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### Technical Advisory Committee

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City of Greeley  
*Suzette Mallette-Vice Chair*  
Larimer County  
*Martina Wilkinson-Past Chair*  
City of Fort Collins  
*Dawn Anderson, City of Evans*  
*Jeff Bailey, City of Loveland*  
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*John Holdren, Town of Severance*  
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*Janet Lundquist, Weld County*  
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*Karen Schneiders, CDOT*  
*Dennis Wagner, Town of Windsor*

*Aaron Bustow, FHWA*  
*Amanda Brimmer, RAQC*  
*Paul Lee, CDPHE*  
*Gary Thomas, SAINT*  
*Christopher Barnes, COLT*  
*Will Jones, GET*  
*Kurt Ravenschlag, Transfort*  
*NoCo Bike & Ped Collaborative*

### MPO Transportation Staff

*Terri Blackmore, Executive Director*  
*Becky Karasko, Regional Transportation*  
*Planning Director*  
*Aaron Buckley, Transportation Planner*  
*Alex Gordon, Transportation Planner*  
*Josh Johnson, Transportation Planner*

**Town of Windsor Wi-Fi**  
**Username:** Windsor-WLAN  
**Password:** Windsor@WLAN

**HOLIDAY LUNCH SERVED AT 12:30**

## NFRMPO TECHNICAL ADVISORY COMMITTEE MEETING AGENDA

December 16, 2015  
Windsor Community Recreation Center  
250 N. 11<sup>th</sup> Street—Pine Room  
Windsor, Colorado

1:00 to 4:00 p.m.

1. Public Comment (2 minutes each)
2. Approval of November 18, 2015 Meeting Minutes (page 2)

### CONSENT AGENDA:

No Items this Month

### ACTION ITEM:

3. Election of 2016 TAC Officers Karasko

### OUTSIDE PARTNERS REPORTS (verbal):

4. NoCo Bike Ped Collaborative
5. Regional Transit Items
6. Senior Transportation
7. Regional Air Quality Council

### PRESENTATION:

8. TAC and NFRMPO Accomplishments Blackmore/Karasko

### DISCUSSION ITEM:

9. CDOT 10-Year Development Plan –  
Regional Priority Program (RPP) Discussion (page 7) Karen Schneiders

### REPORTS:

TIP Administrative Modification Updates (page 11) Johnson  
Roundtable All

### MEETING WRAP-UP:

Final Public Comment (2 minutes each)  
Next Month's Agenda Topic Suggestions

**TAC MEMBERS:** If you are unable to attend this meeting, please  
contact Becky Karasko at (970) 416-2257 or [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org).  
Thank you.

November 18, 2015 TAC Meeting Minutes

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council**

**Windsor Recreation Center - Pine Room  
250 North 11<sup>th</sup> Street  
Windsor, CO**

**November 18, 2015  
1:04 – 3:20 p.m.**

**TAC MEMBERS PRESENT:**

Suzette Mallette, Vice-Chair – Larimer County  
Dawn Anderson – Evans  
Jeff Bailey – Loveland  
Amanda Brimmer – RAQC  
Aaron Bustow – FHWA  
John Holdren – Severance  
Seth Hyberger – Milliken  
Will Jones – Greeley Alternate  
Paul Lee – APCD  
Elizabeth Relford – Weld County Alternate  
Dennis Wagner – Windsor  
Martina Wilkinson – Fort Collins

**NFRMPO STAFF:**

Terri Blackmore  
Becky Karasko  
Aaron Buckley  
Alex Gordon  
Josh Johnson

**TAC MEMBERS ABSENT:**

Stephanie Brothers - Berthoud  
Gary Carsten – Eaton  
John Franklin – Johnstown  
Eric Fuhrman – Timnath  
Jessica McKeown – LaSalle  
Karen Schneiders – CDOT  
Gary Thomas – SAINT

**IN ATTENDANCE:**

Jeffrey Boring – NoCo Bike & Ped Collaborative  
Richard Duran – FHWA  
Enos Han – FHWA  
Steve McCannon – RAQC  
Jeff Purdy – FHWA  
Kathy Seelhoff – CDOT

**CALL TO ORDER:**

Vice-Chair Mallette called the meeting to order at 1:04 p.m.

