



419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521  
(970) 221-6243  
(800) 332-0950 (Colorado only)  
FAX: (970) 416-2406  
[www.nfrmpo.org](http://www.nfrmpo.org)  
[www.smarttrips.org](http://www.smarttrips.org)

#### **Technical Advisory Committee**

**Dawn Anderson—Chair**  
City of Evans  
**Dennis Wagner—Vice Chair**  
Town of Windsor  
**Eric Bracke—Past Chair**  
City of Greeley  
**Stephanie Brothers, Town of Berthoud**  
**Jeff Bailey, City of Loveland**  
**Gary Carsten, Town of Eaton**  
**John Franklin, Town of Johnstown**  
**Eric Fuhrman, Town of Timnath**  
**John Holdren, Town of Severance**  
**Seth Hyberger, Town of Milliken**  
**Janet Lundquist, Weld County**  
**Suzette Mallette, Larimer County**  
**Jessicca McKeown, Town of LaSalle**  
**Karen Schneiders, CDOT**  
**Martina Wilkinson, City of Fort Collins**

**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 II/ Mobility Coordinator**  
**Medora Kealy, Transportation Planner**  
**Jenna Levin, Transportation Planner**

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

## **NFRMPO TECHNICAL ADVISORY COMMITTEE MEETING AGENDA**

**March 16, 2016**  
**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 January 20, 2016 Meeting Minutes (Pg. 2)

#### **CONSENT AGENDA:**

No Items this Month

#### **ACTION ITEM:**

No Items this Month

#### **OUTSIDE PARTNERS REPORTS (verbal):**

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

#### **PRESENTATION:**

8. 2016 NFRMPO Rider's Guide (Pg. 8) Gordon

#### **DISCUSSION ITEMS:**

9. US 34 PEL Study (Pg. 15) Lou Keen, CDOT
10. CDOT Region 4 Intersection Prioritization Study (Pg. 19) Karasko
11. FHWA Bike/Ped Information Request (Pg. 25) Karasko

#### **REPORTS:**

NFRMPO Counter Program Update Buckley  
TIP Administrative Modification Updates (Pg. 27) Buckley  
Mobility Committee Updates Gordon/Karasko  
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.**

January 20, 2016 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**

**January 20, 2016  
1:06 – 2:54 p.m.**

**TAC MEMBERS PRESENT:**

Dawn Anderson, Chair – Evans  
Dennis Wagner, Vice-Chair - Windsor  
Jeff Bailey – Loveland  
Eric Bracke - Greeley  
Stephanie Brothers - Berthoud  
Aaron Bustow - FHWA  
Matt Bailey – Timnath  
John Holdren – Severance  
Suzette Mallette, Larimer County  
Karen Schneiders – CDOT  
Martina Wilkinson – Fort Collins

**NFRMPO STAFF:**

Aaron Buckley  
Becky Karasko

**TAC MEMBERS ABSENT:**

Amanda Brimmer – RAQC  
Gary Carsten – Eaton  
John Franklin – Johnstown  
Seth Hyberger – Milliken  
Janet Lundquist – Weld County  
Jessica McKeown – LaSalle  
Gary Thomas – SAINT

**IN ATTENDANCE:**

Richard Duran – FHWA  
Marissa Gaughan – CDOT  
Patrick Gomez – FHWA  
Megan Jensen – FHWA  
Will Jones – GET  
Greg Martinez – CDOT  
Jeff Purdy – FHWA  
Kathy Seelhoff – CDOT  
Jake Schuch – CDOT  
Wade Willis – Windsor, NoCo Bike & Ped

**CALL TO ORDER:**

Chair Anderson called the meeting to order at 1:06 p.m.

**PUBLIC COMMENT:**

There was no public comment.

**APPROVAL OF THE DECEMBER 16, 2015 TAC MINUTES**

Holdren moved to approve the December 16, 2015 TAC Meeting Minutes. Mallette supported the motion and it was approved unanimously.

**CONSENT ITEMS**

No items this month.

**ACTION ITEMS**

No items this month.

**OUTSIDE PARTNERS REPORTS (verbal)**

**Regional Transit Items**

Jones stated GET implemented new route changes on January 4<sup>th</sup> and there has been an increase in ridership. Feedback has been positive from users. GET is currently studying a transit connection between Fort Collins and Greeley connecting Colorado State University to the University of Northern

Colorado. Schneiders inquired about a stop at the Harmony Park-N-Ride, Jones replied a route has yet to be determined.

Schneiders stated Bustang ridership continues to increase. The passenger shelter at Loveland is in place. She stated she would like to wait until the August TAC to announce Bustang performance measures. Mallette asked if CDOT has increased the number of Bustang buses on I-70, Schneiders stated they are on order.

Jones stated as an informational item Senate Bill 11 proposes to eliminate FASTER Transit funding which includes operational and capital funding.

### **NoCo Bike Ped Collaborative**

Willis stated the NoCo Bike & Ped Collaborative had a successful conference in November 2015. Keynote speaker Mark Fenton encouraged communities to get people walking and bicycling by removing barriers. The NFRMPO will place links on their website in February or March with conference information. The next conference is planned for 2017. At the January meeting Mike Tupa, with UC Denver and DOLA, presented the conceptual design for the Wildcat Trail from Milliken to Firestone. The group also discussed its 2016 schedule.

### **Senior Transportation**

No member present.

### **Regional Air Quality Council**

Karasko provided an update from Brimmer. Work continues to improve model performance for the Ozone State Implementation Plan (SIP) attainment demonstration. RAQC subcommittees are continuing to meet to evaluate strategies for both the current ozone SIP (75 ppb) and strategies likely needed to meet the new ozone standard (70 ppb).

## **PRESENTATION**

### **ADA Transition Plans and Title VI**

**Gomez**

Patrick Gomez, Civil Rights Specialist with the FHWA Resource Center presented on Americans with Disabilities Act (ADA) Transition Plans and their impacts on MPOs.

ADA is a law and under the 2008 ADA amendments almost everyone could define themselves as disabled. Both cognitive disabilities and ability to concentrate or function normally can be included. Not complying with the ADA is the same as age, race, religion, or gender discrimination.

According to the 2010 Census, 52 million Americans over the age of 15 have a disability and 7.5 million Americans have hearing disabilities. Additionally, 5 million Americans experience dementia, which is expected to rise to 13.8 million by 2050.

Mallette asked about the appropriate ADA building standards. The [ADA Accessibility Guidelines \(ADAAG\)](#) are used for buildings. The [Public Rights of Way Accessibility Guidelines \(PROWAG\)](#) standard is currently under a notice of proposed rulemaking and will most likely be in place by March 2016. CDOT has already adopted it as a standard.

There are six basic requirements to ensure ADA compliance:

- Ensuring individuals with disabilities are not excluded from programs, services, and activities (pedestrian facilities are an example of a program);
- Designating an ADA Coordinator;
- Development and posting ADA Policy Statement;
- Development and posting Grievance Procedures/Complaint Procedures;
- Completing a self-evaluation and creating an inventory of items that could impact an individual with disabilities; and
- Development of a Transition Plan.

Communities with 50 or more employees and those with 15 or more employees who receive federal funds must designate an ADA Coordinator. All entities must have a way to deal with ADA matters regardless of size and must complete a self-evaluation and/or inventory of items which could affect an individual with disabilities. A Transition Plan must be created to address any issues identified during the evaluation. The elements of a Transition Plan include:

- Identification of physical obstacles and their location;
- Detailed description of the methods the entity will use to make the facilities accessible;
- Schedule for making the access modifications;
- Yearly schedule if the transition plan is more than one year long; and
- Name and title of the official who is responsible for implementing the Transition Plan.

Gomez highlighted which type of roadway work would trigger the requirement for curb ramp installations and retrofits. Roadway resurfacing would, while non-structural resurfacing would not, but it varies from state to state. The Department of Justice (DOJ) gave further guidance on the construction of curb ramps with a distinction between maintenance (no current requirement to install) and alteration (requirement to install). If two or more maintenance processes are used, it is considered an alteration.

Gomez concluded by mentioning a webinar answering frequently asked questions on ADA Compliance will be conducted in early March 2016.

## **WORK SESSION**

Karasko began the work session with an overview of the projects NFRMPO staff will be working on in 2016, including:

- Congestion Management Process (CMP) Annual Report;
- Non-Motorized Plan;
- Transportation Profile;
- US 287 Inventory;
- Freight Northern Colorado;
- NFRMPO Website Update;
- Call for Projects for FY20-21;
- Quarterly Newsletter;
- Mobility Coordination functions; and
- Hiring one to two transportation planners.

Karasko then asked TAC how it would like to interact with staff. She stated the MPO staff have an expectation to hear feedback from TAC on plans and reports. TAC is expected to guide direction on studies and plans; review recommendations; provide data, data sources, and appropriate contacts; and keeping Council members informed. She stated in the future, a NFRMPO staff member would be designated to work on TAC meetings and packets to help consolidate communication with the TAC.

Wilkinson stated she struggled with the timeline to provide input with the RTP. She felt it was too late at certain times to provide feedback and would like to learn about the different options for feedback.

Karasko stated the timeline has been extended for the Non-Motorized and Freight Plans due to staffing changes and to allow for more TAC member involvement.

Malette stated certain items are more important for TAC to weigh in. An example would be different approaches for the upcoming Call for Projects.

Bracke stated he would like to have the TAC more involved with problem solving, goal setting, and implementation. The last plan went at a rapid pace of a chapter or two every month and was not in depth enough or had enough TAC involvement; the larger documents need more TAC involvement.

Karasko replied the 2045 plans will have more TAC involvement and longer timelines.

Bracke stated TAC is the place to have structured discussions and staff should use TAC for structured work sessions.

Karasko then asked, how TAC members wanted to be involved. She stated there is not an expectation from staff for TAC review every word in a plan, but rather to focus on the broad goals and recommendations. She stated there is a balance between the plans and schedule last year and what TAC members want to do. Bracke stated the right people need to be at the table. Mallette stated the standing items, such as the UPWP, need to be on a prioritized list so they can receive enough attention.

## **REPORTS**

### **ADA Transition Plans Inventory Update**

**Karasko**

Karasko stated Gordon contacted each community about the appropriate ADA Transition Plan contact. Fort Collins, Greeley, Johnstown, Loveland, and Windsor have a current ADA Transition Plan. Evans and Milliken are working on plans; Weld County is updating their plan; Larimer County and Severance do not have plans; and Berthoud, Eaton, Garden City, LaSalle, and Timnath did not respond.

Bustow stated the focus of the ADA Transition Plan inventory is currently at the state level and will later move to local levels. Mallette asked Jensen if the NFRMPO needs an ADA transition plan. Jensen responded they do not as they do not own any right-of-way.

### **NFRMPO Counter Program Update**

**Buckley**

Buckley presented on the NFRMPO purchased vehicle travel time collectors (VTTC), bicycle counters, and the NFRMPO's 2016 Annual Congestion Management Process (CMP) Report. The NFRMPO purchased three VTTCs each for Fort Collins, Loveland, and Greeley. MOAs are in place with Greeley and Loveland. Greeley installed and activated the devices. Loveland has an expected installation date of April 1<sup>st</sup>.

The NFRMPO purchased two permanent bicycle and pedestrian counters, which use a combination of infrared and electric in-ground loops, to collect counts. They will be placed on the Poudre Trail, one each in Larimer County and Weld County. Greeley has returned a signed MOA for their permanent counter.

