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Technical Advisory Committee

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 Aaron Bustow, FHWA
 Will Jones, GET
 Larry Squires, FTA
 Gary Thomas, SAINT
 NoCo Bike & Ped Collaborative*

MPO Transportation Staff

*Terri Blackmore, Executive Director
 Becky Karasko, Regional Transportation
 Planning Director
 Ryan Dusil, Transportation Planner
 Alex Gordon, Transportation Planner III/
 Mobility Coordinator
 Medora Kealy, Transportation Planner*

Next TAC Meeting:
 April 18, 2017
 1:00-3:30 p.m.

Town of Windsor Wi-Fi
Username: Windsor Rec Center
Public Wi-Fi
Password: password

NFRMPO TECHNICAL ADVISORY COMMITTEE
REVISED MEETING AGENDA

February 15, 2017
 Windsor Community Recreation Center
 250 N. 11th Street—Pine Room
 Windsor, Colorado

1:00 – 3:30 p.m.

1. Introductions
2. Public Comment (*2 minutes each*)
3. Approval of January 18, 2017 Meeting Minutes (*Page 2*)

CONSENT AGENDA:

4. Q1 2017 TIP Amendment (*Page 8*) Karasko

ACTION ITEM:

5. FY2018-2021 TIP and Updated TIP Amendment Policy (*Page 13*) Anderson/Karasko

OUTSIDE PARTNERS REPORTS (*verbal*):

6. NoCo Bike Ped Collaborative
7. Regional Transit Agencies
8. Senior Transportation
9. Regional Air Quality Council

PRESENTATION:

10. US287 Asset Inventory Gordon/Kealy

DISCUSSION ITEMS:

11. 2015 Transportation Profile (*Page 50*) Dusil
12. 2020 Census Local Update of Census Addresses (LUCA) Operation Blackmore
13. Call for Projects Additional Funding Allocation Karasko

REPORTS:

- Roundtable All

MEETING WRAP-UP:

Final Public Comment (*2 minutes each*)
 Next Meeting'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. Thank you.

**MEETING MINUTES of the
NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)
Windsor Recreation Center - Pine Room
250 North 11th Street
Windsor, CO**

**January 18, 2017
1:00 - 2:14**

TAC MEMBERS PRESENT:

Dawn Anderson, Chair - Evans
Dennis Wagner, Vice-Chair - Windsor
Jeff Bailey - Loveland
Eric Bracke - Greeley
Amanda Brimmer - RAQC
Aaron Bustow - FHWA
Eric Fuhrman - Timnath
Tim Kemp - City of Fort Collins
Rusty McDaniel - Larimer County
Karen Schneiders - CDOT
Larry Squires - FTA
Gary Thomas - SAINT
Nick Wharton - Severance

NFRMPO STAFF:

Terri Blackmore
Aaron Buckley
Ryan Dusil
Alex Gordon
Becky Karasko
Medora Kealy

CALL TO ORDER

Chair Anderson called the meeting to order at 1:00 p.m.

PUBLIC COMMENT

Nagle with Bike Fort Collins requested CDOT and other public entities consider safer non-motorized connections across I-25, which ideally would be several grade separated crossings every few miles between Johnstown and Wellington.

Nichols, the Safe Routes to School (SRTS) Coordinator for the City of Fort Collins, stated the goal of the program is to get 50 percent of K-12 students safely walking and bicycling to school. According to US Census data, youth aged 17 and younger constitute 20 percent of the Fort Collins population. The current Prospect and I-25 interchange looks complex and daunting for bicyclists, pedestrians, and school-aged youth. Students attending the proposed new Poudre School District campus at Prospect and County Road 5 on the east side of I-25 would have to negotiate this interchange. Putting in a protected facility would provide safer access across this interchange. The SRTS program would take sixth-grade PE students across this facility to access destinations on the west side.

APPROVAL OF THE DECEMBER 21, 2016 TAC MINUTES

Bailey moved to approve the December 21, 2016 TAC meeting minutes. Bracke seconded the motion and it was approved unanimously.

TAC MEMBERS ABSENT:

Stephanie Brothers - Berthoud
Gary Carsten - Eaton
John Franklin - Johnstown
Janet Lundquist - Weld County
Jessica McKeown - LaSalle
Milliken

IN ATTENDANCE:

David Averill - Fort Collins
Marissa Gaughan - CDOT
Will Jones - GET, Greeley
Lauren Nagle - Bike Fort Collins
Nancy Nichols - Fort Collins
Kathy Seelhoff - CDOT
Wade Willis - Windsor, NoCo Bike & Ped

CONSENT ITEMS

No items this month.

ACTION ITEMS

No items this month.

OUTSIDE PARTNERS REPORTS (verbal)

Northern Colorado (NoCo) Bike & Ped Collaborative - Willis provided a memo concerning non-motorized connections across I-25. Harmony Road, which is the standard proposed for the Prospect Interchange, is a road most riders consider unsafe. He proposed including more grade-separated crossings for non-motorized users across I-25. Windsor recently had a box culvert designed wider to offer bicyclists and pedestrians an opportunity to use it in the future. Willis would like TAC to be aware of the facilities and would like to invite Larimer County Transportation Program Manager, Suzette Mallette to have a discussion with the NoCo Bike & Ped Collaborative.

The NoCo Bike and Pedestrian Collaborative will be holding three to four half-day workshops in 2017. The first workshop will be with the City of Fort Collins on February 8 about bicycle education.

Anderson stated she participated in NoCo Bike & Ped and recognizes the concerns for non-motorized users.

Regional Transit Items - Bailey stated the new COLT transit center opened at the Food Bank for Larimer County on January 14.

Averill stated the Transfort ridership numbers for 2016 were nearly 4M, a 25 percent increase over 2015. Route shifts, MAX, and CSU contracts may be responsible for the increase.

DISCUSSION ITEMS

FY2018-2019 UPWP Tasks - Blackmore presented the draft UPWP tasks; however, no funding information has been provided by CDOT. The UPWP Tasks include regional transit studies, the Regional Transportation Plan and Regional Transit Element, and Travel Demand Model development. Gaughan will provide estimated budget numbers for the UPWP. Blackmore stated the NFRMPO will meet with CDOT and FTA on February 22 and will bring the items to TAC in March or April. The tasks are only for the NFRMPO, and do not include VanGo™. The NFRMPO would like to receive comments before February 22.

Anderson asked for clarification on the UPWP schedule. Blackmore stated the budget needs to be reviewed and information will be supplied in March. Transit planning studies should be sent to Blackmore as soon as possible to be included in the UPWP.

Averill stated he will be submitting a task. Squires asked to have the Region 4 CDOT staff reach out to the Division of Transit and Rail for information on upcoming planning projects. Jones stated the FTA §5311 redistribution for the route from Fort Morgan to Greeley is part of the effort.

TIP Q1 Amendment - Buckley stated the City of Fort Collins submitted 20 new projects for the Quarter 1 TIP Amendment, including two FASTER entries, one FTA §5304, three FTA §5307, two FTA §5310, and 12 FTA §5339. The total funding amount is \$9.45M which comprises \$5.97M federal and \$3.48M local.

Schneiders asked if the information should be represented in funding pools. Buckley stated they were received as individual projects and would be added to the TIP as such.

Coordinated Plan Update - Gordon explained the schedule for the 2017 Coordinated Plan. The schedule is for Council to adopt the Plan in December 2017. The Plan is required for organizations which receive FTA §5310 funding and is developed through a public input process. The goal of the funding is to improve mobility for seniors and people with disabilities. Demographic information for the disabled population or over age 65 for both Larimer and Weld counties was presented. Gordon requested feedback for the public outreach program, which included researching senior centers and community centers across the region, and the community events the NFRMPO have previously attended.

Bracke asked if NFRMPO staff had attended all of the events listed. Gordon stated the NFRMPO has attended each event at least once in the past two years and anticipates attending them again this year.

Squires asked if the service gaps have been identified. Gordon mentioned the connections between small to large communities and education is a known gap. Thomas stated rural transportation is a gap for the region overall.

Squires asked if Lyft or Uber have been considered. Thomas answered the voucher program for rural transportation has not been expanded to Lyft or Uber yet. Blackmore stated VanGo™ uses Lyft and Uber for their guaranteed ride home program. A receipt is required for reimbursement. Averill stated Transfort has been examining options with Uber and Lyft for first and last mile trips.

Gordon mentioned some communities are working on social media pages for ride matching services. Blackmore stated senior centers sometimes put together ride connections. Lyft and Uber were used for the VanGo™ guaranteed ride home to help reduce the wait.

Jones indicated Greeley has some potential events and Senior Resource Services would be a good contact for public involvement. The Greeley Arts Festival was suggested as a community event the NFRMPO could attend.

Anderson stated Evansfest is coming back in September. She asked about the timing of the plan. Gordon stated the Plan should be wrapping up in September to be on schedule for December adoption.

Regional Travel Demand Model TAZ Update - Dusil noted the UPWP has a task to update the TAZs and the NFRMPO is looking for review and comment on the methodology. A TAZ is the basic geographic unit for land use and socioeconomic data, which allows trip origin and destination work to be completed for travel demand modeling. The national standard TAZ practices were listed concerning spatial information. Census block boundaries will be included in this update. The TAZs for Severance will be updated and be reduced from 17 to 16 TAZs, which fit better with the growth management area. The size of a TAZ corresponds to the population, expected growth, and future land use. LaSalle was also reviewed and had a reduction from seven to four TAZs, which removed over 35 square miles outside of the town's boundary. Summary information for Fort Collins and Windsor TAZs was presented as well; however, their changes were less substantial than other communities. Next steps include updating other communities, discussing updates with each community, refining the updates, and obtaining 2045 future land use shapefiles from each community.

Averill asked how the NFRMPO reduces the land area in the model. Blackmore stated the land is more accurately reassigned to the County and is not removed from the model. Averill asked where the control total is obtained. Blackmore stated the State of Colorado Department of Local Affairs (DOLA) provides the control total. Averill asked if it is possible to include lessons learned from the 2007 decline. Blackmore stated it will be included in the model, not the TAZ update. Blackmore stated Severance provided information which allowed the TAZs to be further refined.

Anderson asked how often this is updated. Karasko stated the model is updated every four years with the Regional Transportation Plan. Blackmore added TAZs typically do not change as often and this is a complete review and redesign of the TAZs.

FY2018-2021 TIP Policy- Schneiders presented on CDOT's concerns regarding the proposed changes to the TIP policy in the FY2018-2021 Transportation Improvement Program (TIP), specifically what constitutes a Modification and an Amendment. CDOT provides the majority of TIP changes for the NFRMPO's TIP. A key concern is the existing policy in the FY2016-2019 TIP offers flexibility, which is beneficial to CDOT as the future of transportation funding is unknown. CDOT is concerned about their ability to react to federal changes if the TIP policy is changed. Currently, the FY2016-2019 TIP policy contains the language "whichever is higher"; however, the draft FY2018-2021 TIP has that language removed. The difference in the language would change the threshold for an Amendment versus a Modification. With the current language, the I-25 project would allow an \$11.75M modification (on a \$47M project), but the new language would require an Amendment for changes in federal funds over \$2M. Unknowns in the future include the president-elect's infrastructure plan, statewide transportation ballot initiatives, federal grant applications (such as TIGER and FASTLANE), future major projects in the NFRMPO area including I-25 phases, US85/US34 interchange, US85 PEL outcomes, and US34 PEL outcomes.

Blackmore asked why there is such a sense of urgency for projects when a contract cannot be implemented in 90 days. Schneiders stated for the I-25 project, the Transportation Commission loan amount could require additional federal funds, which would require a 90-day Amendment process, which in turn could delay the I-25 design build project. This is in conflict with the existing CDOT timeline. Seelhoff stated depending on the date of the Amendment submission, it could take nearly 180 days for the Amendment to be processed.

Blackmore asked if CDOT would complete the public involvement for the new project funding they would like Administratively Modified into the NFRMPO's TIP. She stated she is concerned about the lack of transparency for the funding changes.

Schneiders stated the Prospect Road Interchange using state and local funds went through the Environmental Impact Statement (EIS) assessment and that it has been through the NFRMPO public process for the RTP Amendment and the TIP policy amendment.

Blackmore and Karasko stated the I-25 Prospect Road Interchange was not part of the 2040 RTP Amendment. Blackmore stated the NFRMPO is uncomfortable with the lack of public process for the I-25 Prospect Interchange as a Modification. The NFRMPO is responsible for transparency with public funds and this project, which includes two regionally significant facilities, has not gone through the regional public involvement process.

Schneiders stated the "whichever is greater" language should be retained in the FY2018-2021 TIP.

