



In-Person Attendance Option

Windsor Community Recreation
Center
250 N. 11th Street—Redwood 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

July 19, 2023

1:00 – 3:00 p.m.

- 1. Call Meeting to Order, Welcome, and Introductions**
- 2. Public Comment (2 minutes each)**
- 3. Approval of June 21, 2023 Meeting Minutes (Page 2)**

AIR QUALITY AGENDA

- 1) Regional Air Quality Updates

Tom Moore, RAQC
Karasko

METROPOLITAN PLANNING ORGANIZATION AGENDA

CONSENT AGENDA

No Items this Month.

ACTION ITEMS

- 1) 2023 Call for Projects (Page 7)

Cunningham

PRESENTATIONS

No Items this Month.

DISCUSSION ITEMS

- 2) FY2022-2023 UPWP FY2023 Task Amendment #2 (Page 8)
- 3) WCR 13 Alignment Improvements Project Funding Options (Page 13)
- 4) 2050 Regional Transportation Plan (RTP) (Page 26)
- 5) FY2024-2027 Transportation Improvement Program (TIP) (Page 34)

Karasko
Omar Herrera, Windsor
Gordon
Cunningham

OUTSIDE PARTNER REPORTS

- 6) NoCo Bike & Ped Collaborative (Page 35)
- 7) Regional Transit Agencies
- 8) Mobility Updates

Written Report

Schmitt

REPORTS

- 9) July Planning Council Meeting Summary Draft (Page 37)
- 10) Community Advisory Committee (CAC) Summary
- 11) Mobility Committee Updates (Page 38)
- 12) Q2 2023 TIP Modifications (Page 43)
- 13) CDOT Inactives Report (Page 44)
- 14) Roundtable

Written Report
Handout
Written Report
Written Report
Written Report
All

- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: August 16, 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

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
June 21, 2023
1:00 – 2:43 p.m.**

TAC MEMBERS PRESENT:

Eric Tracy, Chair – Larimer County
Mark Oberschmidt, Vice Chair – Evans
Emma Belmont – FTA
Jason Elkins – Johnstown
Nicole Hahn – Loveland
Omar Herrera – Windsor
Bhooshan Karnik – Greeley
Tom Moore – RAQC
Annabelle Philips – Fort Collins, Alternate
Evan Pinkham – Weld County, Alternate
Josie Thomas – CDOT

NFRMPO STAFF:

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

TAC MEMBERS ABSENT:

Abdul Barzak – Severance
Aaron Bustow – FHWA
Rick Coffin – CDPHE-APCD
Brian DuBois – Berthoud
Eric Fuhrman – Timnath
Wesley LeVanchy – Eaton
Pepper McClenahan – Milliken
Town of Garden City
Town of LaSalle

IN ATTENDANCE:

Lacey Allor – Save Energy Coalition
Darwin Cortez – STV
Alex Donaldson – Loveland
Candice Folkers – COLT
Myron Hora – Ulteig Engineering
Will Keenan – FHWA
Joshua Ma – Fort Collins
Deanna McIntosh – CDOT
Desiree Moore – Save Energy Coalition
Phil Von Hake – CDOT

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE MAY 17, 2023 TAC MINUTES

Oberschmidt moved to approve the May 17, 2023 TAC minutes. Phillips seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Moore stated the RAQC Board will take action at their July 7 meeting on several control strategies related to lawn and garden equipment, oil and gas emissions, and hearing summaries on the Severe SIP.

Karasko stated staff will be submitting information related to the conformity determination to CDPHE the week of June 19 2023. The public comment period will open at the end of July 2023 and the Public Hearing will be held at the September 7, 2023 Planning Council.

CONSENT AGENDA

No items this month.

ACTION ITEMS

2050 RTP Greenhouse Gas (GHG) Transportation Report– Karasko stated staff has been working to get the travel model runs for the GHG Transportation Report since the NFRMPO received the model late last week. Gordon reviewed the changes to the draft and stated that the reductions achieve the GHG Planning Standard requirements. Requirements are to achieve reductions in 2025, 2030, 2040, and 2050, but the Regional Travel Demand Model has a conformity year of 2026. To calculate 2025 and 2027, the last year of the forthcoming TIP, model outputs were interpolated to show achievement. He highlighted what had changed and what had been carried forward from the 2045 RTP 2022 Update to the 2050 RTP. He discussed the four categories within the GHG Transportation Report: Transit, TDM, Operations, and Active Transportation, and how they positively impact the GHG reductions for the region.

Herrera moved to recommend Planning Council approve the 2050 RTP Greenhouse Gas (GHG) Transportation Report pending no negative public comment from TAC. Oberschmidt seconded the motion, which was approved unanimously.

PRESENTATIONS

City of Evans Roundabout Flyover Videos – Oberschmidt provided a video showing the progress on the 37th Street roundabout project and provided a status update on the project and stated the project will be completed by the end of July.

DISCUSSION ITEMS

2050 Regional Transportation Plan (RTP) Draft – Gordon provided an update on the status to complete a draft of the 2050 RTP for TAC review next month. He provided a listing of the sections of the 2050 RTP with TAC priority shown to assist with TAC member's review. Gordon then walked through the schedule for the 2050 RTP through adoption at the September 7, 2023 Planning Council meeting, including the GHG Transportation Report adoption, air quality conformity, and document review.

Karnik asked for clarification on the timing of TAC review, and Gordon clarified TAC members will receive notification on when comments are needed via email over the next several weeks.

2050 RTP Fiscally Constrained Plan Discussion – Cunningham provided background on the Fiscally Constrained Plan and the federal requirements for the plan. She then walked through the data sources for the funding numbers. Cunningham stated there is \$13.2B in estimated revenue for the 2050 RTP from all revenue sources. She then walked through each type of funding source and the amount and

requested TAC feedback on reasonableness of the assumptions. TAC concurred with the reasonableness of using the more conservative five year averages for revenue.

Cunningham then discussed the revenue sources and estimates out to 2050. She explained the discussion at the June 1, 2023 Planning Council meeting regarding any unallocated funding and what the funding priority should be. She then talked about the operations and maintenance costs to determine if the per-lane mile cost was reasonable and if the revenue estimates by expenditure category were reasonable.

Cunningham asked TAC members if the operations and maintenance cost per lane mile was accurate and if not what dollar amount would be reasonable. She also stated Planning Council's concern regarding the difference between maintenance keeping roadways at the current condition for those segments already in that condition or should the unmet need to get all roadways to good condition be reflected. There was significant discussion regarding the cost per lane mile and the average. Cunningham requested feedback from TAC on the per lane mile costs of either \$24,000/lane mile or \$25,000/lane mile and keeping the intersection improvements cost of \$20M per year by the end of the week. Several TAC members expressed concern regarding their community's estimates and will provide updates, if any, to Cunningham.

Cunningham then reviewed the assumptions for the projects in the RTP and the impact of their buildout on the Fiscally Constrained Plan. She requested any changes to the revenues or expenditures be sent to her before the Planning Council packet goes out on June 27, 2023.

Cunningham then provided a brief update on the 2050 RTP projects and requested any comments or changes from TAC members.

2023 Call for Projects Discussion – Cunningham stated the opening of the Call for Projects was approaching and indicated the link to the Guidebook was sent in the Handouts Packet. She discussed the formatting changes to the overall document and the addition of a references section, and the information provided within it. Cunningham then reviewed the schedule for the Call, including the project applicant training which will be held on August 10, 2023 and the Scoring Committee meeting that will be held on November 1, 2023. A change to this Call is the requirement for all project sponsors to provide a project description by August 25, 2023. The submittal of a project description does not require a community to submit a full project application.

Cunningham then discussed the scoring criteria based on the 2050 RTP's five goals. She reviewed the discussion with Planning Council on the scoring breakdown and the scoring weights. She then walked through the outcomes of the Safety Data Working Group on June 8, 2023. She then explained the weighted crash score that will be used for this Call and walked through an example project to show how the score would be applied to projects. She then walked through the preliminary scoring matrix and the example scoring outcomes from projects submitted in the 2021 Call for Projects using the 2023 Call for Projects criteria. She walked through the three sets of examples and how the scoring criteria would have been applied.

Cunningham discussed next steps and requested comments from TAC members by June 26, 2023 to be included in the Planning Council Packet.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Written report was provided.

Regional Transit Agencies – No comments.

Mobility Updates – Schmitt provided a status update on RideNoCo, explaining the procurement status of accessible vehicles for Milliken and 60+ Ride. He introduced Brooke Bettolo, the new NFRMPO Mobility Planner.

REPORTS

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

Community Advisory Committee – A written report was provided.

Mobility Committee Updates – A written report was provided.

ROUNDTABLE

Tracy stated Larimer County will be hosting the US34 Coalition meeting next month and requested agenda items from TAC members who are along the corridor.

Herrera provided an update on the Eastman Park and SH257 project.

Phillips stated the Drew Brooks accepted the position of Fort Collins' Deputy Director of Planning, Development, and Transportation and will be looking for a new Transit Director.

Donaldson followed up on a comment from last month regarding resiliency plans.. Since the state and NFRMPO do not currently have a resiliency plan, developing a plan is an eligible project for PROTECT. Tracy stated Larimer County is interested in applying.

Pinkham provided a couple of construction updates. The roundabout project at WCR33 and WCR74 is delayed by six weeks. Two Rivers Parkway pavement overlays ran into delays with weather conditions and wildlife issues but is close to completion in the next few weeks. Pinkham stated Weld County received the on-demand transit contract from CDOT for work with VIA Mobility and the Town of Johnstown.

Oberschmidt stated they have a civil engineer opening and a few roadway and traffic signal projects going out for bid. Oberschmidt stated he is tasked with reducing the City's miles of dirt roads from 6 miles to none.

Karnik stated the City of Greeley has a new Community Development Director starting June 22, Brad Mueller. The Greeley Stampede starts June 22.

Gordon discussed the Shift Your Ride Summer Challenge happening between June 1, 2023 and August 31, 2023 using the VanGo™ Vanpools platform. Gordon has resources to share for those who are interested. He also mentioned Bike to Work Day on June 28, 2023 and that NFRMPO staff will be participating in five events across the region.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – No suggestions.

