

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL HYBRID MEETING AGENDA January 5, 2023

<p><u>In-Person Attendance Option</u> Fort Collins Colorado River Community Room 222 LaPorte Avenue Fort Collins, CO 80521</p>	<p><u>Virtual Attendance Option</u> Call-in Number: (408) 650-3123 Access Code: 814-514-261-857-813 Online Meeting: https://bit.ly/3VGQ52U</p>
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For assistance during the meeting, please contact Alex Gordon – agordon@nfrmpo.org or 970.289.8279

Pledge of Allegiance

Public Comment- 2 Minutes Each (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes - Lead Planning Agency for Air Quality/MPO – December 1, 2022 (Page 8)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
|--|---|------|
| 3) Air Pollution Control Division (APCD) (Handout) | (Written) | |
| 4) NFRMPO Air Quality Program Updates (Page 13) | Medora Bornhoft –Transportation & Air Quality Planner III | 6:15 |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
|--|---|------|
| 5) Report of the Chair | Scott James – Council Chair, Weld County Commissioner | 6:20 |
| <ul style="list-style-type: none"> • 2023 Committee Assignments | | |
| 6) Executive Director Report | Suzette Mallette - Executive Director | 6:25 |
| <ul style="list-style-type: none"> • VanGo™ Annual Survey • 2022 Annual Report (Handout) | | |
| 7) TAC (Page 14) | (Written) | |
| 8) Mobility (Page 15) | (Written) | |
| 9) Community Advisory Committee (CAC) (Page 19) | (Written) | |

PRESENTATION:

- | | | |
|--------------------------------------|--|------|
| 10) NISP US287 Realignment (Handout) | Jeff Stahla – Public Information Officer, Northern Water | 6:30 |
|--------------------------------------|--|------|

ACTION ITEMS:

- | | | |
|---|---|------|
| 11) Executive Director Annual Goals (Page 20) | Suzette Mallette | 6:45 |
| 12) FY2023-2025 Additional Allocations Resolution 2023-01 (Page 21) | AnnaRose Cunningham - Transportation Planner II | 6:55 |

DISCUSSION ITEMS:

- | | | |
|--|--|------|
| 13) 2019-2023 NFRMPO Targets for Safety Performance Measures (Page 34) | AnnaRose Cunningham | 7:00 |
| 14) PM2: Pavement and Bridge Condition and PM3: System Performance (Page 43) | Jerome Rouser - Transportation Planner I | 7:20 |



COUNCIL REPORTS:

7:40

Transportation Commission

Kathleen Bracke - Transportation Commissioner

CDOT R4 Update

Heather Paddock - CDOT R4 Transportation Director

STAC Report *(Page 51)*

(Written)

Colorado Transportation Investment Office (CTIO)

Cecil Gutierrez – CTIO Board Member

I-25 Coalition

Scott James

US34 Coalition

Scott James

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

Kristin Stephens – Larimer County Commissioner

Front Range Passenger Rail District

Will Karspeck – Past Chair, Mayor Town of Berthoud
Johnny Olson – City of Greeley Councilmember

Host Council Member Report

Tricia Canonico – Councilmember, City of Fort Collins

7:50

EXECUTIVE SESSION:

7:55

To consider personnel matters, pursuant to C.R.S. §24-6-402(4)(f), regarding the Executive Director contract and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies.

ACTION ITEM:

15) Executive Director Contract Amendment *(Page 52)*

Suzette Mallette

8:15

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

8:20



MPO Planning Council

Weld County

Scott James, Commissioner – Chair

Alternate- Perry Buck, Commissioner

City of Loveland

Jon Mallo, Councilmember - Vice Chair

Town of Berthoud

William Karspeck, Mayor – Past Chair

Alternate- Mike Grace, Mayor Pro Tem

Town of Eaton

Liz Heid, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor

Alternate- TBD

City of Fort Collins

Tricia Canonico, Councilmember

Alternate- TBD

Town of Garden City

Fil Archuleta, Mayor

City of Greeley and Greeley Evans Transit (GET)

Johnny Olson, Councilmember

Alternate- Brett Payton, Mayor Pro Tem

Town of Johnstown

Troy Mellon, Mayor Pro Tem

Larimer County

Kristin Stephens, Commissioner

Alternate- Jody Shaddock-McNally, Commissioner

Town of LaSalle

Paula Cochran, Trustee

Town of Milliken

Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Councilmember

Alternate- Matt Fries, Mayor

Town of Timnath

Lisa Laake, Trustee

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Barry Wilson, Mayor Pro Tem

CDPHE- Air Pollution Control Division

Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission

Kathleen Bracke, Commissioner

Alternate- Heather Paddock, Region 4 Director

Dedicated to protecting and improving the health and environment of the people of Colorado

**December 2022 Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
Thursday, January 5, 2022**

Air Pollution Control Division Updates

- In collaboration with several state agencies, the Colorado Department of Public Health and Environment's Air Pollution Control Division has published a report following its statewide climate change listening tour. During sessions, Colorado residents shared their experiences with climate change and discussed opportunities for state and local collaboration. The state completed the tour to make sure everyone has a seat at the table and their ideas are heard. The state included their feedback in Colorado's plans to further address climate change. For a detailed summary of the tour and a complete breakdown of each workshop, see the [full report](#) on the Air Pollution Control Division's website. It is available in both English and Spanish.
- The Colorado Air Pollution Control Division and the Midstream Steering Committee are currently developing a plan to reduce greenhouse gas emissions from oil and natural gas midstream segment fuel combustion equipment, including engines, turbines, heaters, boilers, and reboilers, culminating in a rule proposal to the Air Quality Control Commission in 2024. Throughout 2022, the Midstream Steering Committee developed a draft guidance document to provide direction and clarification to midstream operators in creating their company emission reduction plans.

The draft guidance document is now available for a public comment period, through January 31, 2023. After addressing received comments, the final guidance document will be published in March 2023. Access the draft guidance document and associated data entry workbooks [HERE](#).

- A friendly reminder that the Division maintains various Air Quality Alert email lists, including Colorado Air Quality Health Advisory alerts and Denver-area wintertime residential burning restrictions. For additional information and to subscribe to an email list, please visit <https://cdphe.colorado.gov/public-information/air-quality-advisories>.

Air Quality Control Commission (Commission) Updates:

December 13-16, 2022 Commission meeting:

- The Commission set a hearing to consider revisions to Regulation Number 20 regarding California's Advanced Clean Trucks (ACT), Low NOx Omnibus, and Large Entity Reporting rules. The hearing is scheduled for April 19-21, 2023.

- The Commission approved the updated 2017 emission inventory that is part of the Marginal SIP under the 2015 Ozone National Ambient Air Quality Standards (NAAQS), approved the Moderate SIP under the 2015 NAAQS, and approved portions of the Severe SIP under the 2008 NAAQS. Another rulemaking is being planned for later this year to finalize the remaining pieces of the Severe SIP.

