



North Front Range
Metropolitan
Planning
Organization

FFY2024

ALOP

Annual Listing of Federally
Obligated Projects



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Right Top: City of Fort Collins

Left Center: Weld County

Right Center: Town of Windsor

Left Bottom: City of Loveland

Right Bottom: Town of Eaton



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FFY2024 Listing of Federally Obligated Projects

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Purpose of this Report

The purpose of this report is to identify federal funding obligations for surface transportation in the North Front Range Metropolitan Planning Organization (NFRMPO) region that took place during Fiscal Year (FY) 2024, which covers October 1, 2023, to September 30, 2024.

The Federal Highway Administration (FHWA) defines “obligation” as a legal commitment by the Federal government “to pay or reimburse a State or other entity for the Federal share of a project’s eligible costs.”¹ Obligation occurs when FHWA or the Federal Transit Administration (FTA) approves the project and executes the project agreement, not when cash (or an electronic payment) is transferred. Obligated projects were not necessarily initiated or completed during this year. The obligated amounts reflected in this report also may not be equal to the final project cost.

Background

The [Bipartisan Infrastructure Law \(BIL\)](#) enacted as the Infrastructure Investment and Jobs Act (IIJA), was signed into law on November 15, 2021 and supersedes the [Fixing America’s Surface Transportation Act \(FAST Act\)](#), a federal transportation funding bill signed into law in 2015. The FAST Act required MPOs to publish an Annual Listing of Obligated Projects ([23 CFR 450.334](#)) detailing which funds have been obligated in the preceding federal fiscal year, as a record of project delivery and progress report for public information and disclosure. The IIJA continues this requirement. The FAST Act was preceded by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was enacted in 2012. The FAST Act represented the first long-term comprehensive surface transportation legislation since the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act in 2005.

The NFRMPO is an association of 15 local governments made up of portions of Larimer and Weld counties, the cities of Evans, Fort Collins, Greeley, and Loveland, and the towns of Berthoud, Eaton, Garden City, Johnstown, LaSalle, Milliken, Severance, Timnath, and Windsor. A representative of the State’s Transportation Commission and Colorado Department of Public Health and Environment’s (CDPHE) Air Pollution Control Division (APCD) are appointed to serve on the NFRMPO’s Council, officially named the North Front Range Transportation & Air Quality Planning Council (NFRT&AQPC).

Every Metropolitan Planning Organization (MPO) is responsible for planning, programming, and coordinating federal transportation investments, along with its partners from state and federal governments and public transit operators. The NFRMPO develops its programs by working with elected officials, staff from local governments, and the public, through a committee system where the committee and Council discuss various issues and make recommendations. During 2024, the NFRMPO active committees included the Finance Committee, HR Committee, Technical Advisory Committee (TAC), and Mobility Committees (Larimer County, Weld County, and Northern Colorado Mobility Committees). Working committees and ad hoc groups are also created and appointed as needs dictate.

¹ Funding Federal-Aid Highways. <https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/04.cfm>. January 2017.

Regional Transportation Plan

The NFRMPO develops and maintains a corridor-based Regional Transportation Plan (RTP) with a minimum 20-year horizon. Only projects requiring air quality conformity are identified and modeled. The vision plan and the fiscally constrained plan identify corridor-level improvements, providing greater flexibility during project selection. The fiscally constrained portion of the RTP identifies the regionally significant, multimodal transportation projects which can be implemented by the planning horizon year with financial resources reasonably anticipated to be available. Federal law requires the RTP be updated at least every four years in nonattainment or maintenance areas. The applicable RTP for this document is the [2050 RTP](#), adopted by the NFRT&AQPC on September 7, 2023.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the adopted list of regionally significant and federally funded roadway, bicycle, pedestrian, and transit projects programmed in the region over the next four years. Projects in the TIP must be consistent with the RTP vision for each corridor, if applicable, before they can be programmed.

Federal rules require the TIP be updated at least every four years, including specific projects and funding pools. In accordance with federal requirements, the NFRMPO's TIP covers at least a four-year period.

The TIP currently in effect is the [FY2024-2027 TIP](#), which was adopted by the NFRT&AQPC on September 7, 2023. Projects included in the FY2024-2027 TIP were eligible to receive federal funds beginning July 1, 2023.