Blackmore asked if CDOT is lobbying other MPOs to include the language, as other MPOs in the state do not have a percentage and do not have "whichever is greater" language.

Blackmore stated more research is needed and a decision should not be made today. With the current update to the Memorandum of Agreement (MOA) between CDOT and the MPOs, the NFRMPO is being requested to do public involvement which means the MPO is liable. She does not believe 90 days for a TIP Amendment is excessive.

Buckley passed out a comparison page which highlights the publicly available STIP Amendment information, the Amendment criteria for the five Colorado MPOs, and the public involvement for each Amendment process.

Anderson asked if the 2018-2021 TIP will be on the February Planning Council agenda. Blackmore stated it was pulled from the agenda to give TAC time to review the information. There is currently no urgency to pass the FY2018-2021 TIP.

Anderson asked if members wanted time to review the documents and to discuss at the February TAC meeting. Members agreed.

REPORTS

Federal Inactives Report - Schneiders gave updates on projects. The North Fort Collins Adaptive Signal System needs to be closed out. Schneiders recommended TAC members work with Jake Schuch and Katrina Klobberdanz to get projects finished.

Mobility Committee Update - Gordon stated the quarterly Mobility newsletter was included in the packet.

TIP Modification Updates - Buckley stated the quarterly TIP Modification updates include three projects in December and one project in January.

NFRMPO Counter Program Update - Buckley stated the handout passed around concerns the bicycle and pedestrian count devices purchased by the NFRMPO in late 2015. Data gathered from the two permanent count sites was explained and the usage of the three mobile count devices was outlined. A six-month free trial of the Drakewell count data analysis software was included with the purchase of the permanent count devices. After the six-month trial concluded Larimer County secured an additional year of free service and will begin the paid service after the year concludes. Bracke asked if the information would be included in the NoCo Bike & Ped meeting materials. Buckley confirmed it would be included in the February information.

ROUNDTABLE

Anderson stated the 37th Street and US 85 Highway Access Control Project has had some delays but should be complete this week. The signal infrastructure switch has experienced some minor delay. The US 85 and 31st Street project design had a kickoff meeting. Trees will be cut down for the 65th Avenue project in Evans on January 19, 2017. City Council has narrowed the City Manager candidates down to top 3 finalists.

Karasko stated the NFRMPO has submitted a purchase request for the UrbanSim Census Block level model for the Regional Travel Demand Model update.

Buckley stated the Bicycle Colorado discount code for the Moving People Forward Conference was emailed to everyone. Secondly, he accepted a Transportation Demand Management Professional position with Colorado State University and will be working on transportation options for employees.

Kemp stated there will be a significant construction season for 2017 in Fort Collins. The College and Prospect intersection will start in February.

Jones stated GET will be breaking ground on the transit center on February 13.

Kealy stated the NFRMPO Newsletter is now available. Kealy stated communities may contact her for printed copies to distribute.

Wagner stated the railroad quiet zones are now in effect in Windsor.

Fuhrman stated the Timnath Harmony Road Project is on schedule.

Averill stated Transfort is still examining Sunday service options. Due to difficulty in finding funding partners, a more limited service may be offered.

Bustow stated last week the final USDOT performance measures were released, including the pavement and bridge condition measure and the system performance, freight, and CMAQ measure. External webinars will be available Wednesday, January 20 and Thursday, January 21 around lunch.

Bracke stated he read an article about level of service changing to hours of person delay. Bustow stated he has not read the performance measure notice, but will update the group.

Squires stated the previous FTA Region 8 Regional Administrator, Linda Gherke, left in 2016 and the new Regional Administrator is Cindy Terwilliger will join from Region 7 in Kansas.

MEETING WRAP-UP

Final Public Comment - There was no final public comment.

Next Month's Agenda Topic Suggestions - Anderson stated TIP Policy will be examined. Karasko stated the Q1 TIP Amendment, and information from the February Council will be included.

Meeting adjourned at 2:14 p.m.

Meeting minutes submitted by:

Aaron Buckley, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, February 15, 2017 at the Windsor Recreation Center, Pine Room.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
February 15, 2017	2017 Q1 TIP Amendment **CONSENT**	Becky Karasko
Objective / Request Action		
To recommend approval of the 2017 Q1 TIP Amendment which includes the addition of 20 new projects into the FY2016-FY2019 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>Fort Collins is requesting the addition of 20 projects in FY2017 to the FY2016-2019 TIP:</p> <ul style="list-style-type: none"> • FASTER <ul style="list-style-type: none"> ○ FASTER Urban Area Set Aside - Replacement Lift at Transfort Maintenance Facility ○ FASTER Urban Area Set Aside Award - Match for Bus Replacements • FTA §5304: Statewide Planning <ul style="list-style-type: none"> ○ MAX Station Area Planning Project • FTA §5307: Urbanized Area Formula Program <ul style="list-style-type: none"> ○ Fixed Route Operations ○ Vehicle and Facility Preventative Maintenance ○ Demand Response Paratransit Service • FTA §5310: Transportation for Elderly Persons & Persons with Disabilities <ul style="list-style-type: none"> ○ Operation of Larimer County Mobility Coordination Program ○ Access A Cab - Paratransit Service to Bridge Loveland & Fort Collins • FTA §5339: Bus and Bus Facilities Program <ul style="list-style-type: none"> ○ Facility Repair - New Roof for Transfort Maintenance Facility (TMF) ○ Data Warehouse Implementation and Training ○ Service and Scheduling Software Upgrade ○ Smart Card Integration Project ○ Facility Maintenance - Roof Caulking TMF ○ Supervisor Vehicles ○ Specialty Lifts for Maintenance Shop ○ Purchase of Mobile Data Terminals ○ Bus Wash Replacement ○ Automatic Vehicle Location and Dispatch Software Licensing ○ MAX Station Way-Finding Kiosks ○ Bicycle Racks <p>Total Funding (All New Funding): \$9.45M</p> <ul style="list-style-type: none"> • Federal: \$5.97M • Local: \$3.48M (includes overmatch) 		

Committee Discussion

TAC discussed the 2017 Q1 TIP Amendment at their January 18, 2017 meeting and Council discussed the amendment at their February 2, 2017 meeting. No additional comments were provided.

Supporting Information

Funding Types and Uses

FTA §5304 - Statewide Planning Program

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

FTA §5307 - Urbanized Area Formula Funding Program

FTA §5307 makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more designated as such by the US Department of Commerce, Bureau of the Census.

FTA §5310 - Transportation for Elderly Persons & Persons with Disabilities

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas - large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

FTA §5339 - Bus and Bus Facilities Program

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program, the Low- or No-Emission Vehicle Program, provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Advantages

TAC recommending approval to the NFRMPO Planning Council will ensure available funds are assigned to state and local projects in a timely manner and ensure the FY2016-2019 TIP remains fiscally constrained.

Disadvantages

None noted.

Analysis /Recommendation

Staff supports adding the 20 Amendments to the FY2016-2019 TIP.

Attachments

- 2017 Q1 Policy Amendment Form

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

Policy Amendment Request #2016-Q1

Submitted to: CDOT

Prepared by: NFRMPO

1/6/2016

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
FASTER											
New Entry	2017-034	<i>FASTER Urban Area Set Aside - Replacement Lift at Transfort Maintenance Facility</i>	<i>Fort Collins</i>	<i>Capital</i>	Federal	FASTER	0	200	0	0	200
					Local	L	0	50	0	0	50
					Total		0	250	0	0	250
REASON:		<i>New project addition to the TIP</i>									
New Entry	2017-035	<i>FASTER Urban Area Set Aside Award - Match for Bus Replacements</i>	<i>Fort Collins</i>	<i>Capital</i>	Federal	FASTER	0	200	0	0	200
					Local	L	0	50	0	0	50
					Total		0	250	0	0	250
REASON:		<i>New project addition to the TIP</i>									
FTA 5304: Statewide Planning											
New Entry	2017-036	<i>MAX Station Area Planning Project</i>	<i>Fort Collins</i>	<i>Planning</i>	Federal	FTA5304	0	40	0	0	40
					Local	L	0	10	0	0	10
					Total		0	50	0	0	50
REASON:		<i>New project addition to the TIP</i>									
FTA 5307: Urbanized Area Formula Program											
New Entry	2017-037	<i>Fixed Route Operations</i>	<i>Fort Collins</i>	<i>Operations</i>	Federal	FTA5307	0	1,943	0	0	1,943
					Local	L	0	1,943	0	0	1,943
					Total		0	3,887	0	0	3,887
REASON:		<i>New project addition to the TIP</i>									
New Entry	2017-038	<i>Vehicle and Facility Preventative Maintenance</i>	<i>Fort Collins</i>	<i>Operations</i>	Federal	FTA5307	0	1,800	0	0	1,800
					Local	L	0	450	0	0	450
					Total		0	2,250	0	0	2,250
REASON:		<i>New project addition to the TIP</i>									
New Entry	2017-039	<i>Demand Response Paratransit Service</i>	<i>Fort Collins</i>	<i>Operations</i>	Federal	FTA5307	0	425	0	0	425
					Local	L	0	637	0	0	637
					Total		0	1,062	0	0	1,062
REASON:		<i>New project addition to the TIP</i>									
FTA 5310: Transportation for Elderly Persons & Persons with Disabilities											
New Entry	2017-040	<i>Operation of Larimer County Mobility Coordination Program</i>	<i>Fort Collins</i>	<i>Mobility Management</i>	Federal	FTA5310	0	28	0	0	28
					Local	L	0	7	0	0	7
					Total		0	35	0	0	35
REASON:		<i>New project addition to the TIP</i>									
New Entry	2017-041	<i>Access A Cab - Paratransit Service to Bridge Loveland & Fort Collins</i>	<i>Fort Collins</i>	<i>Capital Cost of Contracting</i>	Federal	FTA5310	0	161	0	0	161
					Local	L	0	40	0	0	40
					Total		0	202	0	0	202
REASON:		<i>New project addition to the TIP</i>									
FTA 5339: Bus and Bus Facilities Program											
New Entry	2017-042	<i>Facility Repair - New Roof for Transfort Maintenance Facility (TMF)</i>	<i>Fort Collins</i>	<i>Capital Maintenance</i>	Federal	FTA5339	0	336	0	0	336
					Local	L	0	84	0	0	84
					Total		0	420	0	0	420
REASON:		<i>New project addition to the TIP</i>									

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

Policy Amendment Request #2016-Q1

Submitted to: CDOT

Prepared by: NFRMPO

1/6/2016

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
New Entry	2017-043	Data Warehouse Implementation and Training	Fort Collins	Capital Maintenance	Federal	FTA5339	0	60	0	0	60
					Local	L	0	15	0	0	15
					Total		0	75	0	0	75
REASON:		New project addition to the TIP									
New Entry	2017-044	Service and Scheduling Software Upgrade	Fort Collins	Capital Maintenance	Federal	FTA5339	0	102	0	0	102
					Local	L	0	25	0	0	25
					Total		0	127	0	0	127
REASON:		New project addition to the TIP									
New Entry	2017-045	Smart Card Integration Project	Fort Collins	Capital Maintenance	Federal	FTA5339	0	240	0	0	240
					Local	L	0	60	0	0	60
					Total		0	300	0	0	300
REASON:		New project addition to the TIP									
New Entry	2017-046	Facility Maintenance - Roof Caulking TMF	Fort Collins	Capital Maintenance	Federal	FTA5339	0	48	0	0	48
					Local	L	0	12	0	0	12
					Total		0	60	0	0	60
REASON:		New project addition to the TIP									
New Entry	2017-047	Supervisor Vehicles	Fort Collins	Capital Maintenance	Federal	FTA5339	0	28	0	0	28
					Local	L	0	7	0	0	7
					Total		0	35	0	0	35
REASON:		New project addition to the TIP									
New Entry	2017-048	Specialty Lifts for Maintenance Shop	Fort Collins	Capital Maintenance	Federal	FTA5339	0	44	0	0	44
					Local	L	0	11	0	0	11
					Total		0	55	0	0	55
REASON:		New project addition to the TIP									
New Entry	2017-049	Purchase of Mobile Data Terminals	Fort Collins	Capital Maintenance	Federal	FTA5339	0	108	0	0	108
					Local	L	0	25	0	0	25
					Total		0	133	0	0	133
REASON:		New project addition to the TIP									
New Entry	2017-050	Bus Wash Replacement	Fort Collins	Capital Maintenance	Federal	FTA5339	0	159	0	0	159
					Local	L	0	40	0	0	40
					Total		0	199	0	0	199
REASON:		New project addition to the TIP									
New Entry	2017-051	Automatic Vehicle Location and Dispatch Software Licensing	Fort Collins	Capital Maintenance	Federal	FTA5339	0	8	0	0	8
					Local	L	0	2	0	0	2
					Total		0	10	0	0	10
REASON:		New project addition to the TIP									
New Entry	2017-052	MAX Station Way-Finding Kiosks	Fort Collins	Capital	Federal	FTA 5339	0	20	0	0	20
					Local	L	0	5	0	0	5
					Total		0	25	0	0	25
REASON:		New project addition to the TIP									

