



## NFRMPO Technical Advisory Committee (TAC)

### Hybrid Meeting Agenda

January 15, 2025

**In Person:** Larimer County Loveland Campus, 200 Peridot Avenue, Loveland, CO

**Virtual: Call-in Number:** (224) 501-3412 **Access Code:** 115-932-509

**Weblink:** <https://meet.goto.com/NFRMPO/2025nfrtac>

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Introductions	Nicole Hahn, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-
3	Approval of December 18, 2024 Meeting Minutes	Nicole Hahn	3	1:05

### Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Regional Air Quality Updates	Tom Moore, RAQC	-	1:10
5	APCD Updates	Brendan Cicione, APCD	-	1:15

### Metropolitan Planning Organization Agenda

#### *Action Items*

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	2021-2025 NFRMPO Targets for Safety Performance Measures	Mykayla Marek	Handout	1:20
7	2024 MMOF Call for Projects	Mark Northrop	Handout	1:25
8	FY2023 & FY2024 Transfort POP Update	Joshua Ma, Transfort	9	1:40
9	FY2025 Transfort POP	Joshua Ma, Transfort	13	1:45
10	January 2025 TIP Amendment	Jonathan Stockburger	16	1:50



**Discussion Items**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
11	National Performance Measures 4-Year Target (2025) Adjustments	Becky Karasko	18	1:55
12	NFRMPO 10-Year Priority List	Becky Karasko	Handout	2:00
13	FY2026-2029 NFRMPO TIP	Becky Karasko	Handout	2:15

**Outside Partner Reports**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
14	NoCo Bike & Ped Collaborative	Written Report	Handout	-
15	Regional Transit Agencies	Verbal Report	-	-
16	Mobility Updates	Aaron Hull	-	2:20

**Reports**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
17	January Planning Council Meeting Summary Draft	Written Report	Handout	-
18	Mobility Committee Updates	Written Report	22	-
19	Q4 2024 TIP Modifications	Written Report	26	-
20	Roundtable	All	-	2:25

**Meeting Wrap Up:**

- Final Public Comment – 2 min each
- Next Month’s Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: February 19, 2025

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
Hybrid Meeting  
December 18, 2024  
1:01 – 2:54 p.m.**

**TAC MEMBERS PRESENT:**

Nicole Hahn, Chair – Loveland  
Aaron Bustow – FHWA  
Aislinn Droski – FTA  
Omar Herrera – Windsor  
Dana Hornkohl – Fort Collins  
Kim Koivuniemi – Timnath  
Victoria Leonhardt – Greeley  
Tom Moore – RAQC  
Evan Pinkham – Weld County  
Eric Tracy – Larimer County

**NFRMPO STAFF:**

Aaron Hull  
Becky Karasko  
Mykayla Marek  
Mark Northrop  
Jerome Rouser  
Jonathan Stockburger

**TAC MEMBERS ABSENT:**

Rick Coffin – CDPHE-APCD  
Tawn Hillenbrand – Berthoud  
Pepper McClenahan – Milliken  
Shani Porter – Severance  
Town of Garden City  
Town of LaSalle  
Town of Johnstown

**IN ATTENDANCE:**

Brendan Cicione – CDPHE-APCD  
Hanna Feldman – Greeley  
Phil von Hake – CDOT  
Lindsey Jones - STV Inc.  
Will Keenan - FHWA  
Joshua Ma – Fort Collins  
Dee McIntosh - CDOT  
Desiree Moore – Drive Clean Colorado  
Eric Patton – Fort Collins  
Justin Piles – Loveland  
Elizabeth Relford – Weld County  
Luke Seeber - Berthoud  
Mike Silverstein – RAQC  
Keith Wakefield – Loveland  
Dena Wojtach – Two Roads Environmental  
Steven Younkin – Greeley

**CALL TO ORDER**

Chair Hahn called the meeting to order at 1:01 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE November 20, 2024 TAC MINUTES**

Pinkham moved to approve the November 20, 2024 TAC Minutes. Koivuniemi seconded the motion, which was approved unanimously.

## **AIR QUALITY AGENDA**

**Regional Air Quality Council Updates** – Silverstein discussed the Emission Control options for the RAQC Board to consider for Mobile Sources, specifically for Indirect Sources Reduction Programs. Indirect Sources are those activity centers that attract a larger number of vehicles into or out of their facilities due to the nature of the facility type. These include warehouses, recreation centers, distribution centers, and entertainment venues. The RAQC is undertaking an extensive stakeholder outreach process in early 2025 for the development of these options. He invited TAC members and their communities to participate in upcoming meetings and working groups.

**APCD Updates** – Brendon Cicione, CDPHE, discussed updates from the Climate Team at CDPHE on the GHG Inventory and assumptions behind them. The 2024 GHG Resolution was adopted at the November AQCC Meeting, which is an update to the 2020 GHG Resolution. He provided updates on hearings set in the November AQCC meeting, including a hearing to consider revisions for addressing emissions of ozone precursors.

## **METROPOLITAN PLANNING ORGANIZATION AGENDA**

### **ACTION ITEMS**

**2025 TAC Chair and Vice Chair Election** – Tracy nominated Hahn for 2025 TAC Chair. Hahn was elected via unanimous consent.

Herrera nominated Pinkham as the 2025 TAC Vice Chair. Pinkham was elected via unanimous consent.

**Off-Cycle December 2024 TIP Amendment** – Stockburger discussed the Off-Cycle December TIP Amendment, which includes one new project addition, CDOT Region 4's *US287: Median Safety South Berthoud*, with \$2,036,250 Federal DIS funding and \$300,000 State FASTER funding in FY25, \$239,005 Federal HSIP funding and \$356,160 State FASTER funding in FY26, and \$484,385 in Federal HSIP funding in FY27.