Public Involvement

The NFRMPO actively engages the public in the regional transportation planning process and embraces federal requirements that MPOs provide complete information, timely public notice, full public access to key decisions, and early and continuous involvement in developing the RTP, TIP, and other planning products. The NFRMPO's public involvement strategies include presenting information and educating the public, reaching out to protected and underrepresented populations, continually soliciting public input, facilitating the flow of information between the public and decision makers, and responding to public concerns. Public involvement strategies are discussed in depth in the [2022 Public Involvement Plan \(PIP\)](#), adopted by the NFRT&AQPC on December 1, 2022.

Obligation Report

The project-specific obligation tables in this report are organized by TIP funding category. Nearly all the projects listed in this report are featured individually in the NFRMPO's TIP documents, which are available at nfrmpo.org/tip/. Projects that are not identified individually in the TIP, known as "pool projects", are grouped based on funding type. Each project is listed in the obligation tables with the following information:

- ❖ The **STIP WBS ID** is the work breakdown structure identification number assigned to each project by CDOT and assists with the identification of projects across the TIP and STIP documents.

- ❖ The **Project Code Number** on highway projects is a tracking number assigned by CDOT for financial management purposes. For transit projects, FTA assigns an FTA Subgrant WBS/Project ID.
- ❖ The **Project Sponsor** is the lead agency responsible for initiating, managing, and completing the project and, in many if not all cases, for providing matching funds.
- ❖ The **Federal Obligation** is the federal funding commitment made during FFY2024 (October 1, 2023 – September 30, 2024).
- ❖ The **Federal Request in TIP** identifies all federal funding programmed in current and/or previous TIPs. This information is not available for pool projects. For transit projects that repeat annually, only FFY2024 funding is shown.
- ❖ The **Federal Funds Remaining** is federal funding programmed in the FY2024-2027 TIP for the active years of the TIP. This information is not available for pool projects. For transit projects that repeat annually, only FFY2024 funding is shown.

Some projects include funds from multiple TIP program categories; thus, one project line under one funding source does not necessarily equal the total obligated funding for that project. In these instances, the same project location description will appear in several funding sections of the project listing. For the total obligated in FFY2024 for the project, one must add the funding in each category.

To offset the financial burdens of the COVID19 pandemic, the United States Federal government put into place several stimulus relief bills in FFY2020 and FFY2021. The NFRMPO has obligations for projects utilizing the following stimulus relief fund:

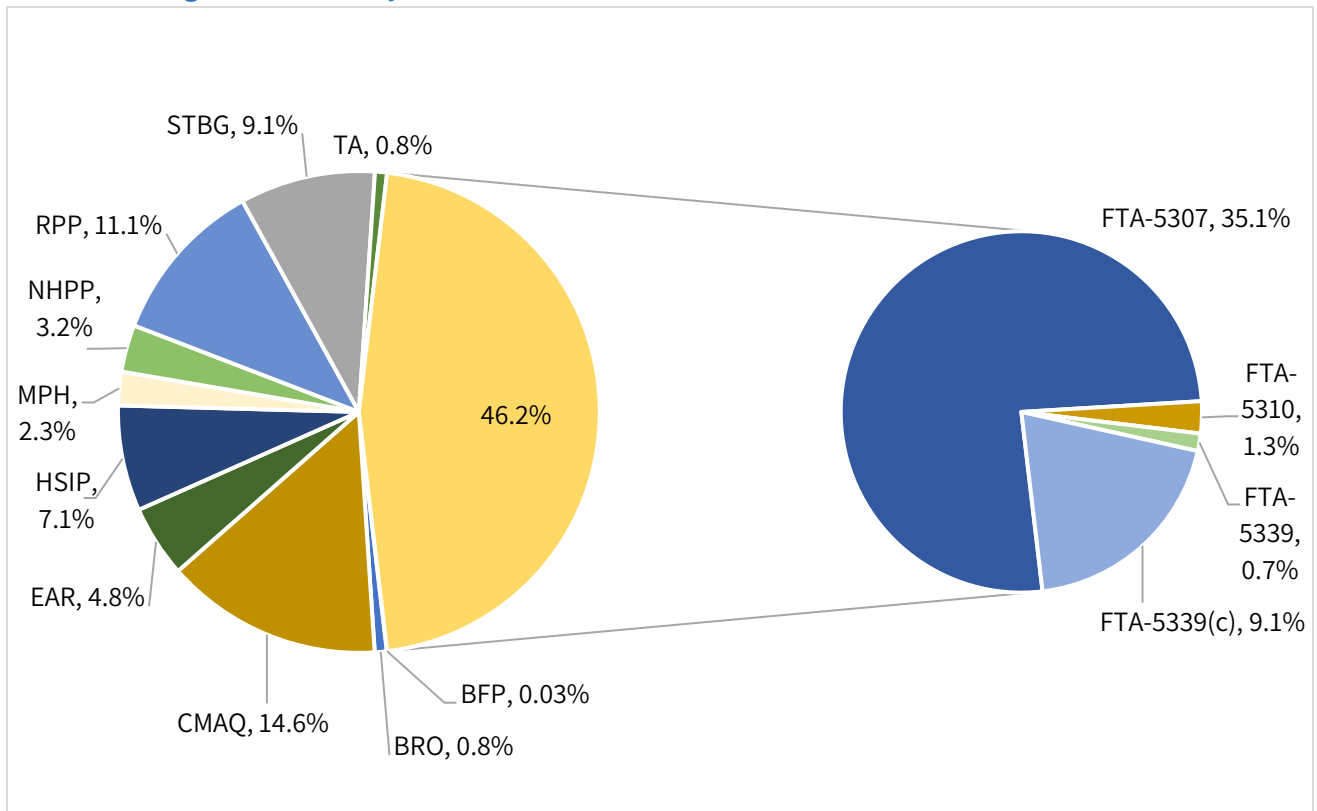
- The **American Rescue Plan (ARP)** of 2021 provided funding to help hard-hit public transit agencies to avoid layoffs and service reductions.

