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MPO Transportation Staff

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

Next TAC Meeting:
May 17, 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 MEETING AGENDA

April 19, 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 February 15, 2017 Meeting Minutes (*page 2*)

CONSENT AGENDA:

No items this month.

OUTSIDE PARTNERS REPORTS (*verbal*):

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

WORK SESSION

8. 2045 Demographic Projections

Elizabeth Garner, DOLA
Cindy DeGroen, DOLA
Todd Bless, DOLA

ACTION ITEMS:

9. March 2017 TIP Amendments (*page 7*)
10. FY2018-2019 UPWP (*page 10*)

Kealy
Blackmore

DISCUSSION ITEMS:

11. Call for Projects and TIP Reconciliation (*page 12*)
12. 2040 RTP Amendment #2 (*page 17*)
13. **FHWA's Accelerated Innovation Deployment (AID)**
Demonstration Program (*page 25*)

Kealy
Karasko
Karasko

REPORTS:

14. Mobility Committee Updates (*page 32*)
15. TIP Modification Updates (*page 34*)
16. Bike/Ped Counters Update (*page 38*)
17. Roundtable (*page 40*)

Gordon
Kealy
Dusil
All

MEETING WRAP-UP:

18. Final Public Comment (*2 minutes each*)
19. **Next Month's Agenda Topic** Suggestions

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

MEETING MINUTES of the
NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)
Windsor Recreation Center - Pine Room
250 North 11th Street
Windsor, CO
February 15, 2017
1:01 - 2:30 p.m.

TAC MEMBERS PRESENT:

Dawn Anderson, Chair - Evans
Dennis Wagner, Vice-Chair - Windsor
Jeff Bailey - Loveland
Eric Bracke - Greeley
Stephanie Brothers - Berthoud
Aaron Bustow - FHWA
Tim Kemp - Fort Collins
Suzette Mallette - Larimer County
Karen Schneiders - CDOT
Gary Thomas - SAINT
Nick Wharton - Severance

TAC MEMBERS ABSENT:

David Averill - Transfort
Amanda Brimmer - RAQC
Gary Carsten - Eaton
John Franklin - Johnstown
Eric Fuhrman - Timnath
Will Jones - GET
Paul Lee - CDPHE-APCD
Janet Lundquist - Weld County
Jessica McKeown - LaSalle
Larry Squires - FTA
Milliken

NFRMPO STAFF:

Ryan Dusil
Alex Gordon
Becky Karasko
Medora Kealy

IN ATTENDANCE:

Myron Hora - WSP Parsons Brinckerhoff
Mitch Nelson - Severance
Kathy Seelhoff - CDOT

CALL TO ORDER

Chair Anderson called the meeting to order at 1:01 p.m.

PUBLIC COMMENT

No public comment this month.

APPROVAL OF THE JANUARY 18, 2017 TAC MINUTES

Bailey moved to approve the January 18, 2017 TAC meeting minutes. Bracke seconded the motion, and it was approved unanimously.

CONSENT AGENDA

Q1 2017 TIP Amendment - Bailey moved to recommend Council approval of the Consent Agenda item. Mallette seconded the motion, and it was approved unanimously.

ACTION ITEMS

FY2018-2021 TIP and Updated TIP Amendment Policy - Karasko stated the new TIP Amendment Policy was taken to the February 2 Council meeting as a discussion item based on meetings with CDOT, FHWA, and FTA staff. The new TIP Amendment Policy would shift due dates from the first day of each quarter to the first day of every other month. TIP Amendments would be taken to TAC and Council once each as an Action Item. The Amendment threshold for adding or deleting funding to a project would be \$5M of state or federal funding, which brings the NFRMPO in line with DRCOG and creates one threshold for CDOT Region 4. Schneiders asked for clarification on the new TIP Amendment Policy, because CDOT plans to have pilot projects where state funding would replace

federal funding. Karasko asked if the project would be a new project or if it would change a project already in the TIP. Schneiders stated this would be changing an existing project. Karasko responded this would be a Policy Amendment. Mallette commented this is explained on page 25 of the TAC packet.

Based on the Memorandum of Agreement (MOA) with CDOT, the NFRMPO will do the public comment process for CDOT projects. The 30-day public comment period for TIP Amendments will open when the TAC packet is sent out, and Council would approve TIP Amendments contingent on no negative public comment. Mallette asked for clarification on whether an Amendment would go to TAC in March if it was received in February instead of waiting until April. Karasko responded it would. Anderson **added there was discussion about TAC's involvement in the public comment period. If there is public comment received, the Amendment would go back to TAC before going to Council.**

Kealy stated there is one change to the TIP tables since the packet went out. Projects which are exempt from air quality conformity can be pooled and not listed separately. The I-25 project will be updated to reflect Amendments already received. The NFRMPO will shift from a printed TIP to an online TIP with TELUS, which will change the look of the TIP.

Mallette asked for clarification on the difference between pooled items and items listed separately in the TIP. Karasko responded CDOT-funded projects can be pooled if they are eligible, except for transit projects which need to be listed separately based on **FTA's** request.

Bailey stated Larimer County is listed as the project sponsor for two Loveland vehicle replacement projects on page 44 of 50 of the TAC packet. Kealy replied she would correct the error.

Bustow asked if there was a timing description for administrative modifications. Kealy stated they are processed monthly, but she will add clarification to the text. Schneiders suggested adding the schedule to the NFRMPO website. Kealy stated she will add language to the website as well.

Karasko stated this item will be brought back to Council in March. The FY2018-2021 TIP is set to take effect in October, but the new TIP Amendment Policy would take effect immediately.