January 19-20, 2023 Commission Meeting

- The Division, USDA Forest Service, and Bureau of Land Management will request a public hearing to present to the Commission its significant user prescribed fire planning renewal document.
- The Division will request that the Commission set a hearing to consider separating Regulations Numbers 7 and 22. This would be completed by maintaining parts of Regulation Number 7 as such and establishing new regulations: Part B becomes Regulation Number 24; Part C becomes Regulation Number 25; and Part E becomes Regulation Number 26. The upstream oil and gas intensity and midstream combustion program provisions currently in Regulation Number 22 would be moved to Regulation Number 7. The manufacturing sector greenhouse gas provisions in Regulation Number 22 would become a new Regulation Number 27. The proposed revisions will also include formatting changes.
- The Division will request that the Commission set a hearing to consider revisions to Regulation Number 3, to establish air toxics reporting, monitoring and permitting requirements for stationary sources in disproportionately impacted communities, in response to HB21-1266.
- The Division will request that the Commission set a hearing to consider establishing a new Regulation Number 28 to address greenhouse gases in terms of building energy efficiency in response to HB19-1261 and HB21-1286.





2022 VanGo™ Annual Survey Highlights

- Customer Satisfaction (% that agrees VanGo™ staff provides ‘timely and helpful’ service): 95%
- How most people heard about VanGo™: ‘From a friend, family member or coworker’
- Reason why people chose to vanpool: ‘It reduces my personal vehicle costs’ (79%)
- Likely to recommend VanGo Vanpools to a friend or colleague: 83%.

Anonymous Comments:

- ‘Great Service. Very pleased to be a member of the program for over 17 years.’
- ‘A godsend. Thank you.’
- ‘All in all- I am very happy and impressed with the entire VanGo team! They all have been great to talk to and work with! Thank you!!’
- ‘The best program that I have found, especially since I live quite far from my work office.’
- ‘I really like the program and hope to continue to use it.’
- ‘It’s a great program and I hope to see growth of the program..’
- ‘I really enjoy it. It’s so nice driving new vans that are quality and much better than my personal vehicle.’



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:

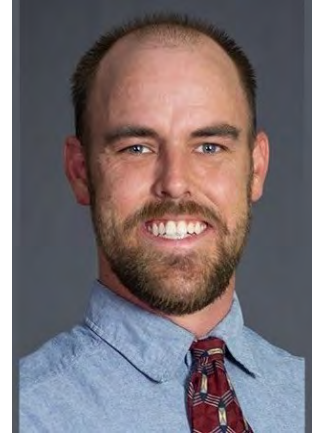
- An annual audit with an unqualified opinion;
- Approved funding for 12 projects selected in the 2021 Call for Projects in January 2022;
- Approved the FY2023-2026 Transportation Improvement Program (TIP);
- Approved the FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Budget;
- Approved the 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.

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.



Will Karspeck
2022 Planning Council Chair


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

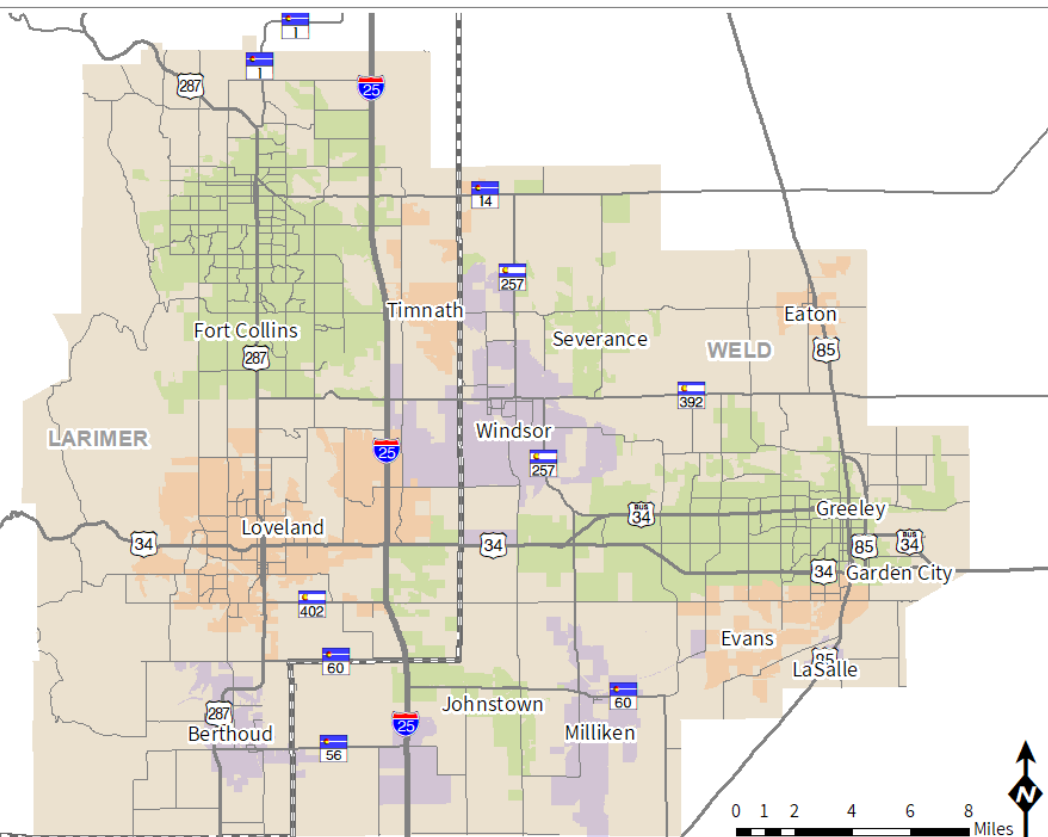
Jessika Ferko, CDPHE-APCD

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



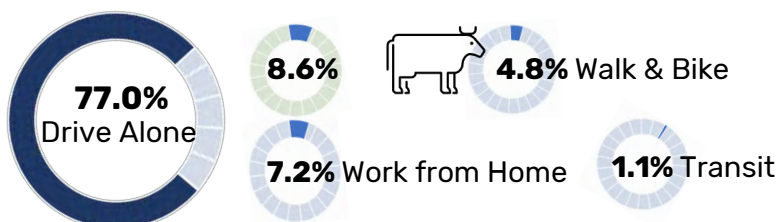
The goal of the NFRMPO is to enhance mobility and air quality within Northern Colorado by developing cooperative, working relationships and financial partnerships among member governments, the Colorado Department of Transportation, Federal Highway Administration (FHWA), Federal Transit Administration (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

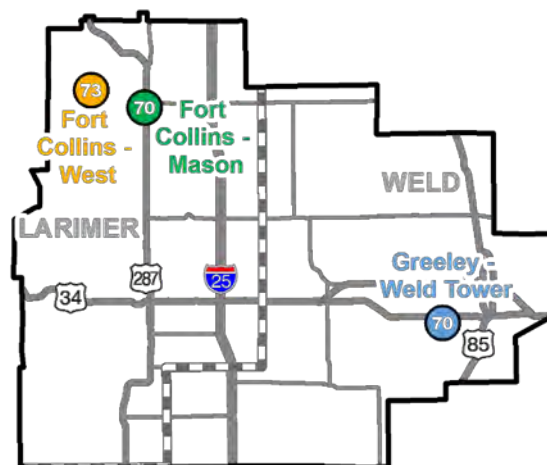
In 2022, the TC awarded the NFRMPO a \$250M grant of Multimodal Transportation and Mitigation Options Funds (MMOF) to improve the travel model to better address GHG. The grant funds are being used to improve the travel model currently under development. The grant funds will improve the model's representation 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.