Meeting adjourned at 2:43 PM.

Meeting minutes submitted by: Becky Karasko, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, July 19, 2023, as a hybrid meeting.

DRAFT

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham

Date: July 19, 2023

Re: 2023 Call for Projects

Background

The NFRMPO will be holding a Call for Projects to award approximately \$22M Federal funds for fiscal years 2026 and 2027. The 2023 Call for Projects will be a consolidated call for four NFRMPO controlled federal funding sources: Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), and Transportation Alternatives (TA).

The Draft 2023 Call for Projects Guidebook can be found at the following link: <https://nfrmpo.org/wp-content/uploads/2023-call-for-projects-guidebook-draft.pdf>

The Draft Guidebook includes:

- Available funding per program
- Schedule
- Eligible applicants
- Local match requirements
- Scoring Committee information
- Requirements for all projects
- Eligible project types per program
- Program specific requirements
- Program specific scoring criteria
- Applicant resources

Draft applications and worksheets will be sent to TAC in the Handouts packet.

The 2023 Call for Projects Guidebook is scheduled for adoption by Planning Council at the August 3, 2023 Planning Council meeting, with the Call opening on August 4, 2023.

Action

Staff requests TAC recommend Planning Council approval of the 2023 Call for Projects Guidebook.

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Becky Karasko

Date: July 19, 2023

**Re: FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Task
Amendment #2**

Background

Transfort has requested NFRMPO staff update the FY2023 Tasks with two Tasks funded through FTA funds, including:

- \$43,130 in additional FTA §5307 and local match funds to **for Transfort Onboard Ridership Survey**; and
- \$64,030 in additional FTA §5307 and FTA §5310 and accompanying local match funds to **Transfort Onboard Passenger Surveys**.

These Tasks will be added to the FY2022-2023 UPWP's **Appendix B: Local Agency Tasks** and does not impact the MPO portion of the budget and does not necessitate a budget amendment to the FY2022-2023 UPWP.

Action

NFRMPO staff requests TAC members review the FY2023 Task Amendment #2 and provide comments at the July 19, 2023 meeting.

Transfort Onboard Ridership Survey

Objective:

This Work Task will complete ridership survey of Transfort's fixed route service.

Method:

This Work Task will be managed by City of Fort Collins staff. The City of Fort Collins-Transfort will contract a third-party firm to conduct a statistically valid survey in Summer/Fall 2023.

Overall Impact/Intent:

The intent of the onboard fixed route ridership survey is to enable the City to identify Transfort's strengths and weaknesses regarding fixed route service and to help develop strategies to enhance service and mobility within the service area. The survey will capture information about fixed route riders such as:

- Travel patterns and behavior, including where people are traveling to, where they come from, how they access transit services, how they travel to their final destination, how frequently they use transit services, trip purpose, trip length, and other travel modes they use.
- Rider demographics, including race, gender, ethnicity, English proficiency, income, vehicle availability, and other information, which will provide the City with an objective "snapshot" of who is using fixed route service.

FY2023 PRODUCTS:

1. Onboard Fixed Route Ridership Survey

	<u>FY2022</u>
PERSON/WEEKS:	9

Budget

Personnel	\$0
Other Direct	\$43,130
Indirect	\$0
TOTAL	\$43,130

Distribution

State	
\$5307 (80.0%)	\$34,504
LOCAL match (20.0%)	\$8,626
TOTAL	\$43,130

Other Direct

Out of State Training	\$0
Consultant	\$43,130
Other	\$0
TOTAL	\$43,130

Transfort Onboard Passenger Surveys

Objective:

This Work Task will complete ridership surveys of Transfort's fixed route service and Dial-A-Ride (complementary paratransit) services.

Method:

This Work Task will be managed by City of Fort Collins staff. The City of Fort Collins-Transfort will contract a third-party firm to conduct statistically valid surveys in Summer/Fall 2022.

Overall Impact/Intent:

The intent of the onboard fixed route ridership survey is to enable the City to identify Transfort's strengths and weaknesses regarding fixed route service and to help develop strategies to enhance service and mobility within the service area. The survey will capture information about fixed route riders such as:

- Travel patterns and behavior, including where people are traveling to, where they come from, how they access transit services, how they travel to their final destination, how frequently they use transit services, trip purpose, trip length, and other travel modes they use.
- Rider demographics, including race, gender, ethnicity, English proficiency, income, vehicle availability, and other information, which will provide the City with an objective "snapshot" of who is using fixed route service.

The intent of the Dial A Ride client survey is to determine how the program is performing and where Dial A Ride staff can focus their efforts to maintain and improve the service. The survey will capture information about paratransit riders such as:

- Level of satisfaction among various Dial A Ride service characteristics;
- Customer travel patterns and behaviors;
- Dial A Taxi program including service satisfaction and ease of reservation process; and
- Rider demographics

FY2023 PRODUCTS:

1. Onboard Fixed Route Ridership Survey
2. Dial A Ride Client Survey

	<u>FY2022</u>
PERSON/ WEEKS:	9

Budget

Personnel	\$0
Other Direct	\$64,030
Indirect	\$0
TOTAL	\$64,030

Distribution

State	
§5307 (80.0%)	\$28,197
§5307 LOCAL Match (20.0%)	\$7,049
§5310 (80.0%)	\$23,027
§5310 LOCAL match (20.0%)	\$5,757
TOTAL	\$64,030

Other Direct

Out of State Training	\$0
Consultant	\$64,030
Other	\$0
TOTAL	\$64,030

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
July 19, 2023	WCR 13 Alignment Improvements Project Funding Options	Omar Herrera Town of Windsor
Objective/Request Action		
The Town of Windsor is requesting the TAC discuss options for STBG funding originally awarded to the <i>WCR 13 Alignment Improvements</i> project.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<p>The Town of Windsor received an award during the 2018 Call for Projects for \$1,187,311 STBG funds in FY2023 for the <i>WCR 13 Alignment Improvements</i> projects (application attached). The Town of Windsor has discussed partnering with Larimer County, Weld County, and the Town of Timnath; however, the discussions were not fruitful, and the Town is short of being able to complete the project by themselves. The Town of Windsor has identified three potential options moving forward, in order of preference:</p> <ol style="list-style-type: none"> 1. Transfer the STBG funding from the <i>WCR 13 Alignment Improvements</i> project to the <i>Intersection Improvements at SH257 & Eastman Park Dr.</i> project to cover unexpected shortfalls due to supply chain cost increases. The winning construction bid came in at \$7.36M, which led to a \$1.11M shortfall. 2. Reduce the scope of the project to constructing only the south leg of the intersection with the FY2023 STBG award. This would include realigning the south leg of the WCR13/LCR32E intersection to improve sight distance, add auxiliary lanes, improve safety, and add bike connectivity. The remaining scope of the project (north leg realignment) would require additional funding or be constructed by other agencies in the future. See attached exhibit. 3. Return the funding to the STBG pool to be awarded through the NFRMPO Call for Projects Process. 		
Committee Discussion		
This is the first time TAC has discussed the <i>WCR 13 Alignment Improvements</i> Project Funding Options.		
Supporting Information		
<p>The Town of Windsor's preference is Option 1, transfer the funding from the <i>WCR 13 Alignment Improvements</i> Project to the <i>Intersection Improvements at SH257 & Eastman Park Dr.</i> project with the following considerations:</p> <ul style="list-style-type: none"> • Transferring the funds to the <i>Intersection Improvements at SH257 & Eastman Park Dr</i> project will offset a \$1.11M shortfall in construction funding of the project due to the rising costs of labor and construction materials. • Not constructing the <i>WCR 13 Alignment Improvements</i> project "kicks the can down the road" for others to correct. WCR 13 will be a regional corridor reaching from Timnath to Erie in the future and will help relieve congestion on I-25. Leaving the road alignment as is will result in operational problems as vehicle volumes increase in the future. Constructing the south leg of the intersection will correct the turning movement issues, improve sight distance and improve bike connectivity. • Returning the money to the MPO pool will result in shortfalls in construction dollars and a portion of WCR13 not getting reconstructed. <p><u>NFRMPO Process Considerations</u></p> <p>The process set out in the NFRMPO Transportation Improvement Program (TIP) states within the TIP Delay Procedure that projects which are unable to meet project milestones may have funding removed from the project to be returned to the NFRMPO Federal funding pool to be awarded through the competitive process or to the next available waitlisted or partially funded project. Currently, there are no partially funded or waitlisted projects within any NFRMPO federal funding pool. Additionally, the <i>Intersection Improvements at SH257 & Eastman Park Dr</i> was awarded funding through two NFRMPO Calls for Projects and is considered fully funded with no funding amount waitlisted.</p>		

Advantages

Transferring the Federal funding to the *Intersection Improvements at SH257 & Eastman Park Dr* project will allow FY2023 funding to be obligated to a project which has been funded through previous NFRMPO Calls for Projects in a timelier manner.

Disadvantages

The *WCR 13 Alignment Improvements* project will not be completed at this time if the funds are either transferred to the *Intersection Improvements at SH257 & Eastman Park Dr* or returned to the STBG pool.

Analysis/Recommendation

NFRMPO Staff requests TAC review the request from the Town of Windsor and discuss the three identified options.

Attachments

- *WCR 13 Alignment Improvements* Application
- *Intersection Improvements at SH257 & Eastman Park Dr* Application
- WCR 13 Realignment Ph. I – Conceptual Plan
- FY2023-2026 TIP Entries

Surface Transportation Block Grant (STBG) Project Application

2018 Call for Projects



Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:	
Mailing Address:		City:	State:	Zip Code:
Additional Financial Sponsors (if applicable):				

Project Description

Project Name (160-character limit):	Jurisdiction(s):
Project Limits (to and from):	Project Length (miles):
Is this part of an ongoing project? If so, please describe:	
Project Description:	

Project Planning

Which 2040 Regionally Significant Corridor is the project on?
How does the project fit with the 2040 NFRMPO Regional Transportation Plan Corridor Vision?