Two mobile tube counters were purchased to count bicycles and one mobile infrared counter was purchased to count all users. Each mobile device will be available for check out by a community or organization for use. Currently, staff is reviewing the MOA and MOU for the mobile devices. A list of possible mobile count locations was distributed and reviewed. A JAMAR representative is expected to travel to the region to help with training and installation of the permanent counters. Communities who are interested in using mobile counters should contact Buckley.

Bracke asked if the software would be provided. Buckley stated five software licenses were included with the counters. The data would need to be downloaded by NFRMPO staff and would then be sent to the counting community.

Buckley then discussed the 2016 Annual CMP Report, which summarizes congestion for 2015.

Bustow asked if interstates and expressways would be included. Buckley confirmed they would. Bustow asked if freight information will be collected. Buckley confirmed it would be included. Purdy asked if targets would be set for the buffer index. Buckley stated this report would be a baseline for the future. Mallette then asked for clarification on the buffer index and if this would be a full report or an annual report? Purdy explained a buffer index is the addition to average travel time required to reach your destination at a peak travel time 95 percent of the time. Buckley then added this would be an annual report.

Karasko asked if the outline was the right amount of information and if it would be useful. Mallette stated a congestion trend line would be interesting to see. Bustow asked if TIP projects would be included to show a complete picture of congestion projects. Buckley confirmed they would be included.

**TIP Administrative Modification Updates**

**Buckley**

Buckley stated there were no TIP Administrative Modification updates. The US 287 gap resurfacing project was closed. Schneiders inquired about a TIP project list in the TAC meeting packet for future meetings.

**Roundtable**

**All**

Bracke stated as part of the City of Greeley’s RAMP project the adaptive signal control on US 34 and US 85 was installed in December. Travel times on US 34 have gone from 12-13 minutes at peak times to eight minutes and side street congestion has also improved.

Schneiders stated the CDOT Federal Inactives Report had been handed out and is based on the amount of money left in a project. The different warning levels for projects are based on activity. Last year, \$22 Million was sitting unused, this year it is \$2 Million.

The Lawson Construction Company is under contract for the 287/SH 1 to the Laporte Bypass construction. There will be an open house for Vine Street on January 25<sup>th</sup>. There has been no word regarding the Presidential Challenge.

Karasko stated if anyone has changes to TAC representation or alternates, January is the time for adjustments.

**MEETING WRAP-UP:**

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

**Next Month’s Agenda Topic Suggestions** – The February TAC meeting has been canceled. The February Council meeting will be held as scheduled.

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

**Meeting minutes submitted by:**  
Aaron Buckley, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, March 16, 2016 at the Windsor Recreation Center, Pine Room.**

**PRESENTATION: 2016 NFRMPO Rider's Guide**



**NFRMPO** NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION  
419 Canyon Avenue, Suite 300  
Fort Collins, CO 80521  
970-221-6243  
[www.nfrmpo.org](http://www.nfrmpo.org)

## NEED A RIDE?



[noco.findmyride.info](http://noco.findmyride.info)



## North Front Range MPO RIDERS GUIDE



The North Front Range Metropolitan Planning Organization (NFRMPO) is an association of 15 local governments working together to improve regional transportation and air quality. Transportation options provided by local governments helps achieve both of these goals.

The NFRMPO Riders Guide is a resource for locating transportation services that offer alternatives to moving around the region by personal vehicle.

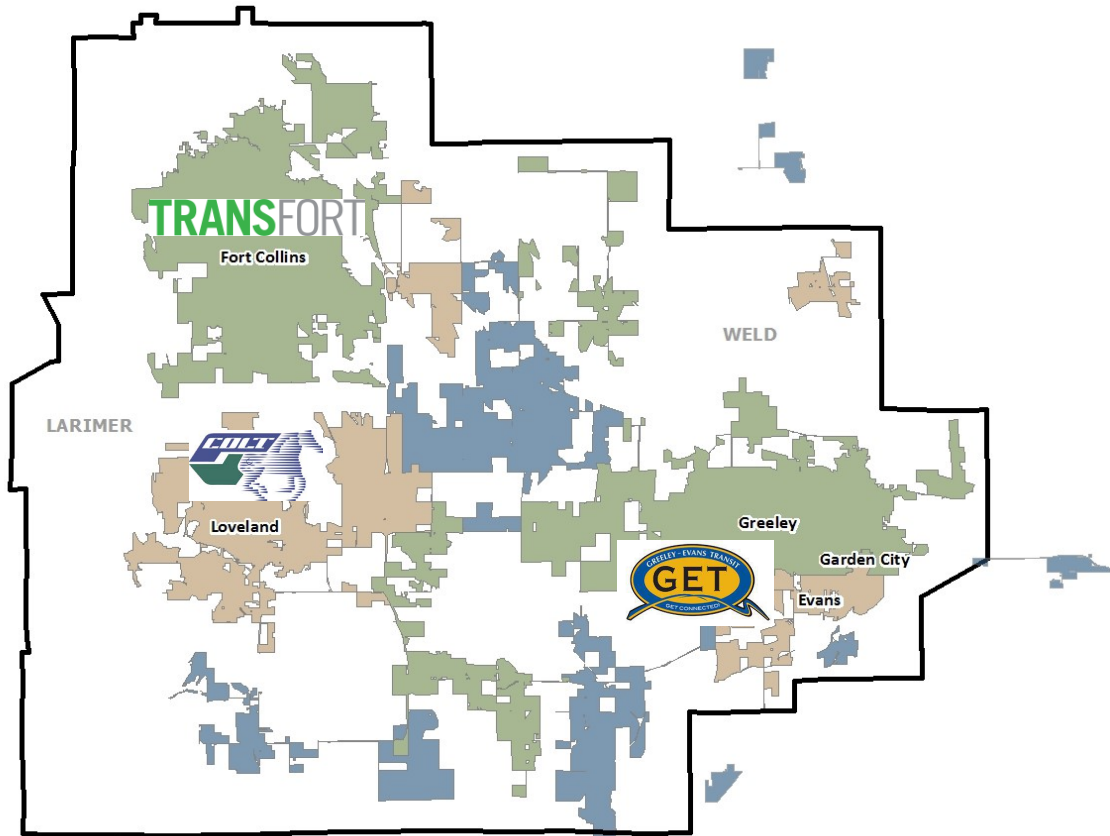


The NFRMPO Riders Guide is a collaborative effort between the NFRMPO, the Larimer County Mobility Council, and the Weld County Mobility Council who work on the goal of access for everyone to the services needed for self-sufficiency and independence.

Available in print and online, this guide provides an overview of public transportation services in the North Front Range area. For additional details on the services listed in this guide, contact the providers using the provided phone numbers and website addresses or visit [noco.findmyride.info](http://noco.findmyride.info) for direct links to provider websites and information.

# FIXED-ROUTE SERVICES

Buses which run along an established path at preset times, picking up passengers at designated bus stops.



Typically, fixed-route service is characterized by printed schedules or timetables, with designated bus stops where passengers board and alight.

Most cities operate buses along fixed-routes because their communities have higher population densities, as well as frequently-used origins and destinations concentrated along main arteries.

Transfort, GET and COLT each provide comprehensive route guides for their services. To receive a copy of individual agency guides, contact each agency directly.

## TRANSFORT

[www.ridetransfort.com](http://www.ridetransfort.com)

**970-221-6620**

### SERVICE HOURS

Monday – Saturday  
6:30 am – 6:30 pm  
**Late Night Fri & Sat**  
10:30 pm – 2:30 am

### FARES

Single Ride .....\$1.25  
Seniors.....\$0.60  
Disabled/Medicare..\$0.60

**MAX** Monday – Saturday...5:10 am – 12:00 am

Single Ride...\$1.25 - Seniors...\$0.60 - Disabled/Medicare...\$0.60 - Youth/CSU Student...FREE

Transfort has 20 routes operating within the City of Fort Collins, Colorado State University, and FLEX which connects to Loveland, Berthoud, and Longmont. See Transfort’s schedule for additional information. Discounted passes are available at specific locations and by mail.



[www.greeleyevanstransit.com](http://www.greeleyevanstransit.com)

**970-350-9287**

### SERVICE HOURS

Monday – Friday  
6:00 am – 8:10 pm  
Saturday  
7:25 am – 5:10 pm

### FARES

Single Ride.....\$1.50  
Seniors(60+).....\$0.75  
Disabled/Medicare..\$0.75  
Youth.....FREE

GET has 7 routes which circulate within Greeley, Evans, Garden City, and the University of Northern Colorado. See GET schedule for times and additional fare information. Passes are available at specific transit offices, City Hall, grocery stores, and the senior centers in Greeley and Evans.



[www.cityofloveland.org/COLT](http://www.cityofloveland.org/COLT)

**970-962-2429**

### SERVICE HOURS

Monday – Friday  
6:38 am – 6:40 pm  
Saturday  
8:48 am – 5:40 pm  
No Service on Sunday

### FARES

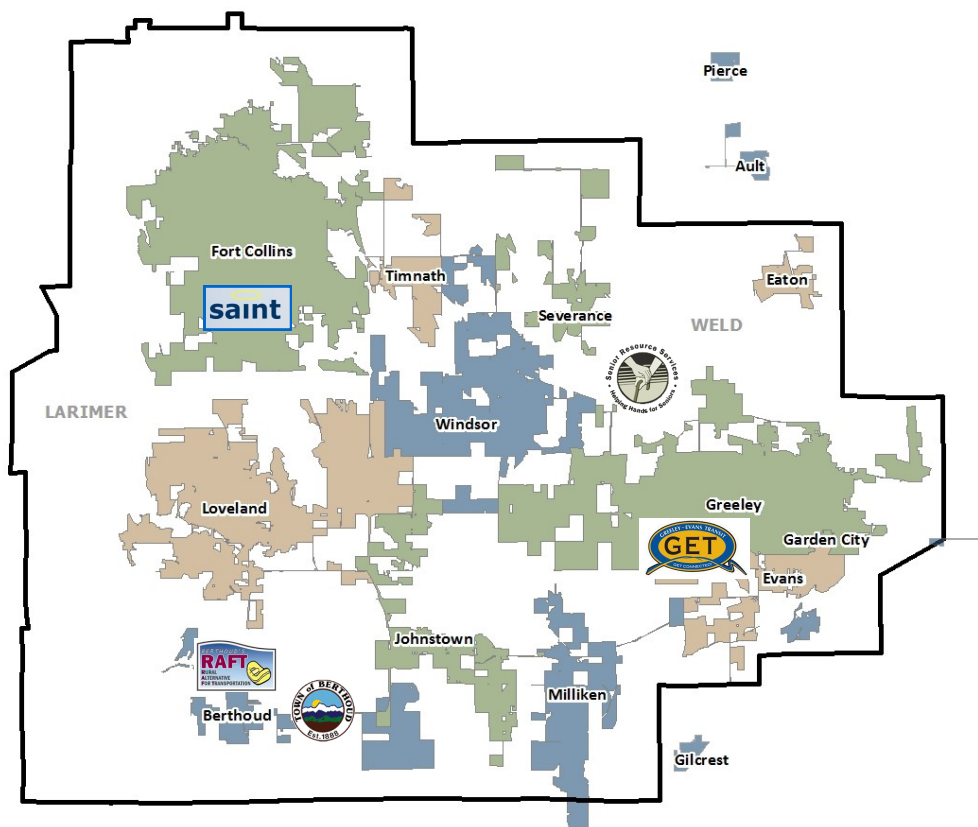
Adult.....\$1.25  
Youth.....\$0.50  
Seniors/Disabled...\$0.60

COLT has 3 routes which circulate within the City of Loveland. See COLT schedule for times and additional fare information. Discounted passes are available.

