



### **In-Person Attendance Option**

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

### **Virtual Attendance Option**

Call-in Number: +1 (872) 240-3412

Access Code: 859-059-677

Weblink:

<https://meet.goto.com/NFRMPO/2023-nfrmpo-tac-meetings>

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

**January 18, 2023**

**1:00 – 3:00 p.m.**

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

### **AIR QUALITY AGENDA**

- 1) Regional Air Quality Updates**

Bornhoft

### **METROPOLITAN PLANNING ORGANIZATION AGENDA**

#### **CONSENT AGENDA**

**No Items this Month.**

#### **ACTION ITEMS**

- 1) FY2023 Transfort POP (Page 6)**
- 2) January 2023 TIP Amendment (Page 18)**
- 3) 2019-2023 NFRMPO Targets for Safety Performance Measures (Page 30)**
- 4) PM2 and PM3 Target Setting (Page 33)**

Katlyn Kelly, Transfort  
Cunningham  
Cunningham  
Rouser

#### **PRESENTATION**

**No Items this Month.**

#### **DISCUSSION ITEMS**

- 5) 2050 RTP Project Collection Request (Page 36)**
- 6) Regional Performance Measures (Page 41)**

Bornhoft  
Rouser

### **OUTSIDE PARTNER REPORTS**

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

**Handout**

Schmitt

### **REPORTS**

- 10) January Planning Council Meeting Summary Draft (Page 43)**
- 11) Community Advisory Committee (CAC) Summary**
- 12) Mobility Committee Updates (Page 44)**
- 13) Q4 2022 TIP Modifications (Page 48)**
- 14) CDOT Inactives Report (Page 63)**
- 15) Roundtable (Page 64)**

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

- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: February 15, 2023**

#### **Town of Windsor Wi-Fi**

**Username:** Windsor Rec Center Public Wi-Fi

**Password:** password

419 Canyon Avenue, Suite 300

**Fort** Collins, Colorado 80521

(970) 800.9065

[nfrmpo.org](http://nfrmpo.org)

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
Hybrid Meeting  
December 21, 2022  
1:00 – 2:36 p.m.**

**TAC MEMBERS PRESENT:**

Troy White, Vice Chair – Johnstown  
Abdul Barzak – Severance  
Aaron Bustow – FHWA  
Wayne Chuang – RAQC  
Alex Donaldson – Loveland  
Eric Fuhrman – Timnath  
Omar Herrera – Windsor  
Dana Hornkohl – Fort Collins  
Will Jones – Greeley  
Rusty McDaniel – Larimer County alternate  
Mark Oberschmidt – Evans  
Elizabeth Relford – Weld County  
Josie Thomas – CDOT

**NFRMPO STAFF:**

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

**TAC MEMBERS ABSENT:**

Emma Belmont – FTA  
Rick Coffin – CDPHE-APCD  
Wesley LeVanchy – Eaton  
Pepper McClenahan – Milliken  
Adam Olinger – Berthoud  
Town of Garden City  
Town of LaSalle

**IN ATTENDANCE:**

Caleb Feaver – Fox Tuttle  
Candice Folkers – COLT  
Nicole Hahn – Loveland  
Tamara Keefe – FHU  
Will Keenan – FHWA  
Katlyn Kelly – Transfort  
Katrina Klobardanz – CDOT  
Deanna McIntosh – CDOT  
Bryce Reeves – CDOT

**CALL TO ORDER**

Vice-Chair White called the meeting to order at 1:00 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE NOVEMBER 16, 2022 TAC MINUTES**

Oberschmidt moved to approve the November 16, 2022 TAC minutes. Relford seconded the motion, which was approved unanimously.

## **AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Chuang reported the State Implementation Plans (SIPs) were approved by the AQCC and will move to the legislature and EPA for final approval. The RAQC will restart the Control Strategies Committee meetings on January 18, 2023 and anyone interested in participating may contact him for details. Bornhoft noted the Transportation Commission made an amendment to PD1610 to address impacts to Disproportionately Impacted (DI) communities. Bornhoft stated an IGA is in progress between CDPHE, CDOT, and the NFRMPO on GHG modeling, a draft of which is anticipated to be taken to Planning Council in February.

## **CONSENT AGENDA**

**FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Task Updates** – Relford moved to approve the Consent Agenda. Hornkohl seconded the motion, which was approved unanimously.

## **ACTION ITEMS**

**Election of 2023 TAC Officers** – Karasko stated elections will be held for both Chair and Vice-Chair. White nominated Eric Tracy for Chair; Relford seconded the motion which was approved unanimously. McDaniel nominated White for Vice-Chair; Oberschmidt seconded the motion, which was approved unanimously.

**FY2023-2025 Additional Allocations** – Cunningham reviewed the Additional Allocation proposal which includes fully funding all projects from the previous two Calls for Projects, except for the *North LCR 17 Expansion* project which will receive a partial award to fit the County's schedule. There will be \$2,049K FY2024-2025 funds remaining to be awarded in a separate call.

Cunningham noted there had been discussion about the Greeley/CDOT joint application for the MERGE project during the MMOF Call for Projects resulting in a \$7M award to one project. TAC discussed revisiting the allowability for state agencies to apply for NFRMPO funds in future Calls for Projects and setting project level maximum requests. Relford noted further discussions on priorities and the regionality of projects awarded through the NFRMPO would be needed.

Donaldson asked if there was consideration of holding a separate Call for all the available funding as opposed to awarding the funds to waitlisted and unfunded projects. Cunningham noted that option was presented to TAC during the discussion in November but due to the availability of current fiscal year funds, there was a desire to award the funds more immediately.

Oberschmidt moved to recommend Planning Council approval of the FY2023-2025 Additional Allocations. Hornkohl seconded the motion, which was passed unanimously.

## **PRESENTATION**

**HSIP Application Process** – David Swenka, CDOT, reviewed the purpose and requirements for the Highway Safety Improvement Program (HSIP). The Notice of Funding Opportunity (NOFO) was released on December 16, 2022 with \$2.9M available to be awarded to local agencies in CDOT Region 4 for State Fiscal Year (FY)2026. HSIP funds require a 10 percent local match unless it is a state highway project in

which case the State will cover the match. Swenka reviewed the evaluation criteria for site specific and systemic safety improvement projects and included examples from previously awarded projects. HSIP applications are due in February 2023. Applications will be screened and evaluated by CDOT Region 4 and Headquarters staff and award notices will be issued in April 2023.

Relford asked if off-system projects were prioritized over on-system projects, and Swenka verified that was correct. Relford asked if ADA projects were allowed under the HSIP program. Swenka noted ADA projects improve safety but are not an allowable HSIP-project type because they are not part of the proven safety countermeasures. There is not a crash reduction factor for ADA improvement projects.

## **DISCUSSION ITEMS**

**2019-2023 NFRMPO Targets for Safety Performance Measures** – Cunningham reviewed the requirements for setting targets for safety performance measures. Targets must be data driven and set annually based on a five-year average. Cunningham presented crash trends for Colorado and the NFRMPO and identified data issues. Cunningham presented two target setting options: supporting the State's targets or setting regional targets.

TAC discussed the crash trends and the interplay between the Federally required safety performance measures and the NFRMPO goal of Moving Towards Zero Deaths. Cunningham stated the targets are required to be data driven and not aspirational. Swenka noted CDOT's Strategic Transportation Safety Plan (STSP) assumed a 15 percent reduction in crashes over the life of the plan as crash trends had been declining at the time the plan was adopted. The impacts of the pandemic have resulted in higher crash trends therefore CDOT has set targets to reflect the current reality for the 2019-2023 performance period. Cunningham noted the NFRMPO does not currently have a Vision Zero plan or timeline for reaching zero deaths or serious injuries. If this type of plan was implemented in the region targets could be set to reflect progress towards zero.

Cunningham stated the Staff recommendation is to support the State's targets due to the issues in data and as has been completed for prior performance periods. The NFRMPO must adopt the safety performance targets by February 27, 2023.

**PM2: Pavement and Bridge Condition and PM3: System Performance** – Rouser outlined Federally required performance measures for which the NFRMPO is required to set targets for the second performance period covering 2022-2025. Rouser presented the PM2 and PM3 targets set by CDOT on October 1, 2022 along with the NFRMPO status for each of the targets. The NFRMPO has the option to support the statewide targets or set regionally specific targets for the second performance period by March 30, 2023.

## **OUTSIDE PARTNERS REPORTS**

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

**Regional Transit Agencies** – Jones noted GET will be fare free during the upcoming inclement weather.

**Mobility Updates** – Schmitt reported the Trip Discovery Tool will soon be launched and the Trip Scheduling Tool will be in development over the course of the next year. LCMC and WCMC will meet together quarterly in 2023 as the Northern Colorado Mobility Committee (NCMC).



## **REPORTS**

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

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

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

## **ROUNDTABLE**

Cunningham stated the NFRMPO is still interested in more local agency photos. Gordon reported the NFRMPO applied for the CDOT grant to establish the US34 TMO, and the timeline for award notifications is unknown.

Will Keenan introduced himself stating he is part of the FHWA Professional Development Program working as a planner in the Colorado Division office.

Karasko stated 2023 TAC meeting invitations will be sent out following the meeting.

White noted the Little Thompson Trail has gone to bid, the kickoff meeting will be in early January, and the project is scheduled to be complete in May 2023.

Bornhoft noted the Model Steering Team will resume meeting in early 2023. Any interested TAC members can reach out to her.

Thomas stated TAP applications will be open beginning in February.

Barzak stated the Great Western Trail connection project, which was funded through TAP and MMOF, is 90 percent complete with final work to be completed in the spring.

Mallette noted there may be a presentation from Northern Water about the Northern Integrated Supply Project (NISP) at an upcoming Planning Council meeting.

## **MEETING WRAP-UP**

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

**Next Month's Agenda Topic Suggestions** – No suggestions.

**Meeting adjourned at 2:36 PM.**

**Meeting minutes submitted by:** AnnaRose Cunningham, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, January 18, 2023, as a hybrid meeting.**

# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
January 18, 2023	FY2023 Program of Projects	Katlyn Kelly
<b>Objective/Request Action</b>		
Recommend approval of TIP amendments for the Program of Projects (POP) for Federal Fiscal Year (FFY) 2023 FTA sections 5307, 5310 and 5339 apportionments for the Fort Collins Transportation Management Area (TMA).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>The City of Fort Collins/Transfort has planned the following Program of Projects for FFY 2023 Federal Transit Administration (FTA) Section's 5307, 5310 &amp; 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Beginning in FY20, City of Loveland became a Direct Recipient for 5307 and 5339 funds. Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 &amp; 5339 funding for the Fort Collins TMA. Section 5307 &amp; 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.</p> <p>Fort Collins works with other TMA members to develop a distribution of available funds and identify the projects to be funded.</p> <p>Of particular note with the FY23 funding:</p> <ul style="list-style-type: none"><li>• A public meeting was held from 1:00 - 2:00 pm at the Downtown Transit Center in Fort Collins on December 10, 2022, a virtual attendance option was offered. Public notice of the meeting was published in the primary Fort Collins newspaper.</li><li>• An online notice was on the Transfort website for two weeks with contact information to provide feedback.</li><li>• There have been no question or concerns on the program to date.</li><li>• City of Loveland Transit (COLT) will be coming in for FTA funds as a direct recipient.</li><li>• Full FY23 apportionments have not yet been released, program funding amounts were estimated using FY22 full apportionments, minus COLT's share.</li><li>• Funding Exchange will remain in effect for Berthoud, NFRMPO and COLT 5310 funds.</li></ul>		
<b>Committee Discussion</b>		
This is the first time TAC has discussed the FFY 2023 TMA POP for recommendation to Planning Council for approval.		
<b>Supporting Information</b>		
<p>There is a planning requirement under 49 USC Chapter 53 for designated recipients of FTA sections 5307, 5310, and 5339 funding to develop a POP for inclusion in the Transportation Improvement Program (TIP). A POP is a project list proposed by the Designated Recipient in cooperation with the MPO funded using the urbanized area's 5307, 5310, and 5339 apportionments.</p> <p>The POP includes a brief project description, including any sub-allocation among public transportation providers, total project costs, and the federal share for each project.</p> <p>The responsibilities of the Designated Recipient are as follows:</p> <ul style="list-style-type: none"><li>• Allocate the relevant apportionment among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s).</li><li>• Identify and select the projects that the MPO will include in a Metropolitan Transportation plan, TIP, long range statewide transportation plan, statewide transportation improvement program (STIP), and/or unified planning work program (UPWP)</li></ul>		

#### Supporting Information Continued

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

The City of Fort Collins, with the assistance of the TMA members, developed a POP for each Section's funding. Fort Collins is submitting the POP for TAC approval. This item will be presented at the February 2, 2023 Planning Council meeting for approval and subsequent inclusion in the FY2023-2026 TIP and STIP.