FUNDING

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.

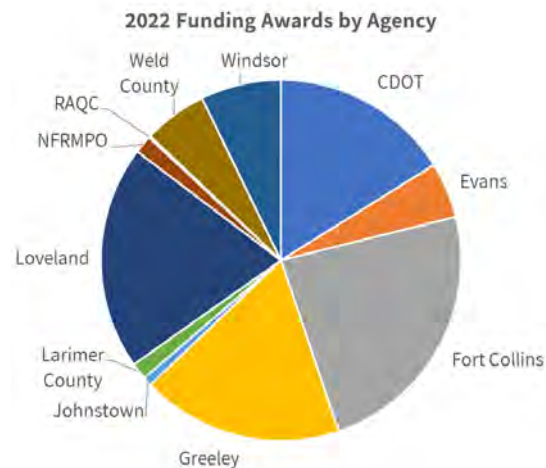
For more information on awarded projects visit nfrmpo.org/tip/call-for-projects.

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.

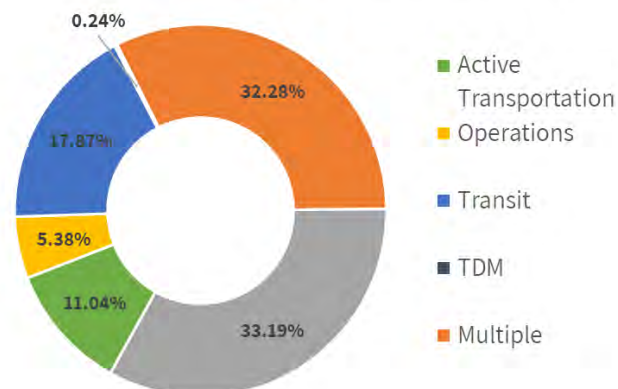
Transportation Improvement Program

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

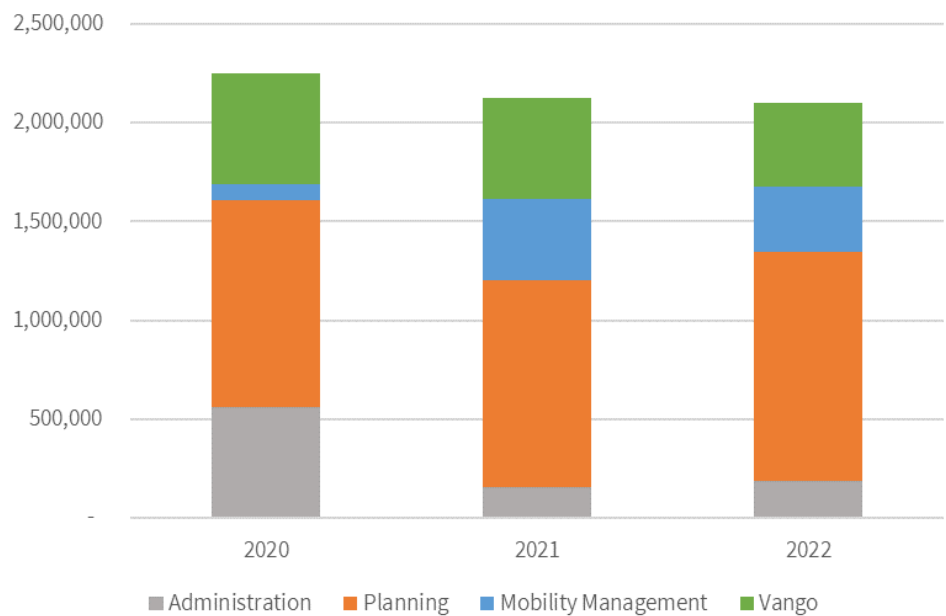
Percent of Award by GHG Reduction Category



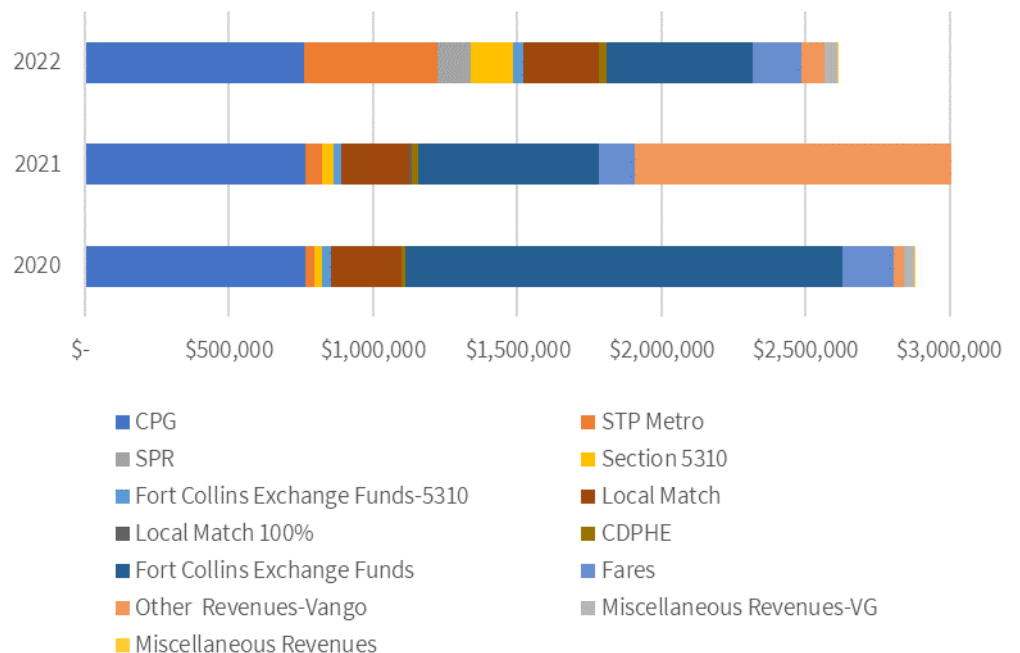


2022 marked another unqualified opinion issued by the NFRMPO's auditors, MHP, LLC, on the organization's 2021 Audited Financial Statements. The 2021 Audited Financial Statements are available for download under the Administrative Documents dropdown menu on the NFRMPO Document Library page: <https://nfrmpo.org/library/>

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



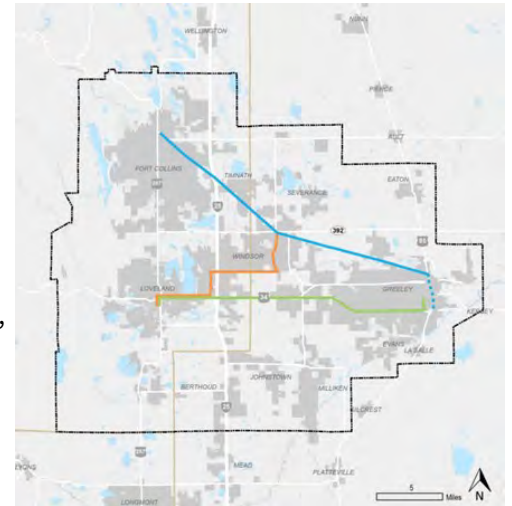
Image Courtesy of CDOT

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.