2045 Goals, Objectives, Performance Measures, and Targets

MPO Goal(s)	Project Impact (Please attach any relevant data)
Performance Measure(s) - Identify at least one federally required measure	Project Impact (Please attach any relevant data)

Safety

Number of Fatality Crashes, Serious Injury Crashes, and Total Crashes:	Time Period of Crash Data (at least three years):	Data Source:
ADT on facility (if intersection, please provide ADT on all legs):	Time Period of ADT:	Data Source:

Describe the type of crashes that are occurring (rear-end, broadside etc.) and to what extent the project will address these issues. Please add any additional safety information that is not reflected in the data:

Mobility

Please describe how the project improves mobility.

System Preservation

Pavement Condition Index Type:

Please describe the pavement condition and how this project will impact / address system preservation.

Partnerships

If other agencies or organizations are partnering with you on this project, please list and describe each agency's role and the status of any agreements (e.g. ROW donations or easements):

Economic Development

Please describe qualitatively how the project supports economic development:

Funding				
	Source	FY2022	FY2023	Total
Federal Request	STBG			
Local Match				
Other Funding / Local Overmatch				
	Total Project Cost			
	Total Local Funding			
	Total STBG Funding Request			

Operations

If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations:

Environmental Considerations

Which type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment, Environmental Impact Statement):

Anticipated Project Milestone Dates

	Month-Year (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)	
FIR (Field Inspection Review) (Minimum of 3-12 months)	
FOR (Final Office Review) (Minimum of 3 months)	
Utility Clearance (Minimum of 1 month)	
Right-of-Way Clearance (Minimum of 12-18 months if acquiring)	
Environmental Clearance (Minimum of 6-8 months)	
Advertisement Date (Minimum of 3 months)	

Attachments

☐ Project location map
☐ Detailed cost estimate per unit (if applicable) and by phase
☐ Resolutions of support and letters of approval

Surface Transportation Block Grant (STBG) Project Application

2021 Call for Projects



Applicant Information

Project Sponsor Agency: Town of Windsor	Agency Contact: Omar Herrera	Telephone: (970) 674-2437	Email Address: oherrera@windsorgov.com
Mailing Address: 301 Walnut Street	City: Windsor	State: CO	Zip Code: 80550

Additional Financial Sponsors (if applicable):

Great Western Railroad and Development

Project Description

Project Name (60-character limit): Eastman Park Ultimate Intersection & RR Crossing Improvement	Jurisdiction(s): Town of Windsor & CDOT SH257
Project Limits (to and from): SH257 (M.P. 9.27 - M.P. 9.84) - Eastman Park Drive (Water Valley Parkway to Automation Dr)	Project Length (miles): SH257 (.57mi) EPD (.27mi) Gross (.84mi)

Is this part of an ongoing project? If so, please describe:

Yes - STU M377-007 (21995) Eastman Park Intersection Total Award (\$2,125,175.00) FedStimu(\$1,000,000) FedResurface (\$1,125,175) State Funds(\$145,658.00)
Local Constuction Contribution (\$88,238.00)

Project Description:

The existing signalized intersection is functionally obsolete. A significant number of trucks now travel through the intersection, many of which make southbound and westbound left turns in the intersection. The signal poles are mounted on raised concrete islands and the intersection is physically too small for the necessary truck turning radii, causing the rear end of the truck to encroach into the adjacent opposing left turn lane. The left turn movements also conflict and must be run in a split phase reducing intersection efficiency. The proposed project is to move the existing signal islands on the southeast and northeast quadrants farther east to expand the space for truck turning movements.

This project was awarded in the 2017 and IGA amended on 12/31/2020 to include resurfacing in Concrete per CDOTS request and a full signal replacement and ADA upgrades. The current project STU M377-007 # 21995 has a budget of (\$2,359,071) with Federal and State money at (\$2,195,842) and Local at (\$88,238.00) -----[Continue on attached]

Project Planning

Which 2045 Regionally Significant Corridor (RSC), Regional Transit Corridor (RTC), or Regional Active Transportation Corridor (RATC) is the project on?

[Continued on attached]

Describe how the project fits with the corridor vision for the RSC, RTC, or RATC?

[Continued on attached]

2045 Goals, Objectives, Performance Measures, and Targets

MPO Goal(s)	Project Impact (Please attach any relevant data)
Economic Development/ Quality of Life	Project will improve Infrastructure condition, Freight movement, and provide for development of east Windsor which will bring more and new offerings to the community to increase QoL
Mobility	Project will reduce crashes through use of Proven Safety Countermeasures , Reduce congestion and queuing. and improve system reliability with a less damage prone position for the railroad crossing gates.
Multi-modal	Improves condition of surface, width, and ADAGG compliance of bus stop, bike, pedestrian, and regional trail through intersection. This supports alternative modes use and undeserved transit dependent populations.
Operations	Construction of the ultimate intersection footprint and Rail Road gate improvements will reduce project delivery time, otherwise project would be phased over a longer period as Windsor funds were available

Identify the Performance Measure(s) impacted by the project. Describe the extent of impact for each selected measure in the Performance Measure Impacts attachment (Section 5.1 in Guidebook)	<input checked="" type="checkbox"/> PM 1: Highway Safety	<input checked="" type="checkbox"/> PM 2: Pavement and Bridge Condition	<input type="checkbox"/> PM 3: System Performance
	<input type="checkbox"/> Transit Asset Management	<input type="checkbox"/> Transit Safety	<input type="checkbox"/> Regional Performance Measures

Safety

Number of Fatality Crashes, Serious Injury Crashes, and Total Crashes: During the study period of 2015 to 2019 there were a total of forty-five (45) crashes, six (6) injuries and zero (0) fatalities.	Time Period of Crash Data (at least three years): 2015 to 2019 (5 Years)	Data Source: CDOT Traffic Safety & Engineering Services
ADT on facility (if intersection, please provide ADT on all legs): SH 257 - 12000(South leg) / 8300(North leg) Eastman Park Dr. - 6050(west leg) / 10500(east leg)	Time Period of ADT: 2019 2019	Data Source: CDOT OTIS 2/14/19 RDC
Describe the type of crashes that are occurring (rear-end, broadside etc.) and to what extent the project will address these issues. Please add any additional safety information that is not reflected in the data: [Continued on attached]		

Mobility

Please describe how the project improves mobility.

Improvements to regional trail walk on south side (Poudre Trail system Kodak Trail) (See EXHIBIT Poudre Trail Map) improving crossing width and ADA ramps. Additional width on north for bikes. Added sidewalk on north side of Eastman Park Dr on west leg. Upgrade transit bus stops to all weathersurface with benches improving the Poudre Express utilization. See EXHIBIT Key Issues Map and Vicinity Map

System Preservation

Pavement Condition Index Type:
From CDOT OTIS data. PRI Class (Moderate) / Pri Remaining DL - 4
PRI IRI (124 - 184)

Please describe the pavement condition and how this project will impact / address system preservation.

Existing pavement systemically exhibits sub-grade instability with rutting of the pavement. This corridor extent has been identified by CDOT for reconstruction in concrete from intersection north. This project will construct the intersection in concrete pavement section with imported stable sub-grade. The approaches to the intersection on Eastman Park will be reconstructed and overlay bringing remaining service life to 15- 20 yrs. See EXHIBIT Key Issues Map

Partnerships

If other agencies or organizations are partnering with you on this project, please list and describe each agency's role and the status of any agreements (e.g. ROW donations or easements):

Great-western railroad will partner with Windsor to complete redesign of the rail road crossing. And support the modification of the quiet Zone before the Public Utility Commission. Cost sharing has been discussed in concept but a written agreement has not been reached at this point.

Economic Development

Please describe qualitatively how the project supports economic development:

The intersection is the main connecting point between the developed predominantly residential portions of Windsor (west) and the Industrial employment centers on the east side of Windsor. Improvements to the intersection will improve connection between the areas allowing for development of a mix use development to the south east and a sports venue with retail, entertainment, commercial, and hotels to the north east. See Vicinity Map

Right-Of-Way

Right-of-way or legal property description:

Right of way will be purchase or dedicated to Windsor for the project this will occur on the east side of the project. Railroad access and construction agreements will be obtained on the west side. The railroad is a partner in this project. See EXHIBIT Right of Way Plans. Windsor will obtain right-of-way and utility relocation, cost not a part of this funding request.

Funding					
	Source	FY2023*	FY2024	FY2025	Total
Federal Request	STBG	\$1,705,000.00			\$1,705,000.00
Local Match		\$355,000.00			\$355,000.00
					\$0.00
Other Funding / Local Overmatch	Wind/GWIP/G	\$240,000.00			\$240,000.00
	GWRR				\$0.00
					\$0.00
	We could utilize these finds immediately.				\$0.00
*The NFRMPO has \$2,276,057 STBG funds available immediately, if your project could accept funds in FY2023 please indicate so. The Federal request in FY2023 may not exceed \$2,276,057. Ability to take these funds does not impact the overall project's score.			Total Project Cost		\$2,300,000.00
			Total Local Match		\$355,000.00
			Total STBG Funding Request		\$1,705,000.00
Operations					
If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations: The completed project will reduce pavement maintenance costs by replacing the existing pavements near the end of their service life. New positioning of traffic signal and rail road equipment will reduce costs of damage from collisions. Maintenance funding sources will remain as in place currently, with CDOT maintaining SH257 and Windsor maintaining Eastman Park Dr.					
Environmental Considerations					
Which type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment, Environmental Impact Statement): This initial intersection project obtained Clearance as a Cat Ex in January 2020. The environmental clearances will be updated for the increased footprint on the rail road property. a review of the project footprint by CDOT R4 Env Staff, conducted in August of 2021, indicates the final reports will need to address. (1) Biological Resources, (2) Air Quality technical report for a "not Classified" area. (3) Section 4(f) for the Kodak Trail. (5) Noise - document a no TYPE 1 noise study necessary. (6) Hazardous Wast form 881, no full report anticipated.					
Anticipated Project Milestone Dates					
					Month-Year (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)					7/22
FIR (Field Inspection Review) (Minimum of 3-12 months)					Completed
FOR (Final Office Review) (Minimum of 3 months)					1/22
Utility Clearance (Minimum of 1 month)					2/22
Right-of-Way Clearance (Minimum of 12-18 months if acquiring)					4/22
Environmental Clearance (Minimum of 6-8 months)					2/22
Advertisement Date (Minimum of 3 months)					6/22
Attachments					
<input type="checkbox"/> Project location map <input type="checkbox"/> Detailed cost estimate per unit (if applicable) and by phase <input type="checkbox"/> Letter of Support from Mayor/Town Administration* <input type="checkbox"/> Performance Measure Impacts Worksheet <input type="checkbox"/> Environmental Justice Analysis Worksheet <i>*Resolutions may be submitted in lieu of a letter if preferred by the project sponsor. Letters of support from other entities may also be included in this attachment.</i>					

Applications Due December 10, 2021 by 5:00 PM to planning@nfrmpo.org

1. STBG PROJECT APPLICATION – ADDITIONAL WRITEUP

1.1 Project Description

[Continued from form]

Just as this original project reached its FOR review it became apparent that the scope needed to be modified to meet evolving future needs.