**PUBLIC COMMENT:**

There was no public comment.

**APPROVAL OF THE OCTOBER 21, 2015 TAC MEETING MINUTES:**

Holdren moved to approve the October 21, 2015 TAC meeting minutes. Anderson supported the motion and it was approved unanimously.

**CONSENT AGENDA:**

**2015 Q4 TIP Amendment**

**Johnson**

Wilkinson moved to recommend Planning Council approval of the 2015 4<sup>th</sup> Quarter TIP Amendment. Wagner supported the motion and it was approved unanimously.

**OUTSIDE PARTNERS REPORTS (verbal):**

**NoCo Bike/Ped Collaborative**

Boring discussed the 2015 Northern Colorado Bike and Walk Conference held on November 5<sup>th</sup> at the University of Northern Colorado (UNC). There were 140 attendees, including Governor Hickenlooper and CDOT Executive Director Shailen Bhatt, two walking audit sessions, and two breakout sessions. Conference keynote speaker, Mark Fenton, also presented to the Planning Council prior to their regular

meeting. Karasko noted NFRMPO staff will write a newsletter article about the conference and requested Boring send pictures of the event.

### **Regional Transit Items**

Jones reported Greeley and Fort Collins will be moving forward with the 2040 Regional Transit Element (RTE) recommendation to study transit between the two cities. GET began collecting employment data from Colorado State University (CSU) and UNC concerning home origins. Jones also reported GET had its highest ridership month ever this October with more than 60,000 riders.

### **Regional Air Quality Council**

Brimmer stated she would present information during her presentation.

### **PRESENTATIONS:**

#### **ALT Fuels Colorado**

**McCannon**

Steve McCannon with the Regional Air Quality Council (RAQC) presented information about the Charge Ahead Colorado and ALT Fuels Colorado programs. Charge Ahead Colorado provides funding for charging stations and electric vehicles. Grants are available for electric vehicles and electric vehicle supply equipment through the Colorado Energy Office (CEO), Colorado Department of Local Affairs (DOLA), CDOT, Federal Highway Administration (FHWA), Noble Energy, and RAQC. Using funding from the Colorado Energy Office and DRCOG, RAQC has allocated \$1.2 M in grants to fund 70 charging stations and 37 electric vehicles in the 7-county Denver Metro region. The CEO has awarded \$350,000 for 83 charging stations in Colorado outside of the Denver Metro region.

The ALT Fuels Colorado program combines \$15 M from CDOT in CMAQ funds administered by RAQC for the 11-county Denver Metro region, \$15 M from the CEO for statewide infrastructure projects, and \$10 M for infrastructure and vehicles from DOLA. The program pays 80 percent of the incremental cost between an alternative fuel vehicle and a comparable diesel or gas vehicle. To date, the program has funded 253 vehicles and 11 compressed natural gas (CNG) buses. The CEO allocation is station-oriented and is meant to fill gaps in infrastructure outside of the Front Range. Mallette stated McCannon spoke to Larimer County about the programs, including what is eligible and the local match required and suggested other communities might be interested a presentation as well.

#### **Implementing EPA's 2015 8-Hour Ozone Standard**

**Brimmer**

Brimmer stated the EPA must review National Ambient Air Quality Standards (NAAQS) every five years, leading to the new Ozone Standard of 70 parts per billion (ppb) effective December 2015. EPA looks at the fourth highest ozone level at each monitor and averages the numbers over three years. Colorado is now required to monitor ozone throughout the year, instead of just the summer ozone season. Relford asked what happens if a region does not meet the standard. Brimmer stated additional requirements would be set, including additional modeling, planning, emissions control standards, and a new Statewide Implementation Plan (SIP). If a region does not attain the standard, it may lose transportation funding for capacity improvements.