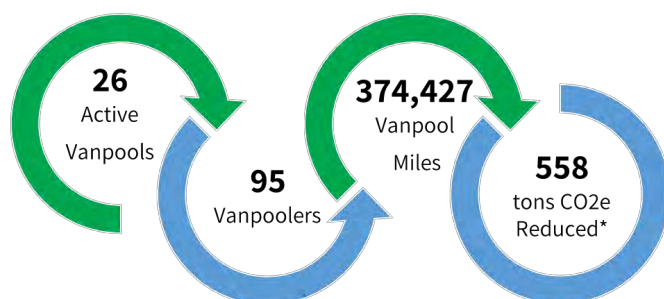
This vision will be achieved through partnerships, programming, improved data collection, investments in new infrastructure and resources, and communication. Some TDM Action Plan recommendations are already underway:

- **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

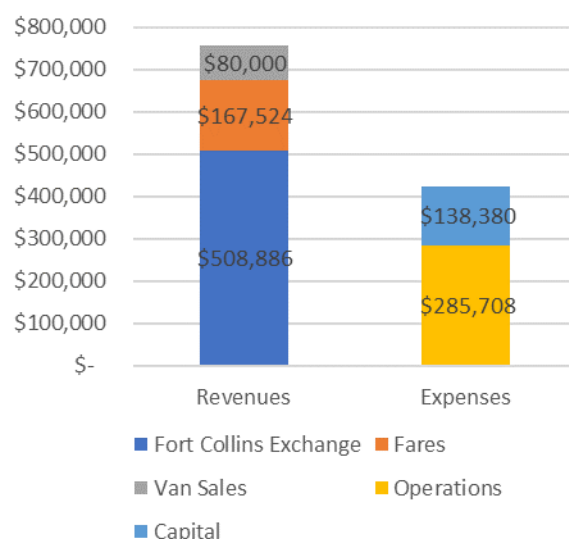
The VanGo™ program successfully transitioned operations, adapting to the post COVID-19 work environments, by adopting policy changes that allow participants more flexibility, combining routes to aid occupancy levels and reduce single occupant vehicles (SOVs) and reducing maintenance facilities. This 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.



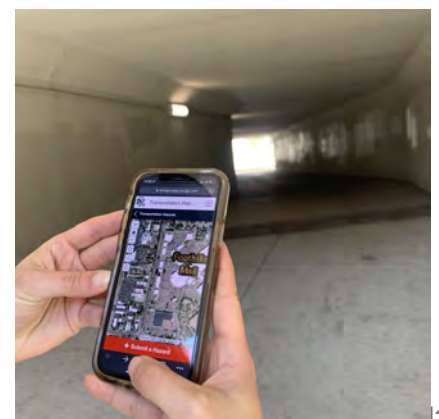
Bike & Ped Safety Reporter

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 |





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.

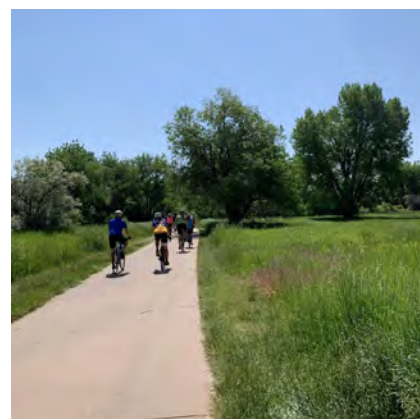
The NoCo Bike & Ped Collaborative began the process of starting a regional Safe Routes to School subcommittee to create a regional Safe Routes to School program. This subcommittee will gather resources and work with local stakeholders to achieve its goal of creating safer routes to schools for children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

All pictures used in this document were
taken by NFRMPO staff unless otherwise
noted.

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AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date		Agenda Item	Submitted By																					
January 5, 2023 Fort Collins		FY2023-2025 Additional Allocations - UPDATED	AnnaRose Cunningham																					
Objective/Request Action																								
To approve the FY2023-2025 Additional Allocations.			<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																					
Key Points																								
<p>On January 3, 2023 the NFRMPO received a new quarterly reconciliation from CDOT which reflected a decrease in the total funding amount available in FY2023. The ‘Funding Available’ table below along with Attachment 2: Additional Allocation Tables have been updated to reflect the current funding estimates available. With the updated funding amounts, all projects presented to TAC and Planning Council at the December meetings will still be fully funded. Some projects funding program and year have been adjusted based on the available funding.</p> <p>The NFRMPO’s most recent Calls for Projects awarded CMAQ, STBG, and TA funds out to FY2025 and MMOF funds out to FY2023. The funding amounts awarded in the 2021 Call for Projects was based on available funding reflected in the quarterly reconciliation from CDOT Region 4, dated July 2021. Funding levels for the MMOF call were based on the currently available funding for FY2022-2023 provided by CDOT in April 2022.</p> <p>On November 15, 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed into Law. IIJA increased funding apportionments to the NFRMPO’s three existing federal funding programs (CMAQ, STBG, and TA) as well as added new funding through the Carbon Reduction Program (CRP). Details about CRP may be found in Attachment 1: Carbon Reduction Program (CRP) – NFRMPO Information Sheet.</p> <p>Based on the January 2023 Reconciliation, the NFRMPO has the following funding amounts available for allocation for the years FY2023-2025:</p> <p>Funding Available – FY2023-2025:</p> <table><tr><th>CMAQ</th><th>STBG</th><th>TA</th><th>CRP</th><th>MMOF</th></tr><tr><td>\$5,740,691</td><td>\$2,110,204</td><td>\$782,385</td><td>\$3,106,738</td><td>\$1,595,600</td></tr></table> <p>The 2021 Call for Projects and the 2022 MMOF Call for Projects awarded funds to eligible projects as well as created waitlists for each funding program.</p> <p>Waitlisted/Unfunded Project Amounts – FY2023-2025:</p> <table><tr><th>CMAQ</th><th>STBG</th><th>TA</th><th>CRP</th><th>MMOF</th></tr><tr><td>\$1,838,579</td><td>\$1,258,985</td><td>\$987,888</td><td>N/A</td><td>\$7,529,509</td></tr></table> <p>The NFRMPO currently has a total of \$13,335,618 in federal funding available for allocation and \$11,615,961 in waitlisted and unfunded project amounts. With the funding available, the NFRMPO could fully fund all projects which applied for funding in both the 2021 Call for Projects and the 2022 MMOF Call for projects. Any remaining additional funding will be awarded through the Call for Projects process.</p> <p>The waitlist process, as outlined in the relevant Call’s guidelines, specifies a project which has waitlisted funding is eligible for additional allocations if additional funding becomes available for the funding program and in the funding year coinciding with the Call the project was originally awarded in.</p>					CMAQ	STBG	TA	CRP	MMOF	\$5,740,691	\$2,110,204	\$782,385	\$3,106,738	\$1,595,600	CMAQ	STBG	TA	CRP	MMOF	\$1,838,579	\$1,258,985	\$987,888	N/A	\$7,529,509
CMAQ	STBG	TA	CRP	MMOF																				
\$5,740,691	\$2,110,204	\$782,385	\$3,106,738	\$1,595,600																				
CMAQ	STBG	TA	CRP	MMOF																				
\$1,838,579	\$1,258,985	\$987,888	N/A	\$7,529,509																				