# DEMAND-RESPONSE/MODIFIED FIXED ROUTE

Demand-Response: Vehicles operating in response to calls from passengers.

Modified Fixed-Route: Fixed route service with some flexibility in drop off



Demand-Response and Modified Fixed-Route providers are listed on the map above by their office locations. Service areas may differ from location of provider office.

Contact providers directly for service boundaries and details of service.



## Berthoud Area Transportation Service

[www.berthoud.org](http://www.berthoud.org) (under departments)

**970-532-3049**

Serving the Town of Berthoud, with morning service to Loveland and Longmont. Call for service days and hours. Service not available most holidays. Donations encouraged for senior fares.

### SERVICE HOURS

Monday – Friday  
8:00 am – 4:00 pm  
in service area  
8:00 am – 12:00 pm  
out of service area



## CALL-N-RIDE/Greeley-Evans Transit

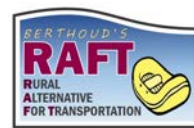
[www.greeleyevanstransit.com](http://www.greeleyevanstransit.com)

**970-350-9290**

A door-to-door service available after fixed-route and paratransit service hours end. Sunday trips must be scheduled in advance by noon each Friday. Dispatch closed on Sundays.

### SERVICE HOURS

Monday – Saturday  
To 9:00 pm  
Sunday  
7:45 am – 1:45 pm



## Rural Alternative For Transportation

[www.berthoudraft.org](http://www.berthoudraft.org)

**970-532-2730**

Door-to-door, volunteer driver service for seniors and adults with disabilities. Connecting Berthoud, Loveland, Longmont, and adjacent areas. Call for eligibility guidelines. Donations encouraged.

### SCHEDULING

9:00 - noon  
Pick-up hours:  
8:00 am – 4:00 pm



## Senior Alternatives IN Transportation

[www.saintvolunteertransportation.org](http://www.saintvolunteertransportation.org)

**970-223-8604**

Service for seniors and people with disabilities who cannot drive. Schedule three business days in advance. Call for eligibility guidelines and further details. Donations requested.

### SERVICE HOURS

Monday – Friday  
8:15 am – 4:00 pm



## Senior Resource Services

[www.seniorresourceservices.info](http://www.seniorresourceservices.info)

**970-352-9348**

Service for Weld County senior citizens. No charge. Call for eligibility guidelines, Weld County service area, and further program details.

### OFFICE OPEN

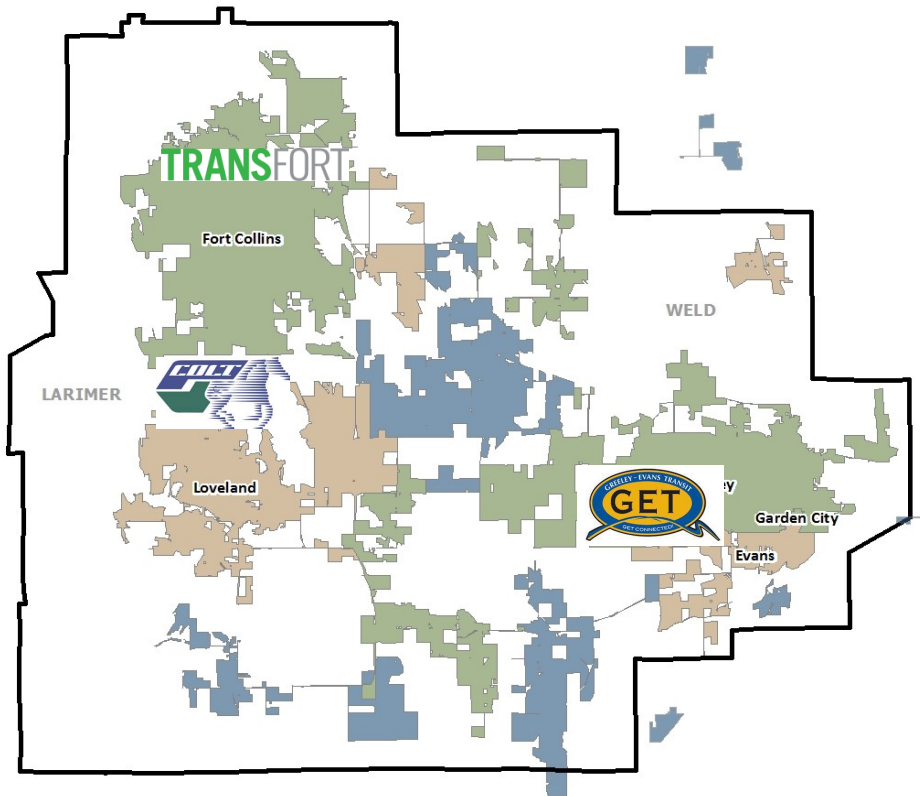
Monday – Friday  
8:15 am – 4:00 pm



# PARATRANSIT

Transportation service primarily intended for persons with disabilities and the elderly. Operates in response to calls from passengers. Application required to determine eligibility for service.

**\* For Non-Emergency Medical Transportation (NEMT) for Medicaid eligible customers, call TOTAL TRANSIT at 1-855-264-6368**



Each paratransit provider's service meets minimum service requirements of the Americans with Disabilities Act of 1990 (ADA).

Contact providers directly for service boundaries and details of service.

# GET/PARATRANSIT SERVICE



[www.greeleyevanstransit.com](http://www.greeleyevanstransit.com)

**970-350-9290**

Visit website or call for paratransit application.  
Service is not available on some holidays.  
Discounted single ride and monthly passes available.

### SERVICE HOURS

Monday – Friday  
6:00 am – 8:10 pm  
Saturday  
7:25 am – 5:10 pm

### FARE

\$3.00  
(for each one-way trip)

# COLT/PARATRANSIT SERVICE



[www.cityofloveland.org/COLT](http://www.cityofloveland.org/COLT)

**970-962-2700**

Visit website or call for paratransit application.  
Service is not available on some holidays.

### SERVICE HOURS

Monday – Friday  
6:38 am – 6:37 pm  
Saturday  
8:48 am – 5:37 pm

### FARE

\$2.00  
(for each one-way trip)

# TRANSFORT/DIAL-A-RIDE



[www.ridetransfort.com](http://www.ridetransfort.com)

**970-224-6066**

Service only available for individuals with disabilities.  
Visit website or call for paratransit application.

### SERVICE HOURS

Monday – Saturday  
6:00 am – 11:00 pm

### FARE

\$2.50  
(for each one-way trip)

# COMMUTER/MEDICAL SHUTTLE

Limited route structure connecting commuters/patients to a limited number of origins and destinations.



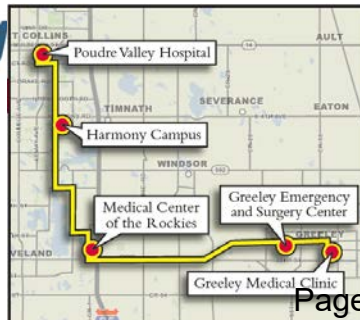
Routes connecting destinations in the North Front Range to Longmont, Boulder, the Denver Metro area, Colorado Springs, and Glenwood Springs.

# CONNECTING HEALTH



[www.columbinehealth.com/connect\\_health/](http://www.columbinehealth.com/connect_health/)

Complimentary transport service serving Fort Collins, Loveland, and Greeley, provided by University of Colorado Health and Columbine Health Systems. Service stops at five regional medical facilities. Visit website for route schedule.



# VANGO™ Vanpool/Carpool



[www.smarttrips.org](http://www.smarttrips.org)  
800-332-0950

Smarttrips.org helps commuters find carpool and vanpool matches and other commuter options at no charge. Vanpools are groups of six people with similar commutes to and from work. Monthly vanpool fees vary by route. Call or visit website for details.

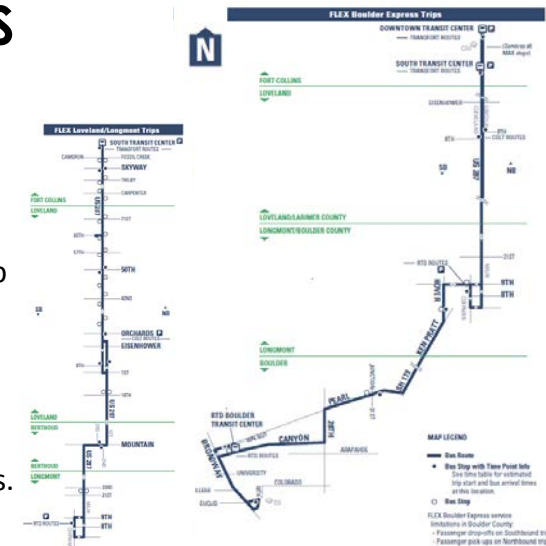
# FLEX/FLEX BOULDER EXPRESS



FLEX is a regional bus route serving stops between Fort Collins, Loveland, Berthoud, Longmont, and Boulder. Made possible through a regional partnership and operated by Transfort. Transfers to the RTD bus system are available in Longmont and Boulder.

**NEW!** Express transit service with limited stops between Fort Collins and Boulder. Visit website for FLEX/FLEX Express schedules, fares, and further details.

[www.ridetransfort.com/flex](http://www.ridetransfort.com/flex)