#### Advantages

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

#### Disadvantages

None Noted.

#### Analysis/Recommendation

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

#### Attachments

- FFY 2023 Program of Projects
- December 10, 2022 Public Hearing Public Notice
- FTA 5307, 5310 and 5339 Factsheets
- FFY22 Full apportionment notices ([5307](#), [5310](#), and [5339](#))

Rev. 11/28/2018

**2023 FTA SECTIONS 5307, 5310 & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS**

**5307 - Estimated FY23 Apportionment - City of Fort Collins**

**\$3,639,660**

**Source of Funds (Federal and Local)**

<b>5307 Project Description</b>	<b>Project Sponsor</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Maintain, Repair and Replace Assets	Fort Collins	\$ 1,338,951.25	\$ 1,071,161.00	\$ 267,790.25	20%
1% Security Projects & 0.75% Safety Projects	Fort Collins	\$ 101,878.75	\$ 81,503.00	\$ 20,375.75	20%
Capital Costs of Contracting	Fort Collins	\$ 841,055.00	\$ 336,422.00	\$ 504,633.00	60%
Fixed Route Operating Expenses	Fort Collins	\$ 5,545,036.00	\$ 2,772,518.00	\$ 2,772,518.00	50%
Transit Planning, Design, and Capital	Fort Collins	\$ 494,600.00	\$ 395,680.00	\$ 98,920.00	20%
	Total Project	\$ 8,321,521.00			
	Total Federal	\$ 4,657,284.00			

**5310 - Estimated FY23 Apportionment - City of Fort Collins**

**\$237,539**

**Source of Funds (Federal and Local)**

<b>5310 Project Description</b>	<b>Project Sponsor</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	\$ 428,833.75	\$ 343,067.00	\$ 85,766.75	20%
	Total Project	\$ 428,833.75			
	Total Federal	\$ 343,067.00			

**5339 - Estimated FY23 Apportionment - City of Fort Collins**

**\$353,242**

**Source of Funds (Federal and Local)**

<b>5339 Project Description</b>	<b>Project Sponsor</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	\$ 424,368.75	\$ 339,495.00	\$ 84,873.75	20%
	Total Project	\$ 424,368.75			
	Total Federal	\$ 339,495.00			

## NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2023 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Beginning in FY20, City of Loveland became a Direct Recipient for 5307 and 5339 funds. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.

- FY22 Section 5307 approximate available funding: \$4,657,284
- FY22 Section 5310 approximate available funding: \$343,067
- FY22 Section 5339 approximate available funding: \$339,495

The Proposed Program of Projects (POP) includes:

### 5307 Program

- Maintain, Repair and Replace Assets \$1,071,161 Federal, \$267,790 Local Match
- Safety & Security Projects \$81,503 Federal, \$20,375 Local Match
- Capital Costs of Contracting \$336,422 Federal, \$504,633 Local Match
- Fixed Route Operating Expenses \$2,772,518 Federal, \$2,772,518 Local Match
- Transit Planning, Design and Capital \$395,680 Federal, \$98,920 Local Match

### 5310 Program

- Goods and Services for Seniors and Individuals with Disabilities - \$343,067 Federal, \$85,766 Local Match

### 5339 Program

- Repair/Replace/Enhance projects related to Rolling Stock, Facilities & Technology - \$339,495 Federal, \$84,873 Local Match

Total Project Costs - \$9,147,723

Total Federal Costs - \$5,339,846

Total Local Costs - \$3,834,877



Detailed information on the aforementioned projects may be obtained by contacting Kaley Zeisel at Transfort / Dial A Ride (970) 224-6067 / [kzeisel@fcgov.com](mailto:kzeisel@fcgov.com)). Public comment is encouraged and if warranted, the Program of Projects may be amended prior to publication of the final Program of Projects. The public is invited to comment on the POP and other amendments to the FY 2023 Transportation Improvement Program (TIP) through the North Front Range Metropolitan Planning Organization (NFRMPO). A public meeting will be held with a virtual attendance option on Thursday, December 8, 2022 from 1:00 – 2:00 pm to allow for questions and comments. If attending in person, the meeting will be located at the Downtown Transit Center at 250 N. Mason Street, Fort Collins. To register for the virtual public meeting option, please email [kzeisel@fcgov.com](mailto:kzeisel@fcgov.com) by December 6th, 2022 and virtual meeting information will be provided.

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

Pending no amendments after the public hearing, this proposed FFY2023 Program of Projects will be considered the final Program of Projects and will be forwarded to the Transportation Advisory Council and NFRMPO Planning Council for initial review. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.



U.S. Department of Transportation  
Federal Transit Administration



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

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

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

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

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

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

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

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

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

### **What's Changed?**

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

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

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

### **Funding:**

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

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

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

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

### **Other:**

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

**For Additional Information on FTA and the FAST Act, please visit:** [www.transit.dot.gov/fastact](http://www.transit.dot.gov/fastact)





U.S. Department of Transportation  
Federal Transit Administration



**FACT SHEET:**

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

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

**PROGRAM PURPOSE:**

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

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

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

**Eligible Recipients:**

Formula funds are apportioned to direct recipients:

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

**Eligible Activities:**

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

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

### **What’s Changed?**

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

### **Funding:**

#### **Federal Share:**

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

#### **Formula Details:**

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

Other:

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

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



U.S. Department of Transportation  
Federal Transit Administration



**FACT SHEET:**  
**GRANTS FOR BUS AND BUS FACILITIES**  
**SECTION 5339**

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

**Purpose**

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

**Statutory References**

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

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

**Eligible Recipients**

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

### **Eligible Activities**

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

### **What's Changed?**

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

### **Funding**

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

**For Additional Information on FTA and the FAST Act, please visit: [www.fta.dot.gov/fastact](http://www.fta.dot.gov/fastact)**

# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
January 18, 2023	January 2023 TIP Amendment	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To recommend Planning council approval of the January 2023 Transportation Improvement Program (TIP) Amendment to the FY2023-FY2026 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>The January 2023 TIP Amendment includes seven revision requests from CDOT and the NFRMPO:</p> <ul style="list-style-type: none"> <li>• Adding CDOT Region 4's new project <i>I-25: Segment 5 (CO56 to CO66)</i> with \$64,050K Federal/State LEG funding in FY24 and FY25.</li> <li>• Adding Fort Collins' new project <i>William Neal/Siegler Int Improvements</i> with \$604K Federal TA and \$779K Local funding in FY24 and FY25.</li> <li>• Adding Severance's new project <i>Great Western Trail Crossing &amp; Paving</i> with \$93K Federal TA, \$207K Federal STBG, and \$200K Local funding in FY25.</li> <li>• Adding Fort Collins' new project <i>Power Trail Grade Separated Crossing</i> with \$2,700K Federal CMAQ and \$4,500K Local funding in FY23-FY25.</li> <li>• Adding Weld County's new project <i>CR74 and CR31 Roundabout</i> with \$1,269K Federal CMAQ and \$6,595K Local funding in FY25.</li> <li>• Adding Severance's new project <i>Harmony Rd &amp; CR19 Int Improvements</i> with \$1,259K Federal STBG and \$841K Local funding in FY24.</li> <li>• Adding Fort Collins' new project <i>On-Route BEB Chargers -STC</i> with \$1,000K State MMOF and \$1,000K Local funding in FY25.</li> </ul> <p>The attached January 2023 Policy Amendment Form provides additional information on these requests.</p>		
<b>Committee Discussion</b>		
This is the first and only time TAC is scheduled to see the January 2023 TIP Amendment.		
<b>Supporting Information</b>		
<p>The 30-day Public Comment period for the January 2023 TIP Amendment began on January 11, 2023 and concludes on February 9, 2023.</p> <p>An environmental justice analysis is included for the seven new location-specific projects.</p> <p><u>Funding Types and Uses</u></p> <p><b>Congestion Mitigation &amp; Air Quality (CMAQ)</b> funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.</p> <p><b>Legislative (LEG)</b> – Legislative funding is any funding source authorized by State or Federal Legislature. Legislative funding includes but is not limited to SB21-260 State funding and federal funding authorized under the Bipartisan Infrastructure Law (BIL) Infrastructure Investments and Jobs Act (IIJA).</p>		

### Supporting Information continued

**Multimodal Transportation and Mitigation Options Fund (MMOF)** is a funding source established by the State through Senate Bill (SB) 18-001 and amended with SB21-260 with the goal to complete an integrated multimodal system. Projects eligible for MMOF include operating and capital cost for fixed-route or on-demand transit, Transportation Demand Management (TDM) programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, bicycle and pedestrian projects, modeling tools, and greenhouse gas mitigation projects.

**Surface Treatment Block Grant (STBG)** is a flexible funding program with many eligible project types, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads.

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

### Advantages

- TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2023-2026 TIP remains fiscally constrained.

### Disadvantages

- None noted.

### Analysis/Recommendation

- Staff supports adding the January 2023 TIP Amendment to the FY2023-2026 TIP.

### Attachments

- January 2023 Policy Amendment Form
- Environmental Justice Analysis

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

## Policy Amendment #2023-A1

Submitted to: TAC & Planning Council

Prepared by: AnnaRose Cunningham

DATE: 1/11/2023

### Strategic

Title:	I-25: Segment 5 (CO56 to CO66)	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal/State	LEG	-	-	-	19,000	45,050	-	64,050	-
STIP ID:	Unassigned		Total	-	-	-	19,000	45,050	-	64,050	-
TIP ID:	2023-019										
Type:	Modify & Reconstruct										
Air Quality:	Included in conformity analysis										
Description:	One new express lane in each direction from CO56 to CR38 (MPO boarder). Replacement/rehabilitation of key bridges, ITS, transit & safety components, multimodal options, replacement of portions of existing facility and interchange improvements										
Revision:	New project addition with new Federal/State funding program LEG (State and Federal Legislative Funding).										

### NFRMPO Transportation Alternatives (TA)

#### NEW ENTRY

Title:	William Neil/Ziegler Int Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	TA	-	-	-	233	370	-	604	-
STIP ID:	Unassigned	Local	L	-	-	-	49	77	-	125	-
TIP ID:	2024-005	Local	LOM	-	-	-	87	567	-	654	-
Type:	Bike/Ped Facility		Total	-	-	-	369	1,014	-	1,383	-
Air Quality:	Exempt from conformity analysis										
Description:	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.										
Revision:	New project addition.										

#### NEW ENTRY

Title:	Great Western Trail Crossing & Paving	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Severance	Federal	TA	-	-	-	-	93	-	93	-
STIP ID:	Unassigned	Federa;	STBG	-	-	-	-	207	-	207	-
TIP ID:	2025-003	Local	L-TA	-	-	-	-	19	-	19	-
Type:	Bike/Ped Facility	Local	L-STBG	-	-	-	-	43	-	43	-
Air Quality:	Exempt from Conformity Analysis	Local	LOM	-	-	-	-	138	-	138	-
			Total	-	-	-	-	500	-	500	-
Description:	Construction of pedestrian crossing with RRFB, raised crosswalk, and bike/ped signage at CR74 and CR23 and pave the trail from CR74 to CR23.										
Revision:	New project addition.										



**Congestion Mitigation & Air Quality (CMAQ)****NEW ENTRY**

Title:	Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	-	-	249	109	2,342	-	2,700	-
STIP ID:	SR47020.026	Local	L	-	-	52	23	487	-	561	-
TIP ID:	2024-006	Local	LOM	-	-	800	1,700	1,439	-	3,939	-
Type:	Bus Replacement/Expansion		Total	-	-	1,101	1,832	4,267	-	7,200	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Design, ROW acquisition, and construction of a multimodal grade separated crossing for the Power Trail at Harmony Road. See also CDOT R4 TAP pool.										
Revision:	New project addition.										

**NEW ENTRY**

Title:	CR74 and CR31 Roundabout	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Weld County	Federal	CMAQ	-	-	-	-	1,269	-	1,269	-
STIP ID:	Unassigned	Local	L	-	-	-	-	264	-	264	-
TIP ID:	2025-005	Local	LOM	-	-	-	-	6,331	-	6,331	-
Type:	Intersection Improvements		Total	-	-	-	-	7,864	-	7,864	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Construction of a roundabout at the intersection of WCR74 and WCR31.										
Revision:	New project addition.										