Koivuniemi moved to recommend Planning Council approval of the Off-Cycle TIP Amendment. Pinkham seconded the motion, which was approved unanimously.

**FY2024 TIP Delay Review** – Stockburger discussed the FY2024 TIP Delay Review, with 28 projects subject to the FY2024 TIP Delay Review process. He requested TAC members recommend to Planning Council approval of the seven projects delayed for the first time, nine projects delayed for the second time, and two projects delayed for a third time.

Koivuniemi moved to recommend Planning Council approval of the TIP Delay Review. Hornkohl seconded the motion, which was approved unanimously.

## **PRESENTATIONS**

### **North Front Range Water Quality Planning Association (NFRWQPA) Introduction and Discussion–**

Mark Thomas, NFRWQPA, discussed the NFRWQPA's purpose and role in water quality planning in the North Front Range region. He detailed the history of the NFRWQPA and the Clean Water Act of 1977,

Section 208 which lays out the guidelines for regional water quality planning associations. Thomas then discussed the water planning efforts the NFRWQPA undertakes including the Areawide Water Quality Management Plan. He reviewed the 45 member agencies of the NFRWQPA and how they predict and plan for population growth through water usage and planning. Thomas showed the Weld County and Larimer County population projections based on their Water Quality Plans. He then discussed the projected wastewater capacity for the next 20 years in relation to the projected population growth.

He requested NFRMPO and NFRWQPA communities collaborate to ensure the demographic projections being used by each agency are the same and that community members are communicating with each other.

Koivuniemi requested Timnath be moved onto the Larimer County chart. Thomas said he would investigate it. Herrera asked why the districts were based on counties and not watersheds. Thomas replied he did not know and said that would make things simpler.

## **DISCUSSION ITEMS**

**2021-2025 NFRMPO Targets for Safety Performance Measures** – Marek discussed the 2021-2025 NFRMPO Targets for Safety Performance Measures, including the federal requirements. She discussed the NFRMPO's history of supporting the State's targets until 2024, when the NFRMPO adopted regional targets. She reviewed the State's targets, the NFRMPO's regional targets, and the development methodologies. She discussed CDOT's targets, which have increased in all areas, and the NFRMPO's regional targets, which have seen a decrease in fatalities and the fatality rate but an increase in other categories. She also discussed the schedule for adopting the targets, including the deadline.

Hahn inquired about the most recent year for which we have data. Marek responded with 2023 data. Karasko explained how the 5-year rolling targets are calculated, with three years of past year data and two years of estimated data.

Hahn said she prefers the NFRMPO regional targets since they reflect the region and are areas we can influence. Pinkham also voiced his preference for the regional targets.

Patton asked about the timing of the NFRMPO Safety target setting in relation to Transfort's Safety Committee, which sets performance goals for the transit agency. Specifically, he wanted to know if the committee should continue to use the regional safety target from February of the current year when setting their targets in October. Karasko confirmed Transfort's regional approach and timing is inline with the NFRMPO's Target setting timing.

**NFRMPO 10-Year Priority List Update** – Karasko provided an overview of the discussion before handing the item over to Wakefield with Loveland and Feldman with Greeley to discuss their requested project additions to the project lists. The additions will be considered at the January 30, 2025 Workshop.

Wakefield discussed Loveland's proposed edits to the 10-Year Priority List including moving the US34/US287 project from the Tier 2 Roadway list to Tier 1 Roadway list, moving the US34 Rocky Mountain

Avenue to Boyd Lake Avenue and Denver Ave to Boise Avenue project from the Tier 1 Roadway list to the Non-Motorized list, and adding the US287 Bridge over the Big Thompson River to the Tier 2 Roadway List.

Piles reviewed the US34/US287 project, including the safety, bike/ped safety, congestion, as well as regional plans the intersection is included in. He discussed the proposed project improvements, scope updates necessitating the move between Tiers, and an update on the funding for the project. Wakefield then discussed moving US34 Rocky Mountain Avenue to Boyd Lake Avenue and Denver Ave to Boise Avenue project from the Tier 1 Roadway list to the Non-Motorized list due to the only component of the project currently unbuilt being the sidewalks, at a cost of \$3-4M. Wakefield then discussed adding the US287 Bridge over the Big Thompson River project that Loveland is requesting to add to the Tier 2 list. He discussed the need for the project following the 2013 flood and importance of the US287 corridor to the region and criticality of the infrastructure. TAC members agreed with all of Loveland's proposed changes to the lists.

Feldman discussed Greeley's 131<sup>st</sup>/US34 and WCR17/US34 projects. She discussed the need to revise the current scope of the WCR17/US34 project currently on Tier 1 Roadway list from interim safety improvements to the full interchange project, currently on Tier 2 Roadway. She detailed the 1601 approval process from CDOT's Transportation Commission to approve any new interchange on the state system and the process Greeley recently completed for the MERGE Project Interchanges. She then provided a detailed overview of the multimodal crossing and mobility hub at 131<sup>st</sup> Avenue/US34. She discussed the proposed developments along US34 between WCR 17 and 131<sup>st</sup> and SH257 and the need to combine these two projects into one on the Tier 1 list.

TAC members agreed with Greeley's proposed scope change for the US34/WCR17 project from interim safety solutions to the permanent interchange. Following robust discussion on the need and timing of the 131<sup>st</sup>/US34 project, TAC members were hesitant to add the 131<sup>st</sup>/US34 Mobility project, even as an element of the US34/WCR 17 project to the Tier 1 Roadway list; however, they agreed it is a good project and were amenable to adding it to Tier 2.