Bustow stated FHWA does not use the phrase "super circular" anymore, but instead uses "federal cost principles" and this should be reflected in the TIP document.

Bracke asked if the NFRMPO can change colors to make the project tables easier to read. He also stated the \$5M threshold seems high. The threshold may work well for CDOT, but seems high for local projects. Bracke requested clarification on the differences for public involvement between Amendment and Modification. Amendments and Modifications are sent out with the TAC packet and are posted on the NFRMPO website. There is no public involvement process for Modifications. Bracke stated he is uncomfortable with the public comment process.

Mallette asked for clarification regarding the new FY2018-2021 TIP taking effect October 1, 2017. Karasko responded this is when the new TIP takes effect, but the TIP Amendment policy takes effect immediately. Schneiders stated there is a three month overlap where the new STIP is in effect, but the new TIP is not due to the difference in the state and federal fiscal years.

Schneiders moved for Council to approve the FY2018-2021 TIP to take effect October 1, 2017 and the updated TIP Amendment Policy to take effect immediately with the minor changes discussed. Wagner seconded the motion, and it passed unanimously.

OUTSIDE PARTNERS REPORTS (verbal)

Northern Colorado (NoCo) Bike & Ped Collaborative - Dusil stated NoCo Bike & Ped Collaborative held a bicycle education workshop in lieu of their February meeting. There were over 22 attendees from local communities, Cheyenne, and Colorado Springs. Reviews were positive for the initial NoCo training. The next NoCo Bike & Ped Collaborative meeting will be held on March 8 as regularly scheduled. The NoCo Bike & Ped Collaborative is helping to promote the Pathways to Health: Connecting Neighborhoods and Streets for All Summit on March 23, which is being hosted by Bike Fort

Collins and the Larimer County Department of Health and Environment. The summit will focus on the impact of the built environment on health and health equity.

Senior Transportation Items - **Mallette reported Larimer County's Senior Transportation Needs Report** is underway. The first focus group was held on February 7 in Red Feather Lakes. Three more focus groups will be held throughout February and March in Berthoud, Estes Park, and Laporte. These focus groups are discussing the current and future transportation needs of the senior populations living in unincorporated Larimer County. Mallette stated there was interest in a bus route between Red Feather Lakes and Fort Collins, but noted this was a small sample size.

PRESENTATION

US287 Asset Inventory - Gordon and Kealy presented the **US287 Asset Inventory**, which is a local assistance project done on behalf of the Northern Colorado Highway 287 Corridor Coalition. The **US287 Asset Inventory** identifies information about the roadway network, crash data, existing transit, the bicycle and pedestrian infrastructure, environmental features, and current and future land use. Bracke asked for clarification about the crash rate, as he feels this crash rate is very high. He asked if CDOT uses this metric. Kealy stated she is unsure if CDOT uses this metric, but it is a crash rate used by FHWA. Schneiders stated she reached out to other CDOT staff for crash rate information and will forward this along.

DISCUSSION ITEMS

2015 Transportation Profile - Dusil presented the outline of the **2015 Transportation Profile** and provided a handout of the draft Evans Community Profile. The **Transportation Profile** is designed to be a snapshot in time of the transportation system in 2015, providing information between the **2040 Regional Transportation Plan** and the **2045 Regional Transportation Plan**. Anderson asked if the Community Profiles will be sent out to each community before the adoption of the **Transportation Profile**. Dusil stated they would be. Anderson asked how soon the Profiles will be sent out. Dusil responded the Evans Community Profile is the first to be completed. Karasko added the Evans Community Profile is a draft and NFRMPO staff is requesting feedback about the format and the data included. Schneiders asked for clarification about some of the definitions, including whether **"high crash frequency"** is based on the facility, type of crash, or high fatalities. Karasko asked if Schneiders is asking about hotspots. Schneiders responded she would like to know about specific locations which need to be addressed, and suggested showing the top five crash locations instead. Schneiders asked if Drivability Life uses the CDOT definition. Dusil responded it is the CDOT definition. Schneiders **stated there should be no 'undefined' sections since it is only for state highways**. Schneiders stated the Community Profiles should be usable by the communities, so NFRMPO staff should ensure local communities are okay with the information presented. A data dictionary may also be useful to explain the data that is presented. Schneiders asked if the freight section needs crash rates. Mallette asked if the Environmental Justice area map should be included. Mallette also asked who the audience is for these Community Profiles. Dusil stated both community staff and the public should be able to use the Community Profiles. Mallette and Anderson commented transit mode share seems low, but Dusil stated this is what is included in the 2011-2015 American Community Survey five-year estimates. Bracke recommended looking carefully at the crash data, including the relation to daily traffic volumes.

2020 Census Local Update of Census Addresses (LUCA) Operation - Dusil stated the US Census is reviewing and updating residential address information in preparation for the 2020 Census. Communities can review and update the residential address list as well as jurisdictional boundaries. It is important for communities to review their boundaries to ensure that they receive credit for all addresses in their towns and cities. Karasko stated this is the last step in preparing for the 2020

Census. Population impacts the federal funding the region gets, so ensuring up-to-date addresses is crucial.

Call for Projects Additional Funding Allocation - Karasko stated there was additional CMAQ and STP-Metro funding following CDOT's December 2016 reconciliation.