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

Policy Amendment Request #2016-Q1

Submitted to: CDOT

Prepared by: NFRMPO

1/6/2016

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
New Entry	2017-053	<i>Bicycle Racks</i>	<i>Fort Collins</i>	<i>Capital</i>	Federal	FTA 5339	0	20	0	0	20
					Local	L	0	5	0	0	5
					Total		0	25	0	0	25
REASON:	<i>New project addition to the TIP</i>										



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MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Becky Karasko
Date: February 15, 2017
Re: FY2018-2021 TIP and Update TIP Amendment Policy

Background

On February 1, 2017 NFRMPO Staff, FHWA, FTA, CDOT Region 4, CDOT District 5 Commissioner Kathy Gilliland, and the TAC Chair met to discuss a draft TIP Amendment Policy for the FY2018-2021 TIP for consideration by TAC and Planning Council. The proposed changes address the need for timely TIP amendments when additional funding is available or other changes are needed. These provisions replace the “25% or whichever is higher” language. The proposed FY2018-2021 TIP Amendment Policy includes the following provisions:

- TIP Amendments will be processed every other month, instead of quarterly
- TIP Amendments will only go to TAC and Council once each for Action
- The Amendment threshold will be the addition or deletion of \$5M or more in federal or state funds for any project
- The 30-day Public Comment period for TIP Amendments will begin when the TAC meeting packet is sent out a week prior to the monthly TAC meeting
- Federal Emergency Relief (ER) funds for natural disasters/emergency roadway repairs to major regional corridors may be placed into the STIP prior to being added to the TIP
- CDOT Region 4 Director requested that this policy take effect for the current FY2016-2019 TIP as well once approved by Planning Council.
- Other emergency repairs will be expedited on an individual basis.

Action

NFRMPO staff requests TAC review and provide comments on the proposed FY2018-2021 TIP Amendment Policy and the FY2018-2021 TIP and recommend Planning Council approval at their March 2, 2017 meeting.



Adopted xxxx xx, 2017



**FY 2018 - FY 2021
Transportation Improvement Program
(TIP)**

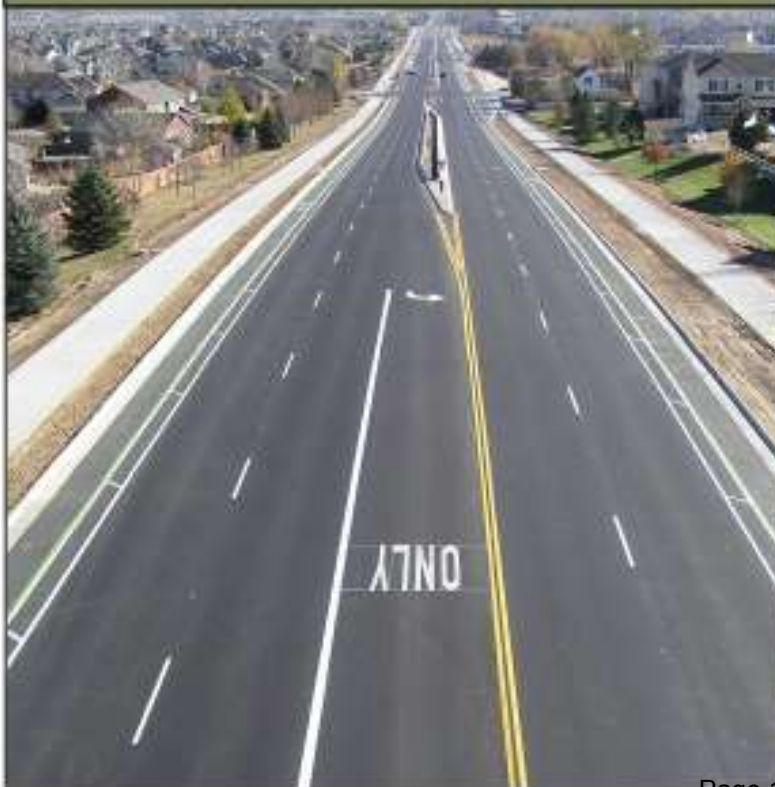


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SECTION 1: INTRODUCTION AND RESPONSIBILITIES

The North Front Range Transportation and Air Quality Planning Council (NFRT & AQPC) was officially formed on January 27, 1988. It was designated as the North Front Range Metropolitan Planning Organization (NFRMPO) on June 28, 1988, and as the Air Quality Lead Planning Agency for Carbon Monoxide (CO) on June 22, 1993. The Regional Air Quality Council (RAQC) was designated as the Lead Planning Agency for Ozone in the North Front Range on July 19, 2013¹. Local government members of the Planning Council include: Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor, and portions of Larimer and Weld counties. The Colorado Transportation Commission and the Colorado Department of Public Health and the Environment (CDPHE), also hold voting membership.

The NFRMPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) at least every four years. The TIP includes all regionally significant and/or federally-funded transportation projects to be implemented in the North Front Range region over a four year time period. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) determine if the TIP is consistent with the adopted regional transportation plan (RTP) and is produced through the continuing, cooperative, and comprehensive (3C) transportation process. FHWA and FTA approve conformity determinations in accordance with [40 CFR Part 93](#). The FHWA, FTA, and the Environmental Protection Agency (EPA) approve the TIP.

The NFRMPO Planning Council is responsible for making and the Air Quality Control Commission (AQCC) is responsible for concurring with the NFRMPO conformity determinations on the TIP working with CDPHE's Air Pollution Control Division (APCD).

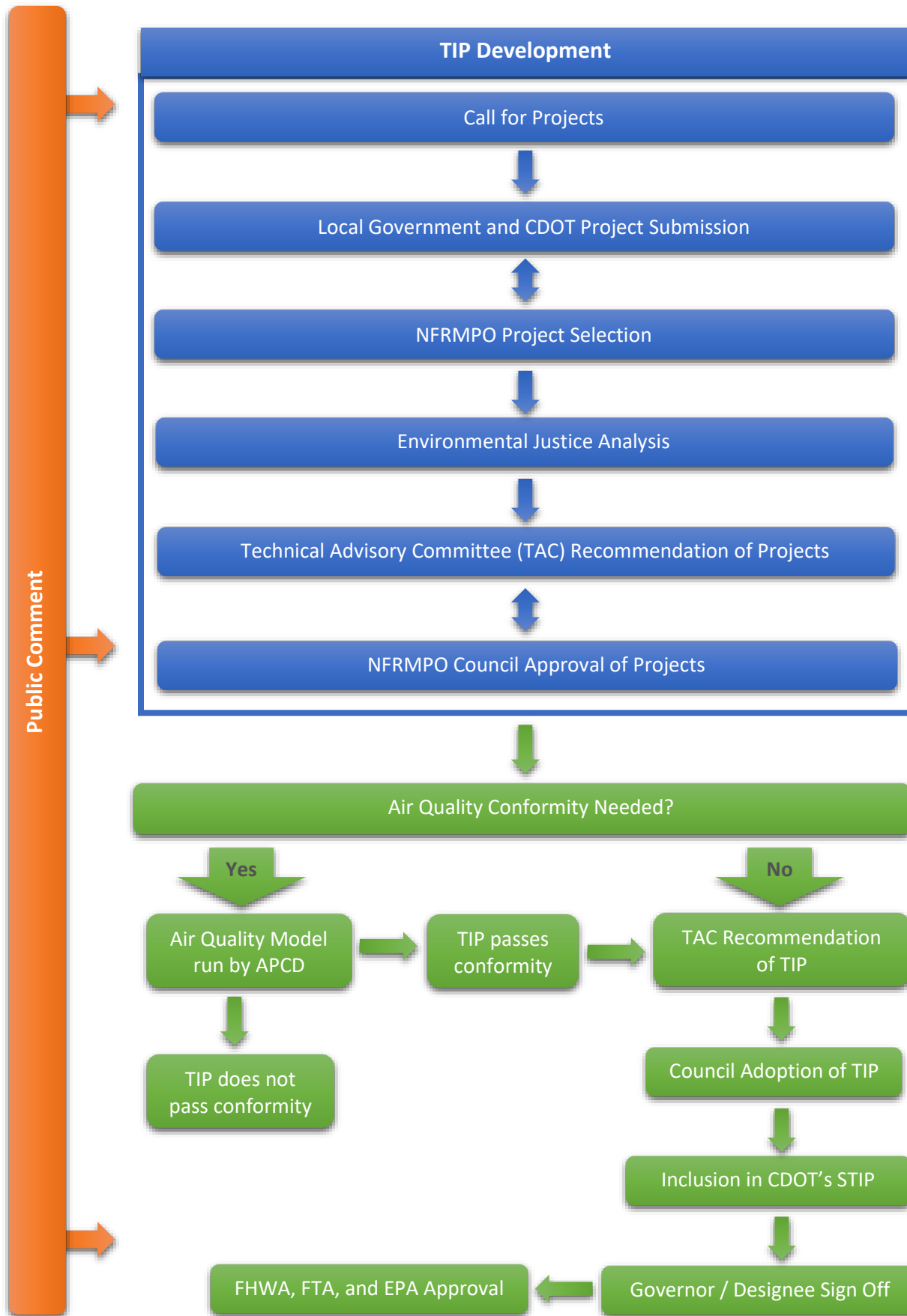
The NFRMPO Technical Advisory Committee (TAC) assists in the planning process, recommends projects for funding, and advises the Planning Council on technical matters. The TAC is comprised of one voting staff member from each member entity, one staff member from the Colorado Department of Transportation (CDOT), one staff member or representative from CDPHE-APCD, and non-voting members representing seniors, the Federal Highway Administration (FHWA), and the Regional Air Quality Council (RAQC). The TAC reviews and recommends most matters considered by the Planning Council.

The Colorado Governor approves the TIP, as shown in **Figure 1**. The TIP is incorporated into the Statewide Transportation Improvement Program (STIP) produced by CDOT.

While **Figure 1** appears hierarchical, many of the identified groups work closely in the development and approval of the TIP in an iterative and collaborative process.

¹ Colorado Executive Order B2013-007, July 19, 2013

Figure 1: NFRMPO TIP Process



Transportation Improvement Program (TIP) Development

The NFRMPO develops its transportation plans and programs using the “3C” (continuous, cooperative, and comprehensive) planning process, as required by [FHWA 223 CFR § 450.306](#) and [FTA in 23 CFR § 613.100](#). The Fixing America’s Surface Transportation (FAST) Act, adopted December 4, 2015, is the most recent, comprehensive federal legislation addressing surface transportation and guides the long range planning process. FAST Act contains eight factors first described in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and carried forward in the FAST Act, addressed by the 3C metropolitan transportation planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for all motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

The NFRMPO’s 2040 Regional Transportation Plan (RTP), adopted September 3, 2015, includes consideration of these planning factors as required by the FAST Act.

The RTP is a corridor-based plan and does not identify specific projects, except regionally significant projects that require air quality analyses and air quality conformity with Carbon Monoxide (CO), Volatile Organic Compounds (VOC), and Nitrogen Oxides (NOx) budgets outlined in the Colorado State Implementation Plan (SIP). A corridor based RTP provides greater flexibility for financial constraint and selecting projects for the TIP.

The 3C metropolitan transportation planning process requires the NFRMPO produce and maintain a multi-year TIP, which is fiscally constrained by program and by year. This TIP presents a four-year program of multi-modal projects using federal, state, and local funds. Specifically, all projects funded under Title 23 U.S.C. Chapters 1 and 2 or Title 49 U.S.C. Chapter 53 are included in the TIP, as are all regionally significant projects requiring an action by the FHWA or the FTA and all regionally significant projects funded with other Federal, state, or local sources. The time period for this TIP is October 1, 2017 through September 30, 2021 (FY 2018 – FY 2021).

The TIP identifies the type of improvement, a short project description, the funding source(s), the sponsoring entity(ies), and the implementation schedule. The TIP has significant flexibility and projects may be moved administratively within the four years of the TIP if funds become available, projects are delayed, or priorities change. In addition, Amendments may be made as necessary, through the adopted TIP Amendment process described later in this document.

The NFRMPO’s TIP project list must be incorporated without changes into the STIP developed by CDOT and approved by the Colorado Governor.