Key Points Continued

Due to the influx of funding from IJJA, the NFRMPO has a significant amount of FY2023 funds available (federal fiscal year 2023 runs from July 1, 2022 to June 30, 2023). Additionally, the funds listed for FY2023 also include FY2022 funds which have been rolled into FY2023. To allow for the utilization of the federal funds in a timelier manner, the NFRMPO has outlined a proposal for awarding waitlisted and unfunded projects current fiscal year funding regardless of the funding program originally awarded the project. The proposed allocations for each funding program are outlined in the tables in **Attachment 2**.

Committee Discussion

- TAC discussed the FY2023-2025 Additional Allocations at their meeting on November 16, 2022 and recommended NFRMPO staff include the unfunded projects from the 2022 MMOF Call for Projects in the funding proposal. TAC members reviewed the updated tables and provided feedback prior to the Planning Council discussion.
- Planning Council discussed the FY2023-2025 Additional Allocations at their meeting on December 1, 2022 and indicated support for the TAC and Staff recommendation.

Supporting Information

- Prior to the 2021 Call for Projects, the NFRMPO Planning Council agreed to set-aside \$5M CMAQ FY2025 for the North I-25. Due to an immediate need by CDOT, the set-aside of CMAQ funds was swapped for FY2023 MMOF funds in May 2022, freeing up the \$5M CMAQ funds to be awarded through the Call process by the NFRMPO.
- The NFRMPO Planning Council approved a set-aside of \$100,000 Federal MMOF for NFRMPO Travel Demand Model Location Based Services data. In October 2022, the NFRMPO found the funding which was to be used for data procurement though CDOT was no longer needed. The funding has been added to the total MMOF funding available for allocation.
- Due to the availability of earlier fiscal year funding, NFRMPO staff worked with two project sponsors to advance funds originally awarded in FY2024 and FY2025 to FY2023. This frees up later fiscal year funding to be awarded to projects which have not begun the coordination process with CDOT.
 - *College & Trilby Intersection Improvements* - Advancing \$1,073,771 STBG from FY2024 to FY2023
 - *Willow Bend Trail* - Advancing \$258K/\$259K originally awarded in FY2024/FY2025 to FY2023/FY2024.
- Carbon Reduction Program (CRP) Guidance Highlights
 - Infrastructure projects must be on a Regionally Significant Corridor (RSC) (roadway) or Regional Transit Corridor (RTC)(transit) as identified in the 2045 RTP or must directly impact a Regional Active Transportation Corridor (RATC)(bike/ped/trail) as identified in the 2021 Active Transportation Plan (ATP)
 - Projects awarded funding under the CRP must demonstrate a reduction of transportation emissions.
 - Projects listed under the proposal for allocation to the CRP program listed in **Attachment 2** demonstrated emissions reductions during the 2022 MMOF Call for Projects.
- For additional information on each project, please see the original project applications, which are available at this link:
<https://www.dropbox.com/scl/fo/rh899theta7jbr6kzvnd4/h?dl=0&rlkey=339ucq84fjqghdsb6w8jrg47l>
- Following discussions of the additional allocations, the NFRMPO will have additional funds to award to the remaining federal and state funds. Guidelines from the 2021 Call for Projects and 2022 MMOF Call for Projects will need to be updated based on new guidance from IJJA for federal funding programs, including the addition of the CRP, as well as feedback solicited from TAC following the 2021 and 2022 Calls for Projects.

Advantages

- The attached proposal allocates funding to be utilized in a timely manner.

Disadvantages

- The proposed allocations fall outside the normal process for awarding waitlisted funding through NFRMPO Calls for Projects and the FY2023-2026 Transportation Improvement Program (TIP).

Analysis/Recommendation

- At their meeting on December 21, 2022, TAC recommended Planning Council approval of the FY2023-2025 Additional Allocations, fully funding all waitlisted and unfunded projects by leveraging all funding programs.

Attachments

- **Attachment 1:** Carbon Reduction Program – NFRMPO Information Sheet
- **Attachment 2:** Additional Allocation Tables
- ***Resolution 2023-01***

Carbon Reduction Program (CRP) – NFRMPO Information Sheet

Available Funding

Program	FY2023	FY2024	FY2025	Federal Funding Subtotal
CRP	\$1,533,619	\$789,890	\$805,687	\$3,129,196

Eligible Applications

Eligible applicants include Metropolitan Planning Organizations (MPOs), State or local transportation departments, transit providers, and any other organization that can accept Federal transportation funds. Non-profits and private sector entities may partner with an eligible applicant to complete a project.¹

Eligible Project Types

The purpose of CRP funding is to reduce transportation emissions by funding projects designed to reduce transportation emissions. As established under the CRP, transportation emissions means ‘carbon dioxide emissions from on-road highway sources of those emissions’.

Projects must not require the issuance of a vehicle Buy America waiver for implementation.

Eligible project types may include:

- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies

¹ “Public-Private Partnerships”, **FHWA-HEP-18-017**,

https://www.fhwa.dot.gov/Environment/air_quality/cmaq/reference/public-private_partnerships/, 2017

- a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to everything (C-V2X) technology;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy;
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project to support deployment of alternative fuel vehicles, including:
 - the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

4 Project Requirements

All CRP projects must meet the following requirements:

- If project touches a state highway, sponsor must submit a CDOT letter of support even if CDOT does not provide funding.
- Infrastructure projects must be on a Regionally Significant Corridor (RSC) (roadway) or Regional Transit Corridor (RTC)(transit) as identified in the *2045 RTP* or must directly impact a Regional Active Transportation Corridor (RATC)(bike/ped/trail) as identified in the *2021 Active Transportation Plan (ATP)*

- Roadway projects must be on a federal-aid eligible roadway. Eligible roads include the National Highway System, the Interstate System, and all other public roads not classified by CDOT as local roads or rural minor collectors, as defined in 23 CFR 470.²
- Local match of 17.21 percent
- Address at least one federally required Performance Measure
- Consistent with the *2045 RTP* Corridor Visions
- Project is within the NFRMPO Boundary
- Comply with applicable local land use plans or current corridor studies
- Complete a construction or implementation phase
- Demonstrate an air quality benefit for the North Front Range region
- **Project does not require the issuance of a vehicle Buy America waiver**
- ITS projects must conform to the Statewide ITS Architecture³ and Region 4 ITS Plan⁴ as required by 23 CFR 940⁵ and the CDOT Region 4 Smart Mobility Regional Plan⁶.