Karasko summarized the changes to the 10-Year List discussed in the meeting and TAC concurred. She also stated that she would send the projects list out with the January Planning Council Handouts Packet.

**2024 MMOF Call for Projects** – Northrop provided an update on the 2024 MMOF Call for Projects Scoring Committee's funding recommendations from their December 13 meeting. He provided a brief overview of the MMOF program goals and funding amounts available in FY24-28 funds. For Category A, the Scoring Committee is recommending the US34 Transit Sidewalk Connectivity Project and Taft Hill Road Corridor Project be fully funded and the Foothills Transit Station and Roundabout project be partially funded. For Category B, the Scoring Committee is recommending fully funding the FRPR Fort Collins and Loveland Station and Weld County On-demand Transit Program projects. Northrop then provided the next steps for the Call, which includes the sponsor presentations at the January 9<sup>th</sup> Planning Council meeting.

#### **OUTSIDE PARTNER REPORTS**

**NoCo Bike and Ped Collaborative** – Written report provided.

**Regional Transit Agencies** – No updates were provided.

**Mobility Updates** – Hull introduced himself to the TAC as the new Mobility Planner with the NFRMPO.

## **REPORTS**

**December Planning Council Meeting Summary Draft** – Written report provided.

**Mobility Committee Updates** – Written report provided.

**CDOT Inactives Report** – Written report provided.

**NFRMPO Air Quality Updates** – Written report provided.

## **ROUNDTABLE**

Pinkham provided an update on Weld County's CIP and the County's new approach to projects and funding in the CIP. The County is moving projects on WCR 54 and WCR 66 forward as a part of this new approach. The County hired a consultant for their SS4A project.

Stockburger reminded the TAC that new projects for the FY2026-2029 TIP are due by December 20.

Rouser stated due to feedback on the Regional Active Transportation Corridors (RATCs) for the upcoming Active Transportation Plan (ATP), the adoption date is being pushed back into late 2025 to allow incorporation of the feedback received.

Wakefield discussed the US287 sidewalk project and the ROW acquisition status and construction starting in summer 2025.

Herrera stated Windsor is in the process of developing their Vision Zero Roadway Safety Plan and working with their Technical Committee on Roadway Safety Audits. They hired a new Civil Engineer, who begins on January 6.

Hornkohl provided an update of the Siphon Bicycle/Pedestrian Overpass which connects the Mail Creek Trail to the Power Trail.

Koivuniemi stated Timnath kicked off construction of LCR5 and reviewing designs to complete the bypass around downtown Timnath.

Feldman stated the Greeley Mobility Development Plan, the City's transit development plan, will go to the City Council soon. She also discussed the City's SS4A Plan, which will be going to City Council in January.

Karasko stated she would be sending out the 2025 TAC Meeting Invites following the meeting.

Hahn stated their City Council voted to fund Hip Streets Revitalization near US287, which will be a downtown revitalization project and will begin in February 2025. She also stated the Taft/US34 project is in winter shutdown and will resume construction in the spring. Finally, she mentioned they will be posting a Transportation Planner position soon. Hahn also mentioned she would like to have time at future TAC meetings for TAC Members to discuss their SS4A projects with the group.

**MEETING WRAP-UP**

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

**Next Month’s Agenda Topic Suggestions:** There were no agenda topic discussions.

**Meeting adjourned at 2:54 p.m.**

**Meeting minutes submitted by:** Becky Karasko, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, January 15, 2024, as a hybrid meeting.**





## MEMORANDUM

**To: NFRMPO TAC**

**From: Joshua Ma, Transfort**

**Date: January 15, 2025**

**Re: Action - FY2023 & FY2024 Program of Projects (POP) Update**

### Objective

Recommend approval of TIP amendments for the Program of Projects (POP) for Federal Fiscal Year (FFY) 2023 and 2024 FTA sections 5307, 5310, and 5339 apportionments Update for the Fort Collins Transportation Management Area (TMA).

### Summary

The City of Fort Collins / Transfort is updating their Program of Projects (POP) for FFY 2023 & FFY 2024 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 formula grants for the Fort Collins Transportation Management Area (TMA). Updates include changes to funding amounts and format to maintain compliance with FTA; however, the identified projects remain fundamentally unchanged. Originally, program funding amounts were estimated in December based on prior year apportionments, with actual apportionments released the following year. FTA requires a revision to the POP if changes in cumulative project funds exceed 20 percent.

The FTA Section 5310 program has specific requirements for the POP, different from those for Sections 5307 and 5339. These include specifying the counties served, distinguishing between capital and operating expenses, and clearly identifying which projects meet the 55 percent minimum for traditional 5310 projects.

Transfort initially consolidated the POP under Section 5307 guidance, which did not fully address the specific requirements for 5310. The current revision updates funding amounts and aligns the format with the more stringent Section 5310 guidelines. This adjustment ensures that Transfort not only meets federal compliance standards but also improves the effectiveness and transparency of their POP.

### *Funding Types and Uses*

**FTA 5307:** The Urbanized Area Formula program (49 U.S.C. 5307) provides funding for transit capital and operating assistance and transportation-related planning in urbanized areas.

**FTA 5339:** The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) provides funding to transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

**FTA 5310:** The Enhanced Mobility of Seniors & Individuals with Disabilities program (49 U.S.C. 5310) provides funding to meet the transportation needs of older adults and people with disabilities when the transportation provided is unavailable, insufficient, or inappropriate to meeting these needs.



## Analysis

- **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.

## 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. Transfort requests TAC recommend Planning Council approval of the FY2023 and FY2024 POP Update.