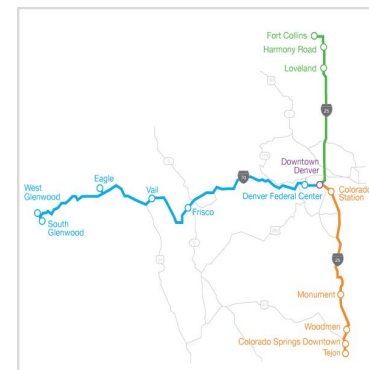


# BUSTANG



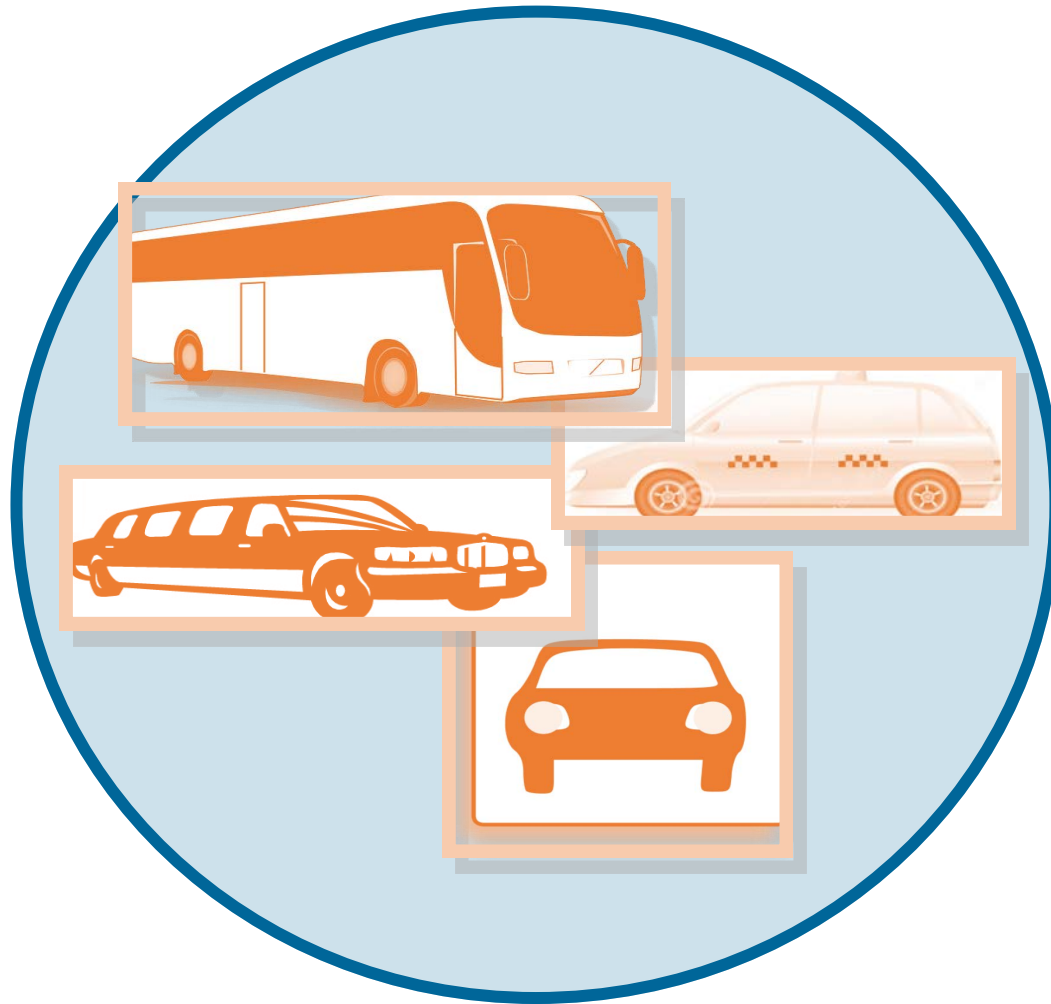
Interregional Express Bus service from the Colorado Department of Transportation. Bustang connects travelers to and from Denver, Colorado Springs, Fort Collins, Glenwood Springs and more. Adult ticket prices start at \$9.00, one-way. Not to be used for intraregional transit. Monday through Friday service.

[www.ridebustang.com](http://www.ridebustang.com)



# COMMERCIAL SERVICE

Vehicle with driver for hire to carry passengers between any two points for a fare determined by a meter or a flat rate.



Commercial vehicles may be fleet vehicles, company cars, or other vehicles used for business. In the North Front Range area, commercial vehicles can be scheduled anywhere from 1 hour to 48 hours or more in advance.

## EXPRESS ARROW



[www.blackhillsstageline.com](http://www.blackhillsstageline.com)

**877-779-2999**

**FARE:** From \$24.75 for one-way trip between Greeley and Denver . Visit website for details and tickets. Advance notice suggested for special assistance requests.

### SERVICE AVAILABLE

Monday – Sunday

1 daily bus from Greeley.

## SAPPHIRE CAR SERVICE

[www.sapphirecarservice.com](http://www.sapphirecarservice.com)

**970-545-0919**

Custom car service in Northern Colorado for 1-6 people. Local, airport, and mountain service available. Fully licensed and insured. Call for rates and to schedule service.

### SERVICE AVAILABLE

Monday – Sunday

See website for fares and service information.



[www.smart-rides.com](http://www.smart-rides.com)

**970-347-9791**

Taxi, courier, and concierge-carry-out service. Based in Greeley, providing services throughout Weld County. Call for rates and to schedule service.

### SERVICE AVAILABLE

Monday – Sunday

See website for fares and service information.

## YELLOW CAB of Northern Colorado



[www.fortcollinstaxi.com](http://www.fortcollinstaxi.com)

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DISCUSSION ITEM: US 34 PEL Study

# AGENDA ITEM SUMMARY (AIS)

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

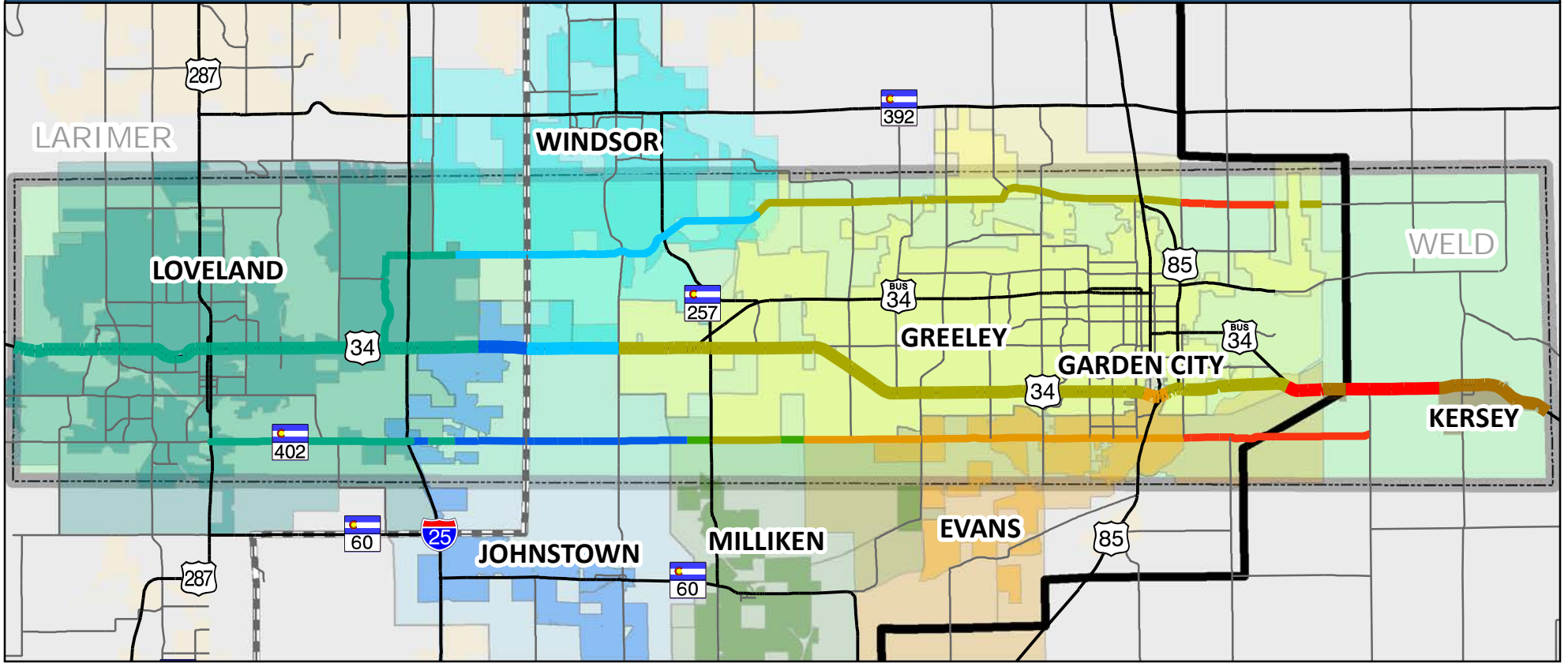


Meeting Date	Agenda Item	Submitted By
March 16, 2016	US 34 PEL Study	Becky Karasko
<b>Objective/Request Action</b>		
<p>CDOT Region 4 Staff is providing TAC with an overview of the US 34 PEL Study.</p>		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• CDOT staff is proposing a US 34 PEL Study from the western border of Loveland (Glade Road) to the eastern border of Kersey (Weld County Road 55).</li> <li>• This PEL Study aims to improve safety, access, economic development opportunities, long range planning, and other efforts along the US 34 corridor.</li> <li>• The total Study area is 76.9 miles, with 91 percent of the mileage within the NFRMPO boundary:             <ul style="list-style-type: none"> <li>▪ <u>US 34</u>: 33.1 miles, with 86 percent within the NFRMPO boundary;</li> <li>▪ <u>North Corridor (Crossroads, O Street and Rocky Mountain Avenue)</u>: 14.5 miles currently built and 4.3 miles proposed, 100 percent within the NFRMPO Boundary; and</li> <li>▪ <u>South Corridor (SH 402/Larimer County Road 18/Weld County Road 54/37<sup>th</sup> Street)</u>: 24.9 miles, with 91 percent within the NFRMPO boundary</li> </ul> </li> <li>• This study builds off of two 2003 plans: the <u>US 34 Corridor Optimization Plan</u> and the <u>US 34 Corridor Access Control Plan</u>.</li> <li>• CDOT is requesting the NFRMPO allocate FY19 Regional Priority Project (RPP) funds to the study. If this PEL Study is not funded, CDOT would request the FY19 RPP funds be used to further North I-25 design and right of way (ROW) acquisition.</li> </ul>		
<b>Committee Discussion</b>		
<p>This is the first time the TAC will be briefed on the US 34 PEL Study.</p>		
<b>Supporting Information</b>		
<p>The US 34 Coalition met on February 4, 2016 to discuss how to fund a PEL for the area shown on the attached map. CDOT has estimated a cost of \$2.3M with \$1.8-1.9M within the NFRMPO boundary. CDOT has also provided a table showing the percentage of study area within each local community's growth boundary, also attached.</p>		
<b>Advantages</b>		
<p>A PEL Study considers environmental, community, and economic goals early in the planning process. This includes a transportation analysis, long range planning, safety concerns, identifying environmental concerns, and prioritization of needs. This process helps to minimize duplication of effort, promotes efficient and cost-effective solutions and environmental stewardship, and reduces delays in project implementation.</p>		
<b>Disadvantages</b>		
<p>If this PEL Study request is approved by Planning Council, there will be limited FY19 RPP funding available for other projects within the region, including North I-25.</p>		
<b>Analysis/Recommendation</b>		
<p>CDOT Region 4 is presenting the proposed US 34 PEL Study to TAC and requests TAC members provide feedback.</p>		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>• US 34 PEL Study Area Map</li> <li>• US 34 PEL Mileage Chart</li> </ul>		

Rev. 9/17/2014



# US 34 PEL Study Area



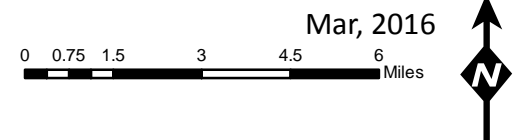
## Legend

### Municipality

- Greeley
- Weld County
- Loveland
- Evans
- Windsor
- Johnstown
- Kersey
- NFRMPO Boundary

### Urban Growth Boundaries

- Evans
- Greeley
- Johnstown
- Loveland
- Milliken
- Windsor
- County Boundary
- US 34 PEL Study Area





# Proposed Municipality Shares

## Land Use Mileage / Percentage Breakdown

Municipality	US 34 Corridor* Miles		North Corridor** Miles (All in N. Front Range)		South Corridor*** Miles		Three Route Total Miles	Percentage (Share)		
	North Front Range	Upper Front Range		CrossRd to O Street Proposed Connection	North Front Range	Upper Front Range		North Front Range	Upper Front Range	Total
City of Greeley	12.1		4.3		3.2		19.6	26%		26%
Weld County	2.8	2.0	2.5	3.6	6.2	2.3	19.4	20%	6%	25%
City of Loveland	8.9		4.1		4.1		17.0	22%		22%
City of Evans	0.6		0		6.5		7.0	9%		9%
Town of Windsor	2.0		3.6	0.8	0		6.4	8%		8%
Larimer County	1.7		0		1.0		2.7	4%		4%
Town of Johnstown	1.0		0		1.6		2.7	3%		3%
Town of Kersey	0.5	1.5	0	0	0	0	2.0	1%	2%	3%
Town of Milliken	0		0		0		0.0	0%		0%
Town of Kelim	0		0		0		0.0	0%		0%
Town of Garden City	0		0		0		0.0	0%		0%
<b>Total Miles</b>	<b>29.6</b>	<b>3.5</b>	<b>14.5</b>	<b>4.3</b>	<b>22.6</b>	<b>2.3</b>	<b>76.9</b>	<b>92%</b>	<b>8%</b>	<b>100%</b>

**DISCUSSION ITEM: CDOT Region 4  
Intersection Prioritization Study**



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*Terri Blackmore  
Executive Director  
Becky Karasko  
Regional Transportation  
Planning Director  
Rena Steffen  
Administrative Director  
Crystal Hedberg  
Finance Manager*

## Memorandum

**To:** NFRMPO Technical Advisory Committee  
**From:** Becky Karasko  
**Date:** March 16, 2016  
**Re:** CDOT Region 4 Intersection Prioritization Study

### Background

CDOT Region 4 is conducting an Intersection Prioritization Study for the four Transportation Planning Regions (TPRs) located within its boundaries: TPR 2, TPR 3 (NFRMPO), TPR 6, and TPR 13 (Upper Front Range). The goal of this study is to identify 20 to 25 intersections for improvement and to develop a prioritized list for CDOT Region 4 to use as justification for funding from FASTER Safety and Highway Safety Improvement Program (HSIP) allocations.