According to this reconciliation, there is approximately \$513,520 available for STP-Metro. Karasko **stated Evans' 65th Avenue Widening project** is the only partially funded project for Small Communities, while the Fort Collins Horsetooth and College Intersection Improvements project could be fully funded in the Large Community pool. This would leaving funding that could be split between **Loveland's US34 Widening project and Greeley's 10th Street Access Control Implementation project**. Anderson asked to clarify if the Small Communities had fully paid back the Large Community pot. Karasko stated this was completed, so funding can be at the agreed split between Small and Large Communities. Bracke asked which project is ranked higher, and Karasko responded Loveland is ranked higher. Karasko asked if the Fort Collins project should be fully funded, and TAC members agreed it should be given the amount needed to fully fund the project. Anderson asked if TAC members still approved of the Small and Large Community pots. TAC members agreed they did.

According to this reconciliation, there is approximately \$489,755 available for CMAQ. Karasko stated the signal timing pool had \$20,080 leftover, but this is not enough money to fund a project. She asked if this money should be put into the CNG Bus Replacement pool or the CNG Equipment pool. Bracke and Bailey stated they approved of moving funding from the signal timing pool to the CNG Bus Replacement and CNG Equipment pools. Karasko stated she will reach out to Greeley-Evans Transit and Transfort to discuss transit vehicle funding. Bailey stated Loveland is working on a Green Fleets study and will postpone funding vehicle projects until the study is completed. Karasko stated she will reach out to Weld County for the CNG Equipment pool.

Schneiders requested information be sent out prior to the next TAC meeting and brought to the next TAC meeting to move the process along.

Mallette asked for clarification if this was FY2016 funding and Seelhoff replied it is FY2017 funding.

ROUNDTABLE

Karasko reported she sent out an email about Safe Routes to School focus groups. Those interested in attending should sign up as space is limited. The NFRMPO sent out an invitation for an Open House prior to the March 2 Council meeting. A Transportation Planner I job has been posted. The NFRMPO will cancel the March TAC meeting, but an April TAC meeting is expected.

Kealy reported the January newsletter is available.

Mallette reported the I-25 draft RFP was sent out January 22nd. Nine firms were evaluated from the RFQ, and three firms continued from the RFQ process to the RFP process: Graham/Parsons Transportation Group Joint Venture, Kraemer/IHC Joint Venture, and Ralph L Wadsworth Construction Company LLC/HDR. These companies will work on the base configuration in the draft RFP. Two projects are currently included, but may not be included in the final RFP: Prospect Road interchange and SH402 interchange. Letters of commitment of funding need to be solidified to be **included in the final RFP. The US34 Bridge is not part of the EIS, but can be considered an 'add-on'** subject to funding. Loveland, Johnstown, Larimer County, and Weld County are working on a funding package to allow both the US34 Bridge and the SH402 interchange to be included. The schedule is for the final RFP to be sent out in June, have the firm selected in August, a Notice to Proceed (NTP) signed in October, and construction beginning in December. Anderson asked about the Safe Routes to School public comment from the January TAC meeting, concerning the Prospect Road interchange bicycle and pedestrian crossings. Mallette responded Dusil set up a conference call to discuss this.

Because it is not in the North I-25 EIS, they should reach out to their local government to discuss funding and to get elected officials involved before the final RFP goes out.

Bailey reported the RFP for the US34 widening from Denver Avenue to Boyd Lake Avenue with conceptual design between Boyd Lake Avenue and I-25 was released; however, this could change based on the I-25 project. Loveland is in the process of budgeting, which may include funding for the I-25 project.

Anderson reported construction projects are underway in Evans including 37th Street. There was a meeting for the 31st Street/US85 design. Evans will be meeting with CDOT about the Evans Ditch Trail project. Evans recently hired a new City Manager, who started February 16.

MEETING WRAP-UP

Final Public Comment - There was no final public comment.

Next Month's Agenda Topic Suggestions - The March meeting will be canceled. For the April meeting, there will be discussion for the Transportation Profile, a RoadX presentation, and a work session with DOLA to talk about employment and population projections. Schneiders stated there **may be information about CDOT's ADA Transition Plan in time for the April TAC meeting.**

Meeting adjourned at 2:30 p.m.

Meeting minutes submitted by:

Alex Gordon, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, April 19, 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
April 19, 2017	March 2017 TIP Amendment	Medora Kealy

Objective / Request Action

To recommend approval of the March 2017 TIP Amendment, which adds two new projects and revises three projects in the FY2016-2019 TIP. Of those five projects, four have funding changes in FY18 or FY19 and will be amended into the FY2018-FY2021 TIP. Amending both TIPs concurrently will facilitate a smoother transition between the two TIPs.

- Report
- Work Session
- Discussion
- Action

Key Points

Fort Collins is requesting the addition of one project in FY17 to the FY2016-2019 TIP:

- FASTER Transit Statewide for FLEX Bus Replacements

CDOT is requesting the addition of one project in FY18 to the FY2016-2019 TIP and FY2018-2021 TIP:

- TCC Contingency funds for SH60: Weld County Road 40 intersection safety improvements and constructing auxiliary lanes

CDOT is requesting revisions to three projects in the FY2016-2019 TIP and FY2018-2021 TIP:

- Adding \$16,896k in FY17 and \$1,638k in FY18 with Emergency Relief (ER) Federal/State funds for the 2013 Flood Recovery
- Replacing STP Metro Federal funds with STP Metro State funds for Horsetooth and College Intersection Improvements in pilot de-federalization program
- Removing US34 Bypass Signal at 83rd Ave from the Non-Regionally Significant Regional Priority Program Pool and decreasing the pool total by \$600k Federal and \$900k local.