Project Prioritization and Selection

Projects in the TIP must be in alignment with the policies of an approved RTP and follow the adopted 2015 Congestion Management Process, outlined in the 2040 RTP. The TIP must be consistent with other

transportation plans and programs within the region, and must show conformity according to air quality budgets outlined in the SIP. The NFRMPO must provide residents, public agencies, and other interested parties with an opportunity to review and comment on the projects identified in the TIP prior to its adoption.

The FAST Act requires the TIP include:

- To the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the RTP, linking investment priorities to those performance targets.
- A priority list of proposed federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.
- A financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources reasonably expected to be available to carry out the program, and identifies innovative financing techniques to finance projects, programs, and strategies.
- In air quality nonattainment and maintenance areas, the TIP shall give priority to timely implementation of Transportation Control Measures (TCMs) contained in the applicable SIP in accordance with the EPA's transportation conformity regulations.

NFRMPO and CDOT worked together to produce the financial plan for the TIP and provides the basis for fiscal constraint.

For FY 2018 and FY 2019, the NFRMPO selected projects for the Congestion Mitigation & Air Quality Improvements Program (CMAQ), Surface Transportation-Metropolitan Program (STP-Metro), and the FHWA's Transportation Alternatives Program (TAP) using the FY 2016-2019 Project Scoring Criteria and Process approved on October 2, 2014 by the NFRMPO Planning Council. Highway capacity projects to be programmed in the FY 2016-2019 TIP are required by the NFRMPO, FHWA, and FTA to be consistent with the 2040 RTP and the adopted Congestion Management Process, updated in 2015.

For FY 2020 and FY 2021, the NFRMPO selected projects for the CMAQ, Surface Transportation Block Grant (STBG) program, and the FHWA's Transportation Alternatives (TA) program using the same project scoring criteria and process as the 2014 Call. Highway capacity projects to be programmed in the FY 2018-2021 TIP are required by the NFRMPO, FHWA, and FTA to be consistent with the 2040 RTP and the adopted Congestion Management Process, updated in 2015.

The TAC identified STBG funding targets for large and small communities allocating 58.6% of the funding to large communities and 41.4% to small communities across 6 projects. The TAC recommended funding eight of the 10 CMAQ project submissions. The TAC recommended one TA project, vetted by the Northern Colorado Bike and Ped Collaborative (NoCo Bike & Ped) for funding. The NFRMPO Planning Council approved the TAC recommended four year Call for Projects on November 3, 2016.

If additional funding is allocated to STBG or CMAQ funding programs within the first two years of the TIP (FY 2018 and FY 2019), the following processes will be used to assign funds to projects:

- STBG Program
 - Additional funding is split between the small and large community pools (71.5% for large communities, 28.5% for small communities) and the funding is assigned to the next highest ranked, partially-funded project in each respective pool. If the next partially-funded project in either pot is not ready in the fiscal year funds become available, the money will be assigned to the next partially-funded project in the other community pool. Funds must be backfilled in the

large or small pool as needed when they become available.

- CMAQ Program
 - Additional funding will be and assigned to the next highest ranked, partially-funded project in each category. Funds are split into the three project pools (Signal Timing, Bus Replacement, and Compressed Natural Gas (CNG) Equipment and Stations) using the following guidelines*:

Signal Timing:	13% of Total
Bus Replacement:	46% of Total
CNG Vehicles and Stations:	41% of Total
<hr/>	
100% CMAQ Funds	

**Percent allocations to be reevaluated before next call for projects*

TAC agreed to issue a two-year call for projects in 2018 adding two years to the end of the TIP (FY 2022 and FY 2023). Projects not receiving any funds by the time the new call is issued in 2018 will need to re-submit applications for additional funding

CDOT is responsible for projects shown for several other funding programs and these are also required not to exceed fiscal constraints. Similarly, changes in allocations to CDOT-sponsored programs and projects would prompt TIP Amendments or Modifications.

Transit operators are responsible for projects in the “Transit” programs of the TIP. Funding levels shown for these programs are based on the anticipated allocations from FTA formula funds, a competitive process, or projections from past trends. The total amount available for a program is based on funding authorized under the FAST Act and is apportioned according to population or competitive process. In the NFRMPO region there are two transit providers that receive FTA funds based on population: City of Fort Collins (Transfort) and Greeley-Evans Transit (GET):

- Transfort receives funds based on an urbanized area formula program for areas with population between 200,000 and 999,999. Transfort receives the FTA funds on behalf of the Fort Collins Transportation Management Area (TMA).
- GET receives funds from CDOT based on an urbanized area formula program for areas with populations between 50,000 and 199,999. GET uses the FTA funds to cover the Greeley, Evans, and Garden City area.

Both transit providers produce a Program of Projects (POP) each fiscal year based on FTA apportionments as published annually in the Federal Register. The program includes projects to be carried out using funds made available based on the urbanized area formulas or a competitive process. These projects include capital transit improvements, bus purchase and rehabilitation, bus facility upgrades, maintenance, and operations. The POPs are amended into the TIP as they are received. The FTA requires all projects be included in the TIP and the STIP before funds can be obligated.

Congestion Management

Federal requirements state that regions with a population of more than 200,000, known as Transportation Management Areas (TMA), must maintain a Congestion Management Process (CMP) and use it to make informed transportation planning and programming decisions. The CMP monitors performance on all regionally

significant congested corridors outlined in the 2040 RTP, and reported periodically. The Fort Collins TMA was designated in 2002 as a result of data from the 2000 Census.

The NFRMPO’s CMP requires project sponsors located on Regionally Significant Corridors (RCS) demonstrate conformity with the CMP. The NFRMPO tracks performance measures and monitors the system and presents it to the public in a periodic CMP report.

Public Participation

The NFRMPO follows FHWA and FTA requirements for public participation for all plans and projects. The NFRMPO carries out a process that is open to all desiring to participate, and provides both the public and private sectors with reasonable opportunities to comment on the TIP during its development. To notify the public, the NFRMPO makes copies of the document available for public review at the NFRMPO offices and on its website, and holds at least two NFRMPO Policy Committee and two NFRMPO Technical Advisory Committee meetings to take public comments.

The Public Involvement Plan (PIP), adopted November 5, 2015, guides the NFRMPO’s public participation activities for all plans and programs, including the TIP. The PIP was updated in conjunction with the 2040 RTP.

Funding Sources

The project listings in **Section 2** of the TIP are organized by funding program, consistent with those found in the STIP. Federal/non-federal match ratios vary across funding types. The abbreviations used in the TIP for specific funding types shown in the project tables labeled under “Funding Type/Program” are defined in **Table 1**.

The list in **Table 1** is current as of the publication of this document and funding types are subject to change. Some programs listed here may not have funds assigned to North Front Range project locations during the period covered by this TIP. Additionally, new funding sources may emerge or funding categories may change as new legislation is adopted and may be used for future projects in the TIP.

Table 1: Funding Program Abbreviations

HIGHWAY	
Abbreviation	Funding Source
AQC	Congestion Mitigation and Air Quality Improvement (CMAQ)
BR	Bridge-On State System
BRO	Bridge-Off State System
CR	Congestion Relief
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recover (State) FASTER Safety FASTER Bridge Enterprise
RPP	Regional Priorities Program
SRH	Safety – Railroad Crossing Elimination
SRP	Safety – Railroad At-Grade Crossing Protection
SRTS GRNT	Grants: Safe Routes to School

STBG	Surface Transportation Block Grant
STS	Surface Transportation Program – Safety
STU	Surface Transportation Program – Metropolitan (STP-Metro)
TAP	Transportation Alternatives Program
TA	Transportation Alternatives program
[Various]	Surface Treatment (CDOT)
TRANSIT	
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery (State) TRG-FASTER (State) transit funding for regional or State focused projects STL-FASTER (State) transit funding for locally focused projects
FTA5304	Transit 5304: Statewide Planning
FTA5307	Transit 5307: Urbanized Area Formula Program (FTA funds allocated on a formula basis to urban areas larger than 50,000)
FTA5309	Transit 5309: Capital Investment Program (discretionary capital funds)
FTA5310	Transit 5310: Transportation for Elderly Persons & Persons with Disabilities
FTA5311	Transit 5311: Rural & Small Urban Areas (Non-Urbanized Areas)
FTA5339	Transit 5339: Bus and Bus Facilities Program
ADDITIONAL ABBREVIATIONS: the following may also appear in project-specific entries:	
CDC	Capital Development Committee (State)
IM	Interstate Maintenance
IMD	Interstate Maintenance Discretionary
L	Local
LO	Local Overmatch
NHS	National Highway System
NHD	National Highway System – Discretionary
RAG	Railroad Crossing Program – At Grade
SHE	Surface Transportation Program – Hazard Elimination
SHF	State Highway Funding
STA	Surface Transportation Program – Any Area
STP	Surface Transportation Program
STF	Surface Transportation Program – Flexible
TCC	Transportation Commission Contingency (CDOT)

Note: CDOT is updating and using abbreviations associated with various funding programs. As those are assigned to specific projects and replace the abbreviations used initially in the TIP, the TIP will be administratively amended to reflect the changes as needed.

Project Delay Procedure

The goal of the NFRMPO's TIP Project Delay Procedure is to maximize the federal funding obligated each fiscal year and enable the NFRMPO to redirect funds to alternate projects if any are inactive or not making progress.

The delay procedure applies to projects funded through the federal CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation).

The delay procedure provides an incentive for local agency sponsors to develop their projects adhering to the schedule, obligate the federal funds within the year programmed and expedite the use of federal funds. Projects are reviewed on an annual basis in September, with TAC recommendations to Planning Council on granting extensions, if necessary, occurring the month following review.

A "delay" occurs:

- When a construction-related project is not advertised during the fiscal year assigned in the TIP
- When a non-construction project or program is not issued a "Notice to Proceed" during the fiscal year programmed in the TIP

Granting extensions on delays:

- TAC may recommend a one year extension for projects that do not meet the advertisement or notice to proceed date if CDOT can guarantee the funds in the next fiscal year. This may only occur if that project has not received a previous extension.
- TAC may recommend a 2nd extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the programmed year. The community may be granted a 2nd extension if extenuating circumstances exist outside the project sponsor's control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on 2nd extensions.

Super Circular

In its efforts to deliver on the promise of a 21st-Century government that is more efficient, effective and transparent, the [USDOT Office of Management and Budget \(OMB\)](#) has streamlined the OMB Circulars on Administrative Requirements, Cost Principles, and Audit Requirements for all Federal awards into one document, referred to as the Super Circular. Guidance published December 26, 2013, is in effect for all federal awards or funding increments to nonfederal entities as of December 26, 2014, and will apply to nonfederal entity audits for fiscal years beginning on or after that date. This guidance supersedes and streamlines requirements contained in OMB Circulars A-21, A-50, A-87, A-89, A-102, A-110, A-122 and A-133 by consolidating the requirements of these eight documents into one.

The Super Circular requires local agencies establish the projects' period of performance start and end date and include it in the Federal Award. Charges to the Federal Award may only include allowable costs incurred during the period of performance. Any extension or modification to the project end date must be authorized by the FHWA or FTA. The Local Agency must submit, no later than 90 calendar days after the end date of the period of performance, all financial, performance, and other reports as required by the terms and conditions of the Federal award. The project must be closed and all final reimbursements be made in this 90 day period. CDOT is

required to evaluate the risk of each Local Agency to effectively deliver the project. **Table 2** explains the Federal code related to the Super Circular.

Table 2: References to Super Circular Code²

References to Super Circular Code		
1.	Period of Performance	200.309
2.	Project Closeout	200.343
3.	Evaluation of Subrecipient’s Risk	200.205, 200.207, 200.331
4.	Performance Management	200.301
5.	15 Standard Data Sets	200.210, 200.331
6.	Indirect Cost Rates	200.331, 200.414, 200.68
7.	Time and Effort Rules	200.430(i)
8.	Internal Controls	200.303
9.	Required Disclosures	200.112, 200.113
10.	Procurement	200.317-200.326, 2 CFR 1201.317
11.	Payments	200.305
12.	Single Audit (A-133) Requirements	200.501

Entities Eligible for Funding

Applications for TIP projects which involve public-private partnerships are only accepted from a member government when the member government assumes sole responsibility for the project. Private sector partners may include, but are not limited to, trail management groups, developers, and financiers. Member governments will represent their private sector partner(s) in all dealings with NFRMPO, CDOT, FHWA, or FTA. The private sector partner may not participate in such activities without the sponsoring local government present. Eligible projects must demonstrate a strong public benefit. Partnerships must have a legal, written agreement in place between the public agency and the private entity before a project may be included in the TIP.