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

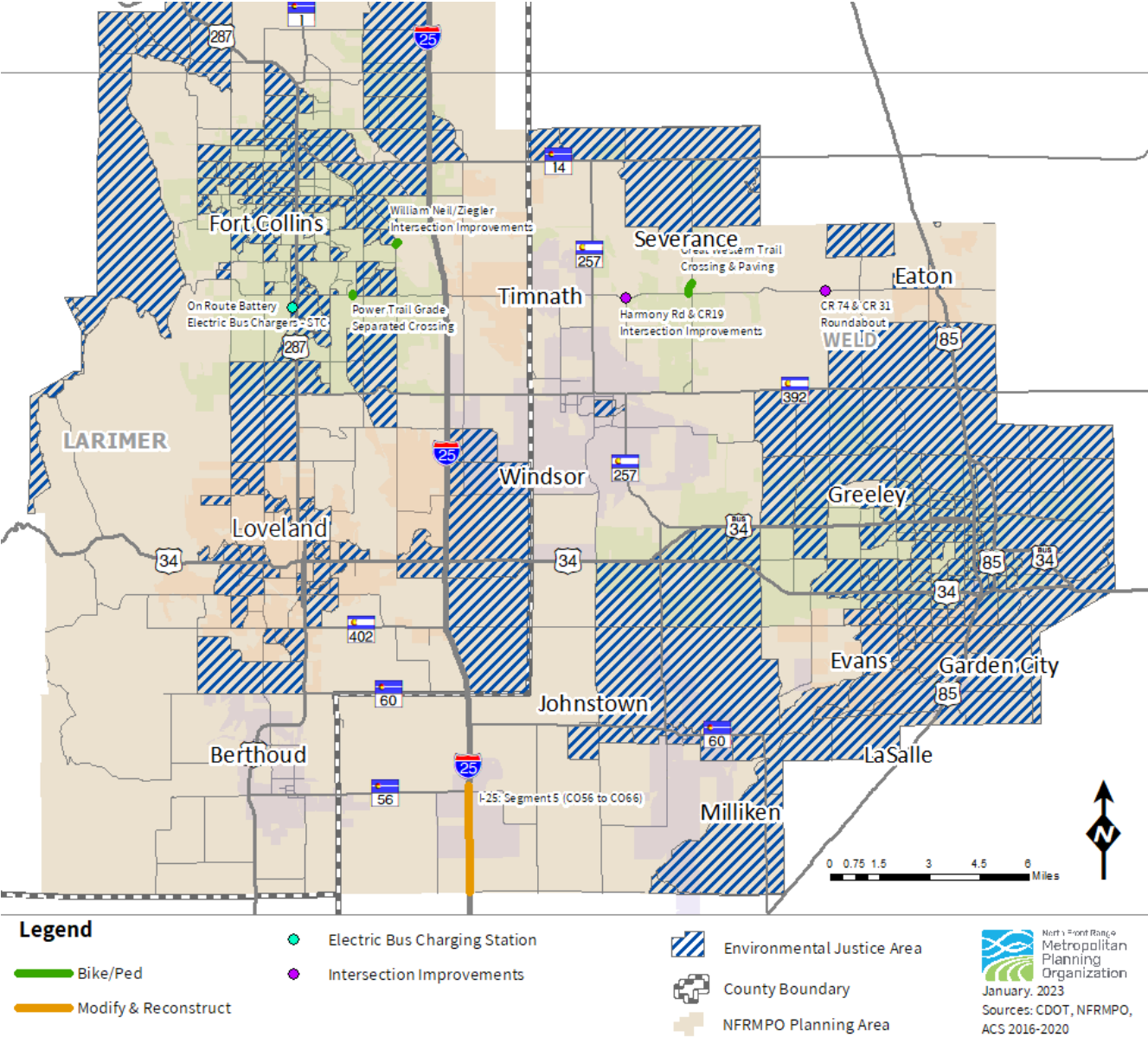
Title:	Harmony Rd & CR19 Int Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Severance	Federal	STBG	-	-	-	1,259	-	-	1,259	-
STIP ID:	Unassigned	Local	L	-	-	-	262	-	-	262	-
TIP ID:	2024-007	Local	LOM	-	-	-	579	-	-	579	-
Type:	Intersection Improvements		Total	-	-	-	2,100	-	-	2,100	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Installation of traffic signal at E. Harmony Road and WCR 19.										
Revision:	New project addition.										

Multimodal Transportation and Mitigation Options Fund (MMOF)

NEW ENTRY

Title:	On-Route BEB Chargers - STC	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	State	MMOF	-	-	-	-	1,000	-	1,000	-
STIP ID:	Unassigned	Local	L	-	-	-	-	1,000	-	1,000	-
TIP ID:	2025-004		Total	-	-	-	-	2,000	-	2,000	-
Type:	Capital										
Air Quality:	Exempt from conformity analysis										
Description:	Design, purchase, and installation of two (2) on-route battery electric bus (BEB) chargers at the Transfort South Transit Center (STC).										
Revision:	New project addition.										

January 2023 TIP Amendment EJ Analysis Tables and Map



Criteria	I-25: Segment 5 (CO56 to CO66)	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	
Project Sponsor	CDOT Region 4	
Project Type	Modify & Reconstruct	
Funding Source	Legislative/ Various	
Call Awarded	N/A	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Benefits		
According to the North I-25 Environmental Impact Statement and Record of Decision 1 (ROD 1), the Project will temporarily incur noise, vibration, and visual impacts through construction, although they would be minimized as much as possible and mitigation measures will be needed to avoid air quality, water quality, and traffic impacts. Details about the anticipated burdens for the North I-25 project are included in the North I-25 EIS Appendix C: Supplemental Resource Information. Refer to ROD 1, Section K and L, for details on the proposed mitigation measures and monitoring program that will be implemented to address these anticipated burdens.		
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment	Yes	
Improved access to transit options and alternative modes of transportation	Yes	
Additional Anticipated Benefits		
The Project will replace aging and functionally obsolete infrastructure, increase safety, provide drivers the choice of a new, reliable travel lane, and increase public transit options. The Project will Incorporate multimodal options, such as carpool lots, future trail preservations, and greenhouse gas reducing measures.		
Outreach		
An Environmental Justice analysis document was prepared as part of the North I-25 EIS in 2011 which included specialized outreach efforts for minority and low-income populations. Additional outreach was conducted during the development of the Statewide Transportation Plan adopted in August 2020. Project outreach will continue and include virtual town meeting presentations, updates and videos of planned and completed work continuously posted on various social media platforms, and virtual public meetings.		

Criteria	William Neil/Ziegler Int Improvements	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	
Project Sponsor	City of Fort Collins	
Project Type	Bike/Ped Improvements	
Funding Source	TA	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	None Reported	
Benefits		
Decrease in travel time	No	
Improved air quality	Yes	
Expanded access to employment opportunities	Yes	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	Although a potential signalized pedestrian crossing may not have significant air quality benefits in the short term, encouraging a mode shift from vehicles to non-motorized transportation will likely have long-term air quality benefits. By providing a safe multimodal connection, the Project supports this mode shift.	
Outreach		
The City has received numerous requests from the public for an improved pedestrian and bicycle crossing at the intersection, including requests through the Active Modes Plan update, which is currently underway. Extensive outreach has occurred for the Poudre River Trail completion. For this Project specifically, the City will develop a project website and potentially conduct open house events or discuss the project and transportation fairs.		

Criteria	Power Trail Grade Separated Crossing	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	
Project Sponsor	City of Fort Collins	
Project Type	Bike/Ped Improvements	
Funding Source	CMAQ	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens	Construction activities will have minor impacts such as noise. Vehicular traffic on Harmony Road may have partial or full closures during construction. However, the City and contractor will make every effort to minimize impact severity and duration.	
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment opportunities	Yes	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	The Project will complete the final missing segment of regionally significant trail from the Poudre River Corridor to the Big Thompson Corridor. As a result, vulnerable populations will have safe, comfortable connectivity throughout the region, including access to schools, employment opportunities, businesses, and recreation destinations.	
Outreach		
The Project was identified in a grade-separated crossing study as the highest priority. The study was presented at various boards, commissions, and advocacy groups. The Project maintains a website and has been presented at boards, commissions, advocacy groups, a transportation fair, and to various stakeholders. Outreach will continue through design and construction.		

Criteria	Great Western Trail Crossing & Paving	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	
Project Sponsor	Severance	
Project Type	Bike/Ped Improvements	
Funding Source	STBG/TA	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	Potential burdens include limited access for adjacent residents during construction.	
Benefits		
Decrease in travel time	No	
Improved air quality	Yes	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	Safe routes to school for residents, improved and safer routes to parks, Town amenities, and the larger trail network in the region.	
Outreach		
The Town of Severance conducted outreach through Open Houses and discussions with residents at Town sponsored events and has heard a community need and desire for better and safer pedestrian crossings.		

Criteria	CR74 and CR31 Roundabout	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	
Project Sponsor	Weld County	
Project Type	Intersection Improvements	
Funding Source	CMAQ	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	There are no anticipated burdens to the local community.	
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment opportunities	Yes	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	Development opportunities will be improved because of the project.	
Outreach		
Targeted public outreach occurred during the development of the <a href="#">Weld County Road 74 Access Control Plan</a> planning effort. Staff continually informs the public of projects occurring along the corridor.		



Criteria	Harmony Rd & CR19 Int Improvements	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	
Project Sponsor	Severance	
Project Type	Intersection Improvements	
Funding Source	STBG	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	Yes
Additional Anticipated Burdens	There are no anticipated burdens to the local community.	
Benefits		
Decrease in travel time	Yes	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	
Additional Anticipated Benefits	Improved safety at a major intersection, improvements to major freight route.	
Outreach		
Town staff has completed outreach with Town residents at Severance Days. Through Town Council meetings, all of which are open to the public and publicly noticed, we have conducted an Intersection Control Analysis review and received citizen support for signaling the intersection. Town staff has also coordinated with neighboring property owners and utility companies in the area. Town staff would be willing to do additional outreach if required.		

# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
January 18, 2023	2019-2023 NFRMPO Targets for Safety Performance Measures	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To discuss target setting options for the five federally required Highway Safety Performance Measures for 2019-2023.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2019-2023 period by February 27, 2023. CDOT set statewide Targets for 2019-2023 for the National Safety Measures in August 2022. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> <li>A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or</li> <li>B. Set Targets specific to the NFRMPO region.</li> </ul> <p>The statewide Targets set by CDOT for the 2019-2023 period include:</p> <ul style="list-style-type: none"> <li>• Number of Fatalities – <b>668</b></li> <li>• Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – <b>1.262</b></li> <li>• Number of Serious Injuries – <b>3,041</b></li> <li>• Rate of Serious Injuries per 100M VMT – <b>5.794</b></li> <li>• Number of Non-motorized Fatalities and Serious injuries – <b>548</b></li> </ul> <p>The NFRMPO used the same methodology CDOT used to set the 2019-2023 Safety Targets to present the status of safety in the NFRMPO. The regional target option is presented in <b>Table 1</b>.</p>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>• TAC discussed the 2019-2023 Targets for Safety Performance at their meeting on December 21, 2022.</li> <li>• Planning Council discussed the targets at their meeting on January 5, 2023 and requested Staff include a reference to the NFRMPO Safety Vision: Towards Zero Deaths in the final resolution, and also consider pursuing a Vision Zero Action Plan in the future.</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• Targets for the safety performance measures are set based on a rolling 5-year average.</li> <li>• CDOT analyzed 10 years of historic crash data and used an exponential smoothing (ETS) analysis to forecast fatalities and serious injuries for 2022 and 2023. The 5-year average was calculated using actual fatality and serious injury numbers for 2019-2021 and the forecasted numbers for 2022-2023.</li> <li>• There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets.</li> <li>• The NFRMPO and CDOT must set Targets for the five Safety Performance Measures annually.</li> <li>• The NFRMPO's Targets for 2019-2023 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).</li> <li>• The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the <i>2020-2021 Strategic Transportation Safety Plan</i> or outlined in the NFRMPO Safety Vision adopted by Planning Council in September 2020. While CDOT and the NFRMPO are still endeavoring to move toward zero deaths and injuries, the federally required Targets are data driven in accordance with the FHWA requirements for Target setting.</li> <li>• The NFRMPO has set Safety Performance measure targets by supporting CDOT's targets for the past five performance periods. These targets are presented in <b>Table 2</b>.</li> </ul>		

### Advantages

Adopting the State's Targets aligns the NFRMPO with Safety Planning being completed at the Statewide level. Additionally, the NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.