## Attachments

- Transfort FY23 Program of Projects – Revised
- Transfort FY24 Program of Projects - Revised

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

<b>5307 - FY23 Apportionment - City of Fort Collins</b>		<b>\$4,802,305</b>			<b>Source of Funds (Federal and Local)</b>		
<b>5307 Project Description</b>	<b>Project Sponsor</b>	<b>Counties Served</b>	<b>Project Type</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Fixed Route Operating Expenses	Fort Collins	Larimer Boulder	Operating	\$5,580,776	\$2,790,388	\$2,790,388	50%
Maintain, Repair and Replace Assets	Fort Collins	Larimer	Operating	\$1,777,075	\$1,421,659	\$355,416	20%
1% Security Projects	Fort Collins	Larimer	Operating	\$133,120	\$106,496	\$26,624	20%
Capital Costs of Contracting	Fort Collins	Larimer	Operating	\$841,055	\$336,422	\$504,633	60%
Transit Planning, Design, and Capital	Fort Collins	Larimer	Capital	\$184,175	\$147,340	\$36,835	20%
	<b>Total Project</b>			<b>\$8,516,201</b>			
	<b>Total Federal</b>			<b>\$4,802,305</b>			
<b>5339 - FY23 Apportionment - City of Fort Collins</b>		<b>\$342,906</b>			<b>Source of Funds (Federal and Local)</b>		
<b>5339 Project Description</b>	<b>Project Sponsor</b>	<b>Counties Served</b>	<b>Project Type</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Acquire/Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	Larimer	Capital	\$399,554	\$342,906	\$56,648	14%
	<b>Total Project</b>			<b>\$399,554</b>			
	<b>Total Federal</b>			<b>\$342,906</b>			
<b>5310 - FY23 Apportionment - City of Fort Collins</b>		<b>\$357,608</b>			<b>Source of Funds (Federal and Local)</b>		
<b>5310 Project Description</b>	<b>Project Sponsor</b>	<b>Counties Served</b>	<b>Project Type</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
<b>Category A</b>							
<i>Traditional 5310 Projects</i>							
COLT Dial-a-Taxi	Fort Collins	Larimer	Operating	\$74,200	\$59,360	\$14,840	20%
Dial-A-Ride Eligibility Application Web Form	Fort Collins	Larimer	Capital	\$41,310	\$33,048	\$8,262	20%
Dial-A-Ride Program Management	Fort Collins	Larimer	Operating	\$130,346	\$104,277	\$26,070	20%
<b>Category B</b>							
<i>Other 5310 Projects</i>							
ADA Bus Stop Updates	Fort Collins	Larimer	Capital	\$178,804	\$160,923	\$17,881	10%
	<b>Total Project</b>			<b>\$424,660</b>			
	<b>Total Federal</b>			<b>\$357,608</b>			
	<b>Total Traditional 55%</b>			<b>55.00%</b>			

**2024 FTA SECTIONS 5307, 5339 & 5310 - CITY OF FORT COLLINS PROGRAM OF PROJECTS**

<b>5307 - FY24 Apportionment - City of Fort Collins</b>		<b>\$4,863,991</b>			<b>Source of Funds (Federal and Local)</b>		
<b>5307 Project Description</b>	<b>Project Sponsor</b>	<b>Counties Served</b>	<b>Project Type</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Fixed Route Operating Expenses	Fort Collins	Larimer Boulder	Operating	\$6,153,042	\$3,076,521	\$3,076,521	50%
Maintain, Repair and Replace Assets	Fort Collins	Larimer	Operating	\$1,500,000	\$1,200,000	\$300,000	20%
1% Security Projects	Fort Collins	Larimer	Operating	\$150,208	\$85,120	\$65,088	43%
Capital Costs of Contracting	Fort Collins	Larimer	Operating	\$841,055	\$336,422	\$504,633	60%
Transit Planning, Design, and Capital	Fort Collins	Larimer	Capital	\$207,410	\$165,928	\$41,482	20%
	<b>Total Project</b>			<b>\$8,851,715</b>			
	<b>Total Federal</b>			<b>\$4,863,991</b>			

  

<b>5339 - FY24 Apportionment - City of Fort Collins</b>		<b>\$345,901</b>			<b>Source of Funds (Federal and Local)</b>		
<b>5339 Project Description</b>	<b>Project Sponsor</b>	<b>Counties Served</b>	<b>Project Type</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Acquire/Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	Larimer	Capital	\$432,377	\$345,901	\$86,476	20%
	<b>Total Project</b>			<b>\$432,377</b>			
	<b>Total Federal</b>			<b>\$345,901</b>			

  

<b>5310 - FY24 Apportionment - City of Fort Collins</b>		<b>\$395,008</b>			<b>Source of Funds (Federal and Local)</b>		
<b>5310 Project Description</b>	<b>Project Sponsor</b>	<b>Counties Served</b>	<b>Project Type</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
<b>Category A</b>							
<i>Traditional 5310 Projects</i>							
Transfort Dial-a-Taxi	Fort Collins	Larimer	Operating	\$146,000	\$116,800	\$29,200	20%
COLT Dial-a-Taxi	Fort Collins	Larimer	Operating	\$74,200	\$59,360	\$14,840	20%
Dial-A-Ride Program Management	Fort Collins	Larimer	Operating	\$72,998	\$58,398	\$14,600	20%
<b>Category B</b>							
<i>Other 5310 Projects</i>							
ADA Bus Stop Updates	Fort Collins	Larimer	Capital	\$178,278	\$160,450	\$17,828	10%
	<b>Total Project</b>			<b>\$471,476</b>			
	<b>Total Federal</b>			<b>\$395,008</b>			
	<b>Total Traditional 55%</b>			<b>59.38%</b>			



## MEMORANDUM

**To: NFRMPO TAC**

**From: Joshua Ma, Transfort**

**Date: January 15, 2025**

**Re: Action - FY2025 Program of Projects (POP)**

### Objective

Recommend approval of TIP amendments for the Program of Projects (POP) for Federal Fiscal Year (FFY) 2025 FTA sections 5307, 5310, and 5339 apportionments for the Fort Collins Transportation Management Area (TMA).