For additional information on the CMAQ program, view the Bipartisan Infrastructure Law (BIL) CRP Fact sheet at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm.

² 23 CFR 470, https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470_1103, 1997.

³ CDOT Statewide ITS Architecture, <https://nfrmpo.org/wp-content/uploads/2019-SW-ITS-Architecture-FINAL.pdf>, 2019.

⁴ CDOT Region 4 ITS Plan, <https://nfrmpo.org/wp-content/uploads/Final-Region-4-ITS-Plan-Update-061120.pdf>, June 2020.

⁵ 23 CFR 940, <https://www.ecfr.gov/cgi-bin/text-idx?SID=20c6d31dad7a8f9fb5a9244f6b9c7f85&mc=true&node=pt23.1.940&rgn=div5>, 2001

⁶ CDOT Region 4 Smart Mobility Regional Plan, <https://nfrmpo.org/wp-content/uploads/CDOT-Smart-Mobility-Plan-Region.pdf>, April 2019.

**Proposed Additional Allocations based on CDOT's January 3, 2023 Reconciliation
FY2020-2025 Congestion Mitigation and Air Quality Improvements (CMAQ)**

Projects approved by Planning Council on March 3, 2022

Additional FY23-25 funding total:	\$5,740,691
FY23 Funds:	\$249,486
FY24 Funds:	\$178,029
FY25 Funds:	\$5,313,176

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded CMAQ Request	Rank	Federal Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Greeley	35th Avenue Adaptive Signal Control Technology	\$604,662	\$604,662	\$0	1	-	\$604,662	-	-	\$ -
Fort Collins	Mulberry Street Traffic Signal Synchronization	\$440,000	\$440,000	\$0	2	-	\$440,000	-	-	\$ -
Loveland	US287 Signal Coordination Improvements	\$620,925	\$620,925	\$0	3	-	\$620,925	-	-	\$ -
Fort Collins	On Route Battery Electric Bus Chargers	\$1,598,675	\$1,598,675	\$0	4	-	\$1,598,675	-	-	\$ -
Loveland	COLT Bus Replacement/Expansion	\$1,843,825	\$1,774,681	\$69,144	5	-	\$1,774,681	-	\$69,144	\$ -
Fort Collins	Power Trail Harmony Grade Separated Crossing	\$500,000	\$0	\$500,000	6/ MMOF	-	-	-	\$2,700,000	\$ -
Weld	WCR 74 and WCR 31 Roundabout	\$1,269,435	\$0	\$1,269,435	7	-	-	-	\$1,269,435	\$ -
<i>Greeley/ CDOT</i>	<i>US34 Regional Mobility Hub (MERGE)</i>	<i>\$7,000,000</i>	<i>\$5,000,000</i>	-	<i>MMOF</i>	-	-	-	<i>\$1,593,727</i>	<i>\$ -</i>
Total		\$6,877,522	\$5,038,943	\$1,838,579	-	\$0	\$5,038,943	\$0	\$5,632,306	\$0

Remaining CMAQ Funds	\$108,385
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Note: Projects in gray are ineligible for additional funding, italicized projects were originally awarded funding under a different funding program.
Projects in red have been updated since the Council Packet went out on December 27, 2022.

**Proposed Additional Allocations based on CDOT's January 3, 2023 Reconciliation
FY2023-2025 Surface Transportation Block Grant (STBG)**

Projects approved by Planning Council on March 3, 2022

Additional STBG funding total:	\$2,110,204
FY2023:	\$0
FY2024:	\$1,467,541
FY2025:	\$642,663

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded STBG Requests	Rank *	Federal Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Fort Collins	College & Trilby Intersection Improvements	\$3,616,462	\$3,616,462	\$0	1	\$1,614,932	\$2,001,530	\$0	\$0	\$0
Windsor	Eastman Park Ultimate Intersection & RR Crossing	\$1,705,000	\$1,705,000	\$0	2	\$1,705,000	\$0	\$0	\$0	\$0
Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	\$1,419,409	\$1,419,409	\$0	2	\$0	\$841,520	\$577,889	\$0	\$0
Loveland	US 34 EB Widening Construction	\$1,646,728	\$1,646,728	\$0	5	\$0	\$0	\$1,646,728	\$0	\$0
Evans	37th Street Widening Phase 3	\$1,543,462	\$1,543,462	\$0	6	\$0	\$0	\$1,543,462	\$0	\$0
Severance	E Harmony Road/ WCR19 Intersection Improvements	\$1,258,985	\$0	\$1,258,985	7	\$0	\$0	\$0	\$1,258,985	\$0
<i>Severance</i>	<i>Great Western Trail</i>	<i>\$300,000</i>	<i>\$0</i>	<i>-</i>	<i>TA</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$206,503</i>	<i>\$0</i>
Total		\$11,190,046	\$9,931,061	\$1,258,985	-	\$3,319,932	\$2,843,050	\$3,768,079	\$1,465,488	\$0
Remaining STBG Funds									\$644,716	

Note: Projects in gray are ineligible for additional funding, italicized projects were originally awarded funding under a different funding program.

Projects in red have been updated since the Council Packet went out on December 27, 2022.

**Proposed Additional Allocations based on CDOT's January 3, 2023 Reconciliation
FY2023-2025 Transportation Alternatives (TA)**

Projects approved by Planning Council on March 3, 2022

Additional TA funding total:	\$782,385
FY2023:	\$0
FY2024:	\$318,657
FY2025:	\$463,728

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded TA Requests	Rank	Federal Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Windsor	Poudre Trail Wayfinding - I25 to Island Grove Park	\$85,264	\$85,264	\$0	1	\$85,264	\$0	\$0	\$0	\$0
Loveland	Willow Bend*	\$603,624	\$518,360	\$85,264	2	\$375,596	\$142,764	\$0	\$85,264	\$0
CSU	Phemister Trail & Bridge	\$603,624	\$0	Withdrawn	3	-	-	-	-	-
Fort Collins	William Neil / Ziegler Intersection	\$603,624	\$0	\$603,624	4	\$0	\$0	\$0	\$603,624	\$0
Severance	Great Western Trail	\$300,000	\$0	\$300,000	5	\$0	\$0	\$0	\$93,497	\$206,503**
Total		\$2,196,136	\$603,624	\$988,888	-	\$460,860	\$142,764	\$0	\$782,385	\$206,503
Remaining TA Funds										\$0

Note: Projects in gray are ineligible for additional funding.

Projects in red have been updated since the Council Packet went out on December 27, 2022.

*Willow Bend - Advancing \$258K/\$259K originally awarded in FY24/FY25 to FY23/FY24. Awarding \$85K waitlisted funding.