To ensure the priorities of the local communities have been taken into account, CDOT Region 4 staff is requesting input from TAC members on the MPO's top 10 priorities for intersection improvements. CDOT has requested information be provided to them by Thursday, March 17, 2016 so they can move forward with their prioritization process to select an intersection for improvement in FY2016.

### Action

Staff is requesting TAC members review the attached spreadsheets and map and bring a list of their jurisdiction's top 10 priorities, specifically those priorities not included on the CDOT list, and justifications (i.e. traffic counts, crash rates, safety issues, etc.) to the March TAC meeting for discussion and creation of an MPO list for CDOT staff.

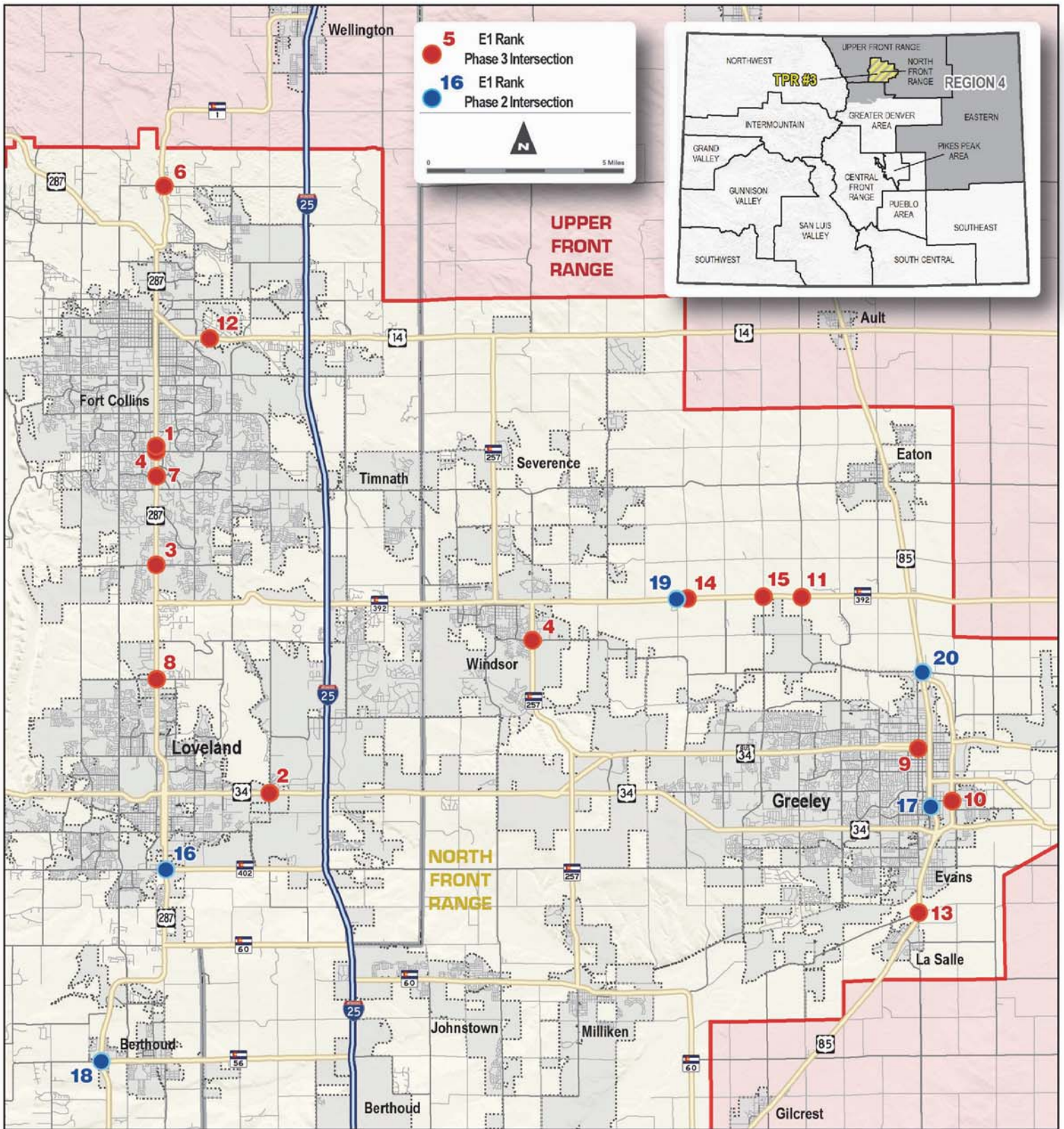
Top Prioritized Intersections for Detailed Analysis

Top 40 Overall ## 3/8/2016

Top 65 Overall ##

RTE	MP	Description	PDO	INJ	FAT	TOT	LOSS Total	LOSS Inj+Fat	AADT	City (County)	Intersection Type	Accident Type	RANK	Comments
<b>TPR #3 - North Front Range</b>														
287C	343.33	MONROE DR - MASON ST	117	37	0	154	IV	IV	36,000	FORT COLLINS (LARIMER)	Urban 6-Lane Divided Signalized 4-Leg	Pedestrian [1] Rear End [119] Bicycle [1]	1	
034A	94.81	BOYD LAKE ROAD	16	29	0	45	II	IV	40,475	LOVELAND (LARIMER)	Urban 4-Lane Divided Signalized 4-Leg	Approach Turn [17] Bicycle [1]	2	
287C	340.18	CO RD 34 (TRILBY RD)	67	39	0	106	IV	IV	28,015	FORT COLLINS (LARIMER)	Urban 4-Lane Divided Signalized 4-Leg	Rear End [55] Approach Turn [33]	3	
287C	343.19	HORSETOOTH RD	117	49	0	166	III	III	36,509	FORT COLLINS (LARIMER)	Urban 6-Lane Divided Signalized 4-Leg	Pedestrian [1] Bicycle [4]	4	
257A	9.59	CO RD 66 (EASTMAN PARK DR)	27	5	0	32	IV	III	8,355	WINDSOR (WELD)	Urban 2-Lane Divided Signalized 4-Leg	Approach Turn [10]	5	
001A	1.84	CO RD 54 (DOUGLAS RD)	11	6	0	17	IV	IV	6,045	(LARIMER)	Urban 2-Lane Undivided Unsignalized 4-Leg	Broadside [12]	6	
287C	337.15	57TH ST (CO RD 28)	18	24	0	42	II	IV	26,832	(LARIMER)	Urban 4-Lane Divided Signalized 4-Leg	Approach Turn [17]	7	
287C	342.53	TROUTMAN PKWY	59	24	0	83	IV	IV	33,000	FORT COLLINS (LARIMER)	Urban 6-Lane Divided Signalized 4-Leg	Pedestrian [2] Approach Turn [36] Bicycle [1]	8	
034D	9.82	11TH AVE	34	10	0	44	IV	III	8,480	GREELEY (WELD)	Urban 3-Lane Undivided Signalized 4-Leg	Broadside [24] Bicycle [1]	9	
085L	266.65	22ND ST	34	21	0	55	IV	IV	20,621	GREELEY (WELD)	Urban 4-Lane Divided Signalized 4-Leg	Pedestrian [1] Rear End [30] Approach Turn [14] Bicycle [1]	10	
392B	112.57	CO RD 33	6	1	0	7	IV	III	5,728	(WELD)	Urban 2-Lane Undivided Unsignalized 4-Leg		11	
014C	136.41	LINK LN (CR 11F)	14	12	0	26	II	III	33,600	(LARIMER)	Urban 4-Lane Divided Signalized 3-Leg	Approach Turn [13]	12	
085C	263.44	CO RD 52 - CO RD 394 (CR 39)	9	6	0	15	II	III	23,600	(WELD)	Urban 4-Lane Divided Unsignalized 4-Leg	Broadside [6] Total Fixed Objects [7]	13	
392B	109.52	CO RD 27	3	3	0	6	IV	IV	6,500	(WELD)	Urban 2-Lane Undivided Unsignalized 3-Leg		14	
392B	111.55	CO RD 31	13	7	0	20	*	*	5,913	(WELD)	Urban 2-Lane Divided Signalized 4-Leg		15	
287C	332.03	JCT SH 402 - 14TH ST	14	22	0	36	I	III	19,414	LOVELAND (LARIMER)	Urban 4-Lane Divided Signalized 4-Leg	Approach Turn [13]	16	
085G	0.96	8TH AVE - JCT SH 85G SB	28	8	0	36	IV	IV	8,100	GREELEY (WELD)	Urban 4-Lane Divided Unsignalized 3-Leg	Broadside [26]	17	
287C	325.53	CO RD 8 (OLD SH 56)	23	14	1	38	IV	IV	16,000	(LARIMER)	Urban 4-Lane Divided Signalized 4-Leg	Broadside [10]	18	
392B	109.26	CO RD 27/CO RD 2575	3	1	0	4	III	III	6,500	(WELD)	Urban 2-Lane Undivided Unsignalized 3-Leg		19	
085L	270.45	O ST (CO RD 64)	4	3	0	7	II	II	14,000	(WELD)	Urban 4-Lane Divided Unsignalized 4-Leg		20	