### Summary

The City of Fort Collins/Transfort has planned the following Program of Projects for FFY 2025 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 apportionments 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 & 5339 funding for the Fort Collins TMA.

Fort Collins works with other TMA members to develop a distribution of available funds and identify the projects to be funded.

Of particular note with the FFY 2025 funding:

- A public meeting was held from 12:00pm - 1:00 pm at the Downtown Transit Center in Fort Collins on December 20, 2024. A virtual attendance option was offered. Public notice of the meeting was published in the primary Fort Collins newspaper.
- An online notice was on the Transfort website for two weeks with contact information to provide feedback.
- There have been no question or concerns on the program to date.
- City of Loveland Transit (COLT) will be coming in for FTA funds as a direct recipient.
- Full FY25 apportionments have not yet been released, program funding amounts were estimated using FY24 full apportionments, minus COLT's share.
- Funding Exchange will remain in effect for Berthoud, NFRMPO and COLT 5310 funds.

### *Funding Types and Uses*

**FTA 5307:** The Urbanized Area Formula program (49 U.S.C. 5307) provides funding for transit capital and operating assistance and transportation-related planning in urbanized areas.

**FTA 5339:** The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) provides funding to transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.



**FTA 5310:** The Enhanced Mobility of Seniors & Individuals with Disabilities program (49 U.S.C. 5310) provides funding to meet the transportation needs of older adults and people with disabilities when the transportation provided is unavailable, insufficient, or inappropriate to meeting these needs.

## Analysis

- **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.

## 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. Transfort requests TAC recommend Planning Council approval of the FY2025 POP.

## Attachments

- Transfort FY25 Program of Projects

**2025 FTA SECTIONS 5307, 5339 & 5310 - CITY OF FORT COLLINS PROGRAM OF PROJECTS**

<b>5307 - FY25 Apportionment - City of Fort Collins</b>		<b>\$4,863,991</b>			<b>Source of Funds (Federal and Local)</b>		
<b>5307 Project Description</b>	<b>Project Sponsor</b>	<b>Counties Served</b>	<b>Project Type</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Fixed Route Operating Expenses	Fort Collins	Larimer Boulder	Operating	\$5,684,898	\$2,842,449	\$2,842,449	50%
Maintain, Repair and Replace Assets	Fort Collins	Larimer	Operating	\$1,500,000	\$1,200,000	\$300,000	20%
1% Security Projects	Fort Collins	Larimer	Operating	\$170,240	\$85,120	\$85,120	50%
Capital Costs of Contracting	Fort Collins	Larimer	Operating	\$841,055	\$336,422	\$504,633	60%
Transit Planning, Design, and Capital	Fort Collins	Larimer	Capital	\$500,000	\$400,000	\$100,000	20%
	<b>Total Project</b>			<b>\$8,696,193</b>			
	<b>Total Federal</b>			<b>\$4,863,991</b>			
<b>5339 - FY25 Apportionment - City of Fort Collins</b>		<b>\$345,901</b>			<b>Source of Funds (Federal and Local)</b>		
<b>5339 Project Description</b>	<b>Project Sponsor</b>	<b>Counties Served</b>	<b>Project Type</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Acquire/Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	Larimer	Capital	\$432,377	\$345,901	\$86,476	20%
	<b>Total Project</b>			<b>\$432,377</b>			
	<b>Total Federal</b>			<b>\$345,901</b>			
<b>5310 - FY25 Apportionment - City of Fort Collins</b>		<b>\$395,008</b>			<b>Source of Funds (Federal and Local)</b>		
<b>5310 Project Description</b>	<b>Project Sponsor</b>	<b>Counties Served</b>	<b>Project Type</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
<b>Category A</b>							
<i>Traditional 5310 Projects</i>							
Transfort Dial-a-Taxi	Fort Collins	Larimer	Operating	\$146,000	\$116,800	\$29,200	20%
COLT Dial-a-Taxi	Fort Collins	Larimer	Operating	\$74,200	\$59,360	\$14,840	20%
Dial-A-Ride Program Management	Fort Collins	Larimer	Operating	\$123,342	\$98,673	\$24,669	20%
<b>Category B</b>							
<i>Other 5310 Projects</i>							
Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	Larimer	Capital	\$150,219	\$120,175	\$30,044	20%
	<b>Total Project</b>			<b>\$493,761</b>			
	<b>Total Federal</b>			<b>\$395,008</b>			
	<b>Total Traditional 55%</b>			<b>69.58%</b>			



## MEMORANDUM

**To: NFRMPO Technical Advisory Committee**

**From: Jonathan Stockburger**

**Date: January 15, 2025**

**Re: Action – January 2025 TIP Amendment**

### Objective

To recommend Planning Council approval of the January 2025 Transportation Improvement Program (TIP) Amendment to the *FY2024-FY2027 TIP*.

### Summary

The January 2025 TIP Amendment includes one addition by CDOT Region 4:

- Adding the CDOT Region 4 new project *US85 UPRR Gaps Project* with \$43,785 Federal TCC funding and \$458,000 Federal RPP funding in Previous Funding.

The 30-day Public Comment period for the January 2025 TIP Amendment began on January 13, 2025, and concludes on February 11, 2025.