### Disadvantages

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

### Analysis/Recommendation

Staff requests TAC recommend Planning Council set Targets by supporting the CDOT statewide Safety Targets for the 2019-2023 period and agreeing to plan and program projects to contribute toward accomplishment of those Targets as has been done for the previous target setting periods.

### Attachments

- **Table 1:** 2019-2023 Safety Performance Measure Target Options
- **Table 2:** Historical CDOT Safety Performance Measure Targets

**Table 1: 2019-2023 Safety Performance Measure Target Options**

Measure	CDOT	NFRMPO
<b>Fatalities</b>	668	42
<b>Fatality Rate Per 100M VMT</b>	1.262	1.017
<b>Serious Injuries</b>	3,041	163
<b>Serious Injury Rate Per 100M VMT</b>	5.794	4.141
<b>Non-Motorized Fatalities and Serious</b>	548	29

**Table 2: Historical CDOT Safety Performance Measure Targets**

Measure	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023
<b>Fatalities</b>	610	644	618	603	597	668
<b>Fatality Rate</b>	1.2	1.21	1.143	1.113	1.093	1.262
<b>Serious Injuries</b>	3,350	2,909	3,271	3,161	3,194	3,041
<b>Serious Injury Rate</b>	6.79	5.575	6.075	5.828	5.846	5.794
<b>Non-Motorized Fatalities and Serious Injuries</b>	586	514	670	551	571	548

## MEMORANDUM

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

**From: Jerome Rouser**

**Date: January 18, 2023**

**Re: PM2: Pavement and Bridge Condition and PM3: System  
Performance**

### Background

Transportation Performance Management (TPM) is a strategic approach using system information to make investment and policy decisions to achieve national performance goals. The NFRMPO must set targets for the National Performance Measures set out in MAP-21 and carried through in the FAST Act and the Infrastructure Investment and Jobs Act (IIJA). The NFRMPO can set targets either at the MPO level or decide to support the State's targets. In either case, the NFRMPO must agree to plan and program projects, which contribute toward the accomplishment of adopted targets.

CDOT set statewide targets for Pavement and Bridge condition (PM2) and System Performance (PM2) for the second federal performance period covering the years 2022-2025, which began on October 1, 2022. The NFRMPO must either support their state's targets or set their own targets by March 30, 2023. The Colorado statewide targets are outlined in **Tables 1-4**.

### Action

NFRMPO staff requests TAC recommend Planning Council to support the statewide targets for PM2 and PM 3



**Table 1: Pavement Condition Statewide Targets**

<b>Pavement Condition</b>	<b>2023 (2-year) Target</b>	<b>2025 (4-year) Target</b>
Percentage of pavements of the Interstate System in Good Condition	45.0%	47.0%
Percentage of pavements of the Interstate System in Poor Condition	4.0%	3.5%
Percentage of pavements of the non-Interstate NHS in Good condition	42.0%	43.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	3.5%	3.5%

**Table 2: Bridge Condition Statewide Targets**

<b>Bridge Condition</b>	<b>2023 (2-year) Target</b>	<b>2025 (4-year) Target</b>
Percentage of National Highway System Bridges in Good condition	36.0%	36.0%
Percentage of National Highway System Bridges in Poor condition	4.0%	4.0%



**Table 3: System Reliability Statewide Targets**

<b>System Reliability</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of person-miles traveled on the Interstate that are reliable	81%	79%
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	93%	94%
Truck Travel Time Reliability (TTTR) Index	1.46	1.46

**Table 4: CMAQ Statewide Targets**

<b>CMAQ</b>	<b>2023 Target</b>	<b>2025 Target</b>
Total emissions reduction from CMAQ-funded projects Carbon Monoxide (CO)	2,672 kg/day	5,393 kg/day
Total emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC)	239 kg/day	482 kg/day
Total emissions reduction from CMAQ-funded projects Nitrogen oxides (NOx)	538 kg/day	1,086 kg/day

## MEMORANDUM

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

**From: Medora Bornhoft**

**Date: January 18, 2023**

**Re: 2050 RTP Project Collection Request**

### Background

To inform the 2050 Regional Transportation Plan (RTP) and associated travel model, transportation projects expected to be necessary by 2050 must be submitted by local governments to the NFRMPO. The attached presentation explains the types of projects to submit and the data elements needed for each project.

Transportation projects collected in 2018 and 2019 for the 2045 RTP will be provided to TAC members in a spreadsheet wherein TAC members can identify any updates to existing projects, such as:

- completion year,
- project cost, and
- funding source.

New projects can be added to the spreadsheet by filling out all required data elements.

### Action

Staff requests TAC review the project data needed for the 2050 RTP and travel model and provide requested data by **Wednesday, February 1, 2023**.



# 2050 RTP Project Collection Request

Technical Advisory Committee (TAC)



January 18, 2023

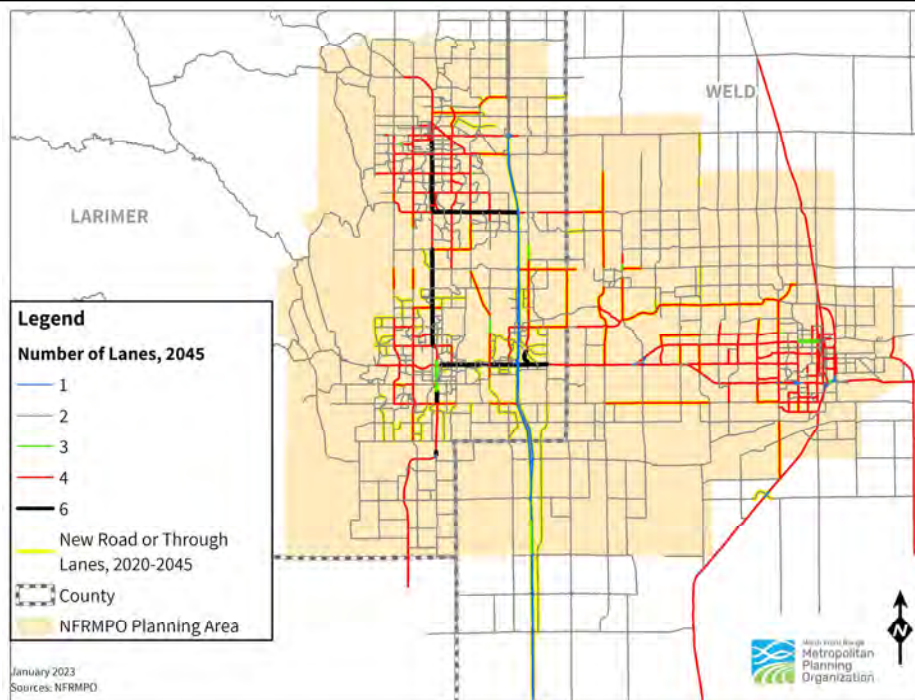
## Purpose



- Identify transportation needs: **projects** and **\$**
- Capacity projects on Regionally Significant Corridors (RSCs) for 2050 RTP and travel model
  - Fiscally constrained projects will clear conformity process
  - Unconstrained projects listed in RTP
- Capacity projects on non-RSCs and other modellable projects for travel model

## 2045 Projects

3



## Project Types

**Submit**

- ❖ **Roadway projects on collectors or above that:**
  - Add or remove a through lane or road
  - Pave an unpaved road
  - Change the roadway facility type (e.g. collector to arterial)
  - New interchange
- ❖ **Bicycle projects on multi use paths or collectors and above that:**
  - Add or remove a bicycle facility
  - Change the bicycle facility type (e.g. bikeable shoulder to bike lane)
- ❖ **Park-n-rides / mobility hubs:**
  - Adding or removing a park-n-ride

**Do not submit**

- Intersection improvements
- Adding or removing turn lanes or center turn lanes
- Adding a local road
- Transit projects (we will coordinate with transit agencies to collect these)

4

2050 RTP Project Collection Request

## Project Information



- Project limits
- Base condition & improved condition (e.g. 2-lane collector → 4-lane minor arterial, unpaved collector → paved collector).
- Year of completion (calendar year)
- Project Cost (specify year of dollars)
  - Can leave blank if project already completed
- Fiscal constraint
- Funding sources and percentage, if known
- Multimodal elements

5

2050 RTP Project Collection Request

## Fiscal Constraint



- Constrained: Funding identified or reasonably expected to be available
  - If identified, list funding sources and amounts
- Unconstrained: Funding is not reasonably expected to be available

6

2050 RTP Project Collection Request

## Staging Periods



- Identify expected year of completion
- Projects will be grouped into staging periods:
  - 2020-2023 (Existing)
  - 2024-2026
  - 2027-2035
  - 2036-2045
  - 2046-2050

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2050 RTP Project Collection Request

## Next Steps / Questions



- Return spreadsheet by February 1
  - If preferred, can submit GIS file, Plan document, etc., but may need to submit additional info
- Questions?
  - Contact Medora at [mbornhoft@nfrmpo.org](mailto:mbornhoft@nfrmpo.org) or 970-289-8283

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2050 RTP Project Collection Request

## MEMORANDUM

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

**From: Jerome Rouser**

**Date: January 18, 2023**

**Re: Regional Performance Measures**

### Background

Starting with the 2040 RTP, the NFRMPO has adopted goals, objectives, performance measures and targets (GOPMT) to guide investments in the regional transportation system. GOPMT are intended to guide investments in the transportation system to meet national and regional goals. NFRMPO staff worked with TAC members in 2018 to update objectives and to draft new regional performance measures for the 2045 RTP. The Regional Performance Measures are designed to reflect regional priorities that are not covered by the Federal Performance Measures. These Performance Measures are not required by Federal Law and will be adopted in addition to the Federal Performance Measures.

The recommended Regional Performance Measures were developed based on the 2045 RTP Regional Performance Measures and feedback from local partners and stakeholders.

The recommended Regional Performance Measures are:

- Population within Publicly-Operated Paratransit and Demand Response Service Area Within the NFRMPO Boundary
- Fixed-route Revenue Hours per Capita within Service Areas
- Non-Motorized Facility Miles
- Percent of Non-Single Occupant Vehicle Commuter Trips
- Daily VMT per Capita
- Projects Requiring more than One Extension
- Travel Time Index on RSCs
- Percent of devices connected by Fiber on RSCs

NFRMPO staff will return in February with recommended Targets for the 2050 RTP, based on TAC feedback.



## Action

Staff requests TAC review and discuss the proposed 2050 RTP Regional Performance Measures and discuss what data will be needed to set these targets.

**EXECUTIVE SUMMARY of the  
North Front Range Transportation and Air Quality Planning Council  
January 5, 2023**

**Move to Approve Minutes**

Karspeck **moved** to *APPROVE THE DECEMBER 1, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** and **passed** unanimously.

**AIR QUALITY AGENDA**

NFRMPO Air Quality Program Updates - Bornhoft stated the AQCC adopted the Moderate SIP and portions of the Severe SIP, APCD is holding an ozone public listening session on January 26, and work continues on equity assessment for GHG mitigation measures.

**METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA**

**PRESENTATION:**

NISP US287 Realignment – Jeff Stahla, Public Information Officer at Northern Water, presented an overview of the Glade and Galetton reservoirs, including the permitting process, construction timeline, and public engagement. For the Glade reservoir, 13 alternatives were analyzed for relocating six miles of US287. The preferred alternative is shorter than the current alignment and has limited impacts to the number of property owners. Northern Water is using the Construction Manager / General Contractor (CM/GC) process and will hand off the completed road to CDOT. Council members discussed the need for passing lanes to address safety, the communications plan, and construction impacts.

**ACTION ITEMS:**

Executive Director Annual Goals – Mallette explained the three proposed goals for 2023, which relate to Complete Streets and safety planning, consideration of housing patterns, and incubating a TMO for US34.

Stephens **moved** to approve the *EXECUTIVE DIRECTOR ANNUAL GOALS*. The motion was **seconded** and **passed** unanimously.

FY2023-2025 Additional Allocations – Cunningham explained changes to the funding amounts in the handout, which changes funding year and funding programs for some projects.

Mallo **moved** to approve *RESOLUTION NO. 2023-01 APPROVING THE FY2023-2025 ADDITIONAL ALLOCATIONS*. The motion was **seconded** and **passed** unanimously.