Table 1: Amendment Projects' Funding

Funding Source	Currently Programmed	Amendment Additions	Amendment Reductions	Amendment Total
Federal	\$3.07M	\$1.90M	(\$2.97M)	\$2.00M
Federal/State (ER Funds)	\$28.14M	\$18.53M	-	\$46.68M
State	\$0.55M	\$3.33M	-	\$3.88M
Local	\$1.99M	\$0.24M	(\$0.90M)	\$1.33M
Total	\$33.75M	\$24.00M	(\$3.87M)	\$53.89M

Committee Discussion

This is the first and only time TAC will see the March 2017 TIP Amendment.

Supporting Information

The TIP Amendment will amend the FY2016-2019 TIP and the FY2018-2021 TIP. The FY2018-2021 TIP was adopted on March 2, 2017 and will become effective on October 1, 2017. Amending both TIPs concurrently will facilitate a smoother transition between the two TIPs.

Funding Types and Uses

FASTER Transit Statewide funds are awarded by the CDOT Division of Transit and Rail to statewide, interregional, and regional projects. Projects that have been awarded funds include new or replacement of transit vehicles; construction of multimodal stations, and acquisition of equipment for consolidated call centers.

TCC Contingency are budgeted discretionary funds allocated by the Transportation Commission of Colorado to unexpected projects.

The FHWA Emergency Relief (ER) Program provides funds for repair or reconstruction of Federal-aid highways and roads on Federal lands which have suffered damage as a result of (1) natural disasters or (2) catastrophic failures from an external cause.

STP Metro provides flexible funding for Federal-aid highways, bridge and tunnel projects on any public road in addition to pedestrian and bicycle infrastructure and transit capital projects.

The Non-Regionally Significant Regional Priority Program (RPP) provides funds for non-regionally significant projects. The RPP is allocated to CDOT regions and is used for a variety of project types.

Advantages

TAC recommending approval to the NFRMPO Planning Council ensures available funds are assigned to projects in a timely manner and the FY2016-2019 TIP and FY2018-2021 TIP remain fiscally constrained.

Disadvantages

None noted.

Analysis /Recommendation

Staff supports adding two projects and revising three projects in the FY2016-2019 TIP and adding one project and revising three projects in the FY2018-2021 TIP.

Attachments

- March 2017 Policy Amendment Form

FY 2016 - FY 2019 And FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAMS (TIP)
North Front Range Transportation & Air Quality Planning Council
Policy Amendment #2017-03-A

Submitted to: CDOT

Prepared by: Medora Kealy

DATE: 4/11/2017

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 16-19 TIP TOTAL	FY 18-21 TIP TOTAL	FY 22	FY 23
Emergency Relief																	
PREVIOUS ENTRY SST7048	2017-054	2013 Flood Recovery	Larimer/Weld	Emergency & Permanent Repairs	Federal/State		28,144	0	28,144	0	0	0	0	28,144	0	0	0
							0	0	0	0	0	0	0	0	0	0	0
							0	0	0	0	0	0	0	0	0	0	0
						Total	28,144	0	28,144	0	0	0	0	28,144	0	0	0
REVISED ENTRY SST7048	2017-054	2013 Flood Recovery	Larimer/Weld	Emergency & Permanent Repairs	Federal/State	ER	28,144	0	45,040	1,638	0	0	0	46,678	1,638	0	0
							0	0	0	0	0	0	0	0	0	0	0
							0	0	0	0	0	0	0	0	0	0	0
						Total	28,144	0	45,040	1,638	0	0	0	46,678	1,638	0	0
Reason: Additional ER funds awarded for Permanent FY13 Flood Repairs. Increase FY17 \$16,896k and FY18 \$1,638k for projects: US34D (18th St), SH60 & SH257 Little Thompson Structures, US34 Big Thompson Canyon mp 83.5-88.																	
STP Metro																	
PREVIOUS ENTRY SNF5788-039	2017-004	Horsetooth and College Intersection Improvements	Fort Collins		Federal	STU	0	0	1,253	1,115	0	0	0	2368	1,115	0	0
					Local	L	0	0	260	232	0	0	0	492	232	0	0
					Total		0	0	1,513	1,347	0	0	0	2860	1,347	0	0
REVISED ENTRY SNF5788-039	2017-004	Horsetooth and College Intersection Improvements	Fort Collins	Intersection Improvements	Federal	STU	0	0	0	0	0	0	0	0	0	0	0
					State	SHF	0	0	1,253	1,115	0	0	0	2,368	1,115	0	0
					Local	L	0	0	260	232	0	0	0	492	232	0	0
					Total		0	0	1,513	1,347	0	0	0	2,860	1,347	0	0
Reason: Replacing Federal funds with State funds to include project in pilot de-federalization program																	
Non-Regionally Significant Regional Priority Program																	
PREVIOUS ENTRY SR46600		Non-Regionally Significant Regional Priority Program Pool	CDOT	Safety and Bridge Replacement	Federal	STA	1,350	0	0	0	700	0	0	700	700	0	0
		Funding amounts allocated for the North Front Range Region	Region 4		State	SHF	280	0	300	0	250	0	0	550	250	0	0
		For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget															
					Local	L	0	0	0	0	1,500	0	0	1,500	1,500	0	0
					Total		1,630	0	300	0	2,450	0	0	2,750	2,450	0	0
		Projects: SR46600.054 Fort Collins CBC Underpass (College Ave S/O Foothills Parkway)															
		SR46600.058 US34 Bypass Signal at 83rd Ave															
		SR46600.059 US85: Signal at WCR 76 N. of Eaton															
		SR46600.060 R4 SH60 Over the South Platte River															
REVISED ENTRY SR46600	NF0746	Non-Regionally Significant Regional Priority Program Pool	CDOT Region 4	Safety and Bridge Replacement	Federal	STA	1,350	0	0	0	100	0	0	100	100	0	0
		Funding amounts allocated for the North Front Range Region			State	SHF	280	0	300	0	250	0	0	550	250	0	0
		For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget															
					Local	L	0	0	0	0	600	0	0	600	600	0	0
					Total		1,630	0	300	0	950	0	0	1,250	950	0	0
		Projects: SR46600.054 Ft Collins CBC Underpass (College Ave S/O Foothills Parkway)															
		SR46600.058 US85: Signal at WCR 76 N of Eaton															
		SR46600.060 R4 SH60 over the South Platte River															
Reason: Removing US34 Bypass Signal at 83rd Ave from project list. Pool balance will decrease by <\$1,500k> (<-\$600k> Fed / <-\$900k> Local)																	
TCC Contingency																	
NEW ENTRY	2017-055	SH60: Weld County Road 40	CDOT Region 4	Intersection Safety Improvements	Federal	STA	0	0	1,900	0	0	0	0	1,900	0	0	0
				Construct auxiliary lanes	State	SHF	0	0	0	0	0	0	0	0	0	0	0
					Local	L	0	0	0	0	0	0	0	0	0	0	0
					Total		0	0	1,900	0	0	0	0	1,900	0	0	0
Reason: Adding new project within North Front Range MPO area. Project is funded with TCC directed funds.																	
FASTER Transit																	
NEW ENTRY	2018-12	FLEX Bus Replacements	Fort Collins	Transit Vehicle Replacements	State	FAS	0	0	0	960	0	0	0	960	960	0	0
					Local	L	0	0	0	240	0	0	0	240	240	0	0
					Local Overmatch	LOM	0	0	0	0	0	0	0	0	0	0	0
					Total		0	0	0	1,200	0	0	0	1,200	1,200	0	0
Reason: Recent Capital award from CDOT, announced 2/22/17																	