Brimmer provided a timeline for air quality attainment, beginning with the finalized new standard in October 2015. EPA will update the SIP requirement rule by October 2016 and will finalize area designations and classifications by October 2017. The Denver Metro/North Front Range region will have until October 2020 for Marginal Area attainment and for Moderate Area SIP revisions, and until October 2023 for Moderate Area attainment. Mallette asked how background ozone and SIP requirements affect local governments. Brimmer stated RAQC is evaluating control measures that are politically and economically feasible.

Brimmer also presented the region's emissions inventories. The inventories use 2011 as a base year and project out to 2017 and now consider MOVES2014a, the EPA's mobile source emissions model.

There is an expected 33 percent reduction in VOC sources in 2017 compared to 2011, and an expected 28 percent reduction in NOx emissions in the same time period.

### **Laurel Street Separated Bike Lane Project**

**Wilkinson**

Wilkinson stated the City of Fort Collins is one of only four League of American Bicyclists, Platinum Level bicycle friendly communities in the country and has aspirations to achieve the Diamond designation. Fort Collins is focusing on increasing ridership by improving bicycle infrastructure, including: buffered and protected bike lanes; bike boxes; green markings; bike signals; and bike detection. Additionally, Fort Collins has developed a Low Stress Bike Network to provide safe biking routes for the “Interested, but Concerned” biking population. Two of the first Low Stress Bike Network projects include a pilot project on Laurel Street and a road restriping project on Remington Street. The Laurel Street Pilot Project included a buffered bike lane along three blocks, took two full days to install, required a change in the City’s traffic code, and cost \$33,000. Feedback has been positive with some mixed reviews. When polled, the percentage of riders feeling safe on this route increased from 48 percent to 60 percent. The Remington Street project restriped a two mile portion of the road to create double buffered bike lanes, removed three traffic signals and added stop signs, built a mini-roundabout, introduced two left turn lanes for bikes, and cost \$50,000. Feedback has been mixed on the mini-roundabout, but the project has been positive overall. Wilkinson stated these two projects required extensive staff time, planning, and coordination to build.

### **DISCUSSION ITEMS:**

#### **Freight Northern Colorado Plan Schedule**

**Karasko**

Karasko outlined the creation the region’s first freight plan, Freight Northern Colorado (FNC), which will build upon the Freight Vision from the 2040 RTP. The plan will include existing conditions, current and future plans and programs, emerging trends, and implementation sections. The plan is scheduled to be adopted by the Planning Council in September 2016, after incorporating TAC feedback and comments. Sections of the FNC will be brought to TAC in spring 2016 for review. Karasko requested TAC members send any freight data for inclusion in the plan to staff. Jones stated the Greeley Citizen Transportation Advisory Board will be interested in the Train Noise ordinance work and the effects of freight on traffic in the region. Mallette asked if the plan will incorporate safety, especially pertaining to at-grade crossings. Karasko stated the FNC will address safety issues and she will work with partners to find information about these issues; however, Fort Collins region is grouped into “Rest of Colorado” in many datasets. Purdy stated the plan should look at truck parking, the Port of Entry, and ITS technology on highways.