TOP 40 PRIORITIZED INTERSECTIONS IN CDOT REGION 4 - TPR #3

WEIGHTING

ID	RTE	MP	Description	PDO	INJ	FAT	TOT	City	County	LOSS Total	LOSS Inj+Fat	Severity	Location	Accident Type	Lighting	Weather	Road Condition	Human Contributing Factor	Driver Impairment	ACTIVITY	vcratio20	offpktrk	Weekday PTI	Weekday TTI	Excess Expected Crash Value	DNC	P1 COMMENTS	P1 FACTOR	P1 RANK	E1 RATING	E1 RANK
287C34333	287C	343.33	RD E (MONROE DR) - RD W (MASON ST)	117	37	0	154	FORT COLLINS	LARIMER	IV	IV	PDO [117]	On Road [154]	Pedestrian [1] Rear End [119] Bicycle [1]	Daylight [146]	No Adverse Weather [144]	Dry Road [140]	Driver Preoccupied [53]	No Impairment Suspected [152]		0.84	3.2	1.71	1.31	\$ 582,500		FC-IPS INTERSECTION RE - SOUTHBOUND PREDOMINANT, TSP IN MIDDLE OF ROAD WHICH MAY BE AN ISSUE CONGESTION LIKELY DUE TO PROGRESSION AND QUEUES FROM HORSETOOTH	1	14	3.55	1
034A09481	034A	94.81	RD N AND S (BOYD LAKE RD) (CO RD 9)	16	29	0	45	LOVELAND	LARIMER	II	IV	Injury [29]		Approach Turn [17] Bicycle [1]		Rain [5]	Wet Road [6]	Unknown Contributing Factor [11]	No Impairment Suspected [39]		1.51	4.3	1.66	1.28	\$ 355,800		EXTREMELY HIGH PROPORTION OF INJURY AT - FAIRLY SPORADIC PATTERN, ALL E/W WITH AVG OF 2PY RE - MOSTLY WB	1	12	3.54	2
287C34018	287C	340.18	RD E AND W (CO RD 34) (TRILBY RD)	67	39	0	106	FORT COLLINS	LARIMER	IV	IV	Injury [39]		Rear End [55] Approach Turn [33]	Dark - Unlighted [6]		Dry Road [95]	Driver Preoccupied [25] Unknown Contributing Factor [19]	No Impairment Suspected [100]		0.9	3.3	1.46	1.14	\$ 676,500		FC-IPS INTERSECTION RE - AT PATTERNS MOSTLY NB/SB	1	21	3.38	3
287C34319	287C	343.19	RD E AND W (HORSETOOTH RD)	117	49	0	166	FORT COLLINS	LARIMER	III	III			Pedestrian [1] Bicycle [4]	Dark - Lighted [44]		Snowy Road [5]	Driver Preoccupied [30] Unknown Contributing Factor [35]	No Impairment Suspected [160]		0.84	3.2	1.66	1.26	\$ 285,300		FC-IPS INTERSECTION DARK-LIGHTED PATTERN, MORE NB APPROACH TURN AT NIGHT THAN DAY BIKE - ALMOST 1 PER YEAR RE - CONGESTION BUT ALSO FUNNY SIGNAL POLE POSITION	1	16	3.15	4
257A00959	257A	9.59	RD E AND W (CO RD 66) (EASTMAN PARK DR)	27	5	0	32	WINDSOR	WELD	IV	III	PDO [27]		Approach Turn [10]	Dark - Lighted [7]				No Impairment Suspected [32]		0.87	6.4	1.35	1.11	\$ 47,100	4P MEETING	AT - NB PATTERN, PM PEAK	1	2	3.05	5
001A00184	001A	1.84	RD E AND W (CO RD 54) (DOUGLAS RD)	11	6	0	17		LARIMER	IV	IV		On Road [17]	Broadside [12]	Daylight [15]				No Impairment Suspected [17]	DID NOT MEET ANY SIGNAL WARRANTS IN 2014 STUDY	0.55	4	0	0	\$ 118,000	4P MEETING	BS - EB LT BROADSIDE	1	8	3.01	6
287C33715	287C	337.15	RD E AND W (57TH ST) (CO RD 28)	18	24	0	42		LARIMER	II	IV	Injury [24]		Approach Turn [17]				Unknown Contributing Factor [8]	No Impairment Suspected [40]		0.8	3.4	1.47	1.18	\$ 268,300		HIGH PROPORTION OF INJURY ACCIDENTS (1/2 ONLY COMPLAINT) AT - NB/SB PATTERN, CONCENTRATED 4-8 PM CANDIDATE FOR FYA W/TOD PLAN?	1	23	2.93	7
287C34253	287C	342.53	RD E AND W (TROUTMAN PKWY)	59	24	0	83	FORT COLLINS	LARIMER	IV	IV			Pedestrian [2] Approach Turn [36] Bicycle [1]	Dawn or Dusk [5]	No Adverse Weather [79]	Dry Road [78]	Driver Inexperience [8]	No Impairment Suspected [83]		0.79	3.3	1.67	1.26	\$ 218,100		FC-IPS INTERSECTION AT - N/S LEFTS AN ISSUE, POSSIBLY CONGESTION RELATED, CURRENTLY PM+PT, FYA W/TOD PATTERN?	1	17	2.93	8
034D00982	034D	9.82	RD N AND S (11TH AVE)	34	10	0	44	GREELEY	WELD	IV	III	PDO [34]		Broadside [24] Bicycle [1]	Dark - Lighted [9]			Driver Inexperience [5]	No Impairment Suspected [42]		0.44	3.2	1.58	1.24	\$ 153,800		MAJOR BS PATTERN, 12/24 NB (MINOR), MIGHT BE SOMETHING	2	30	2.84	9
392B11257	392B	112.57	RD N AND S (CO RD 33)	6	1	0	7		WELD	IV	III	PDO [6]				No Adverse Weather [7]			No Impairment Suspected [7]		0.4	7.9	1.17	1.04	\$ 6,800	4P MEETING	BS - CROSSING CONFLICTS	0	6	2.83	10
085L26665	085L	266.65	RD E AND W (22ND ST)	34	21	0	55	GREELEY	WELD	IV	IV	Injury [21]	On Road [54]	Pedestrian [1] Rear End [30] Approach Turn [14] Bicycle [1]		Snow or Sleet or Hail [6]	Snowy Road [5]	Driver Inexperience [8]	No Impairment Suspected [53]	SIGNALIZED ~2003	0.59	11.8	1.65	1.18	\$ 269,000		HIGH PROPORTION OF INJURY ACCIDENTS UNDER CONSTRUCTION IN 2012, SO PATTERNS ARE DIFFICULT TO BE SURE ABOUT	-1	13	2.82	11
014C13641	014C	136.41	RD N (LINK LN) (CR 11F)	14	12	0	26		LARIMER	II	III	Injury [12]		Approach Turn [13]	Daylight [23]	No Adverse Weather [25]	Dry Road [24]	Unknown Contributing Factor [8]			1.18	4.5	1.6	1.18	\$ 103,000		AT - E/W PATTERNS FRONTAGE ROADS AND WIDE MEDIAN, MOVING LT LANES OVER MIGHT HELP	2	29	2.79	12
085C26344	085C	263.44	RD NE (CO RD 52) - RD SW (CO RD 394) (CO RD 39)	9	6	0	15		WELD	II	III		Off Road [8] Off Road Right [7]	Broadside [6] Total Fixed Objects [7]	Dark - Unlighted [5]			Unknown Contributing Factor [6]		OIL-GAS TRAFFIC GENERATOR TO WEST	0.66	6.8	1.58	1.21	\$ 28,000	4P MEETING	BS - EB PATTERN	0	5	2.78	13
392B10952	392B	109.52	RD N (CO RD 27)	3	3	0	6		WELD	IV	IV					No Adverse Weather [6]	Dry Road [6]			NORTH LEG OF OFFSET CR	0.47	9	1.08	1	\$ 34,700	4P MEETING	NOTHING APPARENT	-1	1	2.77	14
392B11155	392B	111.55	RD N AND S (CO RD 31)	13	7	0	20		WELD	*	*						Dry Road [19]		No Impairment Suspected [20]	LTL'S ADDED IN 2008, SIGNALIZED IN 2010	0.41	10.3	1.1	1.01	\$ -	4P MEETING	NOTHING APPARENT	-1	3	2.70	15
287C33203	287C	332.03	JCT SH402A E AND RD W (14ST SW)	14	22	0	36	LOVELAND	LARIMER	I	III	Injury [22]		Approach Turn [13]		No Adverse Weather [34]		Unknown Contributing Factor [8]	No Impairment Suspected [33]		1.44	4.5	1.39	1.13	\$ 113,800		HIGH PROPORTION OF INJURY ACCIDENTS AT - SOUTHBOUND PATTERN, NB HIGH SPEED?	1	19	2.68	16
085G00096	085G	0.96	RD N AND S (8TH ST) JCT WITH SH085G SB LANES	28	8	0	36	GREELEY	WELD	IV	IV	PDO [28]	On Road [36]	Broadside [26]	Daylight [31] Dark - Unlighted [5]			Driver Inexperience [7]	No Impairment Suspected [35]	2012-07-31 "Traffic from left does not stop" ADDED BELOW STOP SIGN	0.41	5	1.53	1.22	\$ 182,100		BS - LOADS, UNSIGNALIZED CROSSING WOULD TAKE MORE RESEARCH TO FIGURE OUT PATTERN	1	28	2.68	17
392B10926	392B	109.26	RD S (CO RD 27) (CO RD 2575)	3	1	0	4		WELD	III	III									SOUTH LEG OF OFFSET CR	0.47	9	1.11	1.02	\$ 2,000	4P MEETING	NOTHING APPARENT	-1	4	2.65	18
287C32553	287C	325.53	RD E AND W (CO RD 8) (OLD SH 56) (WEST OF - BERTS CORNER)	23	14	1	38		LARIMER	IV	IV	Fatal [1]		Broadside [10]	Dark - Unlighted [6]	Snow or Sleet or Hail [5]		Driver Inexperience [7]	No Impairment Suspected [36]		1.09	3.9	1.49	1.13	\$ 197,600		FATAL AT ACCIDENT IN 2013 BS - EVEN SPLIT BY DIRECTION, NOT MUCH I CAN THINK OF PROJECT-WISE	0	18	2.63	19
085L27045	085L	270.45	RD E AND W (O ST) (CO RD 64)	4	3	0	7		WELD	II	II								No Impairment Suspected [7]		0.54	9.6	1.56	1.12	\$ (19,000)	4P MEETING	NOTHING APPARENT	-1	7	2.61	20