Partially-Funded Projects and Program Efficiencies

During a call for projects selection process, the project selection committee may stay within financial constraints by reducing the funding of a proposed project before it is programmed into the TIP. Such partially-funded projects may be awarded additional funding if and when it becomes available. In some instances, project sponsors may need to reapply in subsequent calls. An important consideration for Project Sponsors is the following excerpt from Title 23 of the U.S. Code regarding engineering cost reimbursement:

“If on-site construction of or acquisition of right of way for a highway project is not commenced within 10 years (or such longer period as the State requests and the Secretary determines to be reasonable) after the date on which Federal funds are first made available, out of the Highway Trust Fund (other than Mass Transit Account),

² Federal Register. Office of Management and Budget. Vol. 78. No. 248. <https://www.gpo.gov/fdsys/pkg/FR-2013-12-26/pdf/2013-30465.pdf>

for preliminary engineering of such project, the State shall pay an amount equal to the amount of Federal funds reimbursed for the preliminary engineering. The Secretary shall deposit in such Fund all amounts paid to the Secretary under this section,” (23 U.S.C. §102). “

Typically, CDOT’s intergovernmental agreements (IGAs) with local agency Project Sponsors concerning federal-aid projects contain provisions to ensure that local agencies would, in turn, provide the state with the funds necessary to satisfy this cost reimbursement provision of the federal law.

Some projects that were initially programmed in the TIP prior to Fiscal Year 2018 remain active, but have not reached the implementation phase at the time the TIP was being updated. In the project funding tables these projects are listed with the note, “Roll Forward,” because their implementation is scheduled to proceed in Fiscal Year 2018.

As each fiscal year draws to a close and a new one started, the TIP’s project funding tables are revised to reflect additional instances for which the funding for projects needs to be rolled forward. Rolling forward the projects subject to the NFRMPO’s Delay Policy occurs only if their schedules are being extended in accordance with those requirements and the funding remains available.

TIP Amendment and Modification Process

Amendments to the TIP are necessary to facilitate project implementation, identify changes in funding and scheduling, and add or delete projects. The NFRMPO forwards TIP Amendments and Modifications to CDOT upon approval at the appropriate organizational level, as described below. Amendments approved by the Planning Council are accompanied by a Resolution of Adoption. Subsequently, each Administrative Modification will be provided for informational purposes to both the TAC and Planning Council. Any member may request Planning Council review of any action taken by NFRMPO staff or the TAC. The two types of TIP changes are described below.

Policy Amendments

Policy Amendments require TAC review and Planning Council approval for all CMAQ, STBG, TA funded and Air Quality Significant Projects.

Examples of Air Quality Significant Projects are:

- Adding a travel lane at least one mile in length, or completing a regional connection;
- Adding a new intersection on principal arterials or above;
- Adding new interchanges or grade-separated intersections;
- Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- Regional transit projects between jurisdictions;
- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, taking into account existing service levels.

The following items require a Policy Amendment:

1. Any project, outside of a funding pool, added to the TIP using federal funds including CMAQ, STBG or TA funds, or if the project is an Air Quality Significant Project (see examples above).
2. Any project that has all Federal funding removed or is deleted from the TIP.
3. The addition or deletion of \$5M or more in federal or state funds for any project.

4. A change in funding sources from local/state to include any amount of federal funds.
5. A change in the total amount of a STIP pool by \$5M or more in state or federal funding due to Transportation Commission action, including a change in the Federal resource allocation.
6. Any significant change in the scope of a project. A scope change is defined as any sponsor-directed alteration that requires a modification in a project's activity, location, or schedule which triggers a review of the National Environmental Policy Act (NEPA) process or air quality analysis. Common scope changes are: (1) engineering change, (2) quantity change, (3) location change, and (4) schedule change. Specifically, any schedule changes that might impact the TIP's air quality conformity as the completion date of a regionally significant project would occur in a different time frame than that modeled by APCD.

Policy amendments will be processed according to the following schedule:

- Amendments will be processed every other month, beginning with January 1 each year.
- The 30-day Public Comment period for TIP Amendments will open when the next TAC meeting packet is released, one week prior to the TAC meeting.
- TIP Amendments will go to TAC and Council once each for Action. Council adoption of the TIP Amendment will be contingent on public comments received during any portion of the 30-day Public Comment period occurring after the Council meeting.

Administrative Modifications

1. A change between federal funding sources.
2. A change in project funding less than \$5M of state or federal funding, and does not change the scope of the project.
3. A transfer of funds between project years, with concurrence of Project Sponsors, and not impacting air quality conformity.
4. A change of less than \$5M in the total amount of a STIP pool in state or federal funding due to Transportation Commission action, including a change in the Federal resource allocation.
5. Changes in the projects included in a STIP pool due to Transportation Commission action, including a change in the state resource allocation.

For projects funded through CDOT managed pools that are not regionally significant or transit projects, the NFRMPO TIP shows pool totals by year. CDOT will provide a list of the projects within each pool. The NFRMPO TIP Table refers readers to the CDOT STIP Report for project funding within the CDOT-managed pools. To access the STIP tables, please visit: <https://www.codot.gov/business/budget>.

Emergency Funds

Projects receiving funding from the Emergency Relief Program 23 CFR 668.105 may be processed into the STIP prior to being processed into the TIP. CDOT shall follow up and request a TIP amendment or modification at the same time the STIP action is requested. The procedure for projects providing emergency repairs as defined by the Governor, the Transportation Commission, or the CDOT Executive Director will be addressed on a case by case basis.

Environmental Justice

[Executive Order 12898 – 1994](#)

Executive Order 12898, Federal Action to address Environmental Justice (EJ) in minority and low-income populations, requires the U.S. Department of Transportation (USDOT) and the Federal Transit Administration (FTA), to make EJ part of an MPO's transportation planning mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs,

policies and activities on minority populations and/or low-income populations (collectively “EJ populations”). EJ at FTA and FHWA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews.

[DOT Order 5610.2\(a\) – May 2012](#)

In May 2012, DOT issued an updated internal Order, *Actions to Address EJ in Minority Populations and Low-Income Populations* (DOT Order). The DOT Order updates the Department’s original EJ Order, which was published April 15, 1997. The DOT Order continues to be a key component of the USDOT’s strategy to promote the principles of EJ in all DOT programs, policies, and activities.

NFRMPO Environmental Justice Process

An EJ analysis must be completed on all TIP Amendments. If a project included in an Amendment lies within ¼ mile of or adjacent to an EJ population, an EJ analysis must be completed on the project. If it does not, it is considered to be Non-EJ. The benefits and burdens of each project must be examined individually on all EJ and Non-EJ projects. An overall analysis on projects in the TIP determines if it meets EJ requirements. The analysis process follows three guiding principles outlined in DOT Order 5610.2(a):

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations in relation to transportation improvements.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Under this DOT order, an adverse effect means:

- Bodily impairment, infirmity, illness, or death;
- Air, noise, and water pollution and soil contamination;
- Destruction or disruption of man-made or natural resources;
- Destruction or diminution of aesthetic values;
- Destruction or disruption of community cohesion or a community’s economic vitality;
- Destruction or disruption of the availability of public and private facilities and services;
- Vibration;
- Adverse employment effects;
- Displacement of persons, businesses, farms, or non-profit organizations;
- Increased traffic congestion, isolation, exclusion, or separation of individuals within a given community or from the broader community;
- Denial of, reduction in, or significant delay in the receipt of benefits of USDOT programs, policies, or activities.

An EJ analysis also includes a determination of whether the activity will result in a “disproportionately high and adverse effect on human health or the environment,” defined in DOT Order 5610.2(a) as:

- Being predominately borne by a minority population and/or low-income population, or
- Suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income populations.

All EJ analysis procedures are completed by NFRMPO staff. **Table 3** lists the benefits and burdens reviewed for EJ or Non-EJ projects.

Table 3: Environmental Justice Benefits and Burdens

Benefit	Burden
Decrease in travel time	Air and water pollution
Improved air quality	Soil contamination
Expanded employment opportunities	Destruction or disruption of man-made or natural resources
Better access to transit options and alternative modes of transportation (walking and bicycling)	Adverse impacts on community cohesion or economic vitality
Improved quality of transit	Noise and vibration
Increased property values	Decrease in property value

Measuring System Performance

The objective of the performance and outcome - based program first identified in MAP-21 and carried forward in the FAST Act, is for planning agencies to invest resources in projects that collectively make progress toward the achievement of seven specific national goal areas, detailed in **Table 3**.

Table 4: FAST Act National Performance Goals³

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System.
System Reliability	To improve the efficiency of the surface transportation system.
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

³ §1203; 23 USC 150(b)

NFRMPO staff developed [Goals, Objectives, Performance Measures, and Targets](#) (GOPMT) in coordination with the TAC to monitor the performance of projects included in the TIP. The GOPMT were adopted by the NFRMPO Planning Council on September 4, 2014.

Each Goal, Objective, and Performance Measure directly relates to one or more of the seven national goal areas. Each Performance Measure is associated with a Target to monitor system performance. The types of data collected for each project relate to the Target of the applicable Performance Measure. During the 2014 and 2016 Calls for Projects, each project applicant was required to identify of applicable Performance Measure(s). **Table 45** shows TIP projects with their associated with Performance Measures and Goals.

Table 5: NFRMPO Project Performance Measures and Goals

NFRMPO Performance Measure: Air Quality Conformity Tests on Plans and Programs			
National Goal Areas: Environmental Sustainability, Reduced Project Delivery Delays			
Target: Passes Conformity			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2019-001	10 th Street Access Control Implementation	Greeley	STP-Metro
2017-003	I-25 / Crossroads Interchange	CDOT R4	STP-Metro
2020-003	Central System and Controller Replacement	Greeley	CMAQ
2016-003	Loveland Traffic Optimization	Loveland	CMAQ
2020-005	Traffic Signal Progression Improvements – US 34	Loveland	CMAQ
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2020-002	GET Diesel Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2020-001	Transfort CNG Buses	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2020-006	COLT Diesel Bus Replacement	Loveland	CMAQ
2016-007	Larimer County CNG Vehicle Replacement	Larimer County	CMAQ
2020-004	CNG Fast Fill Stations	Larimer County	CMAQ
2017-002	Loveland CNG Vehicle Replacement	Loveland	CMAQ
2020-007	Loveland Diesel Fleet Replacement	Loveland	CMAQ
2016-006	Weld County CNG Vehicles & Expansion	Weld County	CMAQ
2020-008	Weld County CNG Vehicles	Weld County	CMAQ

NFRMPO Performance Measure: Number of Facility Samples with Poor Surface Condition
National Goal Areas: Infrastructure Condition, Freight Movement and Economic Vitality
Target: Reduce by 1%

TIP Project Number	Project Name	Project Sponsor	Funding Program
2017-005	Collins Street Resurfacing	Eaton	STP-Metro
2016-009	65 th Ave Widening	Evans	STP-Metro
2020-009	37 th Street Overlay	Evans	STBG
2019-001	10 th Street Access Control Implementation	Greeley	STP-Metro
2020-011	O Street Widening – 11 th Avenue to WCR 37	Greeley	STBG

NFRMPO Performance Measure: Five-Year Rolling Average of Injury and Fatal Crashes
National Goal Areas: Safety, System Reliability
Target: No Increase in Crashes

TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2019-001	10 th Street Access Control Implementation	Greeley	STP-Metro
2018-002	US34 Widening	Loveland	STP-Metro
2020-003	Central System and Controller Replacement	Greeley	CMAQ
2016-003	Loveland Traffic Optimization	Loveland	CMAQ
2020-012	US 34 (Eisenhower Boulevard) Widening – Boise Avenue to I-25	Loveland	STBG
2020-013	Intersection Improvements at SH 257 & Eastman Park Drive	Windsor	STBG
2020-005	Traffic Signal Progression Improvements – US 34	Loveland	CMAQ
2020-011	O Street Widening – 11 th Avenue to WCR 37	Greeley	STBG

NFRMPO Performance Measure: Regionally Significant Congested Corridors with a Travel Time Index of 2.5 Times or Less Than Free Flow

National Goal Areas: Congestion Reduction, System Reliability, Freight Movement and Economic Vitality

Target: Maintain At Least 80%

TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2020-010	Timberline Road Corridor Improvements	Fort Collins	STBG
2018-002	US34 Widening	Loveland	STP-Metro
2017-003	I-25 / Crossroads Interchange	CDOT R4	STP-Metro
2016-003	Loveland Traffic Optimization	Loveland	CMAQ
2020-003	Central System and Controller Replacement	Greeley	CMAQ
2020-005	Traffic Signal Progression Improvements – US 34	Loveland	CMAQ
2020-011	O Street Widening – 11 th Avenue to WCR 37	Greeley	STBG
2020-012	US 34 (Eisenhower Boulevard) Widening – Boise Avenue to I-25	Loveland	STBG
2020-013	Intersection Improvements at SH 257 & Eastman Park Drive	Windsor	STBG