#### **Non-Motorized Plan Schedule**

**Johnson**

Johnson stated the Regional Non-Motorized Plan (NMP) will be an update to the 2013 Regional Bicycle Plan (RBP). The NMP will include pedestrian systems because they provide environmental and health benefits while connecting users to other transportation modes. Sections will include the benefits of being a bicycle-friendly region, existing conditions updates from the previous plan, local bike plans and programs, emerging trends, and implementation and funding. Johnson stated staff will begin asking for TAC feedback on sections of the NMP in early 2016, and the plan is scheduled to be adopted by Planning Council in September 2016. Wilkinson asked if this plan is in addition to the local plans that already exist. Johnson stated this will be an update to the 2013 RBP and will consider local plans in addition to what has been implemented, what funding sources exist to continue implementation, and what safety and connection issues still exist. Wilkinson asked what the build out vision will be. Johnson stated the NMP will be based on scenarios and corridors in the 2040 RTP, will consider TAP funding for completion of bike corridors, and will identify other funding sources for gaps in sidewalks, trails, etc. Mallette asked if the NMP will keep the same 12 corridors from the 2013 RBP. Johnson stated no corridors will be removed, but corridors will be updated to include completed sections. Jones asked if

the NMP will incorporate bike racks on buses and stated Transfort, COLT, and GET track the number of bikes on buses. Johnson will incorporate this information into the plan.

**REPORTS:**

**TIP Administrative Modification Updates**

Johnson stated there is a written report included in the TAC packet. November modifications included Surface Treatment, Regional Priorities, and Transit projects. The Fort Collins Program of Projects was approved by Planning Council at their November meeting, and was included with the modifications.

**Roundtable**

Johnson distributed a draft MPO brochure that will be taken to the Regional Issues Summit on December 11<sup>th</sup>. Comments on the MPO brochure can be submitted to Johnson.

Blackmore reported there will be a Regional Issues Summit sponsored by the Fort Collins Chamber of Commerce from 7:00 a.m. to 12:00 p.m. on December 11<sup>th</sup> and will cost \$40 per person. The Summit will include sessions on water, electricity, and transportation. Mallette asked who the intended audience is for the Summit. Blackmore stated everyone, including local government staff and elected officials. The Summit will begin with a press conference which will request the Colorado Legislature pass legislation to ensure the State can match federal funds to complete much needed transportation improvements. Blackmore stated she can send the link with more information, but the event is available through the Fort Collins Chamber of Commerce website.

Karasko provided TAC members with the 2016 TAC meeting schedule.

Seelhoff stated CDOT Region 4 has moved into its new building. All staff members have the same contact information. Seelhoff also reported Myron Hora will be leaving CDOT at the end of December to work the private sector.

Mallette reported the Larimer County property value assessment has increased and the County will leverage the increased funding as the local match for CDOT grants. To date, five out of nine local communities have passed resolutions approving this designation of funds. Larimer County is aiming to get the remaining resolutions approved by the end of the year.

**MEETING WRAP-UP:**

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

**Next Month's Agenda Topic Suggestions** – Karasko stated the December TAC meeting will have one presentation, the holiday lunch, and TAC Chair and Vice-Chair elections.

**Meeting adjourned at 3:20 p.m.**

**Meeting minutes submitted by:**

Alex Gordon, NFRMPO staff.

**The next meeting will be held at 1:00 p.m. on Wednesday, December 16, 2015 at the Windsor Recreation Center, Pine Room. The Holiday lunch will be served at 12:30 p.m.**

DISCUSSION ITEM: CDOT 10-Year Development Plan –  
Regional Priority Program (RPP)

# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
December 16, 2015	CDOT 10-Year Development Plan – Regional Priority Program (RPP) Discussion	Karen Schneiders
<b>Objective / Request Action</b>		
To review a DRAFT edition of the CDOT 10- Year Development Plan, focusing on Regional Priority Program (RPP) funding only.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• CDOT shifted to a rolling 4-year STIP, that will drop off FY16 and add on FY20 prior to June 30, 2016.</li> <li>• This list is only RPP; all other programs will be added at a later date.</li> <li>• The 10-year Development Plan will feed into the new year of the STIP, while reflecting priorities set forth in the 2040 Regional Transportation Plan.</li> <li>• CDOT is scheduling meetings with Planning Partners throughout the state</li> </ul>		
<b>Committee Discussion</b>		
This is the first time TAC has discussed the CDOT 10-Year Development Plan – Regional Priority Program (RPP).		
<b>Supporting Information</b>		
<p>The 10-Year Development Program is meant to be a flexible, but realistic snapshot of potential projects for State Fiscal Year 2016 – 2025. The purpose is to have a flexible master database of projects to minimize future “fire drills”. In the past, federal calls for projects, pilot project funds, or any of a host of competitive application processes have forced quick decision-making at the local or state level. Snap decision-making usually favors easy projects or those deemed ready to go.</p>		
<p>Regional Priority Program (RPP) is CDOT Region 4’s most flexible federal funding. For FY16, \$11.6M is programmed in Region 4. No estimates are available for FY17- FY25 at this time, thus requiring the \$11.6M annual amount assumption. The four planning partners in Northeast Colorado came together and agreed upon a formula distribution for these funds. Included in the formula is an off-the-top percentage dedicated to design efforts on I-25, I-70, and I-76 in Region 4. Annual differences in formula are allowed as long as +/- \$0 at the end of 10 years.</p>		
<p>The 10-Year Development Program is a living database that will be reviewed annually and updated as necessary.</p>		
<p>The other three planning partners in Region 4 have reviewed this DRAFT list and have made no changes.</p>		
<b>Advantages</b>		
<p>Consensus on the 10-Year Development Program for just RPP will enable CDOT to continue on the conversation with the NFR Council in January.</p>		
<b>Disadvantages</b>		
None noted.		
<b>Analysis /Recommendation</b>		
CDOT is requesting consensus on the RPP list as presented.		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>• 10-Year Development Plan for RPP</li> </ul>		

