transportation Plan](#), and community discussions. The wayfinding signs will be posted along the corridors directing trail users to local destinations and trail connections.

NoCo Shift Your Ride Challenge

Fort Collins and the NFRMPO partnered on the NoCo Shift Your Ride Challenge to convert auto trips to transit, cycling, walking, working from home, carpooling, or vanpooling during September and October. More than 95 people signed up to participate with converted mileage between 60 miles and 700 miles per participant. Participants were spread throughout the region, including Estes Park, Wellington, Timnath, Loveland, Greeley, Windsor, and Eaton. Future Shift Your Ride challenges will coincide with Bike to Work Day and the free transit months to promote active and alternative transportation.





WALK AUDITS

The NFRMPO has participated in and/or hosted a variety of walk and bike audits through both the active transportation and mobility programs in the last several years. In 2022, NFRMPO staff participated in two audits along with various community members and partner agencies. During the 2022 Walk Audits. Participants used the NFRMPO's [Bike & Ped Safety Reporter Tool](#) to gather data and report out on recommendations from the audit.

Walk Audit— *An assessment of the pedestrian safety, accessibility, and comfort of a particular area.*

Foothills Mall & Midtown Fort Collins

On June 2nd, 2022, the Partnership for Age Friendly Communities (PAFC) Mobility and Access Priority Group (MAPG) conducted a walk audit of Midtown Fort Collins. Participants split into six groups to assess walkability and accessibility near the Foothills Mall property and along College Avenue (US287) corridor in Midtown Fort Collins, including access to and from the two Transfort MAX bus rapid transit (BRT) stations serving the district. To view a summary and recommendations from the audit, view the [Foothills Mall Walk Audit Story Map](#).



Severance & Great Western Trail

The Town of Severance and the NoCo Bike & Ped Collaborative led a Walk Audit through the town on August 10, 2022. More than 20 attendees walked the one-mile loop, discussing improvements to sidewalks, crossings, and trails as they went. Major takeaways from the Audit included: accessibility, connectivity, pedestrian amenities, and safe crossings for the Great Western Trail. For more details about the event including routes and photos, view the [Severance Walk Audit Story Map](#).



For more information on walk audits visit nfrmpo.org/bike-ped/audits



PUBLIC INVOLVEMENT

Public Outreach

The NFRMPO conducts outreach to educate and inform the residents of the region on the transportation planning program, Ride NoCo, and VanGo™. After a two year break from in-person outreach activities, in 2022 NFRMPO staff were able to go out and talk with community members at various events throughout the region.

@NFRMPO

331 Followers
223 Posts
54,240 Total Reach
1,910 Engagements



@RideNoCo

21 Followers
32 Posts
4,617 Total Reach
147 Engagements

571 Followers
5,971 Impressions
134 Engagements



26 Followers
619 Impressions
73 Engagements

206 Followers
72 Posts & Stories
1,296 Impressions
213 Engagements



82 Followers
41 Posts & Stories
196 Impressions
59 Engagements

2,006 On The Move Deliveries
41.8% Open Rate
5.18% Click Rate



340 Newsletter Deliveries
45.18% Open Rate
5.48% Click Rate

17 Events
10 Communities
3,700 Community Interactions



6 RideNoCo Events
4 Communities

17 Outside Partner Presentations



19 Outside Partner Presentations

Title VI Plan

The 2022 Title VI Plan, adopted on May 5, 2022, outlines how the NFRMPO will provide equal access to the transportation planning process and ensure its policies and programs are non-discriminatory and do not negatively impact minority, low income individuals and other protected individuals.



Public Involvement Plan

The 2022 Public Involvement Plan, adopted on December 1, 2022, identifies the NFRMPO's goals, desired outcomes, and strategies for the public involvement process. Additionally, the PIP identifies what the public should expect from the NFRMPO, including accessible and transparent information, and acknowledgement of the public's opinions, values, and needs.



Community Advisory Committee

The NFRMPO Community Advisory Committee (CAC) which was established in 2021 continued to meet through 2022. The Committee had 16 active members including four new members who joined in 2022. Over the year, the CAC gave input on the TIP project mapping application, both Calls for Projects recommendations, the Bike and Ped Safety Reporter Tool, TDM action plan, and the PIP. The CAC will continue to meet in 2023 to provide input on NFRMPO activities including RTP development and public outreach.



Image courtesy of Weld County



Cover Images (Center) WCR 76
Courtesy of Weld County

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taken by NFRMPO staff unless otherwise
noted.

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