NFRMPO Performance Measure: Non-Motorized Facilities Per Capita National Goal Areas: System Reliability, Infrastructure Condition, Congestion Reduction Target: Increase by At Least 2%			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2021-001	North LCR 17 Expansion	Larimer County	STBG
2016-009	65 th Ave Widening	Evans	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2019-001	10 th Street Access Control Implementation	Greeley	STP-Metro
2018-002	US34 Widening	Loveland	STP-Metro
2017-001	Great Western Trail	Windsor	TAP
2020-014	Little Thompson River Corridor Trail – Phase 1a	Johnstown	TA
2020-009	37 th Street Overlay	Evans	STBG
2020-012	US 34 (Eisenhower Boulevard) Widening – Boise Avenue to I-25	Loveland	STBG
2020-013	Intersection Improvements at SH 257 & Eastman Park Drive	Windsor	STBG
NFRMPO Performance Measure: Fixed-Route Revenue Hours Per Capita Within Service Areas National Goal Area: System Reliability Target: Increase by 30%			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2020-002	GET Diesel Bus Replacement	Greeley	CMAQ
2020-001	Transfort CNG Buses	Fort Collins	CMAQ
2020-006	COLT Diesel Bus Replacement	Loveland	CMAQ

NFRMPO Performance Measure: Transit Service Vehicles Within Useful Life Parameters Established by FTA
National Goal Areas: System Reliability, Reduced Project Delivery Delays
Target: Maintain 75%

TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2020-002	GET Diesel Bus Replacement	Greeley	CMAQ
2020-001	Transfort CNG Buses	Fort Collins	CMAQ
2020-006	COLT Diesel Bus Replacement	Loveland	CMAQ

NFRMPO Performance Measure: Fixed-Route Ridership Per Capita Within Service Areas
National Goal Areas: System Reliability, Congestion Reduction
Target: Increase by 10%

TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2020-002	GET Diesel Bus Replacement	Greeley	CMAQ
2020-001	Transfort CNG Buses	Fort Collins	CMAQ
2020-006	COLT Diesel Bus Replacement	Loveland	CMAQ

TELUS Online TIP

NFRMPO will use the FY 2018 – FY 2021 TIP as the foundation for developing an online TIP. The Transportation Economic Land Use System (TELUS) online TIP software allows users to promote public engagement online, streamline TIP Amendments, map projects, generate reports, and provide access for multiple agencies to contribute to the TIP. This fully customizable software will help the NFRMPO distribute TIP information more effectively.

NFRMPO member communities and CDOT will have access to submit new projects, project Amendments, and Modifications directly on the TELUS site. The NFRMPO TIP Administrator can approve, deny, or modify requests as they appear saving Amendments for NFRMPO action and Modifications for quarterly reporting. The transparency of TELUS and the consistent TIP formatting will accelerate the Modification and Amendment process, while reducing possible errors.

Users are presented with projects in a tabular format or a spatial format with projects distributed on a regional base map. Public comment(s) can be left on each project and the TIP Administrator can respond directly to requests.

SECTION 2: TIP MODIFICATION AND AMENDMENT FORMS

TIP Modification Form

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) North Front Range Transportation & Air Quality Planning Council Administrative Modification Request -- (To be completed by NFRMPO)														
Submitted to: Enter Modification Recipient			Prepared by: Enter Who Prepared Modification				DATE: Enter Date							
Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/Program	FY 16-19 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
Enter Funding Program or Source Here														
Enter STIP Number	TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0
					Local Overmatch		0	0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0	0
Project Description:														
Reason:		Enter reason for modification												

TIP Amendment Form

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) North Front Range Transportation & Air Quality Planning Council Policy Amendment Request -- (To be completed by NFRMPO)														
Submitted to: Enter Amendment Recipient			Prepared by: Enter Who Prepared Amendment				DATE: Enter Date							
Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/Program	FY 16-19 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
Enter Funding Program or Source Here														
Enter STIP Number	TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0
					Local Overmatch		0	0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0	0
Project Description:														
Reason:		Enter Reason for Amendment												

SECTION 3: FY 2018-2021 PROJECTS

Project Tables

The table of project listings is shown as it was adopted **XXX**, 2017 and is updated with each amendment. The most up to date version of the TIP is available online at nfrmpo.org/tip/.

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX
Initial TIP Table Draft 2/9/2017

Indicates Last Amendment or Modification
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool
North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward

Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
HIGHWAYS														
Bridge - On State System														
SR46598	P-4	Region 4 Bridge - On System Pool Funding amounts allocated for the North Front Range Region	CDOT Region 4	Bridge	Federal State Total	XXX XXX	5,519 1,380 6,899	2,344 586 2,930	4,251 1,063 5,314	- - -	- - -	6,595 1,649 8,244	- - -	- - -
Pool Projects:														
XXX	-	H392A: Windsor -Lucerne 105-115	XXX		Project Description: XXX									
XXX	-	GWRR Bridge over I-25 S/O US34 repairs	XXX		Project Description: XXX									
XXX	-	US287/College Ave. MP 342 - 347 Ft Collins	XXX		Project Description: XXX									
XXX	-	NFR Asset Mgmt Bridge Maintenance	XXX		Project Description: XXX									
XXX	-	SH60B: I-25 to Milliken MP 6-14	XXX		Project Description: XXX									
XXX	-	I-25: Scour at the Big Thompson River	XXX		Project Description: XXX									
XXX	-	US85L: O St to Ault 270.5-280 Included SH392 Intersection Im	XXX		Project Description: XXX									
XXX	-	SH14C: Ft Collins East Lemay to I-25 mp135.7-139.5	XXX		Project Description: XXX									
XXX	-	I-25 RR Bridge Preventative Maintenance	XXX		Project Description: XXX									
XXX	-	US34D: (C-18-J) Bridge Preventative Maintenance	XXX		Project Description: XXX									
XXX	-	US287: Spring Creek	XXX		Project Description: XXX									
Pool Description: Summary of CDOT Region 4 Bridge - On System Pool Programming														
SR4521.114	2017-007	SH60: I-25 - Milliken MP 6-14	CDOT Region 4	Bridge Reconstruct	Federal State Total	Construction Bridge Program State Highway Fund - HUTF Funds	- - -	409 102 511	- - -	- - -	- - -	409 102 511	- - -	- - -
Project Description: XXX														
SR46598.036	NF1099	NFR Asset Mgmt Bridge Maintenance MP 6-14	CDOT Region 4	Bridge Reconstruct	Federal State Total	Construction Bridge Program Construction Bridge Program	- - -	1,510 315 1,825	- - -	- - -	- - -	1,510 315 1,825	- - -	- - -
Project Description: XXX														
SR46598.053	2017-015	I-25 Scour at the Big Thompson River MP 339-342	CDOT Region 4	Bridge on System	Federal State Total	Bridge Replace (State Match) State Highway Fund - HUTF Funds	- - -	1,126 282 1,408	- - -	- - -	- - -	1,126 282 1,408	- - -	- - -
Project Description: XXX														
SR45218.174	2018-010	US85L: O St to Ault MP 270-280	CDOT Region 4	Bridge On System	Federal State Total	Bridge Replace (State Match) State Highway Fund - HUTF Funds	- - -	110 30 140	- - -	- - -	- - -	110 30 140	- - -	- - -
Project Description: XXX														
SR46598.054	2018-011	I-25 RR Bridge Preventative Maintenance	CDOT Region 4	Bridge on System	Federal State Total	Bridge Replace (State Match) State Highway Fund - HUTF Funds	- - -	- - -	3,851 963 4,814	- - -	- - -	3,851 963 4,814	- - -	- - -
Project Description: XXX														
SR46598.058	2019-005	US287: Spring Creek MP 344.8	CDOT Region 4	Channel Realignment	Federal State Total	Construction Bridge Program State Highway Fund - HUTF Funds	- - -	- - -	400 100 500	- - -	- - -	400 100 500	- - -	- - -
Project Description: XXX														
Bridge - Off State System														
SR46601	P-5	Region 4 Bridge - Off System Pool Funding amounts allocated for the North Front Range Region	CDOT Region 4 Various Below	Bridge Reconstruct	Federal Local Total	Bridge Replace (Local Match) Local	968 242 1,210	1,756 439 2,195	- - -	- - -	- - -	1,756 439 2,195	- - -	- - -
Pool Projects:														
XXX	-	Big Thomp. River at CR19E (LR19E-0.5-20)	XXX		Project Description: XXX									
XXX	-	West Mutual Ditch/CR44 (WEL044.0-033.0A)	XXX		Project Description: XXX									

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX
Initial TIP Table Draft 2/9/2017

Indicates Last Amendment or Modification
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool
North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward

Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
XXX	-	Spring Ck at Riverside (FCRVSD-S.2PRST)	XXX											
XXX	-	Loveland (LOV1050TAFT.AV)	XXX											
XXX	-	Larimer Co. Canal at CR9 (LR9-0.4-56)	XXX											
Pool Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming														

Strategic

SSP4028	P-6	N. I-25 Corridor (Denver to Fort Collins) Construction	CDOT	Highway Added Capacity	Federal	Regional Priority Program	1,090	-	-	-	-	-	-	-
		Funding amounts allocated for the North Front Range Region	Region 4	Modify & reconstruct	State	RAMP	30,635	-	-	-	-	-	-	-
					State	FASTER Safety	5,000	-	-	-	-	-	-	-
					Total		36,725	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 North I-25 Corridor (Denver to Fort Collins) Construction Project Programming														

SR41002	2017-032	North I-25: Design Build SH402 - SH14	CDOT	Highway Added Capacity	Federal (freight)	FR8	-	15,000	-	-	-	15,000	-	-
			Region 4	Modify & Reconstruct	Federal	TIGER - Transpo. Invest. Gen. Econ. Recov.	-	15,000	-	-	-	15,000	-	-
					State	Transportation Commission Contingency	5,000	23,000	60,000	-	-	83,000	-	-
					State (Transit)	Transit and Rail Statewide Grants (FASTER)	-	5,000	-	-	-	5,000	-	-
					State (RoadX)	Intelligent Transportation Systems - Road X	-	2,000	-	-	-	2,000	-	-
					Federal (RAMP HPTE)	Nat. Hwy Performance Program	3,869	-	-	-	-	-	-	-
					State (RAMP HPTE)	Nat. Hwy Performance Program	6,525	-	-	-	-	-	-	-
					Local	Private	-	-	-	-	-	-	-	-
					Local	Local	5,000	5,000	5,000	-	-	10,000	-	-
					Regional Priority Program	Regional Priority Program	-	-	-	-	-	-	-	-
					Surface Treatment	STP - Surface Transportation Program	-	-	-	-	-	-	-	-
					Surface Treatment	State Highway Fund - HUTF Dollars	-	-	-	-	-	-	-	-
					Total		20,394	65,000	65,000	-	-	130,000	-	-
Project Description: XXX														

FASTER (North Front Range Listings of State Highway Locations)

SR46606	P-7	Region 4 FASTER Safety Pool	CDOT	FASTER Safety	State	XXX	27,733	14,043	14,139	-	-	28,182	-	-
		Funding amounts allocated for the North Front Range Region	Region 4		Total		27,733	14,043	14,139	-	-	28,182	-	-
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														

SR46606.060	2018-005	SH402 at CR 9E	CDOT	Intersection Improvement	State	FASTER	-	2,500	-	-	-	2,500	-	-
			Region 4		Total		-	2,500	-	-	-	2,500	-	-
Project Description: XXX														

SR46606.062	2019-002	SH263: Safety Improvements	CDOT	Safety Improvement	State	FASTER	-	-	1,000	-	-	1,000	-	-
			Region 4		Total		-	-	1,000	-	-	1,000	-	-
Project Description: XXX														

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX
Initial TIP Table Draft 2/9/2017