Rev. 9/17/2014



# DRAFT

Regional Priority Funding Only												
Dollars apportioned for FY16-19 STIP by VMT (25%)/ Population (20%)/ Lane Miles (40%)/ Truck VMT (15%) as agreed upon by DRCOG, Eastern, NFR and UFR STAC reps												
TPRs	STIP				STIP Subtotal							10 Year Total
	FY16	FY17	FY18	FY19		FY20	FY21	FY22	FY23	FY24	FY25	
Eastern	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 12,673,578	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 31,683,946
DRCOG	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 7,722,080	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 19,305,201
NFR	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 8,572,971	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 21,432,427
UFR	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 8,151,370	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 20,378,426
Subtotal	\$ 9,280,000	\$ 9,280,000	\$ 9,280,000	\$ 9,280,000	\$ 37,120,000	\$ 9,280,000	\$ 9,280,000	\$ 9,280,000	\$ 9,280,000	\$ 9,280,000	\$ 9,280,000	\$ 92,800,000
Interstate Design	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 9,280,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 23,200,000
Total	\$ 11,600,000	\$ 11,600,000	\$ 11,600,000	\$ 11,600,000	\$ 46,400,000	\$ 11,600,000	\$ 11,600,000	\$ 11,600,000	\$ 11,600,000	\$ 11,600,000	\$ 11,600,000	\$ 116,000,000
<b>DRCOG</b>												
I-25 Construction (DRCOG)			\$ 1,230,520	\$ 1,230,520	\$ 2,461,040							\$ 2,461,040
SH7 Adaptive Signals: 287 -28th St	\$ 1,300,000				\$ 1,300,000							\$ 1,300,000
SH52 I-25 to US85 ACP	\$ 800,000				\$ 800,000							\$ 800,000
SH66 PEL: US36 to US85	\$ 1,000,000	\$ 500,000	\$ 1,000,000		\$ 2,500,000	\$ 1,930,520						\$ 4,430,520
SH119 Improvements					\$ -		\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 9,652,601
SH66: WCR 7 Intersect Improve	\$ 250,000	\$ 1,000,000			\$ 1,250,000							\$ 1,250,000
Programmed RPP	\$ 3,350,000	\$ 1,500,000	\$ 1,641,560	\$ 1,230,520	\$ 7,722,081	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 19,305,201
Annual Allocation	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 7,722,080	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 1,930,520	\$ 19,305,201
Over/Under	(\$1,419,480)	\$430,520	\$288,960	\$700,000	(\$0)	\$0	\$0	\$0	\$0	\$0	\$0	(\$0)
<b>NFR</b>												
I-25 Construction (NFR)	\$ 1,143,243	\$ 1,143,243	\$ 2,143,243	\$ 2,143,243	\$ 6,572,971	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 19,432,428
US85 PEL UFR (25% NFR)	\$ 500,000	\$ 500,000			\$ 1,000,000							\$ 1,000,000
US85 / US34 Interchange	\$ 500,000	\$ 500,000			\$ 1,000,000							\$ 1,000,000
Programmed RPP	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 8,572,971	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 21,432,428
Annual Allocation	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 8,572,971	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 2,143,243	\$ 21,432,427
Over/Under	(\$0)	(\$0)	\$0	\$0	(\$1)	\$0	\$0	\$0	\$0	\$0	\$0	(\$1)
<b>UFR</b>												
I-76 / SH52 Utilities/ ROW			\$ 613,528	\$ 2,037,843	\$ 2,651,371							\$ 2,651,371
I-76 / SH52 Construction					\$ -	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843			\$ 8,151,370
US85 PEL UFR (75% UF)	\$ 2,750,000				\$ 2,750,000					\$ 1,037,843	\$ 1,037,843	\$ 4,825,686
US287: Ted's Place North		\$ 2,750,000			\$ 2,750,000							\$ 2,750,000
US34 & MCR16 Intersection Imp					\$ -					\$ 1,000,000		\$ 1,000,000
US34 & MCR24 Intersection Imp					\$ -						\$ 1,000,000	\$ 1,000,000
Programmed RPP	\$ 2,750,000	\$ 2,750,000	\$ 613,528	\$ 2,037,843	\$ 8,151,371	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 20,378,427
Annual Allocation	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 8,151,370	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 2,037,843	\$ 20,378,426
Over/Under	(\$712,157)	(\$712,157)	\$ 1,424,315	\$0	\$ (0)	\$0	\$0	\$0	\$0	(\$0)	(\$0)	(\$1)

