



North Front Range
Metropolitan
Planning
Organization

FFY2025

ALOP

Annual Listing of Federally
Obligated Projects



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FFY2025 Listing of Federally Obligated Projects

Effective Date: December 16, 2025

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Preparation of this document has been financed in part through grants from the Federal Highway Administration, the Federal Transit Administration, and the local member communities of the North Front Range MPO.

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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) 2025, which covers October 1, 2024, to September 30, 2025.

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 fiscal 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 (TC) 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 2025, 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 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 the Colorado Department of Transportation (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 FFY2025 (October 1, 2024 – September 30, 2025).
- ❖ 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 FFY2025 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 FFY2025 funding is shown.

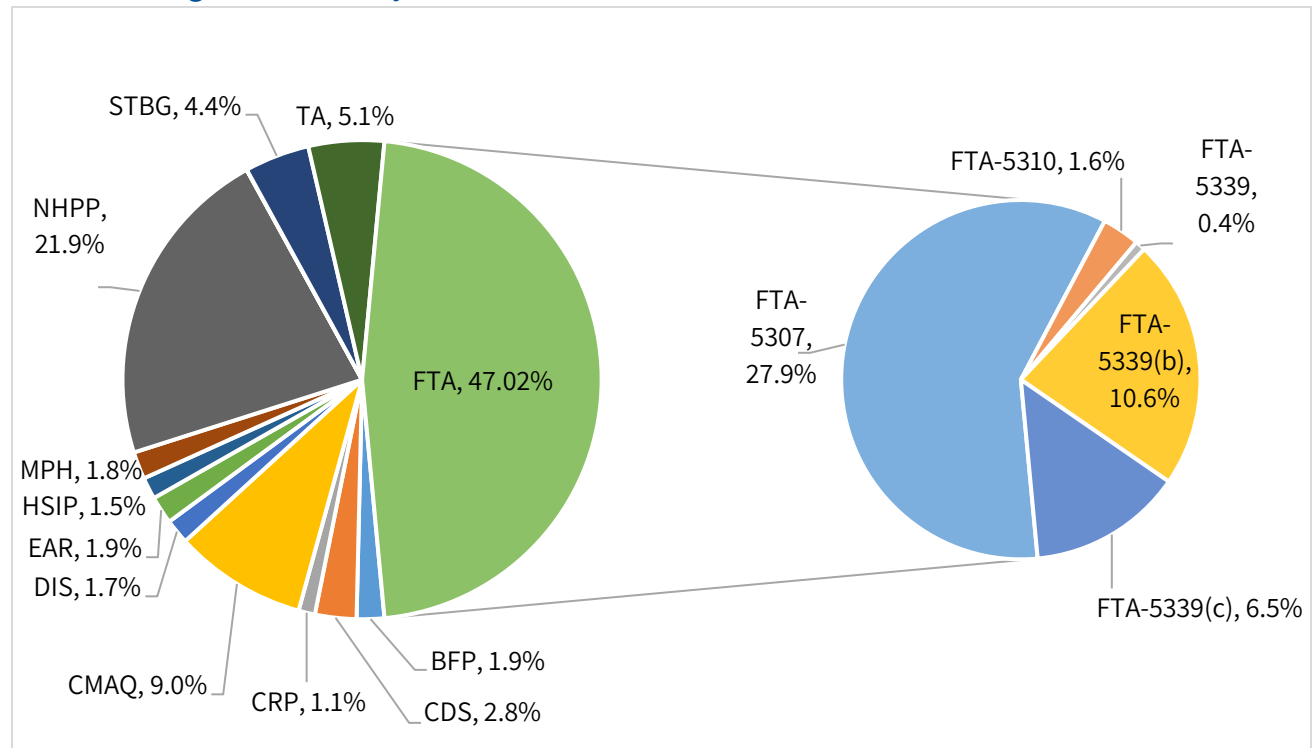
Some projects include funds from multiple TIP program categories; thus, one project line under one funding source does not necessarily equal the total obligated funding for that project. In these instances, the same project location description will appear in several funding sections of the project listing. For the total obligated in FFY2025 for the project, the funding in each category for the project must be added together.

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. Please note a negative federal obligation over \$1,000,000 indicates de-obligation.