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MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Terri Blackmore
Date: April 19, 2017
Re: FY2018 and FY2019 Unified Planning Work Program (UPWP)

Background

The NFRMPO staff provided a draft copy of the FY2018 and FY2019 Unified Planning Work Program (UPWP) and budget by separate email on March 10 with a deadline for comments of April 7. Comments were provided by GET, FHWA, FTA, Larimer County, and RAQC. The Finance Committee reviewed the FY2018 Budget on March 23 and will recommend Planning Council approval at the May 4 meeting. The FY2018 and FY2019 UPWP and FY2018 Budget will go to Planning Council for their approval at their May 4 meeting to allow CDOT and FHWA approval prior to October 1, 2017.

The FY2018 match requirements by local community are attached. They will also be sent to the local finance/budget staff responsible for payment for planning.

The full FY2018 and FY2019 UPWP can be accessed here:
<http://bit.ly/2oV0fkZn>.

Action

NFRMPO staff requests TAC recommend Planning Council approval of the FY2018 and FY2019 UPWP tasks.

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

Summary of Local Match by Member Entity for Planning

		2015*	2016	2017	2018	Difference	
		Local match				From 2017	
		population %	UPWP Budget	UPWP Budget	UPWP Budget	Budget	% Change
Berthoud	5,692	1.18%	\$3,349	\$3,422	\$2,927	-\$494.46	-14.45%
Eaton	4,925	1.02%	\$2,887	\$2,879	\$2,533	-\$346.56	-12.04%
Evans	19,933	4.13%	\$12,270	\$11,670	\$10,251	-\$1,419.06	-12.16%
Ft. Collins	160,935	33.38%	\$93,975	\$92,525	\$82,761	-\$9,763.97	-10.55%
Garden City	244	0.05%	\$144	\$145	\$125	-\$19.98	-13.74%
Greeley	101,302	21.01%	\$60,542	\$59,061	\$52,095	-\$6,966.40	-11.80%
Johnstown	14,854	3.08%	\$6,727	\$7,957	\$7,639	-\$317.85	-3.99%
Larimer Cnty	47,799	9.91%	\$35,511	\$33,802	\$24,581	-\$9,221.80	-27.28%
LaSalle	2,068	0.43%	\$1,270	\$1,230	\$1,063	-\$166.64	-13.55%
Loveland	74,461	15.44%	\$44,663	\$43,687	\$38,292	-\$5,395.68	-12.35%
Milliken	6,351	1.32%	\$3,667	\$3,635	\$3,266	-\$368.67	-10.14%
Severence	3,744	0.78%	\$2,108	\$2,108	\$1,925	-\$182.90	-8.68%
Timnath	2,418	0.50%	\$751	\$1,183	\$1,243	\$60.04	5.07%
Weld Cnty	13,964	2.90%	\$8,286	\$7,485	\$7,181	-\$303.99	-4.06%
Windsor	23,454	4.86%	\$12,559	\$13,009	\$12,061	-\$947.44	-7.28%
Total	482,144	100.00%	\$288,710	\$283,799	\$247,944	-\$35,855	-12.63%

* Uses DOLA November 2015 population estimates



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Becky Karasko, Regional Transportation
Planning Director
Ryan Dusil, Transportation Planner
Alex Gordon, Transportation Planner II/
Mobility Coordinator
Medora Kealy, Transportation Planner*

MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Medora Kealy
Date: April 19, 2017
Re: Call for Projects and TIP Reconciliation

Background

The FY2020-FY2021 Call for Projects process held in 2016 funded 15 projects in FY20 and FY21 through the CMAQ, STBG, and TA programs. The local share and/or total cost calculated for the award letters and for the FY2018-2021 TIP was incorrect, with most local shares below the required match amounts. Additionally, the funding was not correctly allocated between FY20 and FY21, resulting in over programming and lack of fiscal constraint.