Rapid growth around Windsor and recent Development activity with Future Legends Sports Park and Windsor Villages to the east is driving the need to size this intersection for future 4 lane section to the south and include double WB to SB left turns from Eastman Park Drive.

Increased truck traffic from the west has increased the frequency of railroad gate strikes requiring reconfiguring the West leg right turn channels of the intersection. This Quiet Zone Crossing is damaged and under repair multiple times a year, and an improved right turn channelization and moving the gate foundations further from the pavement edge is necessary to improve safety and operations of this crossing.

Recent Corridor Planning study on Eastman Park Drive conducted by Windsor indicates the need and public support for improved multi-modal connections from the east side of SH257 to the West side, so bike pedestrian and Regional Trail improvements are proposed. Finally, bus stops on Eastman Park Drive for the Poudre Express line will be improved to increase usage.

This application is to request additional STBG funds in the amount of \$1552312 increasing the project construction budget to \$4,280,640.

See EXHIBITS Key Issues Map and Truck Turning Diagram.

1.2 Project Planning

[Continued from form]

The project is on State Highway 257, Regionally Significant Corridor (RSC) #11. Regional Transit Corridor (RTC) for Poudre Express transit service. (RATC) with the Poudre River Trail systems Kodak Trail spur. See EXHIBIT Poudre River Trail Map.

1.3 How does Project fit with RSC, RTC or RATC

[Continued from form]

In the 2045 Transportation Plan, the vision for State Highway 257 is to “maintain system quality as well as increase mobility and improve safety”. The plan also identifies the widening of State Highway 257 between Crossroads Boulevard and Garden Drive from two lanes to four lanes as a regionally significant project. This project builds out the intersection of State Highway 257 and Eastman Park Drive to its ultimate configuration of two thru lanes north- and south-bound, with the exception of modifications to the NE quadrant when the second north-bound thru lane is desired. The new configuration allows for more optimal timing of the traffic signal, further enhancing capacity and mobility. Larger turning radii have been used in the design to facilitate heavy vehicle turning movements without damaging roadway infrastructure, as is the case today. Additionally, the project reconstructs the railroad quiet zone crossing at Eastman Park Drive to include enhanced raised islands and optimized gate locations for improved safety. The pedestrian and bike connection between the east and west side of the intersection is improved with wider ramps, larger islands, and compliant pedestrian ramps.

In short, the project looks to the future by building out the intersection full width, immediately improves mobility with more optimal signal timing, and immediately improves safety by reconfiguring the railroad quiet zone

1.4 SAFETY

Q. Describe the types of crashes and to what extent the project will address these issues

The most common types of crashes occurring at the intersection were: rear-ends (30/45, 66%), angle or broadside (9/45, 20%), and sideswipes (2/45, 4%). There is also a significant ongoing issue of turning trucks hitting and damaging the quiet zone railroad gates.

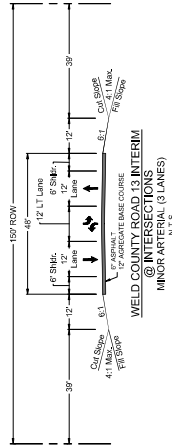
Records from the Great Western Railroad indicate that the quiet zone crossing gates and equipment have been hit 10 times in the past 5 years. This caused crossing down times between 24hrs and up to one week, for three of the instances. These events cost between \$1000 and \$32,000 to repair. The average annual repair costs have been \$21,750/year.

Eastman Park Ultimate Intersection & RR Crossing Improvement

Town of Windsor

Project improvements anticipated to address these safety concerns are as follows;

- With the new signal use 12" LED signal indications with retro-reflective backplates, for best visibility reducing the number of rear-end collisions.
- Signal phasing and timing will be adjusted to introduce Leading Pedestrian Interval and Extended Yellow Clearance Interval to increase pedestrian protection and reduce high severity angle crashes.
- Improvements to left turn lane configurations will reduce the angle crash pattern and safety concern.
- Improved and widened channelized right turn radius on west side, will be sized for truck traffic (See EXHIBIT Truck Turning Diagrams) , combined with relocating rail road crossing gates further from traveling vehicles will reduce annual damage and hazards from inoperable crossing gates.



FY2023-2026 TIP Project Entries

Title:	Intersection Improvements at SH257 & Eastman Park Dr.	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY24 Rolled	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Windsor	Federal	STBG	-	-	-	1,705	-	-	-	1,705	-
STIP ID:	SNF5788.045	Federal	PNF	-	1,000	-	-	-	-	-	1,000	-
TIP ID:	2020-013	Local	L	-	266	-	355	-	-	-	621	-
Type:	Intersection Improvements	Local	LOM	-	280	-	331	-	-	-	612	-
Air Quality:	Exempt from conformity analysis		Total	-	1,546	-	2,391	-	-	-	3,938	-
Description:	Project moves the existing signal islands on the SE and NE quadrants farther east to expand the space for truck turning movements.											

Title:	WCR 13 Alignment Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY24 Rolled	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Windsor	Federal	STBG	-	-	-	1,187	-	-	-	1,187	-
STIP ID:	SNF5788.056	Local	L	-	-	-	247	-	-	-	247	-
TIP ID:	2023-008	Local	LOM	-	-	-	2,158	-	-	-	2,158	-
Type:	Modify & Reconstruct		Total	-	-	-	3,592	-	-	-	3,592	-
Air Quality:	Exempt from Conformity Analysis											
Description:	Construct new alignment of WCR 13 near LCR 32E (WCR 68.5)											

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Alex Gordon

Date: July 19, 2023

Re: 2050 Regional Transportation Plan (RTP)

Background

NFRMPO staff has been working on the 2050 Regional Transportation Plan (RTP) with the guidance of the TAC and Planning Council. The draft 2050 RTP was released for public comment on July 10, 2023, which will close August 9, 2023. Public comment will be incorporated prior to anticipated Planning Council adoption on September 6, 2023.

Every four years, the NFRMPO is required to update the region's long-range plan, taking into account current socioeconomic and transportation trends, anticipated needs, and anticipated funding. The Plan must be multimodal and take into consideration the transportation system's impact on Greenhouse Gas (GHG) emissions and impacts to air quality.

The 2050 RTP is divided into four chapters:

- **Planning Context:** explanation of the NFRMPO, the transportation system, and local, state, and federal requirements
- **Trends:** exploration of socioeconomic trends, system performance, safety and resiliency, and emerging technologies
- **Scenarios and Visioning:** identifying each roadway, transit, and active transportation corridor, and how funding/projects impact key performance metrics
- **Funding and Financing:** identification of anticipated funding, proposed projects, and fiscal constraint

The full 2050 RTP draft is available for download via Dropbox:

<https://www.dropbox.com/sh/txmce2wxl10fn9u/AADsJvBfnBeKj6Px3SUSH5SPa?dl=0>

Action

Staff requests TAC review the Draft 2050 Regional Transportation Plan (RTP) and be prepared to discuss any concerns about the Plan.

2050 RTP

Technical Advisory Committee



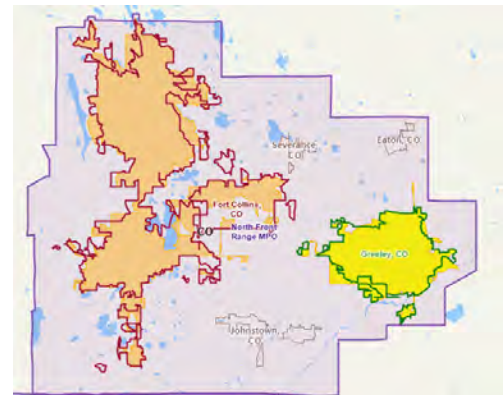
North Front Range
Metropolitan
Planning
Organization



1

RTP Overview

- Identify how the metropolitan area will **manage and operate a multimodal transportation system** to meet the region's economic, transportation, development and sustainability goals
- 20+-year planning horizon
- Fiscally constrained
- Must update at least every 4 years due to region's nonattainment area status



More info: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-transportation-plan-mtp>

2

2

NFRMPO Region



	2019 Population	2050 Population	Change (2019 - 2050)	2019 Jobs	2050 Jobs	Change (2019- 2050)
Berthoud	13,758	42,267	207.2%	3,074	3,887	26.4%
Eaton	6,077	7,101	16.9%	1,598	2,164	35.4%
Evans	29,143	46,527	59.7%	4,974	7,972	60.3%
Fort Collins	185,243	252,981	36.6%	103,985	139,789	34.4%
Greeley	107,154	177,815	65.9%	52,123	86,987	66.9%
Johnstown	19,663	73,192	272.2%	8,356	26,421	216.2%
LaSalle	2,901	3,045	5.0%	895	1,873	109.3%
Loveland	91,979	159,967	73.9%	47,370	73,406	55.0%
Milliken	9,002	17,756	97.2%	726	2,436	235.5%
Non-GMA Larimer	37,632	68,005	80.7%	10,926	22,567	106.5%
Non-GMA Weld	32,204	64,096	99.0%	9,610	25,920	169.7%
Severance	9,498	25,335	166.7%	534	2,886	440.4%
Timnath	9,106	28,371	211.6%	2,720	7,181	164.0%
Windsor	35,999	85,473	137.4%	15,180	27,573	81.6%

3

3

Goals and Objectives



Regional Health

Improve economic development, residents' quality of life, and air quality



Mobility

Moves people and goods safely, efficiently, and reliably on a continuous transportation system



Operations

Optimize operations, planning, and funding of transportation facilities



Safety

Reduce the number of roadway related fatalities and serious injuries within the region



Multimodal

Improve accessibility of and access to transit and alternative modes of transportation



4

4

Chapters



1. Planning Context

What does our region/agency look like today?