**DISCUSSION ITEMS:**

2019-2023 NFRMPO Targets for Safety Performance Measures – Cunningham presented federal requirements for annual target setting on five safety measures, crash trends in Colorado and the North Front Range, and how targets relate to Vision Zero. NFRMPO staff recommend supporting the statewide targets. Council members recommended committing to Vision Zero planning efforts in the resolution.

PM2: Pavement and Bridge Condition and PM3: System Performance – Rouser presented federal requirements for target setting on infrastructure and system performance for the National Highway System (NHS). CDOT set targets for the second performance period (2022-2025) and the NFRMPO can support statewide targets or set MPO-specific targets. NFRMPO staff recommend supporting the statewide targets.

**EXECUTIVE SESSION:**

Council entered into an Executive Session pursuant to C.R.S. §24-6-402(4)(f) regarding the Executive Director contract.

**ACTION ITEM:**

Executive Director Contract Amendment

Mallo **moved** to approve the *EXECUTIVE DIRECTOR CONTRACT AMENDMENT*. The motion was **seconded** and **passed** unanimously.

**Weld County Mobility Committee (WCMC)—MINUTES**  
**December 13, 2022**  
**1:34 p.m. – 3:07 p.m.**

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

- Kathi Sargent, Arc of Weld County
- Leiton Powell, Greeley-Evans Transit
- Sheri Hannah-Ruh, United Way of Weld County
- Janet Bedingfield, 60+ Ride
- Celeste Ewert, Envision
- Margie Martinez, United Way of Weld County
- Dan Betts, Rep. Buck's Office
- Robyn Upton, WAND
- Olga Maria Gonzalez, WCDPHE
- Nichole Seward, Weld County AAA
- Steve Teets, WAND

NFRMPO staff: Cory Schmitt, Hanna Johnson, Alex Gordon

**2. Review of Agenda**

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

None.

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

Bedingfield motioned to approve the August minutes. Ewert seconded the motion, and it was approved unanimously.

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**PRESENTATION & DISCUSSION**

**1) TDM Action Plan and TMO Next Steps**

Gordon

Gordon gave an update on the Transportation Demand Management (TDM) Action Plan and the next steps developing a Transportation Management Organization. Gordon outlined the background of the NFRMPO's TDM Plan and the plan's goals. Teets asked why the state's Employee Traffic Reduction Program (ETRP) did not pass the state legislature. Gordon outlined the pushback from the business community, funding gaps, and concerns about the rollout for this program; there was not a state legislator who was championing (primary sponsorship of) this bill.

The NFRMPO TDM Action Plan was approved a few weeks ago. Goals from this Action Plan are outlined in the [slides](#), including: data, investment, partnerships, communication, and enhancing regional TDM programming. Teets would like to have a copy of the [TDM Action Plan](#); he also asked if a RTA/RTD (Regional Transit Area/Regional Transit District) could help achieve these goals? Gordon shared that the next steps include a US34 Coalition TMO, RideNoCo Trip Discovery Tool, Safe Routes to School, Outreach – NoCo Shift Your Ride, and Resource Development. Teets noted that Safe Routes to School has a national grant; he asked how much that grant will be each year since there is no Safe Routes to School program in Greeley/Evans. Gordon stated that the grant is on a two-year cycle, and this discussion started a little late to apply for this round of funding. Powell noted that the local school





district is planning something for Bella Romero and Prairie Heights schools. Gordon noted that the US34 TMO would run from Estes Park to Kersey to improve TDM outcomes along the corridor. Teets asked when the US34 Coalition and the US85 Coalitions meet; Gordon noted that US34 meets quarterly before the NFMRP meetings, and the next meeting is in January; he is not sure about US85 Coalition meeting times. [Slides](#) are included in the meeting packet.

### **RIDENOCO UPDATE**

Schmitt shared updates regarding the NFRMPO mobility program and RideNoCo. The Trip Discovery Tool will be on the RideNoCo website very soon – likely by the end of the year. In 2022, a Trip Scheduling Steering Committee found that providers are happy with their software or needed a software that was heavily tailored to their specific needs. Teets asked what the North 40 Mountain Alliance is? Cory outlined that N40MA is a non-profit to address community needs in the Red Feather Lakes area, including transportation. Teets asked how Kersey, Johnstown, Milliken will be involved; Schmitt noted that RideNoCo serves all of Larimer and Weld Counties; the TDS project will allow RideNoCo to seamlessly send client information to 60+ Ride who serves those areas. In 2023 RideNoCo will convene a volunteer provider working group to further coordinate. Schmitt outlined the mobility accomplishments of 2022 in Weld County. [Slides](#) are included in the meeting packet.

### **DISCUSSION ITEMS**

#### **3) Mobility Case Studies**

All

Johnson shared several RideNoCo Call Center Case Studies:

Case Study 1: An Older Adult needs transportation from Greeley to the Anschutz Medical Campus in Aurora in 3 days.

- Teets noted that a veteran needed to get to the VA in Aurora; this is why there is a need for more regional transit.
- Seward asked if this person was on Medicaid; Johnson noted that they are not.
- Bedingfield shared that a ride in only 3-days is a challenge; hopefully in a month or two they would be able to tap into their expanded volunteer network for this ride. They currently have an urgent needs team. She also notes that the longer the ride, the more important a relationship is between the rider and the volunteer drivers; when there is a relationship, it is easier for 60+ Ride to find a driver. The urgent teams can help “short notice” rides in certain situations particularly if the late notice is not the fault of the requesting rider. 60+ Ride Volunteer Drivers take people to Cheyenne, Longmont, Denver, Fort Collins, etc. They would need to already be a client to service a “short notice” ride due to reimbursement and liability reasons. They can try to expedite the application process in an urgent situation.
- Schmitt noted that a solution is to sign up for services ahead of time before they are needed to ensure they have an option before it is needed. Teets noted that in Larimer County, they have transit to Denver (Flex and Bustang) and Weld County needs more transit options. Bedingfield found a coordinated solution with multiple transportation providers to help a woman in Ault get to Colorado Springs for a funeral.



- Ewert noted that she is currently texting a friend who uses a wheelchair and needs a ride this upcoming Sunday for a funeral – GET services are closed in the afternoon when she needs the ride.

Case Study 2: Ault resident needs stretcher transportation to and from Northern Colorado Medical Center. Fire Department was the only solution and billed through insurance. Are there other institutional programs? Powell noted that potentially Banner Paramedics. He isn't sure for UC Health and how they've changed. Powell noted that UC Health may be taking Greeley/Evans, LaSalle areas while Banner may be servicing in the outlining areas of Weld County. Powell may have a contact and will reach out. Teets asked if Powell will have UC Health contacts; Powell doesn't right now but will see if he can find someone in his network.

#### **4) Post-Anesthesia/Sedation Transportation**

All

Johnson and Schmitt asked the group if transportation providers have policies regarding post-anesthesia and sedation transportation.

Bedingfield said that 60+ Ride can give transportation to the appointment, but not from the appointment if sedation/anesthesia is involved. She has talked briefly about a possible program where the Area Agency on Aging (AAA) funds 60+ Ride to hire a CNA to go along with the driver. There is an added logistical layer of people who need someone with them when they get home, and she isn't sure how to address that problem. 60+ Ride does not currently provide rides to day surgery discharges; they can only provide transportation days after the surgery when the patient is not under anesthesia anymore. She also notes that 60+ Ride can provide transportation for care takers. Teets recommended asking what DRCOG and Boulder County peers are doing in these situations.

Seward noted that Squad One is a great option and may be a good provider to reach out to and get their information into the provider's guide. Powell notes that Squad One is the community paramedic program; the best way to reach them is to contact the non-emergency line and request Squad One. Powell said that he could request that Darren with Squad One present to WCMC.

#### **5) 2023 Calendar and Goals**

All

Schmitt and Johnson shared the 2023 calendar meeting dates with the group and the survey results. The combination of the Larimer and Weld County Mobility Committees will be called the "Northern Colorado Mobility Committee". Martinez noted that "NCCMC" is already the acronym for the North Colorado Medical Center so maybe "NoCoMC" would be more appropriate to avoid confusion. Bedingfield noted that this name helps include other Northern Colorado communities to the table outside of Larimer and Weld Counties.

### **WORK GROUPS**

#### **6) Outreach and Education Working Group –**

Johnson

##### **a. Travel Training Program**



Johnson shared details of the RideNoCo Travel Training program. Teets had an idea to do a Denver ride through Bustang. Is it possible to put a Bustang travel training and experiential events too. More details are outlined in these [slides](#). Johnson encouraged the group to email with any feedback – [hjohnson@nfrmpo.org](mailto:hjohnson@nfrmpo.org).

### **GREELEY EVANS TRANSIT NEWS AND UPDATES**

Powell shared that starting January 1<sup>st</sup> the City of Greeley will be restructuring and relabeling many departments; Greeley Evans Transit will now be identified to “Mobility Services”; Powell will be Mobility Operations Supervisor, Michelle Johnson will be Mobility Manager, and there will be a job opportunity for a Mobility Coordinator. They are going to move forward to find a new transportation software option. It may be Trip Spark. Powell will be giving a Defensive Driver presentation at the SWATA conference in Aurora.

### **WCMC MEMBER UPDATES**

Teets notes that the WAND group wants to bring together a conference on housing and homelessness; they are working with United Way, Weld County, and the City of Greeley. They want to discuss affordable housing and keeping people in their homes. He also wanted to ask if NFRMPO staff can report wider Planning Council information to the WCMC and LCMC. Schmitt noted that we could put together a handout or ensure to find ways to keep mobility committees up to date on Planning Council business.

Bedingfield noted that 60+ Ride has been awarded funding for a wheelchair accessible van and operating funds. Weld County has asked them to request a van to expand their services to adults with disabilities.

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

None.

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

Powell suggested brining Squad One to a WCMC meeting.

### **Upcoming Meetings:**

#### **1. Upcoming Meetings:**

- a. Northern Colorado Mobility Committee – February 28<sup>th</sup>– 1:00-3:30 pm**
- b. Weld County Mobility Committee – March 28<sup>th</sup>– 1:30 to 3 pm**

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

## Administrative Modification #2022-M10

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 10/20/2022

### Strategic

#### PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	851	-	-	-	851	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	191,534	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	7,915	7,550	3,769	-	-	-	11,319	-
		State	7PT (SB 267 Transit)	4,300	1,000	-	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	7,714	-	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			<b>Total</b>	<b>275,155</b>	<b>20,582</b>	<b>12,485</b>	-	-	-	<b>33,067</b>	-

**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	191,970	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	4,162	806	8,796	-	-	-	9,602	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>272,924</b>	<b>12,440</b>	<b>26,161</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>38,601</b>	<b>-</b>
Revision:	Decreasing FY23 and FY23 Rolled for funding already budgeted by \$14,330 (\$1,00K 7PT/\$6,744K FASTER Safety/\$6,500K PAN/ \$86K Local (FY23)). Correcting Previous Funding by adding \$436K to 7PX and decreasing Faster Safety by \$85K. Rolling \$10,412K FASTER Safety Previous Funding into FY23 by increasing FASTER Safety by \$5,027K and FSB by \$5,385K. Decreasing Local Private funding by \$398K in FY23 Rolled, Increasing Local FY23 by \$3,350K										

## STATE

## PREVIOUS ENTRY

Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Various Below	Federal	RMS	-	1,438	-	-	-	-	1,438	
<b>STIP ID:</b>	SR46000	State	SMS	-	3,081	-	-	-	-	3,081	-
<b>TIP ID:</b>	P-26	Local	L	-	980	-	-	-	-	980	-
<b>Type:</b>	Operations		<b>Total</b>	-	<b>5,499</b>	-	-	-	-	<b>5,499</b>	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:										
	<b>STIP ID</b>	<b>Title</b>	<b>Sponsor</b>	<b>Total Current Project Cost</b>							
	SR47007.017	Berthoud Parkway Trail Gap Elimination	Town of Berthoud	\$ 625							
	SR46000.001	Center Bikeway Improvements - CSU	Colorado State University	\$ 684							
	SR47020.037	Laporte Ave Improvements - Fishback to Sunset	City of Fort Collins	\$ 1,690							
	SR46000.002	16th Street Corridor Improvements	City of Greeley	\$ 2,500							

## REVISED ENTRY

Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Various Below	Federal	RMS	-	1,438	2,121	-	-	-	3,559	
STIP ID:	SR46000	State	SMS	-	3,081	-	-	-	-	3,081	-
TIP ID:	P-26	Local	L	-	980	409	-	-	-	1,389	-
Type:	Operations		Total	-	5,499	2,530	-	-	-	8,029	-
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:										
	STIP ID	Title				Sponsor				Total Current Project Cost	
	SR47007.017	Berthoud Parkway Trail Gap Elimination				Town of Berthoud				\$ 625	
	SR46000.001	Center Bikeway Improvements - CSU				Colorado State University				\$ 684	
	SR47020.037	Laporte Ave Improvements - Fishback to Sunset				City of Fort Collins				\$ 1,690	
	SR46000.002	16th Street Corridor Improvements				City of Greeley				\$ 2,500	
	SR46000.004	Eaton Downtown Streetscape				Town of Eaton				\$ 1,438	
	SR46000.005	Evans Ditch Trail (37th Street Corridor)				City of Evans				\$ 1,093	
Revision:	Adding two new pool projects (SR46000.004 & SR46000.005) in FY23 with \$2,531K (\$2121K Federal/\$406K Local).										