This report also presents figures for reducing federal funds, which is called de-obligation. De-obligation occurs when CDOT reduces or removes a project's federal funds. De-obligation can occur for several reasons:

- ❖ Bids come in lower than the amount obligated for a project. If so, after the project bid is accepted, the federal funds are reduced and shown as a negative obligation.
- ❖ On Advance Constructed projects, amounts being obligated on such projects may need to be adjusted, resulting in the de-obligation of funds.
 - Advance construction allows projects to be funded with Federal-aid dollars at a later date.
- ❖ A project phase (e.g. right-of-way, design, or construction) is closed out causing funds remaining in that phase to be de-obligated. This action must happen before the funds can be obligated to another phase of the same project.
- ❖ After a project has been completed and all bills have been paid, any remaining obligation authority is returned to the Federal government and shown as a de-obligation, or negative number.
- ❖ If a project will not be completed and federal funds were previously obligated, funds for the project are de-obligated.

The following charts and tables are based on records obtained from CDOT, FTA, and/or local transit agencies as the NFRMPO does not participate directly in the obligation process.

FFY2024 Program Summary



Funding Program	Percent of Total Obligation	Federal Obligation
Bridge Formula Program (BFP)	0.03%	\$10,000
Off-System Bridge Program (BRO)	0.8%	\$310,139
Congestion Mitigation and Air Quality (CMAQ)	14.6%	\$5,648,639
Exploratory Advanced Research (EAR)	4.8%	\$1,870,000
FTA		
<i>FTA-5307</i>	<i>35.1%</i>	<i>\$13,616,106</i>
<i>FTA-5310</i>	<i>1.3%</i>	<i>\$514,659</i>
<i>FTA-5339</i>	<i>0.7%</i>	<i>\$280,041</i>
<i>FTA-5339(c)</i>	<i>9.1%</i>	<i>\$3,523,210</i>
Highway Safety Improvement Program (HSIP)	7.1%	\$2,749,430
Metro Planning (MPH)	2.3%	\$873,833
National Highway Performance Program (NHPP)	3.2%	\$1,224,212
Regional Priority Program (RPP)	11.1%	\$4,315,976
Surface Transportation Block Grant (STBG)	9.1%	\$3,527,190
Transportation Alternatives (TA)	0.8%	\$312,307
Total:	100%	\$38,940,497