2. Trends

Socioeconomic, transportation, emerging trends and technology, and security/safety

3. Visioning and Scenario Planning

What does the region look like as it grows and develops?

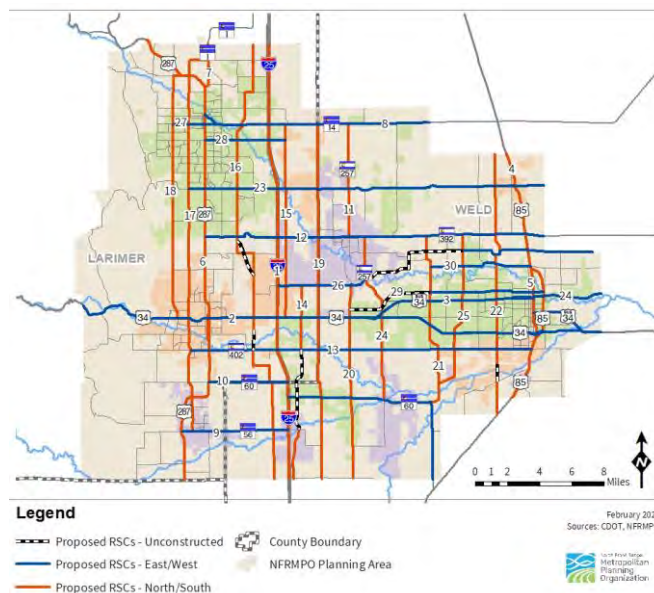
4. Funding and Financing

What projects should the region fund and with what money?

5

5

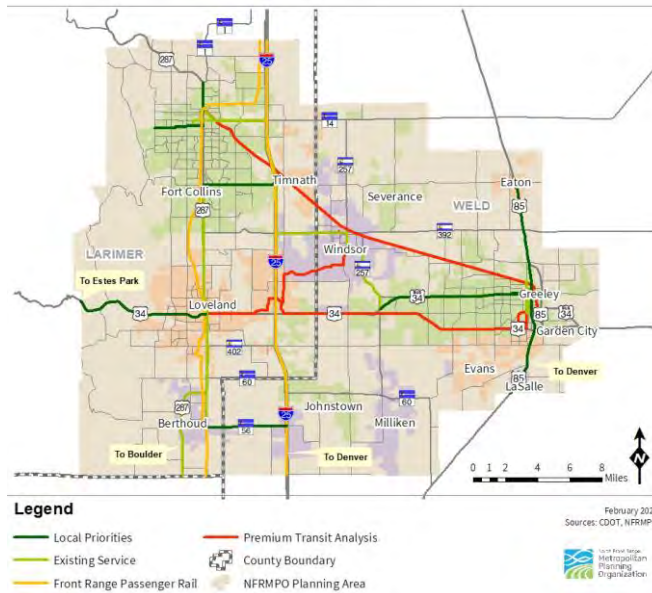
Regionally Significant Corridors



6

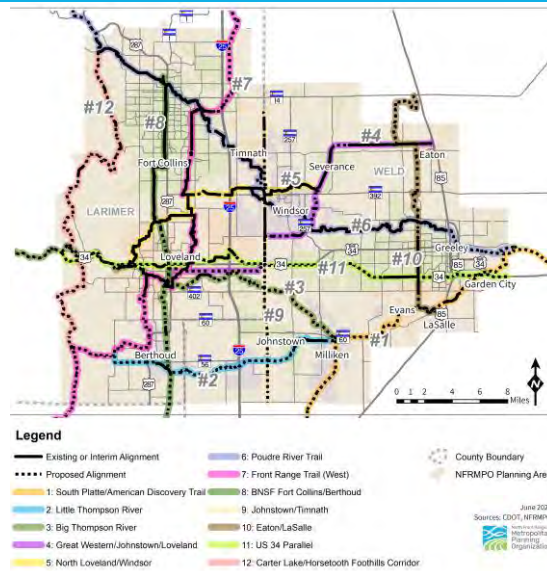
6

Regional Transit Corridors



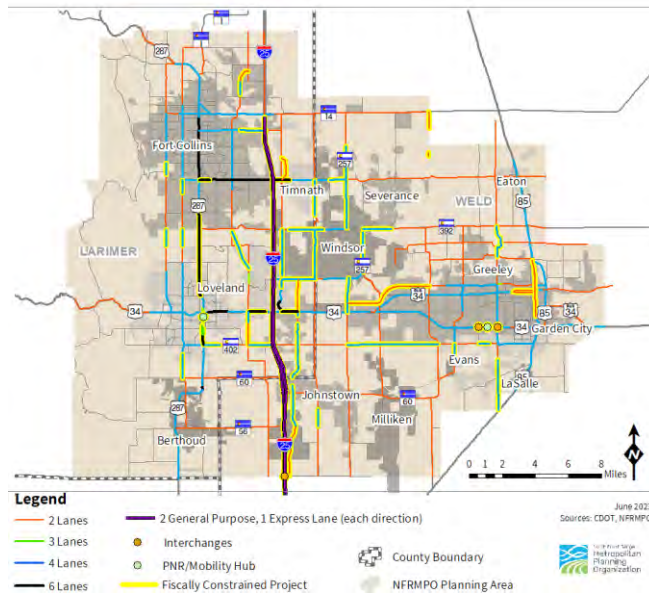
7

Regional Active Transportation Corridors



8

Plan Projects



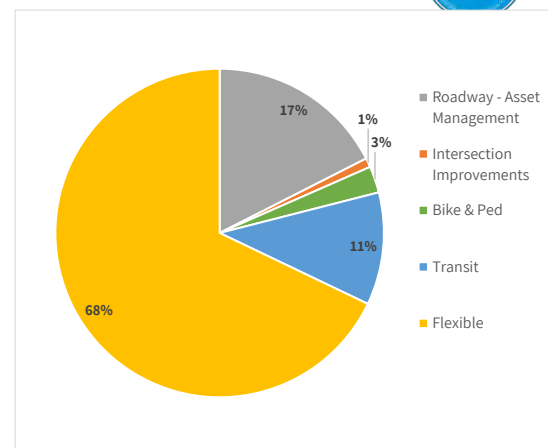
9

Funding Estimates



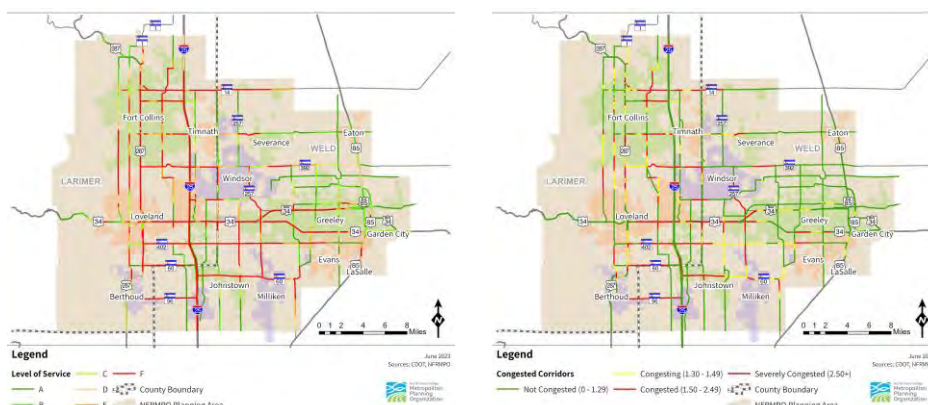
Revenue Estimates by Expenditure Category, in Millions of YOE, 2024-2050

Years	Roadway - Asset Management	Intersection Improvements	Bike & Ped	Transit	Flexible	Total
2024-2030	\$573.26	\$26.44	\$78.39	\$309.49	\$2,155.18	\$3,142.76
2031-2040	\$859.82	\$43.31	\$126.95	\$524.13	\$3,118.52	\$4,672.74
2041-2050	\$894.22	\$49.37	\$141.40	\$639.06	\$3,747.62	\$5,471.67
Total	\$2,327.31	\$119.12	\$346.74	\$1,472.69	\$9,021.32	\$13,287.17



10

Scenarios



11

11

Corridor Visions

RSC 1: I-25 Corridor Vision

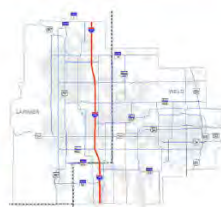
Regionally Significant Corridor, Regional Transit Corridor

Vision Statement

I-25 is Built to the North I-25 Environmental Impact Statement (EIS) to support its role as the backbone of the regional transportation system, supporting multimodal trips on a safe, efficient, and reliable corridor.