FFY2025 Program Summary



Funding Program	Percent of Total Obligation	Federal Obligation
Bridge Formula Program (BFP)	1.9%	\$1,000,000
Congressionally Directed Spending (CDS)	2.8%	\$1,500,000
Carbon Reduction Program (CRP)	1.1%	\$594,679
Congestion Mitigation and Air Quality (CMAQ)	9.0%	\$4,805,533
Discretionary Grants (DIS)	1.7%	\$900,000
Exploratory Advanced Research (EAR)	1.9%	\$1,002,767
FTA		
FTA-5307	27.9%	\$14,948,159
FTA-5310	1.6%	\$852,616
FTA-5339	0.4%	\$234,049
FTA-5339(b)	10.6%	\$5,690,457
FTA-5339(c)	6.5%	\$3,508,404
Highway Safety Improvement Program (HSIP)	1.5%	\$789,454
Metro Planning (MPH)	1.8%	\$989,641
National Highway Performance Program (NHPP)	21.9%	\$11,760,896
State Planning & Research (SPR)	0%	-\$7,309
Surface Transportation Block Grant (STBG)	4.4%	\$2,351,772
Transportation Alternatives (TA)	5.1%	\$2,739,424
Total:	100%	\$53,660,542

FFY2025 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	\$832,214	\$1,000,000	\$167,786
CDS	SST6741.136	CO-2025-011-01	Transfort Maintenance Facility Repairs	Fort Collins	\$1,500,000	\$1,500,000	\$0
CRP	SNF5095.006	24984	Willow Bend Trail	Loveland	\$399,248	\$492,920	\$93,672
CRP	SR47007.021	26714	Siphon Overpass	Fort Collins	\$195,431	\$195,431	\$0
CMAQ	SNF5173.056	23046	N Taft Avenue & US 34 Intersection Improvements	Loveland	\$3,330,637	3,331,000	\$363
CMAQ	SNF5173.059	23048	Citywide Signal Retiming	Greeley	\$273,000	\$273,000	\$0
CMAQ	SNF5173.061	24983	US 287 Signal Coordination Improvements	Loveland	\$238,071	\$620,925	\$382,854
CMAQ	SNF5788.035	20389	10th Street in Greeley: Phase II	Greeley	(\$1,000,000)	N/A	N/A
CMAQ	SST7007.011	CO-2025-004-02-00	COLT CNG Bus Replacement/Expansion	Loveland	\$1,963,825	1,922,000	\$0
DIS	SR46666.114	26410	US287: Median Safety Berthoud South	CDOT	\$900,000	\$2,036,250	\$1,136,250
EAR	SR46666.060	21966	US 287 and Trilby Road Intersection	Fort Collins	\$1,002,767	\$1,870,000	\$867,233

Funding Program	STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
HSIP	SR46666.085	23896	Timberline Rd/Lincoln Ave/Mulberry	Fort Collins	\$221,231	N/A	N/A
HSIP	SR46666.113	26199	CO 14 Road Safety Audit	CDOT	\$15,627	N/A	N/A
HSIP	SR46666.088	23899	CR 38E & CR 73C	Larimer	\$165,686	N/A	N/A
HSIP	SR46666.089	23900	US 34 & Glade Rd	Larimer	\$306,780	N/A	N/A
HSIP	SR46666.093	24513	Backplate & Dilemma Zone Detections	Loveland	\$80,720	N/A	N/A
HSIP	SR46666.097	24798	CO 392 & Weld CR 35	CDOT	(\$1,071)	N/A	N/A
HSIP	SR46666.100	25041	Fort Collins Ped Improvements	Fort Collins	\$2,003	N/A	N/A
HSIP	SR46666.114	26410	US287: Median Safety Berthoud South	CDOT	(\$1,522)	N/A	N/A
MPH	SST5274.006	26565	FY25 Consolidated Plan North Front Range	NFRMPO	\$989,641	N/A	N/A
NHFP	SR45218.129	19164	US 34-85 Interchange Signage & Striping	CDOT	\$824,972	\$1,236,000	\$411,028
NHFP	SR45218.232	18808	US 85 5th to O St. Business Surface (On-System Pool)	CDOT	\$589,500	N/A	N/A
NHFP	SR45218.232	18808	US 85 5th to O St Business Surface	CDOT	\$4,137,390	N/A	N/A
NHFP	SR45218.241	24887	I-25 NB and SB Diamond Grind: CO 1 North	CDOT	\$2,822,814	\$3,411,254	\$588,440