FFY2024 Listing of Federally Obligated Projects

FHWA Funding

Funding Program	STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
BFP	SSP4428.016	24991	I-25 & Mulberry Interchange	CDOT	\$10,000	\$1,000,000	\$0
BRO	SR46601.033	23491	Loveland 1st St Irrigation Canal Bridge	Loveland	\$310,139	N/A	N/A
CMAQ	SST7007.017	CO-2024-014-05	Transfort Electric Bus Purchase	Fort Collins	\$4,366,593	\$4,366,593	\$0
CMAQ	SST7007.020	CO-2023-024-01-00	COLT Bus Replacement/Expansion	Loveland	\$203,058	\$1,843,825	\$1,843,825
CMAQ	SSP4428.012	21506	North I-25: Design Build	CDOT	\$958,088	\$5,425,988	\$368,432
CMAQ	SSP4428.014	24304	I-25 Segment 6 CP6 with PNR Buildout	CDOT	\$120,900	\$1,076,012	\$120,900
EAR	SR46666.060	21966	US 287 and Trilby Road Intersection	Fort Collins	\$867,233	\$1,870,000	\$1,870,000
HSIP	SR46666.081	23881	Timberline Rd & Carpenter (SH392) Roundabout	Fort Collins	\$570,000	N/A	N/A
HSIP	SR46666.113	26199	CO 14 Road Safety Audit	CDOT	\$155,275	N/A	N/A
HSIP	SR46666.060	25868	US 287 and Trilby Road Intersection CP1	Fort Collins	\$2,024,155	N/A	N/A
MPH	SST5274.006	25914	FY24-25 NFR Consolidated Planning Grant	NFRMPO	\$873,833	N/A	N/A

Funding Program	STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
NHFP	SR45218.232	18808	US 85 5th to O St. Business Surface	CDOT	\$5,462	N/A	N/A
NHFP	SR45218.129	19164	US 34-85 Interchange Signage & Striping	CDOT	\$880,000	\$1,356,000	\$356,000
NHFP	SR46600.114	25936	US34 Railroad Xing Elimination Study	CDOT	\$9,999	N/A	N/A
NHFP	SR46600.100	24795	US 34 Weather Cameras and RWIS	CDOT	\$328,751	N/A	N/A
RPP	SSP4428.012	21506	North I-25: Design Build	CDOT	\$4,315,976	\$4,315,976	\$0
STBG	SNF5788.053	24105	US 287 Intersection Improvements	Fort Collins	\$224,050	\$877,000	\$652,950
STBG	SR45218.001	23603	SH 257 Windsor Resurfacing Eastman to 34	CDOT	\$(27,992)	N/A	N/A
STBG	SR45218.232	18808	US 85 5th to O St. Business Surface	CDOT	\$50,000	N/A	N/A
STBG	SR45218.234	23423	SH 257 Windsor Resurfacing	CDOT	\$2,996,785	N/A	N/A
STBG	SR46667	25864	CO 56 Berthoud BNSF Crossing Replacement	CDOT	\$18,173	N/A	N/A
STBG	SR46668	25613	CO 14 & LCR 5 Signal	CDOT	\$(36,648)	N/A	N/A
STBG	SR46601.037	24890	Main St./Union Ditch Crossing	LaSalle	\$615,149	N/A	N/A
STBG	SR47001.029	23025	Hampshire Bikeway Arterial Crossing	Fort Collins	\$(81,878)	N/A	N/A

Funding Program	STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
STBG	SSP4428.016	24991	I-25 & Mulberry Interchange	CDOT	\$57,551	\$27,500,000	\$27,500,000
STBG	SST7005.002	24710	FY 2022 DTD NFRMPO STBG FOR PLANNING	NFRMPO	\$(288,000)	N/A	N/A
TA	SR47001.038	25704	Bike/Ped Crossings Zach Elementary SRTS	Fort Collins	\$124,382	N/A	N/A
TA	SNF5095.002	24475	Great Western Trail Windsor Phase II	Windsor	\$187,925	\$187,925	\$0