To address the local share and total cost issue, project sponsors need to verify the total project cost, local match, and any other funding sources for each project awarded funds in the call. Based on discussions with project sponsors to date, Attachment A: Project Costs provides the anticipated Modifications to the TIP to represent the required local match and full project costs. *NFRMPO staff requests Project Sponsors verify the total project cost, local match, and local over match amounts for their projects.*

Regarding the allocation of funds between FY20 and FY21, the amounts programmed in each Fiscal Year are not fiscally constrained to the federal program allocations for each year. Specifically, the CMAQ and STBG pools are over programmed in FY20, and the TA pool is over programmed in FY21. Both the CMAQ and STBG pools have enough funding in FY20 and FY21 to cover the programmed projects, but some projects and/or project phasing will need to move from FY20 to FY21 to achieve fiscal constraint. The estimated TA allocation has changed since the Call for Projects process was held, with the amount of anticipated federal funding decreasing by \$23k.

Per federal requirements, the TIP must be fiscally constrained in each year based on anticipated revenues. The FY2018-FY2021 TIP was adopted by the NFRT&AQPC on March 2, 2017, and is currently not fiscally constrained for the CMAQ and STBG programs in FY20 and TA program in FY21. Similarly, the Statewide Transportation Improvement Program (STIP) must be fiscally constrained by year. Currently, the STIP covers FY2017-2020. The FY2018-FY2021 STIP will be adopted in June 2017.

Attachment B: Funding Year Options for Fiscal Constraint provides the federal allocations for each program by year, the funded projects with their current programmed funding by year, a proposed revision to achieve fiscal constraint for CMAQ and TA, and two alternatives to achieve fiscal constraint for STBG.

The proposed revision and the two STBG alternatives provide a starting point for discussion. There are many ways of moving funding between FY20 and FY21 that result in fiscal constraint for each Fiscal Year.

- Proposed Revision for TA: Due to the reduction in estimated TA allocations, fiscal constraint can be achieved by moving \$44k in FY21 funds for the North LCR 17 Expansion project from TA to STBG with project sponsor approval.
- Proposed Revision for CMAQ: Fiscal constraint can be achieved by moving the COLT Diesel Bus Replacement project and Loveland Diesel Fleet Replacement project from FY20 to FY21, and moving 52% of the Weld County CNG project funds from FY20 to FY21 with project sponsor approval.
- STBG Alternative 1: This alternative achieves fiscal constraint by splitting all project funding equally between FY20 and FY21. This solution may not be practical.
- STBG Alternative 2: To date, one STBG project sponsor has agreed to move funds from FY20 to FY21. This alternative does not achieve fiscal constraint, but identifies that fiscal constraint can be achieved if another \$502k to \$864k moves from FY20 to FY21.

Action

Staff requests action by TAC on the reallocation of funds between FY20 and FY21 with project sponsor approval to achieve fiscal constraint in each year. Planning Council action will not be required, but TAC action is needed to meet TIP and STIP requirements.

Attachment A: Project Costs
Total Costs for FY20 and FY21

	Project Sponsor	Project Title	FY2018-FY2021 TIP				Proposed Revisions				
			Federal	Local	Local Over Match	Total Cost	Federal	Local	Local Over Match	Total Cost	Local Share of Total
CMAQ	Fort Collins	Transfort CNG Buses	1,900,000	380,000	-	2,280,000	1,900,000	394,963	-	2,294,963	17.21%
	Greeley	Greeley Evans Transit Diesel Bus Replacement	1,513,000	302,600	-	1,815,600	1,513,000	314,516	-	1,827,516	17.21%
	Greeley	Central System and Controller Replacement	430,500	86,100	-	516,600	430,500	90,353	4,148	525,000	17.21%
	Larimer County	CNG Fast Fill Stations	827,900	165,580	207,000	1,200,480	827,900	206,520	165,580	1,200,000	17.21%
	Loveland	Traffic Signal Progression Improvements - US 34	640,000	128,000	-	768,000	640,000	137,680	22,320	800,000	17.21%
	Loveland	COLT Diesel Bus Replacement	384,000	77,000	-	461,000	384,000	79,824	-	463,824	17.21%
	Loveland	Loveland Diesel Fleet Replacement	384,000	77,000	-	461,000	384,000	79,824	-	463,824	17.21%
	Weld County	Weld County CNG Vehicles	2,200,000	440,000	-	2,640,000	2,200,000	457,326	-	2,657,326	17.21%
STBG	Evans	37th Street Overlay	982,141	196,428	-	1,178,569	982,141	218,552	69,222	1,269,915	17.21%
	Fort Collins	Timberline Road Corridor Improvements	2,100,442	420,088	-	2,520,530	2,100,442	1,032,600	2,866,958	6,000,000	17.21%
	Greeley	O Street Widening - 11th Avenue to WCR 37	1,329,008	265,802	-	1,594,810	1,329,008	1,242,820	4,649,672	7,221,500	17.21%
	Larimer County	North LCR 17 Expansion	452,000	90,400	692,000	1,234,400	496,419	343,167	1,154,414	1,994,000	17.21%
	Loveland	US 34 Widening - Boise Avenue to I-25	982,891	196,578	-	1,179,469	982,891	TBD	TBD	TBD	TBD
	Windsor	Intersection Improvements at SH 257 & Eastman Park Drive	1,000,000	200,000	347,000	1,547,000	1,000,000	266,148	280,324	1,546,472	17.21%
TA	Johnstown	Little Thompson River Corridor Trail - 1a	250,000	50,000	-	300,000	250,000	62,500	-	312,500	20.00%
	Larimer County	North LCR 17 Expansion	307,581	152,000	630,000	1,089,581	264,000	66,000	-	330,000	20.00%