### *Funding Types and Uses*

**Transportation Commission Contingency (TCC)** is a state or federal funding source for emergencies for debt service payments on outstanding bonds or similar debt programs.

The objective of the **Regional Priority Program (RPP)** is to supplement the formula-driven funding allocations to the five CDOT engineering regions with flexible funding. This funding is used at the discretion of each Regional Transportation Director, in consultation with local elected officials and other stakeholders in each region.

### Analysis

- **Advantages:** TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the *FY2024-2027 TIP* remains fiscally constrained.
- Disadvantages: None

### Recommendation

Staff supports adding the January 2025 TIP Amendment to the *FY2024-2027 TIP*.

### Attachments

- January 2025 Policy Amendment Form



**NEW ENTRY**

**Title:** US85 UPRR Gaps Project  
**Sponsor:** CDOT Region 4  
**STIP ID:** SR46600.072  
**TIP ID:** 2025-013  
**Type:** Safety  
**Air Quality:** Exempt from conformity analysis  
**Description:** Clean up WCR/UPRR crossing closures

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	TCC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,785	\$0
Federal	RPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$458,000	\$0
Local		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$501,785</b>	<b>\$0</b>

**Revision #**      **Revision Description**  
 2025-A1          New Project

## MEMORANDUM

**To: NFRMPO Technical Advisory Committee**

**From: Becky Karasko**

**Date: January 15, 2025**

**Re: Discussion - National Performance Measures 4-Year Target (2025)  
Adjustments**

### Objective

To discuss the adjustment of the *Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition* Target.

### Summary

Performance management was introduced as part of the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which set seven national goal areas. These goal areas were clarified in the FAST Act and further guidance, which identified the following categories, each with their own update schedule:

- PM1: Highway Safety
- PM2: Pavement and Bridge Condition
- PM3: System Performance
- Transit Asset Management/TAM
- Transit Safety

As part of the guidance from the USDOT, the NFRMPO must set targets for each of the federal performance measures. There are two options for setting targets: adopting regional targets or supporting CDOT's statewide targets. To date, the NFRMPO Planning Council has adopted the statewide targets for PM2 and PM3. Adoption of targets for PM2 and PM3 are set for 2-year and 4-year increments, with state DOTs having the option to adjust their 4-year targets at the halfway point. MPOs have 180 days to adopt the state's targets or adopt their own targets. CDOT has updated their targets (**Attachment 1**), and the NFRMPO must adopt a new target for the *Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition* Target, a change from 36% to 38.5%.

### Recommendation

Staff requests TAC review the attached memo and provide feedback on the adjustment of the *Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition* Target from 36% to 38.5%.

### Attachments

**Attachment 1:** Memorandum on National Performance Measure 4-Year Target Adjustments



**COLORADO**

**Department of Transportation**

Division of Transportation Development

## **Memorandum on National Performance Measure 4-Year Target Adjustments**

**To:** Colorado Metropolitan Planning Organizations

**From:** William Johnson, Performance and Asset Management Branch Manager; Jacob Kershner, CDOT Performance Program Manager

**Date:** October 1, 2024

**Subject:** National Performance Measures 4-Year Target (2025) Adjustments

### **Purpose**

The memorandum outlines the mid-performance period adjustments for the 4-year (2025) Infrastructure Condition and System Performance targets. The purpose is to document these adjustments and provide guidance to MPOs on the required steps to adopt the revised state targets, establish MPO-specific targets, or maintain current targets to comply with FHWA's National Performance Measure requirements.

### **Action**

Please review the proposed PM2 and PM3 target adjustments. MPOs must decide whether to adopt the state's performance targets, establish MPO-specific targets, or maintain current targets. CDOT requests MPOs finalize their decision by October 31, 2024, to allow sufficient time for approval by MPO oversight committees if target adjustments are made.

### **Background**

The National Performance Measures were established by FHWA under 23 CFR Part 490 as part of the Transportation Performance Management framework. These measures require states to establish performance targets in 2- and 4-year increments, reporting progress to FHWA through mid- and full-performance period progress reports. On October 1, 2022, CDOT established targets for 2023 and 2025.

The mid-performance period progress report, covering 2022 and 2023, provides states with an opportunity to assess progress and adjust targets as necessary. CDOT has reviewed current data and forecasted performance, and based on this analysis, proposed target adjustments. These adjustments were approved by the CDOT Executive Director and submitted to FHWA on October 1, 2024.

Per FHWA requirements, MPOs have 180 days (until March 30, 2025) to adopt the state's targets or establish their own. Additionally, FHWA requires close coordination between state DOTs and MPOs to ensure targets are consistent across the state and region. This coordination should include:

- **Collaborative target setting and reporting** with CDOT and regional stakeholders.
- **Alignment of regional targets** with state goals and Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs).
- **Documentation of target adoption** in the Regional Transportation Plan (RTP) and sharing of resolutions with CDOT for FHWA submission (if applicable).