# DRAFT

Regional Priority Funding Only												
Dollars apportioned for FY16-19 STIP by VMT (25%)/ Population (20%)/ Lane Miles (40%)/ Truck VMT (15%) as agreed upon by DRCOG, Eastern, NFR and UFR STAC reps												
TPRs	FY16	FY17	FY18	FY19	STIP Subtotal	FY20	FY21	FY22	FY23	FY24	FY25	10 Year Total
<b>EAST</b>												
SH14: Sterling "S" Curve	\$ 500,000		\$ 2,500,000		\$ 3,000,000							\$ 3,000,000
US24 G: Stratton Resurfacing			\$ 1,750,000		\$ 1,750,000							\$ 1,750,000
SH86: Elizabeth Intersections	\$ 500,000		\$ 3,000,000		\$ 3,500,000							\$ 3,500,000
Timber Bridge Replacements	\$ 500,000		\$ 500,000		\$ 1,000,000	\$ 500,000						\$ 1,500,000
US385@ Cheyenne Wells 90° curve	\$ 500,000	\$ 2,250,000			\$ 2,750,000							\$ 2,750,000
US385 Intersection & Safety Imp				\$ 1,584,197	\$ 1,584,197	\$ 2,926,169	\$ -	\$ 1,168,395	\$ 1,500,000	\$ 1,500,000		\$ 8,678,761
SH71 intersection & Safety Imp					\$ -				\$ 1,668,395	\$ 1,668,395	\$ 3,168,395	\$ 6,505,185
I76 ITS Study Implementation					\$ -		\$ 1,000,000	\$ 1,000,000				\$ 2,000,000
I70 Incident Mgmt Plan Implement					\$ -		\$ 1,000,000	\$ 1,000,000				\$ 2,000,000
<b>Programmed RPP</b>	\$ 2,000,000	\$ 2,250,000	\$ 7,750,000	\$ 1,584,197	\$ 13,584,197	\$ 3,426,169	\$ 2,000,000	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 31,683,945
<b>Annual Allocation</b>	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 12,673,578	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 3,168,395	\$ 31,683,946
<b>Over/Under</b>	\$1,168,395	\$918,395	(\$4,581,605)	\$1,584,197	(\$910,619)	(\$257,774)	\$1,168,395	(\$0)	(\$0)	(\$0)	\$0	\$0
<b>Interstate Design</b>												
I-25 Design (40% DRCOG)	\$ 464,000	\$ 464,000	\$ 464,000	\$ 464,000	\$ 1,856,000	\$ 464,000	\$ 464,000	\$ 464,000	\$ 464,000	\$ 464,000	\$ 464,000	\$ 4,640,000
I-25 Design (60% NFR)	\$ 696,000	\$ 696,000	\$ 696,000	\$ 696,000	\$ 2,784,000	\$ 696,000	\$ 696,000	\$ 696,000	\$ 696,000	\$ 696,000	\$ 696,000	\$ 6,960,000
I-76 Corridor Design (50% EA)	\$ 580,000	\$ 580,000	\$ -	\$ 580,000	\$ 1,740,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 5,220,000
I-76 / SH52 Design (50% UF)	\$ 580,000	\$ 580,000	\$ 1,160,000	\$ 580,000	\$ 2,900,000							\$ 2,900,000
I-76 Design (50% UF)						\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 3,480,000
<b>Programmed Interstate Design</b>	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 9,280,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 23,200,000
<b>Annual Allocation</b>	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 9,280,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 23,200,000
<b>Over/Under</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Totals</b>												
<b>Programmed RPP</b>	\$ 10,243,243	\$ 8,643,243	\$ 12,148,331	\$ 6,995,803	\$ 38,030,620	\$ 9,537,774	\$ 8,111,605	\$ 9,280,000	\$ 9,280,000	\$ 9,280,001	\$ 9,280,000	\$ 92,800,001
<b>Annual Allocation</b>	\$ 9,280,000	\$ 9,280,000	\$ 9,280,000	\$ 9,280,000	\$ 37,120,000	\$ 9,280,000	\$ 9,280,000	\$ 9,280,000	\$ 9,280,000	\$ 9,280,000	\$ 9,280,000	\$ 92,800,000
<b>Interstate Design</b>	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 9,280,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 23,200,000
<b>Over/Under</b>	(\$963,243)	\$636,757	(\$2,868,331)	\$2,284,197	(\$910,620)	(\$257,774)	\$1,168,395	(\$0)	(\$0)	(\$1)	(\$0)	(\$1)

Staff Handout: TIP Administrative  
Modification Updates

FY 2016 - FY 2019  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
 North Front Range Transportation & Air Quality Planning Council