TRANSIT

State

PREVIOUS ENTRY

Title:	NFR Transit	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	7PT (SB 267 Transit)	-	800	-	-	-	-	800	-
STIP ID:	SR47008	Local	L	-	-	-	-	-	-	0	-
TIP ID:	P-25		Total	-	800	-	-	-	-	800	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 NFR Transit Pool in the North Front Range Region. Includes the following pool projects:										
	STIP ID	Title			Sponsor					Total Current Project Cost	
	SR47008.001	Harmony Rd Transfer Center Phase 1			CDOT Region 4					\$ 500	
	Unassigned	Northern Colorado Bustang Maintenance Facility			CDOT Region 4					\$ 300	

REVISED ENTRY

Title:	NFR Transit	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	7PT (SB 267 Transit)	-	500	-	300	-	-	800	-
STIP ID:	SR47008	Local	L	-	-	-	-	-	-	0	-
TIP ID:	P-25		Total	-	500	-	300	-	-	800	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 NFR Transit Pool in the North Front Range Region. Includes the following pool projects:										
	STIP ID	Title			Sponsor					Total Current Project Cost	
	SR47008.001	Harmony Rd Transfer Center Phase 1			CDOT Region 4					\$ 500	
	Unassigned	Northern Colorado Bustang Maintenance Facility			CDOT Region 4					\$ 300	

Revision:

Rolling \$300K from FY23 Rolled to FY24 for Northern Colorado Bustang Maintenance Facility project

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

## Administrative Modification #2022-M11

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 11/11/2022

### Strategic

### PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	191,970	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	4,162	806	8,796	-	-	-	9,602	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>272,924</b>	<b>12,440</b>	<b>26,161</b>	-	-	-	<b>38,601</b>	-



**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	190,996	974	-	-	-	-	974	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	4,162	806	8,796	-	-	-	9,602	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>271,950</b>	<b>13,414</b>	<b>26,161</b>	-	-	-	<b>39,575</b>	-
Revision:	Rolling \$974K from 7PX Previous Funding into FY23 Rolled.										

**STATE**

**PREVIOUS ENTRY**

Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Various Below	Federal	RMS	-	1,438	2,121	-	-	-	3,559	
<b>STIP ID:</b>	SR46000	State	SMS	-	3,081	-	-	-	-	3,081	-
<b>TIP ID:</b>	P-26	Local	L	-	980	409	-	-	-	1,389	-
<b>Type:</b>	Operations		<b>Total</b>	-	<b>5,499</b>	<b>2,530</b>	-	-	-	<b>8,029</b>	-

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:

STIP ID	Title	Sponsor	Total Current Project Cost
SR47007.017	Berthoud Parkway Trail Gap Elimination	Town of Berthoud	\$ 625
SR46000.001	Center Bikeway Improvements - CSU	Colorado State University	\$ 684
SR47020.037	Laporte Ave Improvements - Fishback to Sunset	City of Fort Collins	\$ 1,690
SR46000.002	16th Street Corridor Improvements	City of Greeley	\$ 2,500
SR46000.004	Eaton Downtown Streetscape	Town of Eaton	\$ 1,438
SR46000.005	Evans Ditch Trail (37th Street Corridor)	City of Evans	\$ 1,093

**REVISED ENTRY**

Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Various Below	Federal	RMS	-	1,438	2,121	-	-	-	3,559	
<b>STIP ID:</b>	SR46000	State	SMS	-	3,081	-	-	-	-	3,081	-
<b>TIP ID:</b>	P-26	Local	L	-	980	395	-	-	-	1,376	-
<b>Type:</b>	Operations		<b>Total</b>	-	<b>5,499</b>	<b>2,516</b>	-	-	-	<b>8,016</b>	-

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:

STIP ID	Title	Sponsor	Total Current Project Cost
SR47007.017	Berthoud Parkway Trail Gap Elimination	Town of Berthoud	\$ 625
SR46000.001	Center Bikeway Improvements - CSU	Colorado State University	\$ 684
SR47020.037	Laporte Ave Improvements - Fishback to Sunset	City of Fort Collins	\$ 1,690
SR46000.002	16th Street Corridor Improvements	City of Greeley	\$ 2,500
SR46000.004	Eaton Downtown Streetscape	Town of Eaton	\$ 1,438
SR46000.005	Evans Ditch Trail (37th Street Corridor)	City of Evans	\$ 1,079

**Revision:** Decreasing SR46000.005 by \$13K Local in FY23.

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

## Administrative Modification #2022-M12

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 12/7/2022

### Strategic

### PREVIOUS ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	3,657	811	-	-	-	-	811	-
<b>Type:</b>	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
<b>Description:</b>	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	FSB	-	-	7,014	-	-	-	7,014	-
		Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
		Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
		Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	500	-	-	-	-	-	-	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,383	42,421	93,402	18,408	-	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			<b>Total</b>	<b>497,006</b>	<b>43,232</b>	<b>100,416</b>	<b>18,408</b>	<b>-</b>	<b>-</b>	<b>162,056</b>	<b>-</b>

**REVISED ENTRY**

<b>Title:</b>	<b>North I-25: Design Build</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>FY 23 Rolled</b>	<b>FY 23</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 23-26 TOTAL</b>	<b>Future Funding</b>
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	3,657	811	-	-	-	-	811	-
<b>Type:</b>	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
<b>Description:</b>	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	FSB	-	-	7,014	-	-	-	7,014	-
		Federal	RPP	-	-	11	-	-	-	11	-
		Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
		Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
		Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	500	-	-	-	-	-	-	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,383	42,421	93,402	18,408	-	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			<b>Total</b>	<b>497,006</b>	<b>43,232</b>	<b>100,426</b>	<b>18,408</b>	<b>-</b>	<b>-</b>	<b>162,067</b>	<b>-</b>

**Revision:** Adding new Federal funding program RPP with \$11K in FY23.

**PREVIOUS ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	190,996	974	-	-	-	-	974	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	4,162	806	8,796	-	-	-	9,602	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>271,950</b>	<b>13,414</b>	<b>26,161</b>	-	-	-	<b>39,575</b>	-

**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	OIM	-	-	332	-	-	-	332	-
		Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	190,996	974	-	-	-	-	974	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	4,162	806	8,796	-	-	-	9,602	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>271,950</b>	<b>13,414</b>	<b>26,493</b>	-	-	-	<b>39,907</b>	-

**Revision:** Adding new Federal funding program OIM with \$332K in FY23.

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

## Administrative Modification #2022-M12.2

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 12/22/2022

### Strategic

### PREVIOUS ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	3,657	811	-	-	-	-	811	-
<b>Type:</b>	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
<b>Description:</b>	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	FSB	-	-	7,014	-	-	-	7,014	-
		Federal	RPP	-	-	11	-	-	-	11	-
		Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
		Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
		Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	500	-	-	-	-	-	-	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,383	42,421	93,402	18,408	-	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			<b>Total</b>	<b>497,006</b>	<b>43,232</b>	<b>100,426</b>	<b>18,408</b>	-	-	<b>162,067</b>	-

**REVISED ENTRY**

<b>Title:</b>	<b>North I-25: Design Build</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>FY 23 Rolled</b>	<b>FY 23</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 23-26 TOTAL</b>	<b>Future Funding</b>
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	3,657	811	-	-	-	-	811	-
<b>Type:</b>	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
<b>Description:</b>	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	FSB	-	-	7,014	-	-	-	7,014	-
		Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
		Federal/State	NHPP/SHF	31,840	-	11	-	-	-	11	-
		Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	500	-	-	-	-	-	-	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,383	42,421	93,402	18,408	-	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			<b>Total</b>	<b>497,006</b>	<b>43,232</b>	<b>100,426</b>	<b>18,408</b>	<b>-</b>	<b>-</b>	<b>162,067</b>	<b>-</b>
<b>Revision:</b>	Correcting #2022-M12 by removing funding program RPP and shifting \$11K to NHPP/SHF.										

**PREVIOUS ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	OIM	-	-	332	-	-	-	332	-
		Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	190,996	974	-	-	-	-	974	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	4,162	806	8,796	-	-	-	9,602	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>271,950</b>	<b>13,414</b>	<b>26,493</b>	-	-	-	<b>39,907</b>	-

**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	OIM	-	-	332	-	-	-	332	-
		Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	190,996	974	-	-	-	-	974	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	3,497	1,471	8,796	-	-	-	10,267	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>271,285</b>	<b>14,079</b>	<b>26,493</b>	-	-	-	<b>40,572</b>	-

**Revision:** Rolling \$665K FASTER Safety from Previous Funding into FY23 Rolled.



## NFRMPO Transportation Alternatives (TA)

### PREVIOUS ENTRY

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Larimer County	Federal	TA	-	151	-	-	-	-	151	-
<b>STIP ID:</b>	SNF5095.003	Federal	PNF	-	113	-	-	-	-	113	-
<b>TIP ID:</b>	2021-001	Local	L	-	66	-	-	-	-	66	-
<b>Type:</b>	Bike/Ped Facility		<b>Total</b>	-	<b>330</b>	-	-	-	-	<b>330</b>	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.										

### REVISED ENTRY

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Larimer County	Federal	TA	-	151	-	-	-	-	151	-
<b>STIP ID:</b>	SNF5095.003	Federal	PNF	-	113	-	-	-	-	113	-
<b>TIP ID:</b>	2021-001	Local	L	-	31	-	-	-	-	31	-
<b>Type:</b>	Bike/Ped Facility	Local	LOM	-	35	-	-	-	-	35	-
<b>Air Quality:</b>	Exempt from conformity analysis		<b>Total</b>	-	<b>330</b>	-	-	-	-	<b>330</b>	-
<b>Description:</b>	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.										
<b>Revision:</b>	Correcting Local match percentage by shifting \$35K from Local to Local Overmatch. No change to total funding.										

### PREVIOUS ENTRY

Title:	Willow Bend Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	City of Loveland	Federal	TA	-	-	-	259	260	-	518	-
<b>STIP ID:</b>	SNF5095.006	State	MMOF	-	-	1,200	-	-	-	-	-
<b>TIP ID:</b>	2024-001	Local	L	-	-	1,200	54	54	-	1,308	-
<b>Type:</b>	Bike/Ped Facility	Local	LOM	-	-	431	-	-	-	431	-
<b>Air Quality:</b>	Exempt from Conformity Analysis		<b>Total</b>	-	-	<b>2,831</b>	<b>312</b>	<b>314</b>	-	<b>3,457</b>	-
<b>Description:</b>	Construction of 10' wide, 1.5-mile trail with two bridges, two crosswalks trailhead facilities and amenities.										

### REVISED ENTRY

Title:	Willow Bend Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	City of Loveland	Federal	TA	-	-	380	138	-	-	518	-
<b>STIP ID:</b>	SNF5095.006	State	MMOF	-	-	1,200	-	-	-	-	-
<b>TIP ID:</b>	2024-001	Local	L	-	-	1,200	29	-	-	1,229	-
<b>Type:</b>	Bike/Ped Facility	Local	LOM	-	-	431	79	-	-	510	-
<b>Air Quality:</b>	Exempt from Conformity Analysis		<b>Total</b>	-	-	<b>3,211</b>	<b>246</b>	-	-	<b>3,457</b>	-
<b>Description:</b>	Construction of 10' wide, 1.5-mile trail with two bridges, two crosswalks trailhead facilities and amenities.										
<b>Revision:</b>	Advancing Federal funds from FY24/25 to FY23/24. Advancing Local funds from FY25 to FY24 and splitting between Local and LOM. No change to total funding.										