Note: Proposed revisions have been discussed with all project sponsors except Evans, Larimer County, and Loveland

Attachment B: Funding Year Options for Fiscal Constraint

CMAQ and TA Proposed Revision	Move \$44k for North LCR 17 Expansion project from TA to STBG in FY21. Move both Loveland Diesel Replacement projects from FY20 to FY21, and move 52% of Weld County CNG project funds from FY20 to FY21.
STBG Alternative 1	All project funds are split equally between FY20 and FY21.
STBG Alternative 2	Move the Timberline Road Corridor Improvements project to FY21 per sponsor approval. An additional \$502k to \$864k needs to move from FY20 to FY21.
Other Alternatives	Other possibilities TBD at TAC on 4/19/17 based on discussion among project sponsors.

Legend
Funds moved between Fiscal Years
Funds moved between pools

Pool: CMAQ (Federal Only) FY20-FY21

Federal Allocation	FY20	FY21
	\$ 4,267,402	\$ 4,067,131

			In Thousands of \$				
Project Sponsor	Project Name	Rank	Programmed		Proposed Revision		Fund Change FY20-FY21
			FY20	FY21	FY20	FY21	
Fort Collins	Transfort CNG Buses	8	950	950	950	950	0
Greeley	GET Diesel Bus Replacement	5	757	757	757	757	0
Greeley	Central System and Controller Replacement	1	431	-	431	-	0
Larimer County	CNG Fast Fill Stations	3	414	414	414	414	0
Loveland	Traffic Signal Progression Improvements—US 34	2	640	-	640	-	0
Loveland	COLT Diesel Bus Replacement	6	384	-	-	384	0
Loveland	Loveland Diesel Fleet Replacement	7	384	-	-	384	0
Weld County	Weld County CNG Vehicles	4	2,200	-	1,050	1,150	0
TOTAL			6,160	2,121	4,242	4,039	
Over programmed / Fiscally Constrained			(1,893)	1,946	25	28	

Pool: STBG (Federal Only) FY20-FY21

Federal Allocation	FY20	FY21
	\$ 3,791,504	\$ 3,459,937

		In Thousands of \$							
Project Sponsor	Project Name	Programmed		Alternative 1		Fund Change FY20-FY21	Alternative 2		Fund Change FY20-FY21
		FY20	FY21	FY20	FY21		FY20	FY21	
Evans	37th Street Overlay	982	-	491	491	0	982	-	0
Fort Collins	Timberline Road Corridor Improvements	2,100	-	1,050	1,050	0	-	2,100	0
Greeley	O Street Widening - 11th Avenue to WCR 37	1,329	-	665	665	0	1,329	-	0
Larimer County	North LCR 17 Expansion	-	452	248	248	44	-	496	44
Loveland	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	983	-	492	492	0	983	-	0
Windsor	Intersection Improvements at SH 257 & Eastman Park Dr.	1,000	-	500	500	0	1,000	-	0
TOTAL		6,394	452	3,445	3,445		4,294	2,596	
Over programmed / Fiscally Constrained		(2,602)	3,008	347	15		(502)	864	

Note: \$502k to \$864k needs to move from FY20 to FY21

Pool: TA (Federal Only) FY20-FY21

Federal Allocation	FY20	FY21
	\$ 260,372	\$ 264,082

		In Thousands of \$				
Project Sponsor	Project Name	Programmed		Proposed Revision		Fund Change FY20-FY21
		FY20	FY21	FY20	FY21	
Johnstown	Little Thompson River Corridor Trail – Phase 1a	250	-	250	-	0
Larimer County	North LCR 17 Expansion	-	308	-	264	-44
TOTAL		250	308	250	264	
Over programmed / Fiscally Constrained		10	(44)	10	0	



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Mobility Coordinator
Medora Kealy, Transportation Planner*

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Becky Karasko

Date: April 19, 2017

Re: 2040 RTP Amendment #2

Background

NFRMPO staff held a second call for 2040 RTP Amendments from Friday, March 10, 2017 through Friday, March 24, 2017. One Amendment request was received: I-25 Additional Components. Projects must be included in the 2040 RTP with an identified funding source to be submitted for TIP approval. Pending Planning Council Approval, the project will be incorporated into the 2040 RTP Amendment as well as the new FY2018-2021 TIP.

Action

NFRMPO staff requests TAC members review the attached 2040 RTP Amendment #2 request and provide comments.



COLORADO
Department of Transportation
Region 4

Regional Director's Office
10601 W. 10th Street
Greeley, CO 80634-9000

March 23, 2017

Ms. Terri Blackmore
Executive Director, North Front Range MPO
416 Canyon Avenue, Suite 300
Fort Collins, CO 80521

Dear Ms. Blackmore,

Re: 2040 Regional Transportation Plan Amendment Request

On behalf of the Colorado Department of Transportation (CDOT), please accept this 2040 Regional Transportation Plan amendment request to expand the scope of I-25. Through regional efforts, significant new financial resources were secured to construct immediate improvements to this critical corridor.

Within the next four years, one new express lane in each direction, replacement of key bridges, reconstructed interchanges, Intelligent Transportation Systems technology, multi-modal and safety components will be constructed within the North Front Range. CDOT will employ a Design/Build contractor to expedite the design and construction of these improvements.

Future work planned for the I-25 corridor includes extension of the express lanes, reconstruction of interchanges and additional safety improvements. The attached schedule identifies adequate resources to complete future interstate components, which are included in the preferred alternatives identified in the North I-25 Final Environmental Impact States and Records of Decision, as re-evaluated.