Funding Program	STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
NHFP	SR46600.114	25936	US34 Railroad Xing Elimination Study	CDOT	\$39,890	N/A	N/A
NHFP	SR46600.125	26946	US 34: Loveland to Greeley Preservation	CDOT	\$699,999	N/A	N/A
NHFP	SSP4428.017	24309	I-25: SH 66 to SH 56, Segment 5	CDOT	\$2,636,872	\$49,466,891	\$46,830,019
NHFP	SR46600.072 TCC23	25666	US85 UPRR Gaps Project	CDOT	\$9,459	\$458,000	\$0
SPR	SST7002	24840	M10.6 NFRMPO AIR QUALITY MONITORING	CDOT	\$(7,309)	N/A	N/A
STBG	SNF5788.035	20389	10th Street in Greeley: Phase II	Greeley	\$(1,178,420)	N/A	N/A
STBG	SR46600.123	26935	CO392 at WCR27 Intersection Improvements	CDOT	\$14,999	N/A	N/A
STBG	SR46600.124	26944	CO392 WCR33 Bridge Replacement	CDOT	\$14,999	N/A	N/A
STBG	SR46666.060	25869	US 287 and Trilby Road Intersection CP2	Fort Collins	\$1,143,354	\$5,272,260	\$4,128,906
STBG	SST7005.010	24710	FY 2022 DTD NFRMPO STBG FOR PLANNING	CDOT	\$35,066	\$150,000	\$114,934
STBG	SST7005.002	23460	FY20-21 NFRMPO STP-M FOR PLANNING	NFRMPO	\$(35,066)	N/A	N/A
TA	SNF5095.006	24984	Willow Bend Trail	Loveland	\$456,089	\$639,100	\$183,011
TA	SNF5095.008	25557	William Neil/Ziegler Intersection Imp.	Fort Collins	\$144,882	\$603,624	\$458,742

Funding Program	STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
TA	SR47020.028	21886	Namaqua Ave Trail Underpass	Loveland	\$600,000	N/A	N/A
TA	SR47020.037	25890	Laporte Avenue Fishback to Sunset CP1 & 2	Fort Collins	\$1,498,453	N/A	N/A
TA	SR47020.042	23632	Non-Motorized Sidewalk 57th St/US287	Larimer	\$40,000	N/A	N/A

FTA Funding

Funding Program	STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
FTA 5307	SST6741.086	CO-2025-023-02	Demand Response Paratransit Services	Fort Collins	\$336,422	\$2,418,130	\$2,081,708
FTA 5307	SST6741.101	CO-2025-023-01 CO-2025-023-04	Fixed Route Operations	Fort Collins	\$3,312,416	\$24,227,310	\$20,914,894
FTA 5307	SST6741.111	CO-2025-023-03 CO-2025-023-04	Maintain, Repair & Replace Assets	Fort Collins	\$1,215,153	\$10,799,696	\$9,584,543
FTA 5307	SST6741.121	CO-2025-030-01-00 CO-2024-002-01-00	Fixed Route Operations	Loveland	\$1,571,568	\$4,729,007	\$3,157,439
FTA 5307	SST6741.131	CO-2025-002-02-00	Capital Projects	Loveland	\$223,302	\$707,000	\$0
FTA 5307	SST6741.112	CO-2025-014-00	Greeley-GET Operating Assistance 50/50	Greeley	\$8,289,298	\$18,429,932	\$10,140,634
FTA 5310	SST6731.024	CO-2025-027-01 CO-2025-027-02 CO-2025-027-03 CO-2025-027-04 CO-2025-027-05	Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	\$752,616	\$2,693,622	\$1,941,006
FTA 5310	SST6732.007	24-10-1072.NFRT.641	NFRMPO Mobility Management	NFRMPO	\$100,000	\$855,762	\$755,762
FTA 5339	SST7073.005	CO-2025-004-02-00	Repair, Replace or Purchase Rolling Stock, Facilities & Tech	Loveland	\$234,049	\$730,412	\$496,363
FTA 5339(b)	SST7073.018	CO-2025-015-01-00 CO-2025-015-02-00	Transit Center Building Construction	Loveland	\$3,967,007	\$3,967,007	\$0

Funding Program	STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
FTA 5339(b)	SST7007.017	CO-2025-035-01	Transfort Accessibility Enhancements	Fort Collins	\$1,723,450	\$2,411,550	\$688,100
FTA 5339(c)	SST7074.005	CO-2025-034-00	GET US34 Bus Expansion 80/20	Greeley	\$3,508,404	\$3,508,404	\$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.

Congressionally Directed Spending (CDS) is a process where Members of Congress request specific federal funds for particular projects in their states or districts, benefiting local governments or nonprofits for things like infrastructure, health, or community development, with new transparency rules requiring public disclosure of recipients, purpose, and certifications to prevent conflicts of interest.

Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

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.

Discretionary Grants (DIS) are competitive grant programs used to further specific priorities.

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.

State Planning and Research (SPR) funds support statewide planning and research activities. These funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation research activities throughout the state.

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

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.