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

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

**REVISED ENTRY**

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Larimer County	Federal	STBG	-	253	-	-	-	-	253	-
<b>STIP ID:</b>	SNF5095.003	Federal	PNF	-	243	-	-	-	-	243	-
<b>TIP ID:</b>	2021-001	Local	L	-	53	-	-	-	-	53	-
<b>Type:</b>	Widening	Local	LOM	-	1,498	-	-	-	-	1,498	-
	Bike/Ped Facility		<b>Total</b>	-	<b>2,047</b>	-	-	-	-	<b>2,047</b>	-
<b>Air Quality:</b>	Included in conformity analysis										
<b>Description:</b>	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.										
<b>Revision:</b>	Correcting Local match percentage by shifting \$343K from Local to Local Overmatch. No change to total funding.										

**PREVIOUS ENTRY**

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

**REVISED ENTRY**

Title:	US 287 and Trilby Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Fort Collins	Federal	CMAQ	387	361	-	-	-	-	361	-
<b>STIP ID:</b>	SR46666.060	Federal	STBG	75	-	1,645	1,972	-	-	3,616	-
<b>TIP ID:</b>	2023-002	Local	L	81	-	342	410	-	-	752	-
<b>Type:</b>	Intersection Improvements	Local	LOM	919	-	-	-	-	-	-	-
<b>Air Quality:</b>	Exempt from conformity analysis		<b>Total</b>	<b>1,462</b>	<b>361</b>	<b>1,987</b>	<b>2,381</b>	-	-	<b>4,729</b>	-
<b>Description:</b>	Engineering, utilities, and ROW acquisition and construction of new signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool and FASTER Safety pools.										
<b>Revision:</b>	Advancing \$1,097K (\$1,074K Federal/\$223K Local) from FY24 to FY23. No change to total funding.										

CDOT Region 4 Inactive Projects Report (January 2023) - North Front Range MPO

Project	Local	Number	Description	Budget	Expend	Encumbered	Balance	FHWA End Date	Activity Status
22282	Greeley	FSA M570-053	Greeley Evans Transit Bus Yard	\$160,000	\$0	\$160,000	\$0	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23926	Windsor	MTF M377-010	7th St MMOF Transportation Study	\$150,000	\$78,782	\$71,218	\$0	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23933	Greeley	MTF M570-061	Greeley Comp. Transportation Plan	\$325,000	\$60,104	\$264,896	\$0	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23927	Fort Collins	MTF M830-103	US287 West Sidewalk Gap	\$117,500	\$0	\$117,500	\$0	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
20389	Greeley	AQC M570-048	10th Street in Greeley: Phase II	\$4,743,069	\$2,631,260	\$1,461,808	\$650,000	10/31/2022	2-ALERT, Greater Than 9 Months Since Activity
20825	Fort Collins	BRO M455-121	Spring Ck at Riverside (FCRVSDE-S.2PRST)	\$1,444,500	\$1,388,188	\$56,312	\$0	4/30/2023	2-ALERT, Greater Than 9 Months Since Activity
22461	Fort Collins	FSA M455-126	College & Troutman Signal Upgrades	\$250,000	\$26,678	\$223,322	\$0	No Federal Funds	2-ALERT, Greater Than 9 Months Since Activity
23934	Fort Collins	MTF M455-138	West Elizabeth Corridor in Fort Collins	\$750,000	\$0	\$750,000	\$0	No Federal Funds	2-ALERT, Greater Than 9 Months Since Activity
23945	Greeley	MTF M570-062	Greeley No.3 Canal Trail 2020	\$350,000	\$0	\$350,000	\$0	No Federal Funds	2-ALERT, Greater Than 9 Months Since Activity
21966	Fort Collins	SHO M455-124	US 287 & Trilby Road Intersection	\$924,998	\$0	\$924,998	\$0	9/30/2023	2-ALERT, Greater Than 9 Months Since Activity
21996	Fort Collins	STU M455-125	Timberline Road Corridor Improvements	\$2,694,602	\$0	\$2,694,602	\$0	4/30/2025	2-ALERT, Greater Than 9 Months Since Activity
21998	Loveland	STU M830-094	US 34 Widening Boise Ave to I25	\$3,225,027	\$2,264,247	\$960,780	\$0	4/30/2023	2-ALERT, Greater Than 9 Months Since Activity
23491	Loveland	BRO M830-100	Loveland 1st St Irrigation Canal Bridge	\$625,000	\$0	\$625,000	\$0	6/30/2025	3-Caution, Greater Than 6 Months Since Activity
23025	Fort Collins	SAR M455-127	Hampshire Bikeway Arterial Crossing	\$619,814	\$83,572	\$536,242	\$0	4/30/2023	3-Caution, Greater Than 6 Months Since Activity
23045	Greeley	AQC M570-054	Phase III Fiber 2022	\$309,013	\$0	\$309,013	\$0	7/31/2023	4-Good, Activity in the last 6 Months
21997	Loveland	AQC M830-093	Traffic Signal Progression Imprv. US34	\$773,040	\$758,115	\$14,925	\$0	6/30/2023	4-Good, Activity in the last 6 Months
25013	Windsor	FSA 3921-021	CO 392 and WCR 23 Signalization	\$146,945	\$0	\$146,945	\$0	No Federal Funds	4-Good, Activity in the last 6 Months
23943	Platteville	MTF M053-004	Division St Sidewalks Construction	\$199,213	\$199,212	\$0	\$1	No Federal Funds	4-Good, Activity in the last 6 Months
23944	Berthoud	MTF M070-909	Berthoud Pkwy Trail Gap Elimination	\$200,000	\$79,130	\$120,870	\$0	No Federal Funds	4-Good, Activity in the last 6 Months
23948	Severance	MTF M192-003	WCR23/Great Western Trail Connection	\$75,000	\$9,089	\$65,405	\$506	No Federal Funds	4-Good, Activity in the last 6 Months
23949	Loveland	MTF M830-104	Centerra Trail	\$459,476	\$66,963	\$392,513	\$0	12/31/2025	4-Good, Activity in the last 6 Months
24105	Fort Collins	STU 2873-215	US 287 Intersection Improvements	\$83,108	\$0	\$83,108	\$0	3/31/2024	4-Good, Activity in the last 6 Months
23044	Weld	STU C030-078	WCR 74/WCR 33 Roundabout	\$1,318,780	\$0	\$1,318,780	\$0	4/30/2026	4-Good, Activity in the last 6 Months
23049	Evans	STU M415-021	Widening 37th St/47th Ave	\$1,351,087	\$0	\$1,351,087	\$0	10/31/2023	4-Good, Activity in the last 6 Months
21993	Fort Collins	TAP C060-088	North LCR 17 Expansion: Willox to US287	\$850,232	\$0	\$0	\$850,232	No Federal Funds	4-Good, Activity in the last 6 Months
23632	Larimer	TAP C060-090	Non Motorized Sidewalk 57th St/US287	\$143,750	\$71,720	\$72,030	\$0	9/30/2023	4-Good, Activity in the last 6 Months
23639	Severance	TAP M192-002	WCR 23/Great Western Trail Connection	\$600,000	\$72,714	\$523,241	\$4,045	4/30/2025	4-Good, Activity in the last 6 Months
24475	Windsor	TAP M377-012	Great Western Trail Windsor Phase II	\$234,907	\$0	\$234,907	\$0	10/31/2024	4-Good, Activity in the last 6 Months
23630	Fort Collins	TAP M455-133	LaPorte Ave Fishback to Sunset Sidewalks	\$573,978	\$0	\$573,978	\$0	12/31/2023	4-Good, Activity in the last 6 Months
21992	Johnstown	TAP M690-001	Little Thompson River Trail Phase 1a	\$312,500	\$96,117	\$194,445	\$21,938	6/30/2023	4-Good, Activity in the last 6 Months
23631	Loveland	TAP M830-102	Centerra Trail	\$764,306	\$113,823	\$650,483	\$0	12/31/2025	4-Good, Activity in the last 6 Months

Bold indicates FHWA End Date expiring within 6 months

Red indicates expired FHWA End Date

Highlight indicates fast approaching FHWA End Date





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:

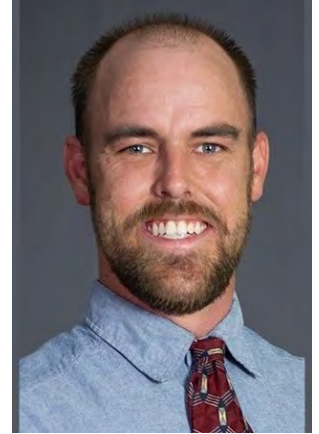
- An annual audit with an unqualified opinion;
- Approved funding for 12 projects selected in the 2021 Call for Projects in January 2022;
- Approved the FY2023-2026 Transportation Improvement Program (TIP);
- Approved the FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Budget;
- Approved the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

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](http://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

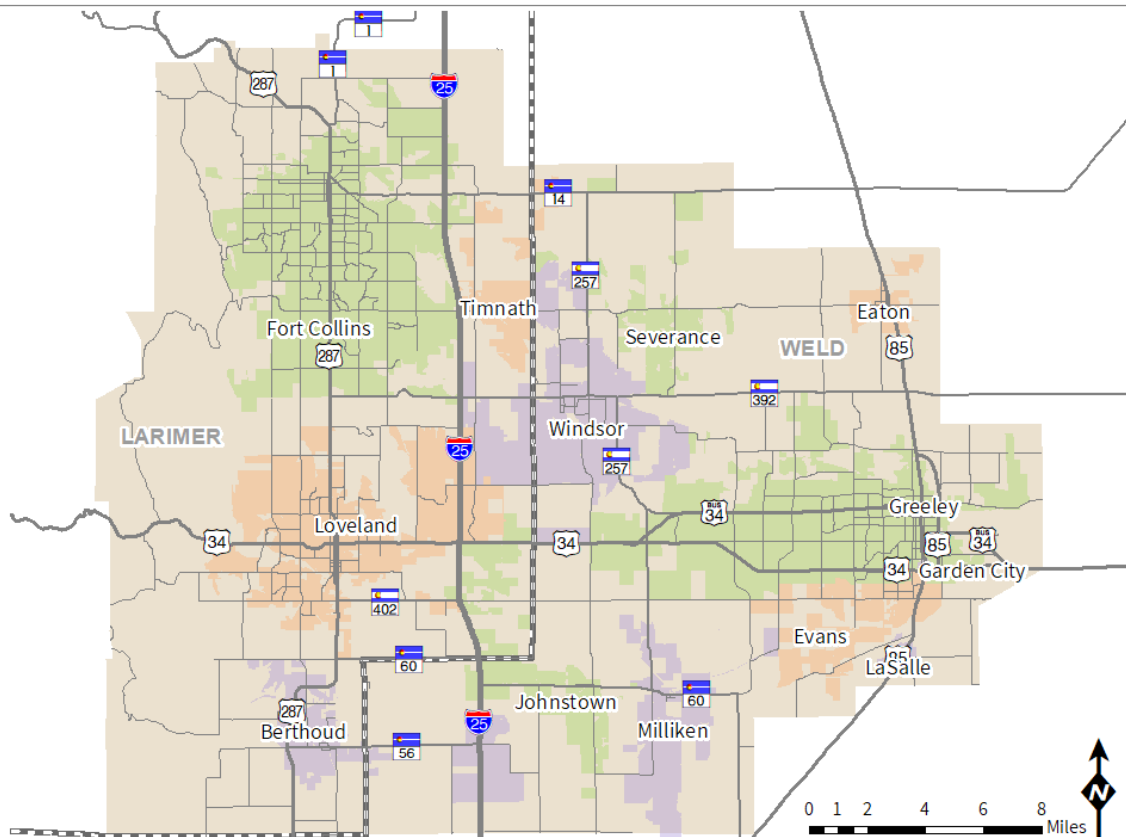
*\*Council member as of 12/1/2022*

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



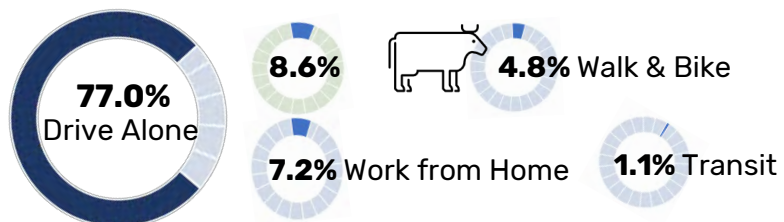
The goal of the NFRMPO is to enhance mobility and air quality within Northern Colorado by developing cooperative, working relationships and financial partnerships among member governments, the Colorado Department of Transportation, Federal Highway Administration (FHWA), Federal Transit Administration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