Jurisdictions

Berthoud, Fort Collins, Johnstown, Loveland, Larimer County, Windsor, Timnath



Anticipated Growth in Adjacent Census Block Groups			
Category	2019	2050	% Change
Population	10,389	44,630	+125.8%
Jobs	17,954	32,092	+78.7%
VMT	2,055,879	3,431,492	66.9%

Future Improvements

Community/Agency	Improvement Type	Location	Completion Date
CDOT	Express Lane Construction	SH14 to SH402	2024-2026
CDOT	Express Lane Construction	SH402 to SH56	2024-2026
CDOT	Express Lane Construction	SH56 to WCR-38	2027-2030
Town of Mead	Interchange Construction	WCR38 and I-25	2027-2030

Related Plans

- North I-25 Environmental Impact Statement
- North I-25 EIS Records of Decisions

Connecting RSCs:

- US34 (RSC2)
- SH14 (RSC8)
- SH56 (RSC9)
- SH60 (RSC10)
- SH392 (RSC12)
- SH402/Freedom Pkwy (RSC13)
- WCR74/Harmony Rd (RSC23)
- Crossroads Boulevard (RSC26)
- Prospect Road (RSC28)

Connecting RTCs:

- Great Western (RTC1)
- US34 (RTC2)
- Loveland to Windsor (RTC3)
- Bustang (RTC6)
- Poudre Express (RTC7)
- Harmony MAX (RTC10)
- Front Range Rail (I-25) (RTC13)
- SH56 Transit Service (RTC15)

Connecting RATCs:

- Little Thompson (RATC2)
- Big Thompson (RATC3)
- Great Western (RATC4)
- North Loveland/Windsor (RATC5)
- Poudre Trail (RATC6)
- Front Range Trail (RATC7)
- US34 Parallel (RATC11)

What we heard from the public:

"There are too many cars on I-25, and no viable alternatives for people that would be interested in taking transit to get to regional destinations."

"Increased capacity for vehicles, trucks and buses to minimize congestion and improve safety. Since we're planning 30 years out, consider an additional lane in each direction dedicated to autonomous vehicles and BRT."

12

12

Air Quality



GHG Transportation Report

- Strategies to achieve reductions in greenhouse gases
 - Active Transportation
 - Operations
 - Transit
 - TDM
- Approval by CDPHE and Transportation Commission
- NFRMPO-area specific

Conformity

- Ensure RTP improves ozone precursors, does not hurt air quality
- Approval by EPA and FHWA
- Modeled on behalf of Northern Subarea

13

13

Questions?



- NFRMPO website: nfrmpo.org/rtp/2050-rtp
- **Email us!**
planning@nfrmpo.org
- **Follow us:**
[@nfrmpo](https://twitter.com/nfrmpo)

14

14

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham

Date: July 19, 2023

Re: Draft FY2023-2024 Transportation Improvement Program (TIP)

Background

The NFRMPO is drafting the Fiscal Years (FYs) 2024-2027 Transportation Improvement Program (TIP) to be in alignment with the 2050 Regional Transportation Plan (RTP), air quality conformity determination and regional emissions analysis, and Colorado Greenhouse Gas (GHG) Transportation Report as well as to be in alignment with the CDOT FY2024-2027 Statewide TIP (STIP) as adopted May 20, 2023.

The Draft FY2024-2027 TIP includes all federally funded and/or regionally significant surface transportation projects programmed to receive funding in FY2024-2027. All projects with funding in the FY2023-2026 TIP with funds in FY2024-2026 will be carried over into the FY2024-2027, as well as projects which have had funds rolled from FY2023 into FY2024 and qualifying projects submitted during the TIP Project Submission window (May 16-May 30, 2023). Any amendments or modifications made to projects or funding following July 19 will be incorporated upon the effective date of the TIP.

The Draft FY2024-2027 TIP carries forward the policies and procedures in the FY2023-2026 TIP with the following updates:

- Clarification to the Air Quality Significant project definition
- Details and restrictions on the additional allocation process
- Alignment of the TIP with the GHG Transportation Report
- Updated Equity and Performance Measure analysis

The Draft Conformity Determination for the FY2024-2027 TIP and the 2050 RTP is under development and will be made available for a 30-day public review. The public comment period for the Draft FY2024-2027 TIP and the Conformity Determination will open on August 4, 2023 and close on September 3, 2023.

The link to the Draft FY2024-2027 TIP will be sent out in an updated memo with the TAC handouts prior to the meeting.

Action

Staff requests TAC review the Draft FY2024-2027 TIP once available and be prepared to discuss.

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, July 12, 2023

GoToMeeting Hybrid Meeting

Call for Projects

Cunningham outlined the Call for Projects schedule. The call will open on August 4th with an applicant training workshop on August 10th. Project descriptions are due on August 25th. Final applications are due October 6th with the scoring committee for STBG, CMAQ, and CRP on November 1st. The TA scoring committee will be on November 8th during the regularly scheduled NoCo Bike and Ped meeting. Cunningham noted the TA program will have \$934,423 available. Eligible applicants are NFRMPO member agencies and CDOT and RAQC.

Cunningham noted the Call for Projects Guidebook outlines all the information that is needed. Requirements for all projects include alignment with NFRMPO 2050 RTP Goals, integration with Congestion Management Process with a SOV Analysis Worksheet for eligible projects, and an equity and performance measure impact worksheet. The minimum request for the TA program is \$50,000 and the maximum request is \$934,423. Local match for all programs is 17.21%. Cunningham noted the criteria are in alignment with the 2050 RTP goals which are Safety, Operations, Mobility, Multimodal, and Regional Health. Younkin asked for clarification on the Air Quality Emissions Reduction thresholds. Cunningham noted the thresholds will be based on the projects the NFRMPO received. Gordon asked if there are other communities that are interested in applying.

Geary noted the City of Fort Collins is planning on applying for Mason Trails Crossing Improvements which includes widening the trail, trail relocation, improve landings, new sidewalk connections, signal detection/actuation, notification improvements, and signal timing improvements. Minor crossing improvements include signage and pavement markings, optimized bicycle/MAC interactions, and signal timing improvements as well as additional bicycle counters. Project cost is about \$1,000,000 but can be scalable to \$500,000.

Greeley on the Go Plan

Johnson noted the Greeley on the Go plan is the 2045 Transportation Master Plan and was adopted in March 2023. The plan provides analysis, recommendations, action plan, and financial assessment across modes with a focus on safety. The primary difference with this new plan compared to the old plan is the focus on safety and the wholistic view across modes. There is a new emphasis on roundabouts and complete streets. The goals are safety, multimodal network, equity and health, economic development, environment and technology, funding and strategic investments, and land use and transportation connection. Johnson stated the origin-destination analysis found that many trips are less than one mile which expands opportunity to promote bicycling, walking, and transit for a larger share of trips. There is a 10-year plan to expand the multimodal network. Some of the projects outlined in the plan are traffic calming on 10th Street, the extension of 4th Street, the Poudre River Trail extension towards the east, and the No 3 Ditch Trail. Johnson noted the plan included a new direction for mobility services which was formerly the transit division. Johnson outlined the proposed mobility expansion which includes fixed route modification, microtransit pilot zones, and micromobility zones. Johnson outlined the funding plan which includes NFRMPO, federal, state, and local funds. Younkin discussed the performance measures in the plan which include safety measures, infrastructure, travel time, mobility connections, and pavement condition. Johnson noted the environmental justice areas and priority investment areas. Younkin outlined the Traffic Calming Toolbox which aims to improve safety. Younkin noted there is a section on roundabouts as a traffic calming method. Geary noted NACTO is updating the urban bikeway design guide and noted FC used the NACTO methodology for Level of Traffic Stress. Geary also shared some of the roundabout findings from the Dutch Cycling Embassy ThinkBike Workshop.

2050 RTP

Gordon noted the 2050 RTP is out for public comment. The RTP is updated every 4 years and has a 20+ year planning horizon and must look at the multimodal transportation system to meet the region's economic, transportation, development and sustainability goals and the plan must be fiscally constrained. The plan is divided into four sections: planning context, trends, visioning and scenario planning, and funding and financing. Gordon outlined the regionally significant corridors (RSCs) and plan projects. Gordon noted the funding estimates for the fiscally constrained projects with 68% of funding being flexible. Gordon outlined the scenarios that are outlined in the plan which includes a no build scenario and constrained and unconstrained scenarios. Gordon outlined the RSC corridor visions format. The public comment period will close on August 9th. Gordon asked the group to let him know if there are other groups or organizations that the NFRMPO should reach out to include them in the public comment process. Younkin asked how the safety targets were set. Rouser noted the NFRMPO supported the state's targets, and the targets must be data-based.

Roundtable

Rouser noted NFRMPO staff co-hosted Bike to Work Day stations in Fort Collins, Loveland, Greeley, Windsor, and Evans. Rouser stated the Safe Routes to School subcommittee is working on a survey that will be sent out to city and town staff to gauge interest in a regional program. Rouser noted the NFRMPO will begin work on the next Active Transportation Plan later this year and requested anyone who would be interested in being on the steering committee to let him know. Gonzalez noted the Weld County Department of Health and Environment will be having the first bilingual travel training on July 13th. Jones noted the final bridge will be delivered July 17th. Once that is in place, the trail will be complete between Windsor and Eaton. The grand opening will likely be next spring due to a section of trail that the town of severance would like to improve. Johnson noted GET is bringing their first steps to shared micromobility to the Greeley City Council for recruiting a business license... licensing process and noted Greeley is looking to find stakeholders and develop goals for Greeley Bikes. Johnson noted Bike to Work Day in Greeley had good participation in the 20 stations across the city. Gordon stated there are 121 people signed up for the Shift Your Ride Summer Challenge and has had good participation. The challenge goes through the end of August. Kelso noted Bike to Work Day in Fort Collins had great participation. Fort Collins is planning Open Streets on September 24th and the city has its first painted curb extension. Geary noted FC had 5,400 participants with 22,531 total station visits. Geary outlined the grants Fort Collins has applied for. Young-Winne noted she is part of the Public Health, Parks, and Recreation Collaborative (PHPR) and the PHPR is looking to plan a Get Out, Get Active event in Northern Colorado. Wilkinson noted Parks and Natural Areas hosted their first BTWD station and the Greeley Trails conceptual map is out for public comment. Guthrie noted Everybody Bike Day went well, and participation was up by 20-30% from last year.

**EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
July 6, 2023**

Agenda and Minutes

Stephens **moved** to *APPROVE THE JULY 7, 2023, MEETING AGENDA*. The motion was **seconded** by Mallo and **passed** unanimously.