ID	RTE	MP	Description	PDO	INJ	FAT	TOT	City	County	LOSS Total	LOSS Inj+Fat	Severity	Location	Accident Type	Lighting	Weather	Road Condition	Human Contributing Factor	Driver Impairment	ACTIVITY	vcratio20	offpktrk	Weekday PTI	Weekday TTI	Excess Expected Crash Value	DNC	P1 COMMENTS	P1 FACTOR	P1 RANK	E1 RATING	E1 RANK	
085H00079	085H	0.79	RD W (1ST ST)	6	3	0	9	GREELEY	WELD	IV	III		On Road [9]	Rear End [7]	Daylight [8]				No Impairment Suspected [9]			0.3	5.8	1.61	1.13	\$ 27,500	4P MEETING	STRIPING VERY FADED RE - NB PATTERN BUT NOT MAJOR	-1	9	2.56	21
287C33960	287C	339.60	RD W (TRIANGLE WAY)	5	8	0	13	FORT COLLINS	LARIMER	III	IV	Injury [8]		Broadside [7]					No Impairment Suspected [13]			0.83	3.4	1.52	1.16	\$ 157,600		EBL VS SBT BS PATTERN, COULD ADD LT ACCEL LANE?	1	37	2.51	22
287C34356	287C	343.56	RD E AND W (FOOTHILLS PKWY)	51	18	0	69	FORT COLLINS	LARIMER	IV	III			Rear End [51]	Daylight [58]			Driver Preoccupied [19] Unknown Contributing Factor [10]	No Impairment Suspected [66]			0.84	3.2	1.71	1.31	\$ 111,400		FC-IPS INTERSECTION RE - N/S PATTERN, POTENTIAL SIGNAL VISIBILITY ISSUE WITH SIGNAL IN MEDIAN	1	33	2.51	23
034Z00019	034Z	0.19	RD N AND S (11TH AVE)	28	11	0	39	GREELEY	WELD	IV	IV	PDO [28]		Pedestrian [1] Sideswipe (Same Direction) [12] Overtaking Turn [5]	Dark - Lighted [8]	No Adverse Weather [38]		Driver Unfamiliar with Area [6]	No Impairment Suspected [37]			0.64	3.4	1.58	1.24	\$ 188,200		ONE-WAY WB SS/OTT - PATTERN DOES NOT HOLD IN 2014 FOR UNKNOWN REASON	0	24	2.49	24
014C13668	014C	136.68	RD N (AIR PARK DR) (AIRPARK)	2	7	0	9		LARIMER	II	III	Injury [7]	On Road [9]	Broadside [6]			Dry Road [9]					1.18	4.5	1.6	1.18	\$ 83,500		SB BS PATTERN, 5 OF 6 SBLT VS WBT, VISIBILITY?	1	36	2.45	25
287C34687	287C	346.87	JCT SH 014C SE (JEFFERSON ST) - RD W (MAPLE AVE)	30	4	0	34	FORT COLLINS	LARIMER	I	I	PDO [30]	Off Road [5]	Broadside [8] Sideswipe (Same Direction) [6]					No Impairment Suspected [33]			0.99	5.9	1.94	1.39	\$ (486,800)	4P MEETING	TRAIN TRACKS TO NORTH, ODD INTERSECTION SS - SPREAD OUT, MAX 3 PER DIRECTION TSP - 3 SB TRUCKS TURNING LEFT HIT TRAFFIC SIGNAL POLES	0	11	2.45	26
034A09678	034A	96.78	RD N AND S (CENTERRA PKWY)	22	23	0	45	LOVELAND	LARIMER	II	III	Injury [23]		Rear End [34]		No Adverse Weather [42]	Dry Road [41]	Unknown Contributing Factor [9]				1.55	3.1	1.36	1.11	\$ 148,200		1ST INT E OF I-25, FUTURE CONGESTION EXPECTED RE - 2PY EB, 3PY WB, UNUSUAL PROPORTION OF INJURY THOUGH	-1	15	2.35	27
034A11174	034A	111.74	RD N AND S (17TH AVE)	44	12	0	56	GREELEY	WELD	IV	III	PDO [44]		Rear End [35] Sideswipe (Same Direction) [10]	Daylight [46]	No Adverse Weather [54]	Dry Road [52]	Driver Inexperience [5] Unknown Contributing Factor [10]	No Impairment Suspected [55]			1.11	5.5	1.7	1.22	\$ 124,100		RE - EB/WB PATTERN SS - EB/WB PATTERN NO CLEAR PROJECT	0	27	2.33	28
034A08562	034A	85.62	RD N (CO RD 27)	4	2	0	6		LARIMER	II	II		On Road [5]		Daylight [5]	No Adverse Weather [6]	Dry Road [6]		No Impairment Suspected [6]	NO RECOMMENDATIONS IN SA OF 2015-JAN		0.99	2.7	1.36	1.09	\$ (185,700)	4P MEETING	RECOMMENDED STRIPING CHANGES IN SAFETY ASSESSMENT EARLIER THIS YEAR WHICH MAY OR MAY NOT HAVE BEEN INCLUDED	0	10	2.31	29
034D00467	034D	4.67	RD N AND S (CO RD 29) (71ST AVE)	22	16	0	38	GREELEY	WELD	III	IV	Injury [16]	Off Road [5]	Approach Turn [14] Bicycle [1] Total Fixed Objects [5]		No Adverse Weather [37]	Dry Road [36]	Driver Inexperience [8] Unknown Contributing Factor [7]	No Impairment Suspected [37]			0.79	3.2	1.31	1.12	\$ 190,600		EB/WB APT PATTERN, BUT NOT STRONG - ODD FIXED OBJECT ACCIDENT PATTERN, SO THERE MAY BE SOMETHING ODD WITH THE LAYOUT	0	40	2.29	30
034D00954	034D	9.54	RD N AND S (14TH AVE)	19	11	1	31	GREELEY	WELD	IV	IV	Fatal [1]		Pedestrian [2] Approach Turn [5] Bicycle [1]		No Adverse Weather [30]	Dry Road [29]		No Impairment Suspected [28]			0.43	3.4	1.47	1.19	\$ 222,500		ONE-WAY EB FATAL PED ACCIDENT POSSIBLE ACCIDENT MISCODING MISREPRESENTING PATTERNS	-1	25	2.29	31
392B11459	392B	114.59	RD N AND S (CO RD 37)	6	5	2	13		WELD	IV	IV	Fatal [2]		Broadside [7]				Driver Inexperience [5]	No Impairment Suspected [12]			0.4	7.9	1.17	1.04	\$ 112,000				20	2.26	32
287C34154	287C	341.54	RD W (CAMERON DR) AND RD E (FOSSIL CREEK PKWY)	25	14	0	39	FORT COLLINS	LARIMER	III	III			Rear End [32]	Daylight [33]			Driver Inexperience [5] Unknown Contributing Factor [11]	No Impairment Suspected [39]			1.1	3	1.53	1.18	\$ 109,200		14 OF 32 RE WB (MINOR STREET APPROACH), 5/14 INJ - SCHOOL TRAFFIC?	0	34	2.26	33
085G00102	085G	1.02	RD W (23RD ST) - RD S (8TH AVE)	11	6	0	17	GREELEY	WELD	IV	IV			Broadside [5]			Dry Road [16]	Driver Inexperience [7]				0.68	3.3	1.53	1.22	\$ 129,100		PART OF A SOMEWHAT COMPLEX INTERSECTION, HARD TO SAY IF THE RECORDS ARE IN THE RIGHT PLACE	0	38	2.20	34
014C14415	014C	144.15	JCT SH 257 S RD N (CO RD 17)	3	5	0	8		WELD	II	III	Injury [5]	On Road [8]				Dry Road [8]		No Impairment Suspected [8]			0.43	11.1	1.17	1.02	\$ 50,800				31	2.17	35
392B10742	392B	107.42	RD N (CO RD 23)	8	4	0	12		WELD	IV	IV			Pedestrian [1] Rear End [5]				No Impairment Suspected [12]				0.47	9	1.13	1.03	\$ 68,100				26	2.16	36
034D01029	034D	10.29	RD E AND W (11TH ST)	11	6	0	17	GREELEY	WELD	IV	III		On Road [17]	Broadside [9] Bicycle [2]	Daylight [15]			No Impairment Suspected [17]				0.51	3	1.76	1.28	\$ 74,300		EBT VS NB BS PATTERN + 2 BIKE ACCIDENTS	0	39	2.14	37
085L27148	085L	271.48	RD E AND W (CO RD 66)	2	5	1	8		WELD	II	III	Injury [5] Fatal [1]		Broadside [7]					No Impairment Suspected [8]			0.54	9.6	1.14	0.98	\$ 50,500				32	2.12	38
392A09991	392A	99.91	RD N AND S (FRONTAGE RD)	20	9	0	29		LARIMER	IV	IV		On Road [29]	Rear End [18]			Wet Road [6]	Driver Inexperience [6]	No Impairment Suspected [28]			1.31	4.4	1.56	1.08	\$ 99,700		SIGNIFICANT RECONSTRUCTION IN 2012, NEED MORE DATA TO REALLY KNOW PATTERN	-1	22	2.08	39
287C34968	287C	349.68	RD N AND S (SHIELDS ST) (CO RD 17)	14	8	0	22		LARIMER	III	III				Dark - Lighted [6]			Unknown Contributing Factor [6]				1.11	7.8	1.23	1.07	\$ 60,300				35	2.06	40



**DISCUSSION ITEM: FHWA Bike/Ped Information Request**



419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521  
(970) 221-6243  
(800) 332-0950 (Colorado only)  
FAX: (970) 416-2406  
[www.nfrmpo.org](http://www.nfrmpo.org)  
[www.smarttrips.org](http://www.smarttrips.org)

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## Memorandum

**To:** NFRMPO Technical Advisory Committee  
**From:** Becky Karasko  
**Date:** March 16, 2016  
**Re:** FHWA Bike/Ped Information Request

### **Background**

The Federal Highway Administration (FHWA) is a champion of safe, integrated, and convenient transportation systems for all users. As a part of their Strategic Implementation Plan, the Colorado Division of the FHWA has set a national leadership goal to emphasize pedestrian and bicycle transportation. Toward this goal the Colorado Division of the FHWA is inventorying how CDOT, Colorado MPOs, and Local Agencies are addressing the gaps in multimodal transportation connectivity. Specifically, they are collecting information on the various tools and programs being used to address and bridge these gaps.

### **Action**

FHWA is requesting local communities provide information on policies and approaches (including Complete Streets, road diets, safety and enforcement, etc.) related to bicycle and pedestrian infrastructure for inclusion in the FHWA Colorado Division report to FHWA Headquarters.

REPORT: TIP Administrative Modification Updates

FY 2016 - FY 2019  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
 North Front Range Transportation & Air Quality Planning Council  
 Administrative Modification Request 2016-M3

Submitted to: CDOT

Prepared by: Aaron Buckley

DATE: 3/8/2016

STIP Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	2012-2017 TIP					TOTAL FY 16-19	
							FY15	FY16	FY17	FY18	FY19		
<b>STRATEGIC</b>													
<i>Previous Entry:</i> SSP4028		N. I-25 Corridor (Denver to Fort Collins) Construction Funding amounts allocated for the North Front Range Region	CDOT	Highway Added Capacity Modify & reconstruct	7 Fed Earmark State Federal State State	7POT 7PE 1310 RPP RAMP FASTER Safety	10,628 - - 700 - 2,400	- - - 1,090 28,000 5,000	- - - - - -	- - - - - -	- - - - - -	- - - 1,090 28,000 5,000 34,090	
<i>New Entries:</i> SSP4028.999/ SSP4428.005	2016-031	N. I-25 Corridor (Denver to Ft Collins) Construction / I-25 S/O SH56 Climbing Lanes	CDOT Region 4	Highway Added Capacity	Federal	Regional Priority	- -	1,090	-	-	-	1,090	
<i>New Entries:</i> SSP4428.004	2016-032	Crossroads Bridge Replacement	CDOT Region 4	Modify and reconstruct	State	RAMP	-	28,435	-	-	-	28,435	
<i>New Entries:</i> SSP4028.999	2016-033	N. I-25 Corridor (Denver to Ft Collins) Construction / Crossroads Bridge Replacement	CDOT Region 4		State	RAMP	-	1,100	-	-	-	1,100	
<i>New Entries:</i> SSP4028.999	2016-034	N. I-25 Corridor (Denver to Ft Collins) Construction / Bryd Dr Const for I-25 Frontage removal	CDOT Region 4		State	RAMP	-	1,100	-	-	-	1,100	
<i>New Entries:</i> SSP4428.005	2016-035	I-25: S/O SH56 Climbing Lanes	CDOT Region 4	Construction	State	FASTER	-	5,000	-	-	-	5,000	
					<b>Totals</b>		Federal State State Total	Regional Priority RAMP FASTER	- - - -	1,090 30,635 5,000 36,725	- - - -	- - - -	1,090 30,635 5,000 36,725
<b>REASON:</b> Divide original STIP number SSP4028 for the Whole I-25 Corridor into individual project STIP numbers. The increase in the RAMP funds is to correct the amount loaded into the new FY16-19 STIP. The \$28,425k, \$1,100k(Crossroads), and \$1,100k (Climbing Lanes) are all part of the original \$35,000k RAMP funds awarded and was reported to NFR in error at only \$28,000k.													
<b>FASTER (North Front Range Listings of State Highway Locations)</b>													
<i>New Entry:</i> SR46606.073	2018-008	I-25A: Median Cable N/O Ft Collins MP 270-279	CDOT Region 4	Safety Improvement	State Total	FAS	- -	- -	- -	3,750 3,750	- -	3,750	
<b>REASON:</b> New FASTER Safety Pool project 50% of project is within (NFR) North Front Range. The amounts shown are for the NFR share only. The funds are available within the CDOT FASTER Safety Pool.													
<b>Regional Priorities</b>													
<i>Previous Entry:</i> SR45001	2016-010	I-25 Post EIS Design & ROW	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal State Total	STA SHF	- - -	915 229 1,144	1,762 441 2,203	526 131 657	2,251 638 2,889	5,454 1,439 6,893	
<i>New Entries:</i> SSP4428.001	2016-036	NFR I-25: Post EIS Design & ROW	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal Local	RPP	- -	790 198	1,762 441	526 131	2,251 638	5,329 1,408	
<i>New Entries:</i> SSP4028.999	2016-037	I-25 Post EIS Design & ROW / I-25 SH66 to SH56 (NFR portion only)	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal Local		- -	125 31	- -	- -	- -	125 31	
					<b>Totals</b>		Federal Local Total	- - -	915 229 1,144	1,762 441 2,203	526 131 657	2,251 638 2,889	5,454 1,439 6,893
<b>REASON:</b> Divide original STIP number SSP4028 which was for the whole North I-25 corridor into individual project STIP numbers.													
<b>SURFACE TREATMENT</b>													
<i>Previous Entry:</i> SR45218.102	NF1013	I-25 Crossroads-Harmony MP 260-263.9 N/S	CDOT Region 4	Surface Treatment	Federal State	STA SHF	12,247 1,873	- -	- -	- -	- -	- -	