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	Project Programmed/Budgeted in Pool					FY 18-21 TIP TOTAL	Dollars Listed in Thousands	
								FY 18	FY 19	FY 20	FY 21	FY 22		FY 23	
		Indicates Last Amendment or Modification			Statewide or CDOT Region 4 Pool			Project Programmed/Budgeted in Pool					Dollars Listed in Thousands		
		Indicates Amendment or Modification Since Last Version			North Front Range Pool			Project Funds Rolled Forward					Dollars Only in STIP		
SR46606.073	2018-008	I-25A: Median Cable N/O Ft Collins MP 270-279	CDOT Region 4	Safety Improvement	State Total	FASTER	- -	3,750 3,750	- -	- -	- -	3,750 3,750	- -	- -	
Project Description: XXX. 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.															
SST8000.	P-8	Region 4 State Bridge Enterprise Pool Funding amounts allocated for the North Front Range Region	CDOT Region 4	FASTER Bridge	State Total	FASTER	- -	11,951 11,951	- -	- -	- -	11,951 11,951	- -	- -	
Pool Projects: SST8000.090 - I-25 @ Vine Drive Bridge Replacement (SST8000.090) XXX Project Description: XXX SST8000.TBD - Prospect Road over I-25 XXX Project Description: XXX															
Pool Description: Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region															
SR46606.40	P-9	Region 4 FASTER Safety Signal Pool Funding amounts allocated for the North Front Range Region	CDOT Region 4	FASTER Safety Signal	State Total	XXX	- -	- -	- -	- -	- -	- -	- -	- -	
Pool Description: Summary of CDOT Region 4 FASTER Safety Signal Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region															
Regional Priorities (North Front Range Listings)															
SR46600.016	P-10	R-4 RPP Total funding allocated for NFRMPO, DRCOG, UFR, and Eastern TPR	CDOT Region 4	XXX	Federal Total	Regional Priority Program	22,680 22,680	11,340 11,340	11,340 11,340	- -	- -	22,680 22,680	- -	- -	
Pool Description: Summary of CDOT Region 4 Regional Priority Program (RPP) Project Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region															
SSP4428.001	2016-036	NFR I-25: Post EIS Design & ROW	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal State Total	STP-Surface Transportation Program State Highway Fund - HUTF Dollars	3,631 1,179 4,810	2,937 291 3,228	2,179 215 2,394	- -	- -	5,116 506 5,622	- -	- -	
Project Description: XXX															
Non-Regionally Significant Regional Priority Program (RPP)															
SR46600	P-11	Non-Regionally Significant Regional Priority Program Pool Funding amounts allocated for the North Front Range Region	CDOT Region 4 Various Below	Safety and Bridge Replacement	Federal State Local Total	STP - Surface Transportation Program State Highway Fund - HUTF Funds Local	- 300 - 300	- - - -	700 250 1,500 2,450	- -	- -	700 250 1,500 2,450	- -	- -	
Pool Projects: SR46600.054 - Fort Collins CBC Underpass (College Ave S/O Foothills Parkway) XXX Project Description: XXX SR46600.058 - US34 Bypass Signal at 83rd Ave XXX Project Description: XXX SR46600.059 - US85: Signal at WCR 76 N. of Eaton XXX Project Description: XXX SR46600.060 - R4 SH60 Over the South Platte River XXX Project Description: XXX															
Pool Description: Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming. CDOT RPP Non-Regionally Significant Pool project located in North Front Range.															
Congestion Relief															
SR46603	P-12	Region 4 Congestion Relief Pool Funding amounts allocated for the North Front Range Region	CDOT Region 4		Federal Total	XXX	- -	- -	- -	- -	- -	- -	- -	- -	
Pool Description: Summary of CDOT Region 4 Congestion Relief Pool Programming															
Surface Treatment															
SR45218	P-13	Region 4 Surface Treatment Funding amounts allocated for the North Front Range Region	CDOT Region 4	Surface Treatment	Federal Total	STP - Surface Transportation Program	116,658 116,658	61,098 61,098	59,630 59,630	- -	- -	120,728 120,728	- -	- -	
Pool Description: Summary of CDOT Region 4 Surface Treatment Project Programming															
SR45218.114	NF1018	SH60: I-25 to Milliken MP 6 - 14 Also, see Bridge - On State System	CDOT Region 4	Minor Rehab	Federal State Total	STA SHF	4,140 860 5,000	- -	- -	- -	528 110 638	528 110 638	- -	- -	
SR45218.173	2018-006	SH14 Ft Collins East MP 135.7 - 139.5	CDOT Region 4	Minor Rehab	Federal State Total	STP - Enhancement Activities State Highway Fund - HUTF Funds	- - -	9,110 1,890 11,000	- -	- -	- -	9,110 1,890 11,000	- -	- -	
Project Description: XXX															

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North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward

Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
SR45218.179	2018-007	US34: US85 east to US34A MP 135.7 - 139.5	CDOT Region 4	Minor Rehab	Federal State Total	STP - Enhancement Activities State Highway Fund - HUTF Funds	- - -	1,200 250 1,450	- - -	- - -	- - -	1,200 250 1,450	- - -	- - -
Project Description: XXX														
SR45218.182	2016-020	US287 Berthoud Bypass Repair	CDOT Region 4	Surface Treatment Repair	Federal State Total	STP - Surface Transportation Program State Highway Fund - HUTF Funds	- - -	1,242 258 1,500	373 77 450	- - -	- - -	1,615 335 1,950	- - -	- - -
Project Description: Surface treatment pool project to repair expansive soils area with minor overlay and evaluate future movement.														
SSP4428.005	2016-038	I-25: S/O SH56 Climbing Lanes	CDOT Region 4	Surface Treatment	Federal Total	STP - Surface Transportation Program	1,980 1,980	3,035 3,035	- -	- -	- -	3,035 3,035	- -	- -
Project Description: XXX														
SR45218.174	2018-009	US85L: O St to Ault MP 270-280	CDOT Region 4	Surface Treatment	Federal State Total	STP - Surface Transportation Program State Highway Fund - HUTF Funds	- - -	3,075 640 3,715	10,487 2,180 12,667	- - -	- - -	13,562 2,820 16,382	- - -	- - -
Project Description: XXX														
SR45218.187	2019-003	SH263: US 85 to Greeley Airport MP .63-2.7	CDOT Region 4	Surface Treatment	Federal State Total	STP - Surface Transportation Program State Highway Fund - HUTF Funds	- - -	- - -	575 119 694	- - -	- - -	575 119 694	- - -	- - -
Project Description: XXX														
SR46600.054	2016-015	Fort Collins CBC Underpass (College Ave S/o Foothills Parkway)	CDOT Region 4	Surface Treatment	Federal State Total	STA SHF	- - -	- - -	- 100 100	- - -	- - -	- 100 100	- - -	- - -
Project Description: XXX														
CDOT Region 4 Transportation Alternatives (TA)														
SR47020	P-14	CDOT Region 4 Transportation Alternatives Program Pool Funding amounts allocated for the North Front Range Region	CDOT Region 4 Various Below	Bike/Ped Facility	Federal Local Total	STP - Enhancement Activities Local	3,306 1,203 4,509	1,110 278 1,388	393 143 536	1,340 2,273 3,613	- - -	2,843 2,694 5,537	- - -	- - -
Pool Projects:														
SR47020.025	-	US287 Gap Project - Bike/Ped Improvements	Larimer County			Project Description: US287: Larimer Weld Canal to SH1								
SR47020.026	-	Power Trail Grade Separation at Harmony Rd	Fort Collins			Project Description: Harmony Rd west of Timberline								
SR47020.027	-	Poudre Trail Flood Damage	Weld County			Project Description: Windsor to Greeley								
SR47020.028	-	Namaqua Ave Trail Underpass	Loveland			Project Description: Namaqua Ave South of US34								
SR47020.029	-	West Alice & Inez Blvd Ped Improvements	Milliken			Project Description: SH60 & Dorothy Ave, Forrest Street & Alice Ave, Inez Blvd: Alice Ave & CR25								
Pool Description: Summary of CDOT Region 4 Transportation Alternatives (TA) Project Programming														
Transportation Enhancements (TE)														
SNF5094	P-15	Transportation Enhancements (TE) Funding amounts allocated for the North Front Range Region	CDOT Region 4	Transportation Enhancements	Federal Local Total	Enhancement - NFRMPO Local	206 51 257	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pool Description: Summary of CDOT Region 4 Transportation Enhancements (TE) Project Programming														
NFRMPO Transportation Alternatives (TA)														
N/A	P-1	NFR Transportation Alternatives (TA) Program Pool Funding amounts allocated for the North Front Range Region	NFRMPO	Transportation Alternatives	Federal Local Total	Transportation Alternatives Program - NFR Local	755 127 882	250 63 313	250 63 313	250 50 300	308 152 460	1,058 327 1,385	0 0 0	0 0 0
Pool Description: Summary of NFRMPO Transportation Alternatives (TA) Program Project Programming														
SNF5095.002	2017-001	Great Western Trail	Windsor Severance	Bike/Ped Facility	Federal Local	Transportation Alternatives Program - NFR Local	50 13	250 63	250 63	- -	- -	500 125	- -	- -

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Project Funds Rolled Forward

Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23	
							Total	63	313	313	-	-	625	-	-
Project Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.															
New	2020-014	Little Thompson River Corridor Trail – Phase 1a	Johnstown	Bike/Ped Facility	Federal	Transportation Alternatives Program - NFR	-	-	-	250	-	250	-	-	
					Local	Local	-	-	-	50	-	50	-	-	
					Total		-	-	-	300	-	300	-	-	
Project Description: Project constructs 5,000 linear feet of crusher fines trail and is 8' in width. Described in Johnstown-Milliken Parks Trails and Open Space Master Plan.															
New	2021-001	North LCR 17 Expansion	Larimer County	Modify & Reconstruct Bike/Ped Facility	Federal	Transportation Alternatives Program - NFR	-	-	-	-	308	308	-	-	
					Local	Local	-	-	-	-	152	152	-	-	
					Local Overmatch	Local Overmatch	-	-	-	-	630	630	-	-	
					Total		-	-	-	-	1,090	1,090	-	-	
Project Description: Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.															

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Project Funds Rolled Forward

Dollars Listed in Thousands
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STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
Congestion Mitigation & Air Quality (CMAQ)														
N/A	P-2	Congestion Mitigation & Air Quality (CMAQ) Improvements Program Pool	NFRMPO		Federal	Congestion Mitigation Air Quality	7,114	3,047	3,046	6,159	2,120	14,372	0	0
					Local	Local	1,362	634	633	1,232	424	2,923	0	0
					Total		8,476	3,681	3,679	7,391	2,545	17,295	0	0
Pool Description: Summary of NFRMPO Congestion Mitigation & Air Quality (CMAQ) Improvements Project Programming														
SST7007.010	2016-004	GET CNG Bus Replacement	Greeley	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	937	779	1,558	-	-	2,337	-	-
					Local	Local	195	162	324	-	-	486	-	-
					Total		1,132	941	1,882	-	-	2,823	-	-
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.														
SST7007.005	2016-005	Transfort CNG Bus Replacement	Fort Collins	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	2,210	793	-	-	-	793	-	-
					Local	Local	460	165	-	-	-	165	-	-
					Total		2,670	958	-	-	-	958	-	-
Project Description: Purchase of low floor compressed natural gas fueled heavy-duty vehicles to replace existing heavy duty vehicles.														
SST7007.009	2018-001	COLT CNG Bus Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	363	363	-	-	726	-	-
					Local	Local	-	75	75	-	-	151	-	-
					Total		-	438	438	-	-	877	-	-
Project Description: Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.														
SST7007.009	2016-006	Weld County CNG Vehicles & Expansion	Weld County	Vehicle Purchase	Federal	Congestion Mitigation Air Quality	3,082	888	901	-	-	1,789	-	-
					Local	Local	640	185	187	-	-	372	-	-
					Total		3,722	1,073	1,088	-	-	2,161	-	-
Project Description: Converting light, medium, and heavy duty vehicles to compressed natural gas and expanding existing fuel site to accomidate additional natural gas vehicles.														
SST7007.009	2017-002	Loveland CNG Vehicle Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	128	128	128	-	-	256	-	-
					Local	Local	27	27	27	-	-	53	-	-
					Total		155	155	155	-	-	309	-	-
Project Description: Replace and add additional buses to City of Loveland Transit (COLT). Buses will be either new clean diesel or new compressed natural gas.														
SST7007.009	2016-007	Larimer County CNG Vehicle Replacement	Larimer County	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	192	96	96	-	-	192	-	-
					Local	Local	40	20	20	-	-	40	-	-
					Total		232	116	116	-	-	232	-	-
Project Description: Purchase of compressed natural gas vehicles.														
New	2020-001	Transfort CNG Buses	Fort Collins	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	950	950	1,900	-	-
					Local	Local	-	-	-	190	190	380	-	-
					Total		-	-	-	1,140	1,140	2,280	-	-
Project Description: Transfort will replace 4 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.														
New	2020-002	GET Diesel Bus Replacement	Greeley	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	757	757	1,513	-	-
					Local	Local	-	-	-	151	151	303	-	-
					Total		-	-	-	908	908	1,816	-	-
Project Description: GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.														
New	2020-003	Central System and Controller Replacement	Greeley	ITS Traffic Controls	Federal	Congestion Mitigation Air Quality	-	-	-	431	-	431	-	-
					Local	Local	-	-	-	86	-	86	-	-
					Total		-	-	-	517	-	517	-	-
Project Description: Replace the central system software, firmware, and controllers for the current 116 traffic signal system in Greeley.														
New	2020-004	CNG Fast Fill Stations	Larimer County	Operations	Federal	Congestion Mitigation Air Quality	-	-	-	414	414	828	-	-
					Local	Local	-	-	-	83	83	166	-	-
					Local Overmatch	Local Overmatch	-	-	-	104	104	207	-	-
					Total		-	-	-	600	600	1,200	-	-
Project Description: Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.														