Baszler **moved** to *APPROVE THE JUNE 1, 2023, MEETING MINUTES*. The motion was **seconded** by Heid and **passed** unanimously.

AIR QUALITY AGENDA

REPORTS

Regional Air Quality Council (RAQC) – Mike Silverstein, Executive Director of the RAQC, reviewed the residential, local government, and commercial Mow Down Pollution program. Silverstein outlined the lawn and garden equipment control strategies including potential regulation of the sale of gas-powered lawn and garden equipment.

NFRMPO Air Quality Program Updates – Karasko reviewed the timeline for Ozone Conformity for the 2050 Regional Transportation Plan (RTP) and the upcoming FY2024-2027 Transportation Improvement Program (TIP) including the public comment period, public hearing, and approval by Planning Council at the September 7 meeting, and subsequent approvals by the State and FHWA.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

PRESENTATIONS:

CDOT Transit Town Hall – Jan Rowe, Assistant Director Transit Programs, and Brian Metzger Assistant Director Transit Planning and Delivery reviewed the purpose and the structure of the Division of Transit and Rail (DTR) with CDOT, the Bustang Expansion Plan, and future planning efforts around statewide transit.

ACTION ITEMS:

Fiscally Constrained Plan – Cunningham reviewed the Fiscally Constrained Plan tables, the updated expenditure dollar amounts, and addressed the questions the Planning Council raised at the June meeting. The Fiscally Constrained Plan will be incorporated into the 2050 RTP which is scheduled for adoption by the Planning Council in September.

Rennemeyer **moved** to approve the updated Fiscally Constrained Plan. The motion was **seconded** by Olson and **passed** unanimously.

NFRMPO Greenhouse Gas (GHG) Transportation Report – Karasko reviewed the strategies incorporated in the GHG Transportation Report for the 2050 RTP and the upcoming FY2024-2027 TIP and the timeline for public comment and state review of the document.

Olson **moved** to approve *RESOLUTION NO. 2023-12 APPROVING THE APPROVING THE NFRMPO GREENHOUSE GAS (GHG) TRANSPORTATION REPORT*. The motion was **seconded** by Baszler and **passed** unanimously.

DISCUSSION ITEMS:

2023 Call for Projects – Reviewed the 2023 Call for Projects including available funding, eligible applicants, request limits and scoring criteria for each federal funding program. Council members asked for clarification on elements of the scoring criteria and community request limits for the STBG program.

2050 Regional Transportation Plan (RTP) Draft– Gordon outlined the structure of the draft 2050 RTP which staff has been working on for the previous year. The plan 2050 RTP will be posted for public comment the second week of July and is scheduled for adoption by the Planning Council at their meeting in September. Gordon stated some of the sections have been discussed with Council at previous meetings and the draft will be presented to Council at the August meeting.

REPORTS

Front Range Passenger Rail District – Karspeck and Olson provided an update on the progress of the Front Range Passenger Rail District. Council discussed the implications of potential alignments and requested representatives from Front Range Passenger Rail present to the Planning Council at a future meeting.

Weld County Mobility Committee (WCMC)—MINUTES
June 27, 2023
1:30 p.m. – 3:00 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Ann Rajewski, CASTA
- Leiton Powell, Greeley-Evans Transit
- Margie Martinez, United Way Weld County
- Valorie Echard, School to Work Alliance Program Weld Re-4
- Desiree Sandoval, School to Work Alliance Program Weld Re-4
- Lisa Bitzer, Via Mobility Services
- Celeste Ewert, Envision
- Abdul Barzak, Town of Severance
- Amy Threewitt, 60+ Ride
- Hanna Johnson, City of Greeley
- Nichole Seward, Weld County AAA
- Steve Teets, WAND
- Kyle Holman, Weld Trust
- Janet Bedingfield, 60+ Ride

NFRMPO Staff: Cory Schmitt, Brooke Bettolo

2. Review of Agenda

3. Public Comment (2 minutes each)

None.

4. Approval of March 2023 Meeting Minutes

Teets moved to approve the minutes Threewitt seconded the motion, and it was approved unanimously.

PRESENTATION

1) CASTA Overview

Rajewski

CASTA Executive Director Ann Rajewski provided an overview of the Colorado Association of Transit Agencies (CASTA) as well as the Zero Fare for Better Air campaign. If you have technical questions, training needs, and resource requests for transit or micro-mobility, consider reaching out. Slides can be found [here](#).

DISCUSSION ITEMS

2) CDOT Contracting Delays & Service Updates

All

The group discussed the delays associated with CDOT for transit contracts including the impacts locally and statewide, along with steps being taken to resolve the backlog. Rajewski reported that the new director of the CDOT Division of Transit and Rail (DTR) is starting July 31. CDOT staff estimate that DTR is 60% done with administrative and operating contracts. There is concern that there are current Calls For Projects for 2024 when 2023 and even some 2022 grants have not been contracted, so CASTA



is continuing to put pressure on CDOT to ensure they work through their backlog. Kay Kelly, Chief of the Office of innovative Mobility, is working closely with CASTA during the contracting crisis. DTR has received special permission to do partial reimbursement in the meantime to fill some of the gaps until the contracts are ready.

Rajewski is working with Jan Rowe at CDOT for a session for CDOT grantees at CASTA conference, and a follow-up from CDOT listening sessions from around the state.

Schmitt asked participants if there were any agencies in attendance—or known—that have also been impacted by CDOT’s contracting delays:

- Via Mobility Services: Bitzer reported that they have received \$5311 and \$5310 contracts within the last month, submitted reimbursement from January onward, and received reimbursement rather quickly. Via is still waiting on contracts for buses and fixed-route software. Bitzer reported that the contracts have been signed for the Weld pilot, which should be ready to begin in the next few weeks. Via was able to draw on reserves to pay staff but has heard from smaller companies that had to lay off drivers and stop service, and they may not be able to begin service again. With the loss of the RTD Access-a-Ride contract, a total of 88 drivers were laid off.
- 60+ Ride: Bedingfield stated that 60+ Ride is still anticipating delivery of a 2022 wheelchair-accessible vehicle that has been sitting at a dealer lot in Denver since February, already converted and ready to go. 60+ Ride had to reduce the hours for a new employee that would handle scheduling for that route by 50% and pay them out of reserves for the foreseeable future until the contacting issues are resolved. This has caused a significant delay in service access for wheelchair-using clients in the Greeley-Evans area.
- Envision: Ewert has not seen an effect on the rides provided since they have been making sure to prioritize direct billing to Medicare and HCPF. Ewert stated that they planned their budget to accommodate for the delays but still had restricted cash flow agency-wide until reimbursements became available.

Rajewski also mentioned the State Management Plan that holds CDOT accountable to the Federal Transit Administration (FTA) for timely contracts and other operational benchmarks and talked with Kay Kelly to create new procedures and potentially additional staff in the Business Office to prevent this type of crisis from repeating in the future.

3) Mobility Case Studies

All

Schmitt and Bettolo shared RideNoCo Call Center Case Studies:

Case Study 1:

60-year-old man in Evans using crutches needs temporary transportation to Greeley three times a week for medical appointments and rehab.



Powell suggested that he might be in the GET service area for paratransit service, Johnson confirmed. There is a 21-day processing period for applications, but GET staff are typically getting those completed in 2 weeks, so long as the applicant has an application and doctor's note. Currently, GET is fare free, but cost would be about \$3 per ride once fares resume. Teets mentioned that the cost could be prohibitive for some residents, and Powell expressed that the service is much less than Uber or Lyft, but ultimately the rider decides whether to use the service.

Threewitt mentioned that 60+ Ride would be an option, but it takes 3 weeks to get signed up. Bedingfield verified that the client came through them originally, but staff were unable to expedite the process in time for the client's appointments. The intake process is non-negotiable, and until the paperwork is signed and filed, they cannot safely conduct the ride due to liability issues. Clients must also be responsive to phone calls and emails to ensure that the process goes as expediently as possible.

Schmitt asked if providers had ideas on how to respond more quickly to these types of last-minute requests. Martinez suggested that Banner Health Ambulance (contracted through American Medical Response - AMR out of Denver) may be a resource for last-minute options. Schmitt suggested a page in Provider's Guide for last minute, last resort transportation options. Teets seconded the idea.

Ewert suggested a fixed route potential option if the client can manage the crutches for a block. Schmitt clarified that the exact location of the client was unknown but could be followed up upon.

Case Study 2: A Spanish-speaking resident of Dacono was looking for transportation resources to share with the older adults of her community. We were able to recommend 60+ Ride and Via but were not certain if calls could be taken in Spanish and if Spanish-speaking drivers were available.

Providers that provide services bilingually

- Via Mobility has a call center- option for Spanish-speakers, as well as Spanish-speaking drivers, but the driver servicing this area does not speak Spanish.
- 60+ Ride no longer has Spanish speaking staff but has some Spanish-speaking drivers. They report having a lot of monolingual clients that have an English-speaking friend or family member who sets them up for the appointment, and then the client and the driver do their best to communicate day-of. 60+ Ride has been actively looking for ways to increase interpretation ability for the last 2 years and have had some difficulty finding an option that works. They are constantly working on this and have a partnership with insurance person that specializes in Medicare to help them search for interpretation options. There is potential for a grant to hire someone on an on-call basis.
 - Threewitt agrees with the process mentioned by Bedingfield and that the Client Intake Coordinator arranges and schedules with family member who speaks English. In Dacono, there might be drivers that they might be able to call, on an as-needed basis.

Johnson mentioned the Language Link call number the NFRMPO uses and inquired if it was possible to share a contract with the agencies on the call. Schmitt answered that the NFRMPO and Envision have a contract with LanguageLink and that the NFRMPO has not needed to use the service in the 1.5 years it's been in place.



Schmitt mentioned that Johnson's idea was great and committed to exploring the possibilities of sharing LanguageLink access with community partners, potentially beginning with existing NFRMPO Subrecipients.