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 16-19
Total							14,120	-	-	-	-	-
<b>Revised Entry:</b> SR45218.102	NF1013	<b>I-25 Crossroads-Harmony</b> MP 260 - 263.9 N/S	<b>CDOT</b> Region 4	<b>Surface Treatment</b>	Federal	STA	12,247	47	-	-	-	47
					State	SHF	1,873	5	-	-	-	5
					Total		14,120	52	-	-	-	52
				<b>Roll Forward</b>	Federal	STA		47				
					State	SHF		5				
					Total			52				
<b>REASON:</b> Project was shown in FY12-17 TIP Surface Treatment Pool and needs to shown in FY16 roll-forward as part of the CDOT Surface Treatment Pool redistribution process.												
<b>Previous Entry:</b> SR45218.116	NF1020	<b>US 287: SH392 to Harmony</b> MP 339 - 342	<b>CDOT</b> Region 4	<b>Surface Treatment</b>	Federal	STA	497	3,477	-	-	-	3,477
					State	SHF	103	723	-	-	-	723
					Total		600	4,200	-	-	-	4,200
<b>Revised Entry:</b> SR45218.116	NF1020	<b>US287: Sh392 to Harmony</b> MP 339-342	<b>CDOT</b> Region 4	<b>Surface Treatment</b>	Federal	STA	497	3,477	-	-	-	3,477
					State	SHF	103	723	-	-	-	723
					Total		600	4,200	-	-	-	4,200
				<b>Roll Forward</b>	Federal	STA		3,477				
					State	SHF		723				
					Total			4,200				
<b>REASON:</b> CDOT R4 requests Roll Forward from FY12-17 TIP. Project was shown in FY12-17 TIP as \$4,200k FY16 Surface Treatment funds The FY16 funding should still be in the FY16 TIP. All funding is available from within Region 4's Surface Treatment Pool.												
<b>Previous Entry:</b> SR45218.107	NF1015	<b>US287: SH1 to LaPorte Bypass (FtCollins)4-20</b> MP 342.03 - 346.87	<b>CDOT</b> Region 4	<b>Surface Treatment</b>	Federal	STA	497	828	-	-	-	828
					State	SHF	103	172	-	-	-	172
					Total		600	1,000	-	-	-	1,000
<b>Revised Entry:</b> SR45218.107	NF1015	<b>US287 (College Ave) Ft Collins</b> MP 342.03-346.87	<b>CDOT</b> Region 4	<b>Surface Treatment</b>	Federal	STA	497	6,463	-	-	-	6,463
					State	SHF	103	1,343	-	-	-	1,343
					Total		600	7,806	-	-	-	7,806
				<b>Roll Forward</b>	Federal	STA		828				
					State	SHF		172				
					Total			1,000				
<b>REASON:</b> Project was shown in FY12-17 TIP as \$7,806k FY16 Surface Treatment funding. The FY16 funding should still be in the FY16 TIP as well as the roll-forward. All funding is available from within Region 4's Surface Treatment Pool												
<b>Previous Entry:</b> SSP4028		<b>N. I-25 Corridor (Denver to Fort Collins) Construction</b> Funding amounts allocated for the North Front Range Region	<b>CDOT</b>	<b>Highway Added Capacity</b> <b>Modify &amp; reconstruct</b>	7 Fed Earmark State Federal State Total	7POT 7PE 1310 RPP RAMP FASTER Safety	10,628 - - 700 - 2,400 13,728	- - - 1,090 28,000 5,000 34,090	- - - - - - -	- - - - - - -	- - - - - - -	- - - 1,090 28,000 5,000 34,090
<b>Revised Entry:</b> SSP4428.005	2016-038	<b>I-25: S/O SH56 Climbing Lanes</b>	<b>CDOT</b> Region 4	<b>Surface Treatment</b>	Federal	STA	-	-	1,980	3,035	-	5,015
					Total		-	-	1,980	3,035	-	5,015
<b>REASON:</b> Additional funding for existing project that is in the previous and current TIP with FASTER Safety, RPP and STP Metro funding. Adding \$1,980k FY17 and \$3,035k FY18 Surface Treatment funds. The additional Surface Treatment funding is available from within CDOT Region 4 Surface Treatment Pool, the pool balance is not changing. *For more information view SSP4028 entries in the Strategic category												
<b>New Entry:</b> SR45218.174	2018-009	<b>US85L: O St to Ault</b> MP 270-280	<b>CDOT</b> Region 4	<b>Surface Treatment</b>	Federal	STA	-	-	-	3,075	10,487	13,562
					State	SHF	-	-	-	640	2,180	2,820
					Total		-	-	-	3,715	12,667	16,382
<b>REASON:</b> New Surface Treatment Pool project in FY18 & FY19. Showing only North Front Range share of the project which is in the North Front Range and the Upper Front Range. Funds are available within the R4 Surface Treatment pool.												
<b>New Entry:</b> SR45218.187	2019-003	<b>SH263: US 85 to Greeley Airport</b> MP .63-2.7	<b>CDOT</b> Region 4	<b>Surface Treatment</b>	Federal	STA	-	-	-	-	575	575
					State	SHF	-	-	-	-	119	119
					Total		-	-	-	-	694	694
<b>REASON:</b> New project added to CDOT Region 4 Surface Treatment Pool. Funds are available within the pool. Pool balance will not change.												
<b>SAFETY - CDOT Region 4 Pool</b>												
<b>New Entry:</b>		<b>Region 4 Hazard Elimination Pool</b>	<b>CDOT</b>	<b>Safety</b>	Federal		-	-	3,630	2,420	-	6,050

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 16-19
SR46666		Funding amounts allocated for the North Front Range Region	Region 4		State		-	-	750	500	-	1,250
					Total		-	-	4,380	2,920	-	7,300

**REASON:** Adding Highway Safety Improvement Program (HSIP) funds to Region 4 Hazard Elimination Pool Funds to be used on US85 O St to Ault

<b>RAMP</b>												
<i>Previous Entry:</i>	NF1091	SH14/Greenfields Ct Frontage Road	Larimer County	Road construction	Federal	RAMP	84	50	1,546	-	-	1,596
<i>SR45001.002</i>		SH14C 138.258		Modify & reconstruct	Local	L	21	13	386	-	-	399
					Total		105	63	1,932	-	-	1,995
<i>Revised Entry:</i>	NF1091	SH14/Greenfields Ct Frontage Road	Larimer County	Road construction	Federal	RAMP	84	50	1,546	-	-	1,596
<i>SR45001.002</i>		SH14C 138.258		Modify & reconstruct	Local	L	21	13	386	-	-	399
					Total		105	63	1,932	-	-	1,995
				<i>Roll Forward</i>	Federal	RAMP		50	1,546			
					Local	L		13	386			
					Total			63	1,932			
<i>Previous Entry:</i>	NF1092	Adaptive Signal Control US85 (Greeley)	CDOT	ITS traffic controls	Federal	RAMP	-	600	-	-	-	600
<i>SR45001.009</i>		US85 266 - 268.5	Region 4		Local	L	-	150	-	-	-	150
					Total		-	750	-	-	-	750
<i>Revised Entry:</i>	NF1092	Adaptive Signal Control US85 (Greeley)	CDOT	ITS traffic controls	Federal	RAMP	-	600	-	-	-	600
<i>SR45001.009</i>		US85 266 - 268.5	Region 4		Local	L	-	150	-	-	-	150
					Total		-	750	-	-	-	750
				<i>Roll Forward</i>	Federal	RAMP	-	600				
					Local	L	-	150				
					Total		-	750				
<i>Previous Entry:</i>	NF1093	Loveland I-25 & Crossroads Blvd Anti-Icing System	Loveland	Anti-Icing Spray System	Federal	RAMP	-	200	-	-	-	200
<i>SR45001.017</i>		I-25		New	Local	L	-	50	-	-	-	50
					Total		-	250	-	-	-	250
<i>Revised Entry:</i>	NF1093	Loveland I-25 & Crossroads Blvd Anti-Icing System	Loveland	Anti-Icing Spray System	Federal	RAMP	-	200	-	-	-	200
<i>SR45001.017</i>		I-25		New	Local	L	-	50	-	-	-	50
					Total		-	250	-	-	-	250
				<i>Roll Forward</i>	Federal	RAMP	-	200				
					Local	L	-	50				
					Total		-	250				
<i>Previous Entry:</i>	NF1095	US34 Bypass (Greeley) Adaptive Signals	CDOT	ITS traffic controls	Federal	RAMP	-	400	-	-	-	400
<i>SR45001.012</i>		US34A 107 - 113	Region 4		Local	L	-	100	-	-	-	100
					Total		-	500	-	-	-	500
<i>Revised Entry:</i>	NF1095	US34 Bypass (Greeley) Adaptive Signals	CDOT	ITS traffic controls	Federal	RAMP	-	400	-	-	-	400
<i>SR45001.012</i>		US34A 107 - 113	Region 4		Local	L	-	100	-	-	-	100
					Total		-	500	-	-	-	500
				<i>Roll Forward</i>	Federal	RAMP	-	400				
					Local	L	-	100				
					Total		-	500				

**REASON:** Roll-Forwards from FY12-17 TIP.

Additional Administrative Corrections requested by CDOT R4:

Funding Sources:

CMAQ (CNF) increased by \$37,850 for FY16

STP Metro (MNF) decreased by \$40,181 making the TIP overprogrammed by that amount

TAP funds (TNF) increased by \$992

Surface Treatment Pool funding for FY2019 added (\$59,630)

Added FY19 CDOT Region 4 Surface Treatment Pool allocation (\$59,630)

Added CDOT Region 4 Hazard Elimination Pool Funds (See SAFETY section above)