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		Indicates Amendment or Modification Since Last Version				North Front Range Pool		Project Funds Rolled Forward					Dollars Only in STIP	
STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
New	2020-005	Traffic Signal Progression Improvements—US 34	Loveland	ITS Traffic Controls	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	640 128 768	- - -	640 128 768	- - -	- - -
Project Description: US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.														
New	2020-006	COLT Diesel Bus Replacement	Larimer County	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	384 77 461	- - -	384 77 461	- - -	- - -
Project Description: Replace existing buses within City of Loveland Transit (COLT) fleet. Buses will be clean diesel or CNG.														
New	2020-007	Loveland Diesel Fleet Replacement	Larimer County	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	384 77 461	- - -	384 77 461	- - -	- - -
Project Description: Replacement and/or new light duty and heavy duty vehicles with CNG and/or clean diesel vehicles.														
New	2020-008	Weld County CNG Vehicles	Weld County	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	2,200 440 2,640	- - -	2,200 440 2,640	- - -	- - -
Project Description: Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.														
Surface Transportation Block Grant (STBG)														
N/A	P-3	Surface Transportation Block Grant (STBG) Program Pool	NFRMPO	STBG	Federal Local Total	STP-Metro Local	768 27 795	3,294 477 3,771	3,294 685 3,979	6,394 1,279 7,673	452 90 542	13,434 2,531 15,965	0 0 0	0 0 0
Pool Description: Summary of NFRMPO Surface Transportation Block Grant (STBG) Project Programming														
SSP4428.004	2017-003	I-25 / Crossroads *Also see Strategic N. I-25 Corridor (Denver to Fort Collins)	CDOT Region 4	Bridge Reconstruct	Federal Local Total	STP-Metro	1,000 - 1,000	1,000 - 1,000	- - -	- - -	- - -	1,000 388 1,388	- - -	- - -
Project Description: Reconstruct two bridges over Crossroads Boulevard to accommodate a 64-foot wide cross section in each direction, allowing for the future managed lane. Widen Crossroads Boulevard to accommodate an additional travel lane in each direction.														
SNF5788.039	2017-004	Horsetooth and College Intersection Improvements	Fort Collins	Intersection Improvements	Federal Local Total	STP-Metro Local	1,253 260 1,513	1,115 232 1,347	- - -	- - -	- - -	1,115 232 1,347	- - -	- - -
Project Description: Project will install dual left turn lanes for northbound and southbound traffic. Traffic signal improvements, restriping, and road widening will be included as necessary to complete this project.														
SNF5788.040	2018-002	US 34 Widening	Loveland	Highway Added Capacity Bike/Ped Facility	Federal Local Total	STP-Metro Local	- - -	647 134 781	462 96 558	- - -	- - -	1,109 231 1,340	- - -	- - -
Project Description: Widening of existing 4 lane arterial to 6 lanes, including bike lanes and sidewalks.														
SNF57020.017	2018-003	LCR 17 Expansion	Larimer County Berthoud	Added Capacity Bike/Ped Facility	Federal Local Total	STP-Metro Local	- - -	532 111 643	1,334 277 1,611	- - -	- - -	1,866 388 2,254	- - -	- - -
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
SNF5788.042	2019-001	10th Street Access Control Implementation	Greeley	Intersection Improvements Bike/Ped Facility	Federal Local Total	STP-Metro Local	1,498 311 1,809	- - -	1,498 311 1,809	- - -	- - -	1,498 311 1,809	- - -	- - -
Project Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.														

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STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
New	2020-009	37th Street Overlay	Evans	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	-	982	-	982	-	-
					Local	Local	-	-	-	196	-	196	-	-
					Total		-	-	-	1,179	-	1,179	-	-
Project Description: Major maintenance and resurfacing on 37th Street (WCR 54) from 11th Avenue to 23rd Avenue.														

New	2020-010	Timberline Road Corridor Improvements	Fort Collins	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	-	2,100	-	2,100	-	-
					Local	Local	-	-	-	420	-	420	-	-
					Total		-	-	-	2,521	-	2,521	-	-
Project Description: Build Timberline to City's 4-lane arterial standards (intersection improvements, multi-modal accommodations, raised medians, access control, and pavement improvements).														

New	2020-011	O Street Widening - 11th Avenue to WCR 37	Greeley	Modify & Reconstruct Bike/Ped Facility	Federal	Surface Transportation Block Grant	-	-	-	1,329	-	1,329	-	-
					Local	Local	-	-	-	266	-	266	-	-
					Total		-	-	-	1,595	-	1,595	-	-
Project Description: Widen road from 2-lanes to 4-lanes to improve capacity. Project includes improvements to the wCR-37/O Street intersection, bike lanes, and pedestrian ways.														

New	2021-001	North LCR 17 Expansion	Larimer County	Modify & Reconstruct Bike/Ped Facility	Federal	Surface Transportation Block Grant	-	-	-	-	452	452	-	-
					Local	Local	-	-	-	-	90	90	-	-
					Local Overmatch	Local Overmatch	-	-	-	-	692	692	-	-
					Total		-	-	-	-	1,234	1,234	-	-
Project Description: Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.														

New	2020-012	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	Loveland	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	-	983	-	983	-	-
					Local	Local	-	-	-	197	-	197	-	-
					Total		-	-	-	1,179	-	1,179	-	-
Project Description: Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.														

New	2020-013	Intersection Improvements at SH 257 & Eastman Park Dr.	Windsor	Intersection Improvements	Federal	Surface Transportation Block Grant	-	-	-	1,000	-	1,000	-	-
					Local	Local	-	-	-	200	-	200	-	-
					Local Overmatch	Local Overmatch	-	-	-	347	-	347	-	-
					Total		-	-	-	1,547	-	1,547	-	-
Project Description: Project moves the existing signal islands on the southeast and northeast quadrants farther east to expand the space for truck turning movements.														

Safety														
SR46667	P-16	Region 4 Hotspots	CDOT	Safety	Federal	XXX	-	-	-	-	-	-	-	-
		Funding amounts allocated for the North Front Range Region	Region 4		State	XXX	-	-	-	-	-	-	-	-
					Total		-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 Hotspots Project Programming														

SR46668	P-17	Region 4 Traffic Signals	CDOT	Safety	Federal	XXX	-	-	-	-	-	-	-	-
		Funding amounts allocated for the North Front Range Region	Region 4		State	XXX	-	-	-	-	-	-	-	-
					Total		-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 Traffic Signals Project Programming														

SR46669	P-18	Region 4 Safety Enhancement	CDOT	Safety	Federal	XXX	-	-	-	-	-	-	-	-
		Funding amounts allocated for the North Front Range Region	Region 4		State	XXX	-	-	-	-	-	-	-	-
					Total		-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 Safety Enhancement Project Programming														

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Project Funds Rolled Forward

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Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
SR46813	P-19	Region 4 Maintenance (Traffic Operations) Funding amounts allocated for the North Front Range Region	CDOT Region 4	Safety	Federal State Total	XXX XXX	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pool Description: Summary of CDOT Region 4 Maintenance (Traffic Operations) Project Programming														

SR46666	P-20	Region 4 Hazard Elimination Pool Funding amounts allocated for the North Front Range Region	CDOT Region 4	Safety	Federal Local Total	XXX Local	3,630 750 4,380	2,420 500 2,920	300 - 300	- - -	- - -	2,720 500 3,220	- - -	- - -
Pool Description: Summary of CDOT Region 4 Hazard Elimination Pool Programming														

Railroad At-Grade

SR47000	P-21	CDOT Region 4 Railroad Crossing Pool Funding amounts allocated for the North Front Range Region	CDOT Region 4	Safety	Federal Local Total	XXX Local	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pool Description: Summary of CDOT Region 4 Railroad Crossing Pool Programming														

Grants: Safe Routes to Schools

TRANSIT

Strategic Transit Projects

XXX	P-22	NFRMPO Strategic Transit Projects	CDOT Region 4		Federal State Total	XXX XXX	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pool Description: Summary of NFRMPO Strategic Transit Project Programming														

*This section will contain all required listings regarding FTA 5304: Statewide Planning Program, FTA 5307: Urbanized Area Formula Program, FTA 5309: Capital Investment Program, FTA 5310: Transportation for Elderly Persons & Persons with Disabilities, FTA 5311 Rural & Small Urban Areas, FTA 5339 Bus and Bus Facilities Program, and FASTER Transit funds when they become available.

LOCAL

RAMP PROJECTS

EMERGENCY RELIEF / TCC CONTINGENCY

*Dollar figures flagged above as "Roll Forwards" (see orange fill) address the need for rebudgeting created by the ERP system at CDOT when doing phase balance transfers within projects whose federal funds had been programmed in previous years. The NFRMPO understands the dollars shown as Roll Forwards for completion of these projects do not deduct from the current TIP control totals within the various programs.

APPENDIX A: AIR QUALITY CONFORMITY FINDING



COLORADO
Air Quality Control Commission
Department of Public Health & Environment

Dedicated to protecting and improving the health and environment of the people of Colorado

Ms. Terri Blackmore, Executive Director
North Front Range Metropolitan Planning Organization
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

December 15, 2016

The Colorado Air Quality Control Commission (AQCC) has reviewed your agency's conformity determinations for its Regional Transportation Plan and FY2018-2021 Transportation Improvement Program (TIP). The AQCC agrees that the North Front Range Metropolitan Planning Organization's (NFRMPO) 2040 Fiscally Constrained Regional Transportation Plan Amendment, FY 2018-2021 TIP, the Upper Front Range's (UFR) 2040 Regional Transportation Plan, and the NFRMPO portion of the Colorado FY 2017-2020 Statewide Transportation Improvement Program (STIP), as of December 15, 2016, conform to the State Implementation Plan (SIP) and emissions budgets for ozone precursors and carbon monoxide.

The North Front Range Metropolitan Planning Organization's and the Air Pollution Control Division's analyses indicate that emissions budgets for these pollutants will not be exceeded in any of the project or plan horizon years. Therefore, the AQCC concurs with this conformity determination.

Should you have any questions regarding the AQCC's action, please contact Paul Lee at the APCD, at 303-692-3127 or at paul.lee@state.co.us.

Sincerely,

John Clouse, Chair
Air Quality Control Commission

Cc: Tim Russ, U.S. EPA, Region 8
Bill Haas, FHWA
Steve Cook, DRCOG
Rose Waldman, CDOT
Paul Lee, APCD



APPENDIX B: CERTIFICATION OF PLANNING PROCESS

(to be provided)

APPENDIX C: CDOT CONCURRENCE AND STATE APPROVAL

(to be provided)

APPENDIX D: FHWA CONFORMITY DETERMINATION

(to be provided)

APPENDIX E: RESOLUTION OF ADOPTION

(to be provided)



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MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Ryan Dusil
Date: February 15, 2018
Re: 2015 Transportation Profile

Background

NFRMPO staff is in the process of creating a 2015 Transportation Profile for the NFRMPO region. The Transportation Profile will be a report-style snapshot of demographic trends, economic trends, transportation facilities, and transportation services in the region between Regional Transportation Plan (RTP) updates.

Methodology

A baseline year of 2015 is being used because it is the most recent year for which data on all transportation components is available. The Transportation Profile includes a regional overview of transportation components and their demographic and economic context with an appendix of individual community profiles specific to each NFRMPO member jurisdiction. The report outline is as follows:

Executive Summary

- a. Introduction
- b. Demographics
- c. Employment/Industry
- d. Air Quality
- e. Transportation System
 - i. Roadways
 - ii. Transit
 - iii. Non-Motorized
 - iv. Transportation Demand Management (TDM)
 - v. Intelligent Transportation System (ITS)
 - vi. Freight
 - vii. Air Travel

Appendix - Community Profiles

Action

Staff requests TAC members review and provide feedback on the Transportation Profile outline (above) and preliminary Evans Community Profile (to be provided at the meeting).