Teets mentioned that it is important that the NFRMPO communicate the gaps in transportation access and options Weld County residents experience to County Commissioners, council members, Senators and Representatives. Schmitt responded that there is room for improvement in this area, but there are several ways the NFRMPO already communicates these gaps with elected officials, including presentations and handouts to NFRMPO Planning Council members, fact sheets and newsletter articles. Bedingfield expressed that she has noticed a heightened focus on transportation in recent months at the County-level and noted that the City of Greeley is putting in mobility concepts in their strategic planning.

RIDENOCO UPDATE

Schmitt shared updates regarding the NFRMPO mobility program and RideNoCo. Slides can be found [here](#)

WORK GROUPS

4) Outreach and Education Working Group –

Bettolo

Members discussed the various coalitions, meetings, and opportunities for spreading the word about RideNoCo in Weld County. Key suggestions were to register as a navigator with United Way of Weld County, to provide education to service providers, and to attend networking events. Bettolo suggested that the members reach out to her for additional meetings and resource sharing.

5) Recruitment Working Group –

Schmitt

There was not sufficient time for this update, the WCMC will revisit in September in conjunction with presentation from Shawn Walcott on Weld's Way Home and Aging Well collective impact initiatives.

GREELEY EVANS TRANSIT NEWS AND UPDATES

GET is hosting two travel training courses in July, one of which is in partnership with the NFRMPO and the Weld County Department of Public Health and Environment.

WCMC MEMBER UPDATES

Martinez mentioned that there would be [free dental care in Greeley](#) on September 22nd and 23rd at Island Grove Regional Park 501 N 14th Avenue, Greeley, CO 80631 provided by the Colorado Mission of Mercy.

Final Public Comment (2 minutes each)

None.

Next Month's Agenda Topic Suggestions

None.

Upcoming Meetings:

1. Upcoming Meetings:

- a. Northern Colorado Mobility Committee – August 22nd – 1:00-3:30 pm**



b. Weld County Mobility Committee – September 26th – 1:30 to 3:00 pm

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham

Date: July 19, 2023

Re: Q2 2023 TIP Modifications

In the second quarter of 2023 (April-June), the NFRMPO processed four Administrative Modifications to the FY2023-2026 Transportation Improvement Program (TIP). The modifications are listed and linked below.

- April 2023 TIP Modification- <https://nfrmpo.org/wp-content/uploads/2023-m4-tip-modification.pdf>
- 2nd April 2023 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2023-m4.2-tip-modification.pdf>
- May 2023 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2023-m5-tip-modification.pdf>
- 2nd May TIP Modification - <https://nfrmpo.org/wp-content/uploads/2023-m5.2-tip-modification.pdf>

The most recent TIP tables including all Policy Amendments and Administrative Modifications can be found at www.nfrmpo.org/tip.

For any questions about the Q2 TIP Modifications please contact AnnaRose Cunningham at arcunningham@nfrmpo.org.

CDOT Region 4 Inactive Projects Report - NFRMPO - July 10, 2023

Project	Local	Number	Description	Budget	Expend	Encumbered	Balance	FHWA End Date	Activity Status
20389	Greeley	AQC M570-048	10th Street in Greeley: Phase II	\$4,743,069.00	\$2,631,260.46	\$1,461,808.17	\$650,000.37	10/31/2022	1-WARNING, Greater Than A Year Since Activity
23491	Loveland	BRO M830-100	Loveland 1st St Irrigation Canal Bridge	\$625,000.00	\$0.00	\$625,000.00	\$0.00	6/30/2025	1-WARNING, Greater Than A Year Since Activity
22461	Fort Collins	FSA M455-126	College & Troutman Signal Upgrades	\$250,000.00	\$26,677.75	\$223,322.25	\$0.00	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
22282	Greeley	FSA M570-053	Greeley Evans Transit Bus Yard	\$160,000.00	\$0.00	\$160,000.00	\$0.00	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23945	Greeley	MTF M570-062	Greeley No.3 Canal Trail 2020	\$350,000.00	\$0.00	\$350,000.00	\$0.00	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23927	Loveland	MTF M830-103	US287 West Sidewalk Gap	\$117,500.00	\$0.00	\$117,500.00	\$0.00	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
21996	Fort Collins	STU M455-125	Timberline Road Corridor Improvements	\$2,694,602.00	\$0.00	\$2,694,602.00	\$0.00	4/30/2025	1-WARNING, Greater Than A Year Since Activity
23045	Greeley	AQC M570-054	Phase III Fiber 2022	\$309,013.00	\$0.00	\$309,013.00	\$0.00	10/31/2023	2-ALERT, Greater Than 9 Months Since Activity
23943	Platteville	MTF M053-004	Division St Sidewalks Construction	\$199,213.00	\$199,212.40	\$0.00	\$0.60	No Federal Funds	2-ALERT, Greater Than 9 Months Since Activity
23949	Loveland	MTF M830-104	Centerra Trail	\$459,476.00	\$66,963.00	\$392,513.00	\$0.00	No Federal Funds	2-ALERT, Greater Than 9 Months Since Activity
24105	Fort Collins	STU 2873-215	US 287 Intersection Improvements	\$83,108.00	\$0.00	\$83,108.00	\$0.00	3/31/2024	2-ALERT, Greater Than 9 Months Since Activity
23049	Evans	STU M415-021	Widening 37th St/47th Ave	\$1,351,087.00	\$0.00	\$1,351,087.00	\$0.00	10/31/2023	2-ALERT, Greater Than 9 Months Since Activity
23632	Larimer County	TAP C060-090	Non Motorized Sidewalk 57th St/US287	\$143,750.00	\$71,720.30	\$72,029.70	\$0.00	9/30/2023	2-ALERT, Greater Than 9 Months Since Activity
24475	Windsor	TAP M377-012	Great Western Trail Windsor Phase II	\$234,907.00	\$0.00	\$234,907.00	\$0.00	10/31/2024	2-ALERT, Greater Than 9 Months Since Activity
23631	Loveland	TAP M830-102	Centerra Trail	\$764,306.00	\$113,823.00	\$650,483.00	\$0.00	12/31/2025	2-ALERT, Greater Than 9 Months Since Activity
25296	Johnstown	MTF M690-002	CO 60 & Carlson Blvd - Intersection Imp.	\$250,000.00	\$0.00	\$250,000.00	\$0.00	No Federal Funds	3-Caution, Greater Than 6 Months Since Activity
24890	LaSalle	BRO M775-001	Main St./Union Ditch Crossing	\$94,000.00	\$63,357.00	\$30,643.00	\$0.00	1/31/2024	4-Good, Activity in the last 6 Months
25013	Severance	FSA 3921-021	CO 392 and WCR 23 Signalization	\$625,000.00	\$0.00	\$625,000.00	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
23944	Berthoud	MTF M070-909	Berthoud Pkwy Trail Gap Elimination	\$200,000.00	\$176,806.31	\$23,193.69	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
23948	Severance	MTF M192-003	WCR23/Great Western Trail Connection	\$75,000.00	\$56,154.18	\$18,845.32	\$0.50	No Federal Funds	4-Good, Activity in the last 6 Months
23926	Windsor	MTF M377-010	7th St MMOF Transportation Study	\$150,000.00	\$83,925.05	\$66,074.95	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
23934	Fort Collins	MTF M455-138	West Elizabeth Corridor in Fort Collins	\$750,000.00	\$619,221.19	\$130,778.81	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
23933	Greeley	MTF M570-061	Greeley Comp. Transportation Plan	\$325,000.00	\$145,997.43	\$179,002.57	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
23025	Fort Collins	SAR M455-127	Hampshire Bikeway Arterial Crossing	\$619,814.00	\$402,689.16	\$217,124.74	\$0.10	10/31/2023	4-Good, Activity in the last 6 Months
21966	Fort Collins	SHO M455-124	US 287 & Trilby Road Intersection	\$924,998.00	\$67,898.05	\$857,099.95	\$0.00	9/30/2023	4-Good, Activity in the last 6 Months
23881	Fort Collins	SHO M455-136	Timberline Rd & Carpenter (SH392) Imprv.	\$696,285.00	\$0.00	\$0.00	\$696,285.00	1/31/2025	4-Good, Activity in the last 6 Months
23897	Greeley	SHO M570-059	US34 & WCR17 Traff. Sig. Upgrades	\$18,000.00	\$0.00	\$0.00	\$18,000.00	1/31/2025	4-Good, Activity in the last 6 Months
23044	Weld County	STU C030-078	WCR 74/WCR 33 Roundabout	\$1,318,780.00	\$611,068.50	\$707,711.50	\$0.00	4/30/2026	4-Good, Activity in the last 6 Months
21995	Windsor	STU M377-007	SH 257 & Eastman Park Intersection Impv	\$4,330,833.00	\$0.00	\$4,330,260.00	\$573.00	5/31/2026	4-Good, Activity in the last 6 Months
23047	Fort Collins	STU M455-129	LCR19 (Taft Hill) Improvements	\$619,322.00	\$0.00	\$619,321.99	\$0.01	9/30/2024	4-Good, Activity in the last 6 Months
21998	Loveland	STU M830-094	US 34 Widening Boise Ave to I25	\$3,225,027.00	\$3,225,027.00	\$0.00	\$0.00	4/30/2023	4-Good, Activity in the last 6 Months
21993	Larimer County	TAP C060-088	North LCR 17 Expansion: Willox to US287	\$2,162,795.00	\$0.00	\$0.00	\$2,162,795.00	3/31/2026	4-Good, Activity in the last 6 Months
23639	Severance	TAP M192-002	WCR 23/Great Western Trail Connection	\$600,000.00	\$449,233.48	\$150,766.52	\$0.00	4/30/2025	4-Good, Activity in the last 6 Months
23630	Fort Collins	TAP M455-133	LaPorte Ave Fishback to Sunset Sidewalks	\$1,437,501.00	\$106,498.28	\$1,331,001.72	\$1.00	12/31/2023	4-Good, Activity in the last 6 Months
21992	Johnstown	TAP M690-001	Little Thompson River Trail Phase 1a	\$312,500.00	\$96,117.05	\$216,382.95	\$0.00	4/30/2024	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