## Details

### Infrastructure Condition Target Adjustments

Pavement Performance Measures	Original 4-year Target (2025)	Target Adjustment
Percentage of pavements of the Interstate System in Good condition	Above or at 47.0%	Maintain 47.0%
Percentage of pavements of the Interstate System in Poor condition	Below or at 3.5%	Maintain 3.5%
Percentage of pavements of the non-Interstate NHS in Good condition	Above or at 43.0%	Maintain 43.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	Below or at 3.5%	Maintain 3.5%

Bridge Performance Measures	Original 4-year Target (2025)	Target Adjustment
Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition	Above or at 36.0%	Adjust to 38.5%
Percentage of National Highway System Bridges, by Deck Area, Classified in Poor Condition	Below or at 4.0%	Maintain 4.0%

### System Performance Target Adjustments

System Reliability Performance Measures	Original 4-year Target (2025)	Target Adjustment
Percent of person-miles traveled on the Interstate that are reliable	Above or at 79%	Maintain 79%
Percent of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable	Above or at 94%	Maintain 94%
Truck Travel Time Reliability (TTTR) Index	Below or at 1.46	Maintain 1.46

Traffic Congestion Performance Measures	Original 4-year Target (2025)	Target Adjustment
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (Denver-Aurora Urbanized Area)	Below or at 17.4	Maintain 17.4
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (Fort Collins Urbanized Area)	Below or at 3.7	Adjust to 3.9
Percent of Non-Single Occupancy Vehicle (SOV) Travel (Denver-Aurora Urbanized Area)	Above or at 27.7%	Maintain 27.7%
Percent of Non-Single Occupancy Vehicle (SOV) Travel (Fort Collins Urbanized Area)	Above or at 25.6%	Adjust to 31.1%

**Note:** DRCOG and NFRMPO must work with CDOT to establish joint targets for congestion since their planning areas include parts of urbanized areas with over 200,000 people and are in air quality nonattainment or maintenance zones. GVMPO, PACOG and PPACG are not required to establish traffic congestion performance measures.

CMAQ (PM3) Performance Measures	Original 4-year Target (2025)	Target Adjustment
Total emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC) - (kg/day)	Above or at 482	Maintain 482
Total emissions reduction from CMAQ-funded projects Carbon Monoxide (CO) - (kg/day)	Above or at 5,393	*Maintain 5,393
Total emissions reduction from CMAQ-funded projects Nitrogen Oxides (NOx) - (kg/day)	Above or at 1,086	Maintain 1,086
Total emissions reduction from CMAQ-funded projects Particulate Matter—10 microns or less (PM10) - (kg/day)	Above or at 71	Maintain 71

**Note:** As of October 1, 2023, CDOT is no longer designated as nonattainment for carbon monoxide (CO) and is not required to report CO emissions reductions to FHWA. DRCOG is required to develop a CMAQ Performance Plan and NFRMPO is required to develop 4-year targets for CMAQ performance measures. GVMPO, PACOG and PPACG are not required to establish CMAQ performance measures.

## Next Steps

- **Review** PM2 and PM3 target adjustments and determine whether to adopt the state targets, establish MPO-specific targets, or maintain current targets.
- **Communicate** your decision to CDOT by October 31, 2024.
- **If applicable**, present target adjustments to MPO oversight committees for resolution by March 30, 2025.

**Northern Colorado Mobility Committee –MINUTES**

**December 3, 2024**

**1:00 p.m. – 3:30 p.m.**

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

In Person:

- Cory Schmitt, NFRMPO
- Lisa Deaton, NFRMPO
- Paul Sizemore, NFRMPO
- Jacqueline Streeter, GoNoCo34
- Nichole Seward, Weld County Area Agency on Aging
- Megan Kaliczak, zTrip
- Katlyn Kelly, Transfort
- Jenna Robinson, SAINT
- Peggy Garcia, Connections
- Payton Richter, Weld County Area Agency on Aging
- Irene Davila, Adeo
- Jacquie Penfold, Community Member
- Kristy Swasko, RAFT
- Steve Conaway, RAFT

Virtual:

- Melanie Royalty, Transfort
- Hannah Shelley, Transfort
- Stephanie Watson Lewis, Arc of NE Colorado
- Dana Klein, Town of Estes Park
- Nichole Limoges, Larimer County Office on Aging
- Bridie Smith, COLT
- Celeste Ewart, Envision
- Ari Edgely, Foothills Gateway
- Jill Matlock- Weld County Department of Public Health and Environment

**2. Overview of the Agenda, Approval of August Minutes, Introductions and Speed Networking**

Both virtual and in-person attendees introduced themselves and their organizations.

Seward motioned to approve the August 2024 meeting minutes; Penfold seconded.



## Presentation

### **US34 TMO Update and Introduction- Streeter**

Streeter introduced herself and asked the group to discuss what is important to them for the US34 corridor. Topics discussed by the group included too much traffic, the need for an east-west cross-county connection especially between health care facilities, too many stop lights for a highway, the need for more transit options along the corridor to reduce the number of cars, more accessibility for older adults and people with disabilities, and the need for clearly marked bus stops.

Streeter defined what Transportation Demand Management (TDM) is and explained its strategies and goals. She discussed what the Transportation Management Organization (TMO) does, how they collect and share information, the activities they participate in, and how to become a member of the TMO. Schmitt mentioned that this is the first TMO in Northern Colorado. Streeter discussed how the North Front Range is rapidly growing and the importance of having a TMO to support the region. Sizemore and Streeter discussed financial partnerships.

## Activity + Discussion:

### **1) Case Studies-Deaton**

The in-person and virtual attendees were divided into groups to discuss regional transportation challenges. The Fort Collins Sunflower 55+ Community case study determined that only a small section of that community is in the Transfort Dial-A-Ride service area and that no other affordable options exist. Kelly pointed out that if the passenger's address was not in the service area, she could use a neighbor's address and be picked up there. Kelly mentioned that one challenge with that is a half-hour window for pick-up and in adverse weather, this may not be an option if someone must wait outside. She then announced that Transfort is developing a text/call arrival system for Dial-A-Ride passengers to receive notifications with arrival times. Kaliczak suggested a common area to be picked up from such as a gazebo within the community and how that would work well with zTrip to have a single designated pick-up location.