**Unfunded amounts proposed for funding under another funding program.

Proposed Additional Allocations based on CDOT's Program Distribution May 17, 2022
FY2023-2025 Multimodal Transportation and Mitigation Options Fund (MMOF)

Projects approved by Planning Council on August 4, 2022

Additional MMOF funding total:	\$1,595,600
FY2023*	\$104,569
FY2024	\$406,273
FY2025	\$1,084,758

Project Sponsor	Project Name	Funding Request	MMOF Award	Unfunded MMOF Requests	Rank*	Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Johnstown	SH60 & Carlson Blvd Intersection Improvements	\$250,000	\$250,000	\$0	2	\$250,000	\$ -	\$ -	\$0	\$0
FortCollins	West Elizabeth Corridor Design	\$1,232,248	\$1,232,248	\$0	3	\$1,232,248	\$ -	\$ -	\$0	\$0
Weld	Weld County On Demand Transit	\$342,900	\$342,900	\$0	1	\$342,900	\$ -	\$ -	-	\$0
Loveland	COLT Route Expansion	\$461,592	\$461,592		4	\$461,592	\$ -	\$ -	\$0	\$0
Larimer County	Phemister Bridge and Trail	\$466,677	\$466,677	\$0	3	\$466,677	\$ -	\$ -	-	\$0
Loveland	Willow Bend	\$1,728,396	\$1,200,000	\$528,396	2	\$1,200,000	\$ -	\$ -	\$0	\$0
Greeley/ CDOT	US34 Regional Mobility Hub (MERGE)	\$7,000,000	\$5,000,000	\$2,000,000	1	\$5,000,000	\$ -	\$ -	\$406,273	\$1,593,727
Windsor	11th St Multimodal Improvements	\$740,394	\$450,000	\$290,394	6	\$450,000	\$ -	\$ -	\$0	\$0
Fort Collins	Siphon Overpass	\$750,000	\$450,000	\$300,000	5	\$450,000	\$ -	\$ -	\$104,569	\$0
Fort Collins	Two (2) Electric bus on Route Chargers	\$1,000,000	\$ -	\$1,000,000	7	\$ -	\$ -	\$ -	\$1,000,000	\$0
Fort Collins	Power Trail Grade Separated Crossing	\$2,200,000	\$ -	\$2,200,000	8	\$ -	\$ -	\$ -	\$0	\$2,200,000
Larimer County	North LCR 17 Expansion - Shoulder Widening	\$1,210,719	\$ -	\$1,210,719	9	\$ -	\$ -	\$ -	\$0	\$1,210,719*
Total		\$17,382,926	\$9,853,417	\$7,529,509	-	\$9,853,417	\$ -	\$ -	\$1,510,842	\$5,004,446

Note: Projects in gray are ineligible for additional funding. Projects above the red line had waitlisted funding amounts, projects below the red line were unfunded. Projects in red have been updated since the Council Packet went out on December 27, 2022.

Remaining MMOF Funds

\$84,758

*Unfunded amounts proposed for funding under another funding program.

**Proposed Additional Allocations based on CDOT's January 3, 2023 Reconciliation
FY2023-2025 Carbon Reduction Program (CRP) Funding**

CRP funding total:	\$3,106,738
FY2023	\$1,511,161
FY2024	\$789,890
FY2025	\$805,687

Project Sponsor	Project Name	Request	Award	Unfunded Requests	Original Funding Program	Proposed Allocation	Proposed Remaining Unfunded
<i>Loveland</i>	<i>Willow Bend</i>	<i>\$1,728,396</i>	<i>\$1,200,000</i>	<i>\$528,396</i>	<i>MMOF</i>	\$528,396	
<i>Windsor</i>	<i>11th St Multimodal Improvements</i>	<i>\$740,394</i>	<i>\$450,000</i>	<i>\$290,394</i>	<i>MMOF</i>	\$290,394	
<i>Fort Collins</i>	<i>Siphon Overpass</i>	<i>\$750,000</i>	<i>\$450,000</i>	<i>\$195,431</i>	<i>MMOF</i>	\$195,431	
<i>Larimer County</i>	<i>North LCR 17 Expansion - Shoulder Widening</i>	<i>\$1,210,719</i>	<i>\$0</i>	<i>\$1,210,719</i>	<i>MMOF</i>	\$1,091,920	\$118,799
Total		\$5,429,509	\$2,100,000	\$3,224,940		\$2,106,141	\$118,799

Remaining CRP Funds	\$1,000,597
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Note: Projects originally applied for MMOF funds during the 2022 MMOF Call for Projects

RESOLUTION NO. 2023-01
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING ADDITIONAL ALLOCATIONS OF FY2023-2025 FEDERAL AND STATE FUNDING

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, transportation projects programmed in the current TIP for FY2023-2026 are consistent with the 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2023-2026 TIP were positive and this Resolution does not change the positive conformity findings on the FY2023-2026 TIP; and

WHEREAS, \$5,740,691 unprogrammed FY2023-2025 Congestion Mitigation and Air Quality (CMAQ) funds shall be allocated, with:

- \$69,144 to Loveland’s *COLT Bus Replacement/Expansion* project; and
- \$2,700,000 to Fort Collins’ *Power Trail Harmony Grade Separated Crossing* project; and
- \$1,269,435 to Weld County’s *WCR 74 and WCR 31 Roundabout* project; and
- \$1,593,727 to Greeley/CDOT’s *US34 Regional Mobility Hub (MERGE)* project; and

WHEREAS, \$782,385 unprogrammed FY2023-2025 Transportation Alternatives (TA) funds shall be allocated, with:

- \$85,264 to Loveland’s *Willow Bend Trail* project; and
- \$603,624 to Fort Collins’ *William Neil/Ziegler Intersection* project; and
- \$93,497 to Severance’s *Great Western Trail* project; and

WHEREAS, \$1,465,488 unprogrammed FY2023-2025 Surface Transportation Block Grant (STBG) funds shall be allocated, with:

- \$1,258,985 to Severance’s *E Harmony Road/WCR19 Intersection Improvements* project; and
- \$206,503 to Severance’s *Great Western Trail* project; and

WHEREAS, \$1,510,842 unprogrammed FY2023-2025 Multimodal Transportation and Mitigation Options Fund (MMOF) funds shall be allocated, with:

- \$406,273 to Greeley/CDOT’s *US34 Regional Mobility Hub (MERGE)* project; and
- \$104,569 to Fort Collins’ *Siphon Overpass* project; and
- \$1,000,000 to Fort Collins’ *Two (2) Electric Bus On-Route Chargers* project; and

WHEREAS, \$2,106,141 unprogrammed FY2023-2025 Carbon Reduction Program (CRP) funds shall be allocated, with:

- \$528,396 to Loveland’s *Willow Bend Trail* project; and
- \$290,394 to Windsor’s *11th St Multimodal Improvements* project; and
- \$195,431 to Fort Collins’ *Siphon Overpass* project; and
- \$1,091,920 to Larimer County’s *North LCR 17 Expansion -Shoulder Widening* project; and

Resolution No. 2023-01

WHEREAS, the FY2023-2026 TIP remains fiscally constrained.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby approves the additional funding as noted above.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of January 2023.