Administrative Modification Request #M 12-2015

Submitted to: CDOT

Prepared by: Josh Johnson

DATE: 12/8/2015

STIP Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	2012-2017 TIP					TOTAL FY 6-19
							FY15	FY16	FY17	FY18	FY19	
<b>FASTER Safety</b>												
Previous Entry: ST46606.058	NF1110	US34 Bypass @ 71st St in Greeley	CDOT Region 4	Surface Treatment	State	FAS	500	-	-	-	-	-
							Total	-	-	-	-	-
Revised Entry: ST46606.058	NF1110	US34 Bypass @ 71st St in Greeley	CDOT Region 4	Intersection Improvement	State	FAS	500	-	-	-	-	-
							Total	500	-	-	-	-
							Roll Forward	State	FAS	500		
							Total	500				
<b>REASON: Roll-Forward from FY12-17 TIP.</b>												
<b>Surface Treatment</b>												
Previous Entry: SR4528.173	2018-006	SH14 Ft Collins East MP 135.7-139.5	CDOT Region 4	Surface Treatment	Federal	STE		-	-	10,517	-	10,517
					State	SHF		-	-	2,183	-	2,183
							Total	-	-	12,700	-	12,700
Revised Entry: SR45218.183	2018-006	SH14 Ft Collins East MP 135.7-139.5	CDOT Region 4	Surface Treatment	Federal	STE		-	-	9,110	-	9,110
					State	SHF		-	-	1,890	-	1,890
							Total	-	-	11,000	-	11,000
<b>REASON: To correct request previously included in modification #M 11-2015. Return project to original costs. \$1.7M should go to project NF0914 SH14: I-25 to Weld CR 23.</b>												
Previous Entry: SR45218.087	NF0914	SH14: I-25 to WCR 23 MP 139.5-147.59	CDOT Region 4	Surface Treatment	Federal	STA		-	-	-	-	-
					State	SHF		-	-	-	-	-
							Total	-	-	-	-	-
Revised Entry: SR45218.087	NF0914	SH14: I-25 to WCR 23 MP 138.5-147.59	CDOT Region 4	Surface Treatment	Federal	STA		1,407	226	-	-	1,633
					State	SHF		293	309	-	-	602
							Total	1,700	535	-	-	2,235
<b>REASON: Additional funding for traffic control and pavement incentives for project that was in FY12-17 TIP.</b>												
<b>FASTER Transit</b>												
Previous Entry: SST7035.157	NF1072	Fixed Route Service Vehicle Replacements (3)	Greeley-Evans	Vehicle(s) Purchase	State	TRG	180	-	-	-	-	-
					Local	L	45	-	-	-	-	-
							Total	225	-	-	-	-
Revised Entry: SST7035.157	NF1072	Fixed Route Service Vehicle Replacements (3)	Greeley-Evans	Vehicle(s) Purchase	State	TRG	180	-	-	-	-	-
					Local	L	45	-	-	-	-	-
							Total	225	-	-	-	-
							Roll Forward	State	TRG	180		
					Local	L	45					
							Total	225				
<b>REASON: Roll-Forward from FY12-17 TIP.</b>												
<b>RAMP</b>												
Previous Entry: SR45001.015	NF1096	US34 from I-25 to West Yard Fiber Installation	CDOT	ITS Traffic Controls	Federal	RAMP	1,700	-	-	-	-	-
					Local	L	0	-	-	-	-	-
							Total	1,700	-	-	-	-
Revised Entry: SR45001.015	NF1096	US34 from I-25 to West Yard Fiber Installation	CDOT	ITS Traffic Controls	Federal	RAMP	1,700	-	-	-	-	-
					Local	L	0	-	-	-	-	-
							Total	1,700	-	-	-	-
							Roll Forward	State	RAMP	1700		
					Local	L	0					
							Total	1700				
<b>REASON: Roll-Forward from FY12-17 TIP.</b>												

STIP Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY15	FY16	FY17	FY18	FY19	TOTAL FY 6-19
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**Additional Administrative Corrections requested by CDOT R4:**

Bridge - On State System:

SR4521.114 added to NF2017-007 SH60: I-25 to Milliken

Bridge - Off State System

Name Correction: Larimer County Canal (~~LR3-0.5-50~~) (LR3-0.2-50)

Surface Treatment

REMOVED NF2017-011 SH287 Jasper Road North (project is in DRCOG area)

SR45218.182 added to NF2016-020 US287 Berthoud Bypass Repair

STP-Metro

SSP4428.005 added to NF2016-008 US287 I-25 Truck Climbing Lane

SSR4428.004 added to NF2017-003 I-25 / Crossroads

SNF57020.017 added to NF2018-003 LCR 17 Expansion