In the second case study, both passenger addresses are outside of transportation boundaries and one of the passengers uses a power wheelchair. It was suggested that if that person could get into a service area, such as getting to the South Transit Center, they could get to the Sunflower Community, and the same for the return trip. Kaliczak reiterated that when someone calls Dial-A-Ride and their address is not in their service area, they will let them know and tell them that if they can get into the service area, they will pick them up. Kaliczak said that if someone is a current paratransit client anywhere in the country, they would be eligible for visitor status for 21 days until they can establish themselves as a permanent client.

In the Weld County medical trip case studies, a woman with a seizure disorder is no longer able to drive from Windsor to Fort Collins and Loveland for medical appointments. Some ideas shared were to see if she qualifies for Medicaid or does she have a car. If she has a car, perhaps people



drive her. Smith said depending on her address, she could be in the COLT's paratransit "bubble" or be able to take a UBER into the bubble to have a shorter UBER drive and connect to Dial-A-Ride. The 2<sup>nd</sup> case study is about a passenger needing wheelchair-accessible transportation in Greeley, the only option presented was GET Paratransit service if they are in the service area. The virtual group discussed a client who needs a ride from Loveland to Anschutz Medical Center in Aurora. Klein asked if since the appointment is in the UCHHealth system, could they assist with Transportation. Deaton and Schmitt discussed Carepool, a ride service like zTrip, and how UCHHealth can bill insurance and schedule rides for patients.

## **2) Transportation Sign-up Fair Re-cap and Collaboration Opportunities**

Deaton gave a quick summary of the Transportation Sign-up Fair and asked the participants who attended and if they found it valuable. Kaliczak said that she found it valuable and that she loves talking with people about transportation. She expressed disappointment that we did not have a fair in Greeley. She was able to sign up people but was unsure if those had used the services. Robinson also shared that she enjoys talking with people about transportation, especially in person since most of her conversations are over the phone. She was able to register and schedule a ride for someone who attended. Kelly pointed out that even though the number of people who attended seemed low, the interactions were very valuable and impactful. Conaway said that a lot of the people they talked to were not in RAFT's service area, but they did gain two new riders from the event. Kaliczak added that the size of the event was good, if it was larger, conversations would not have been as meaningful. Deaton asked the group if they would be interested in continuing these types of events, and they all agreed that when these types of events come up to share and work together. Kaliczak expressed her disappointment that the Greeley event was canceled, and Schmitt brought up that the possible reason was that there was no capacity in Greeley and why promote a service that cannot be provided. Kaliczak explained how getting more drivers to accommodate passengers works with Greeley Evans Transit paratransit services. Garcia shared an organization in Boulder County that will make free public service announcements. Kaliczak said that some radio stations, such as Town Square Media, will advertise these types of events for free. Connections sends out a quarterly newsletter and they may be able to share information. Seward said that they have meetings with all the senior center directors quarterly, they have access to the Greeley Tribune and their newsletter. Deaton asked about driver recruitment and how that can be facilitated and Kaliczak said that she could ask the person that does the recruiting to present to the group. Conaway discussed his success recruiting drivers at the farmer's markets and through Volunteers of America.

## **3) RideNoCo Update + Roundtable – Schmitt**

Schmitt gave a brief update about RideNoCo and provided a recap of the coordination project to date. He shared the Call Center and website stats. RideNoCo will look ahead at more enhancements and adding agencies to the Coordination Project via TDS. Schmitt announced that the RideNoCo





Coordination Project received the Transit Project of the Year award at the Winter CASTA conference. He talked about the expansion of DRCOG's My Way to Go Platform into the North Front Range, the expansion of TDS spec to additional agencies, and identifying and addressing regional transportation gaps.

#### **4) Agenda items - All**

Ewert wants presentations from other agencies to continue. Schmitt wants to bring back having members do a quick 5-minute presentation at the beginning of the meeting to discuss any updates in their agency. Conaway suggested more political figures come and discuss what they are working on and discuss with the group resources, financing, and projects they are working on. The main goal is to foster better communication. Schmitt asked if anyone would like to present next year, Kelly said she wasn't sure if she would be the one who could do a presentation, but Transfort is going through an Optimization Study and could share updates on that project. Streeter said she would present in the future and Schmitt invited her to attend the NCMC quarterly meetings.

#### **Meeting Wrap-up and Roundtable**

Schmitt announced that RideNoCo has a new Mobility Planner, Aaron Hull starting this week. NOCO34 TMO will be voting for their first board at AIMS College this Thursday at 4:30

Kaliczak motioned to adjourn, and Kelley seconded.

#### **Upcoming Meetings:**

- a. Weld County Mobility Committee (WCMC) March 25, 2025
- b. Larimer County Mobility Committee (LCMC) January 28, 2025
- c. Northern Colorado Mobility Committee (NCMC) February 25, 2025

## MEMORANDUM

To: NFRMPO Technical Advisory Committee  
From: Jonathan Stockburger  
Date: January 15, 2024  
Re: Report – Q4 2024 TIP Modifications

### Summary

In the fourth quarter of 2024 (October - December), the NFRMPO processed three Administrative Modifications to the FY2024-2027 Transportation Improvement Program (TIP). The modifications are listed and linked below.

- October 2024 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2024-m10-tip-modification-full.pdf>
- November 2024 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2024-m11-tip-modification.pdf>
- December 2024 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2024-m12-tip-modification.pdf>

The most recent TIP tables including all Policy Amendments and Administrative Modifications can be found at [www.nfrmpo.org/tip](http://www.nfrmpo.org/tip).

For any questions about the Q4 TIP Modifications please contact Jonathan Stockburger at [jstockburger@nfrmpo.org](mailto:jstockburger@nfrmpo.org).

### Recommendation

None

### Attachments

- None