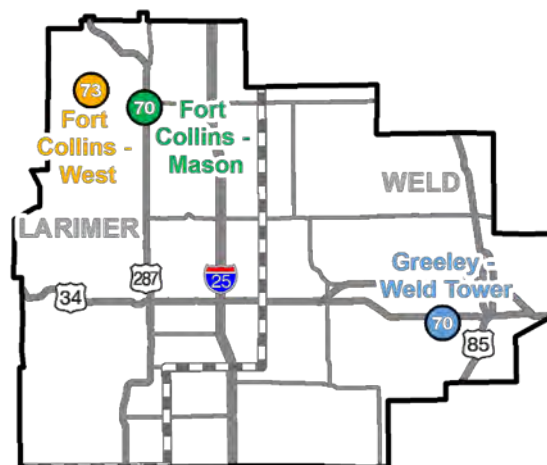
In 2022, the TC awarded the NFRMPO a \$250M grant of Multimodal Transportation and Mitigation Options Funds (MMOF) to improve the travel model to better address GHG. The grant funds are being used to improve the travel model currently under development. The grant funds will improve the model's representation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

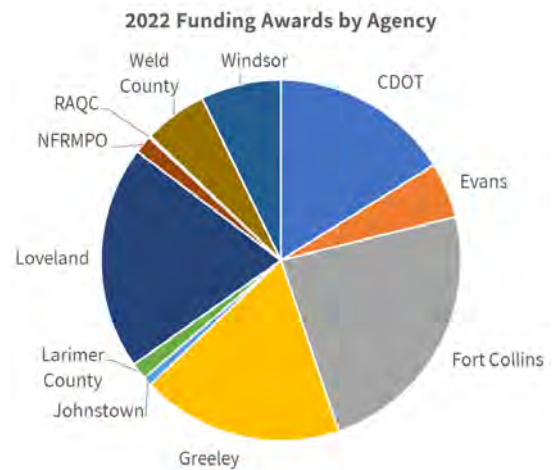
For more information on awarded projects visit [nfrmpo.org/tip/call-for-projects](https://nfrmpo.org/tip/call-for-projects).

## 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.

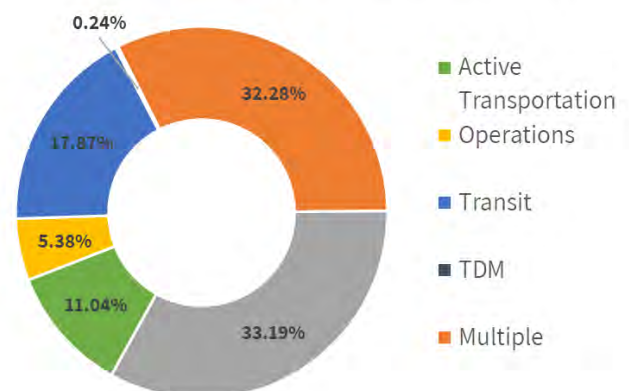
## Transportation Improvement Program

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

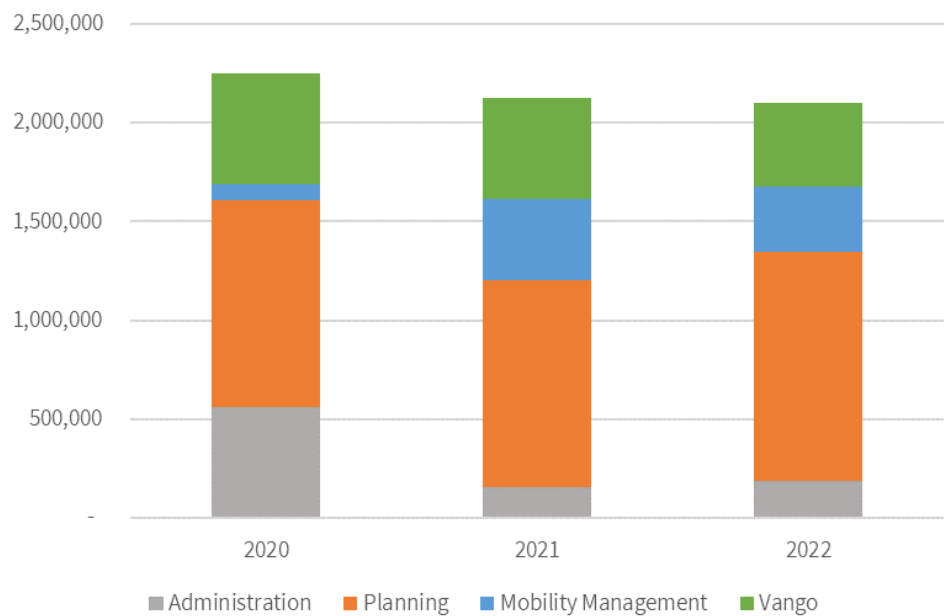
Percent of Award by GHG Reduction Category



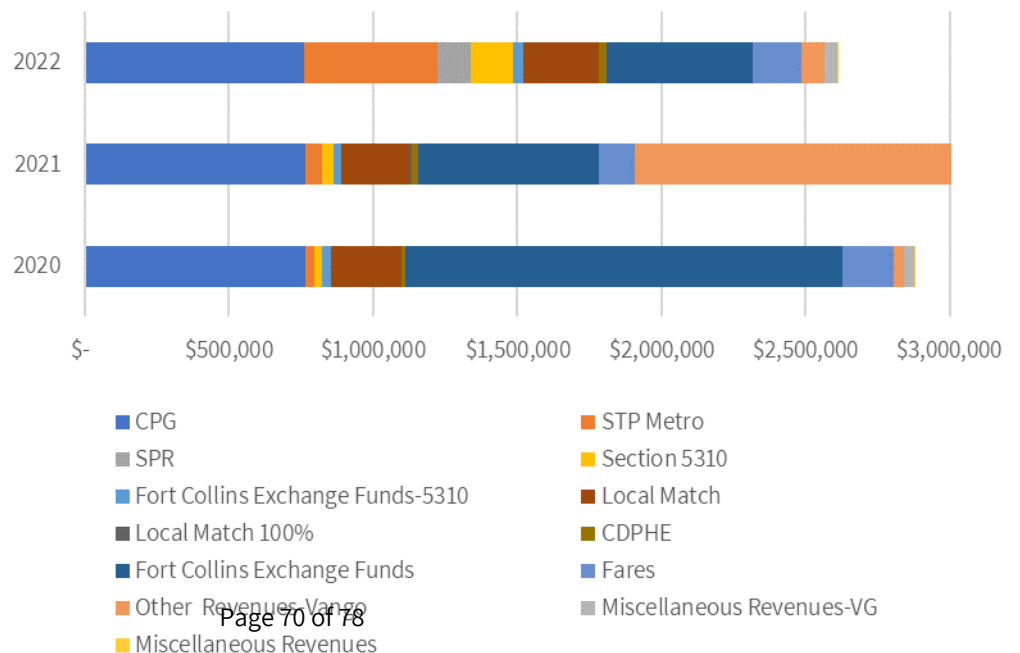


2022 marked another unqualified opinion issued by the NFRMPO's auditors, MHP, LLC, on the organization's 2021 Audited Financial Statements. The 2021 Audited Financial Statements are available for download under the Administrative Documents dropdown menu on the NFRMPO Document Library page: <https://nfrmpo.org/library/>

## 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



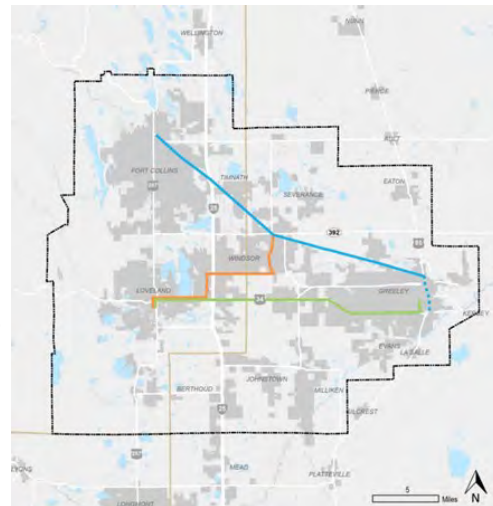
Image Courtesy of CDOT

## 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/](https://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](https://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.**

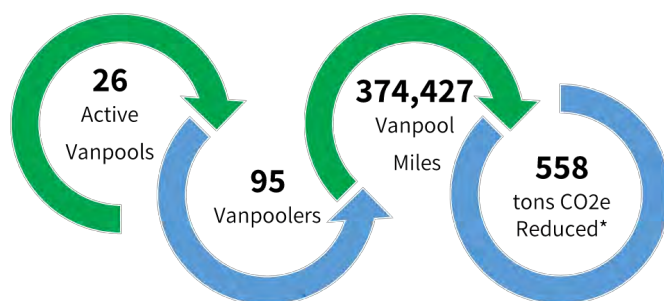
This vision will be achieved through partnerships, programming, improved data collection, investments in new infrastructure and resources, and communication. Some TDM Action Plan recommendations are already underway:

- **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/](https://nfrmpo.org/tdm/).

## VanGO™ Vanpools

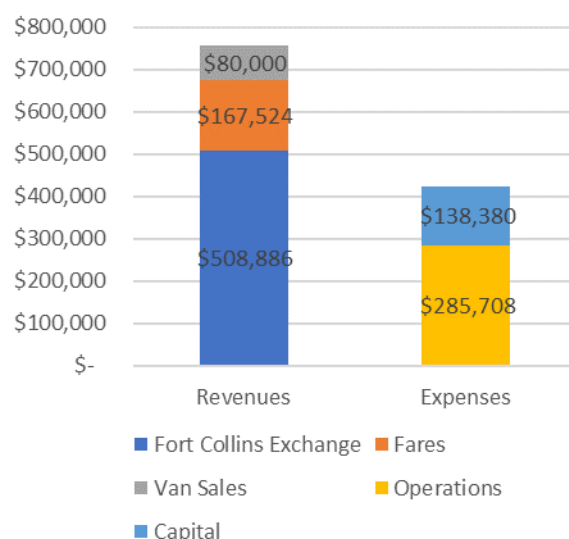
The VanGo™ program successfully transitioned operations, adapting to the post COVID-19 work environments, by adopting policy changes that allow participants more flexibility, combining routes to aid occupancy levels and reduce single occupant vehicles (SOVs) and reducing maintenance facilities. This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



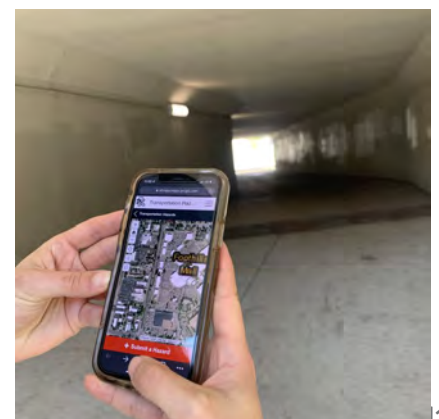
## Bike & Ped Safety Reporter

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**

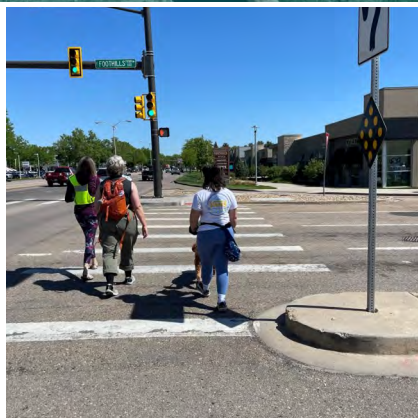
Fort Collins and the NFRMPO partnered on the NoCo Shift Your Ride Challenge to convert auto trips to transit, cycling, walking, working from home, carpooling, or vanpooling during September and October. More than 95 people signed up to participate with converted mileage between 60 miles and 700 miles 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](#).







# 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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## Contact Us:



419 Canyon Avenue  
Suite 300  
Fort Collins, CO 80521



**Main:** (970) 800-9560  
**VanGo™:** (800) 332-0950  
**RideNoCo:** (970) 514-3636



**[NFRMPO.ORG](http://NFRMPO.ORG)**  
**[STAFF@NFRMPO.ORG](mailto:STAFF@NFRMPO.ORG)**



**@NFRMPO**