Scott James, Chair

ATTEST:

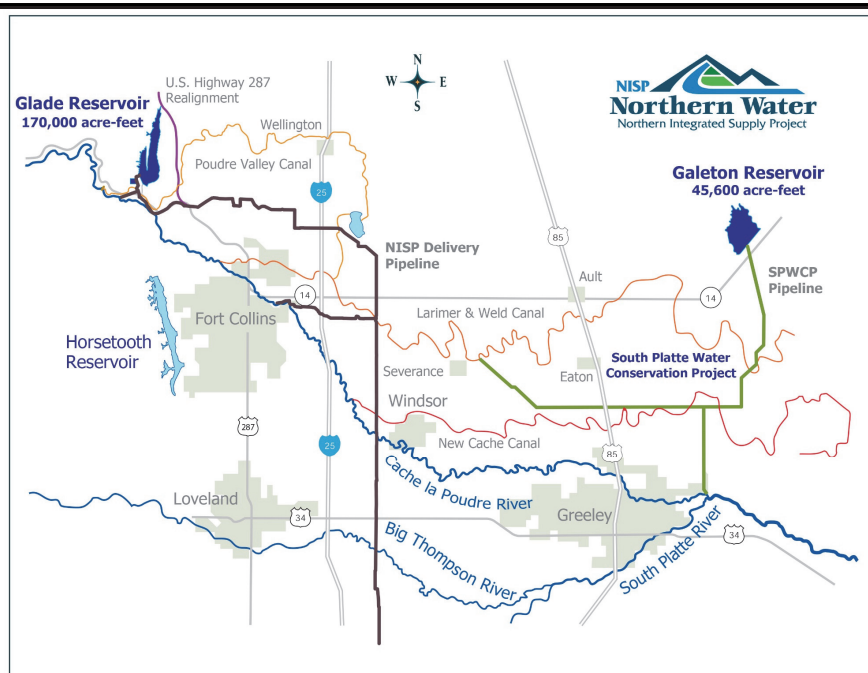
Suzette Mallette, Executive Director

Northern Water

- Population: 1 million
- Fastest-growing cities in Colorado
- 615,000 acres of irrigated agriculture
- Manager of the Colorado-Big Thompson Project
 - 310,000 allotment contract units
 - More than 70 percent are owned by municipal water providers
 - The sale price for a unit is about \$75,000 – each!



www.NISPwater.org



NISP at a Glance

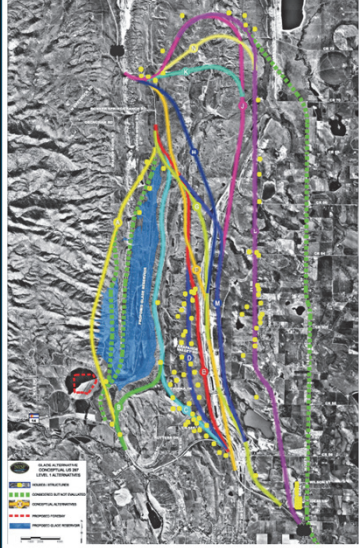
- 15 participants
- Approved fish and wildlife mitigation plan (2017)
- State 401 permit approved (2020)
- Larimer County permits received (2020)
- Federal Section 404 permit issued (2022)



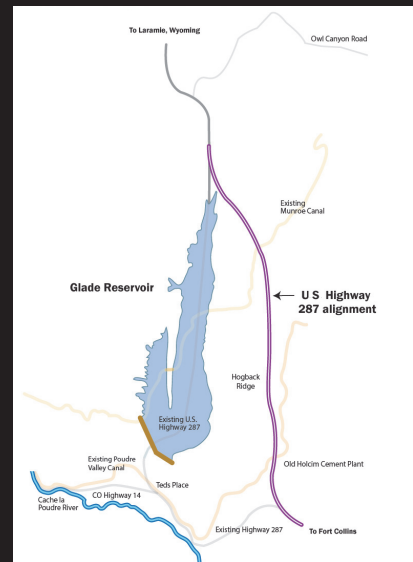
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Highway 287 Relocation by the Numbers

Figure 4: Preliminary Alternatives



- 13 Different Alternatives Analyzed as Part of EIS Process
- 6 Miles of existing Highway 287 from Ted's Place North removed
- 3 Miles of existing Highway 287 reclassified to State Highway 14 east of Ted's Place
- 7 Miles of new Highway 287
- 6 Landowners with Fee Purchases



Northern Water

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Highway 287 Public Outreach

Continuous effort has been made to inform, engage, involve, and receive input from the public.

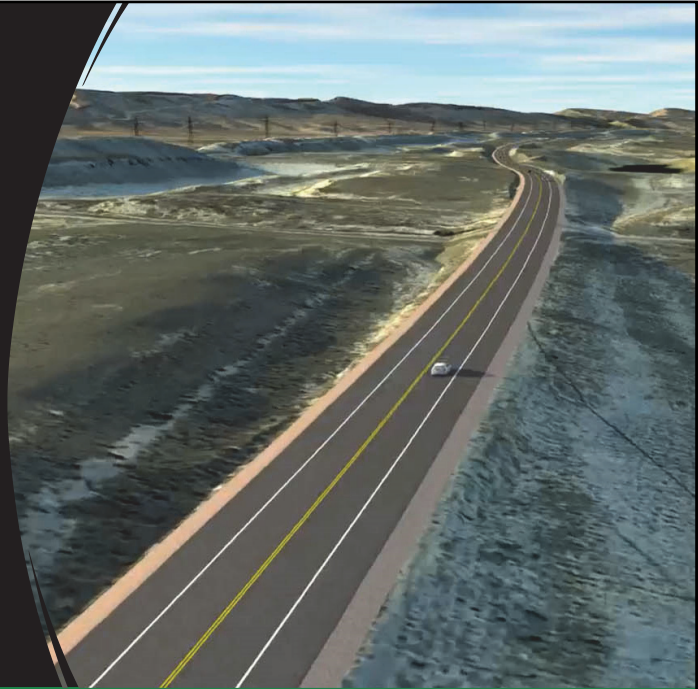
Outreach	Date
EIS Scoping Meetings	2004
EIS Open House	2005
Draft EIS Public Comment and Hearing	2008
Supplemental Draft EIS Public Comment and Hearing	2015
Final EIS Public Comment	2018
Open House	October 2019
Open House	December 2019
NISPTalk.com	2019 through April 2021
Gladereservoir.org	Ongoing over 3+ years
Larimer County Location & Extent	September 2021
Meetings with Landowners	As Requested

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Highway 287 Ongoing Work

- Noise Study & Mitigation
- Property Acquisition
(1 Acquired, 1 In Process)
- Coordination with CDOT
- Procurement of a Construction
Manager/ General Contractor
- Final Design



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NISP Timeline and Construction

- 2022: Geotechnical Design and Assessment
- 2022: Federal Record of Decision
from the U.S. Army Corps of Engineers
- 2023-24: Final Glade Unit design
- 2023-24: Final U.S. 287 realignment design
- 2022-23: Conveyance design and
right-of-way acquisition
- 2025: Construction begins on U.S. 287 & Glade Unit
- 2028: Construction begins at Galeton
- 2029: Start filling Glade



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