FTA Funding

Funding Program	STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
ARP FTA 5307	SST6741.139	CO-2023-010-01-00	Capital Phase 1 Construction	Loveland	\$2,179,224	\$2,179,224	\$0
FTA 5307	SST6741.086	CO-2023-015-01 CO-2023-034-02	Demand Response Paratransit Services	Fort Collins	\$672,844	\$2,081,708	\$1,408,864
FTA 5307	SST6741.101	CO-2023-015-02-00 CO-2023-015-03-00 CO-2023-015-05-00 CO-2024-034-01-00 CO-2024-034-04-00 CO-2024-034-05-00	Fixed Route Operations	Fort Collins	\$6,018,951	\$15,174,991	\$9,156,040
FTA 5307	SST6741.111	CO-2024-015-04 CO-2024-015-06 CO-2024-034-03 CO-2024-034-06	Maintain, Repair & Replace Assets	Fort Collins	\$2,577,365	\$10,714,576	\$3,841,096
FTA 5307	SST6741.121	CO-2023-024-03-00 CO-2024-002-01-00	Fixed Route Operations	Loveland	\$879,868	\$4,231,007	\$1,819,139
FTA 5307	SST6741.131	CO-2023-024-02-00 CO-2024-002-02-00	Capital Projects	Loveland	\$623,280	\$1,235,000	\$611,720
FTA 5307	SST6741.134	CO-2023-024-02-00 CO-2024-002-02-00	Maintain Repair & Replace Assets	Loveland	\$355,043	\$2,225,302	\$1,870,259
FTA 5307	SST7007.017	CO-2024-014-04	Transfort Electric Bus Purchase	Fort Collins	\$309,531	\$4,367,000	\$4,057,469
FTA 5310	SST6731.024	CO-2024-033-01 CO-2024-033-02 CO-2024-033-04	Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	\$343,067	\$2,658,614	\$2,315,547

Funding Program	STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
FTA 5310	SST6731.045	22-10-0068.NFRT.111	Weld County 60+ Ride Vehicle Purchase	NFRMPO	\$49,600	\$50,000	\$400
FTA 5310	SST6732.007	24-10-1072.NFRT.641	NFRMPO Mobility Management	NFRMPO	\$121,992	\$855,762	\$733,770
FTA 5339	SST6741.111	CO-2024-007-01	Maintain, Repair & Replace Assets	Fort Collins	\$102,957	\$102,957	\$0
FTA 5339	SST7073.005	CO-2023-012-01-00	Design & Engineering	Loveland	\$177,084	\$728,016	\$380,016
FTA 5339(c)	SST7007.017	CO-2024-014-01 CO-2024-014-02 CO-2024-014-03	Transfort Electric Bus Purchase	Fort Collins	\$3,523,210	\$3,523,210	\$0

Appendix A: Highway Funding Pool Descriptions

Bridge Formula Program (BFP) Established under the Bipartisan Infrastructure law (BIL), the BFP is to be used to replace, rehabilitate, preserve, protect, and construct highway bridges.

The Off-System Bridge Program (BRO) funds major structure replacement or major rehabilitation on Poor or Fair off-system structures as selected by the Special Highway Committee (SHC).

Congestion Mitigation & Air Quality (CMAQ) funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.

Exploratory Advanced Research (EAR) addresses the need to conduct research on longer term and higher risk breakthrough research with the potential for transformational improvements to plan, build, renew, and operate safe, congestion free, and environmentally sound transportation systems.

Highway Safety Improvement Program (HSIP) funds are used to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Metropolitan Planning (MPH) funds are allocated by formula and assist MPOs with the continuing, cooperative, and comprehensive planning processes that produce periodic updates of their long-range, multi-modal RTPs and short-range TIPs, along with related studies. The MPO's Unified Planning Work Program (UPWP) addresses a wide range of tasks which use Metropolitan Planning funds.

National Highway Performance Program (NHPP) provides funds for the condition and performance of the National Highway System (NHS) and for the construction of new facilities on the NHS.

Regional Priority Program (RPP) supplements 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.

Surface Transportation Block Grant (STBG) provides flexible funding for a variety of projects, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads.

STBG funds are allocated to the following state funding programs administered by CDOT which had obligations in FFY2023: Surface Treatment, Bridge Off System, Hot Spots, Traffic Signals, and Safe Routes to School.

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

Appendix B: Transit Funding Pool Descriptions

American Rescue Plan (ARP) of 2021 provided funding to help hard-hit public transit agencies to avoid layoffs and service reductions and was distributed to transit agencies based on FTA formula funding.

FTA §5307 – Urbanized Area Formula Program funding is distributed by formula to transit agencies in urban areas over 50,000 in population and can be used for transit studies, capital investment in buses and fixed guideway systems, construction and maintenance of passenger facilities, and security equipment. §5307 can cover operating costs in urban areas with populations under 200,000 and small bus systems operating in larger areas.

FTA §5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program funds projects to remove barriers to transportation service and expand mobility options. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

FTA §5339 – Bus and Bus Facilities Program provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Eligible recipients include designated recipients and states that operate or allocate funding to fixed-route bus operators, and public or nonprofit agency sub recipients engaged in public transportation, including those providing services open to a segment of the general public as defined by age, disability, or low income.