We look forward to a timely amendment approval to the 2040 Regional Transportation Plan in order to proceed with this essential work.

Sincerely,

 for Johnny Olson

Johnny Olson, P.E.
Region 4 Transportation Director

Attachment

JWO:KS:mbc

ec: J. Eussen / K. Schneiders
C. Stewart
H. Paddock / S. Rees
File



**2040 RTP Amendment
Request Form
2017**



Due to NFRMPO Staff no later than 5:00 p.m. Friday, March 24, 2017

Requesting Agency Information		
Project Sponsor Agency: Colorado Department of Transportation	Agency Contact: Johnny Olson	Telephone: 970/ 350-2101
Mailing Address: 10601 West 10th Street		Email Address: j.olson@state.co.us
City: Greeley	State: CO	ZIP Code: 80634
Additional Financial Sponsors (if applicable): City of Fort Collins, Town of Johnstown, Larimer County, City of Loveland, Town of Timnath, Weld County		
Project Description		
Project Name: I25 Additional Components	Jurisdiction(s): Johnstown, Larimer County, Loveland, Timnath, Weld County, Windsor	
Project Location (attach map of project location as well): North I-25 and associated areas	Project Type (Mobility, Safety, Bridge, etc.): Mobility, Bridge, Safety, Operations	
Project Limits (to and from): US34: 95.8 - 97.2 / I25: MP 253.75 - MP 270	Project Length (miles): 1.5 miles / 20 miles	
Is this part of an ongoing project? If so, please describe. Yes. The US34 Environmental Assessment identified widening from 4 to 6 lanes in key locations within Loveland and Johnstown. Yes. The North I-25 Final Environmental Impact Statement (FEIS) studied from Denver Union Station to SH14 in Fort Collins.		
Project Description: Widen from 4 to 6 lanes, plus auxiliary lanes of US34, safety improvements, signing, striping. Extension of 2 Express Lanes (one each direction), reconstruction of failing pavement, replacement of appropriate structures, interchange improvements, ITS technology and operational improvements on I25		
Project Phase(s), if applicable (Construction, Design, ROW, etc.): Design / Utilities / Construction	Fiscal Year(s) of Construction: 2018-2020	
Reason for Amendment request: To expedite components currently included in the 2040 LRP, the project partners request that the identified components be expedited to 2020 in light of additional funds and costs savings associated with the Design/Build process		

2040 RTP Goals, Objectives, Performance Measures, and Targets

Indicate which MPO Performance Measure(s) the project supports. If the project does not support one of the Goals listed below, please type "N/A" in both the Performance Measure(s) and Project Impact columns.

MPO Goal	<u>Performance Measure(s)</u>	Project Impact
Goal 1: Foster a transportation system that supports economic development and improves residents' quality of life	"-Conforms to Air Quality Conformity-Investment in Infrastructure"	The project will improve mobility and provide a sustainable alternative to congestion on I25 and US34. High Occupancy Vehicles (HOV) and public transit vehicles (buses, express bus) would use the express lanes free of charge while Single Occupant Vehicles (SOV) would pay a toll to use these lanes. The rehabilitation and replacement of key bridges in the corridor are sound investments that will allow the final alignment of I-25 to be constructed in the near future. All of these improvements reduce vehicle idling by keeping traffic moving along these heavily traveled corridor.
Goal 2: Provide a transportation system that moves people and goods safely, efficiently, and reliably	Reliable travel times	Installation of express lanes, with associated operational and safety improvements throughout the project segments encourages transit, carpooling, and vanpooling as viable transportation options by providing reliable travel times and uncongested travel flow. Widening mainline US34 added needed capacity to accommodate growing traffic volumes.
Goal 3: Provide a multi-modal system that improves accessibility and transportation system continuity	"-Support transportation services for all including the most vulnerable and transit dependent populations. -Implement RTE, Regional Bike Plan and North I-25 EIS"	Extending the express lanes further south provides additional trip reliability to travelers who choose carpooling, vanpooling, public transit, or paying to use express lanes while driving alone. The US34 widening project includes shoulders for non-motorized users, providing a critically needed crossing of I25
Goal 4: Optimize operations of transportation facilities	"-Use TDM techniques to reduce congestion and optimize the system. -Implement ITS -Reduce project delivery time frame"	Carpooling / vanpooling services will be enhanced through more reliable travel times due to use of the express lane. The installation of state of the industry ITS components will aid the express lanes tolling and operations, as well as increased traveler information (travel time, ramp metering, etc). By utilizing Design / Build methodology, the project will be constructed quickly while taking advantage of contractor creativity.

How does the project support the MPO Goal(s)? (Please attach all relevant data) defined above

Project Funding

Type (Federal, State, Local, Local Over Match, Other)	Source	Amount	Fiscal Year to be Programmed
see attached			

Total Project Cost	\$ 0.00	-
---------------------------	----------------	----------

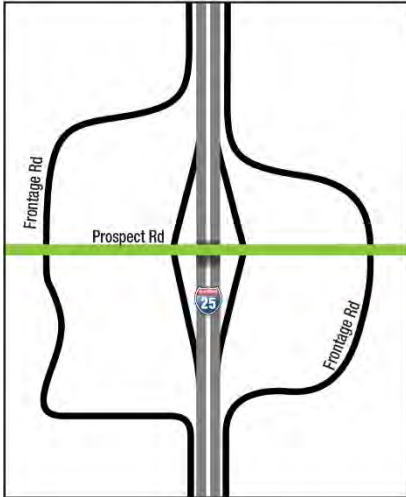
Supporting documentation attached or linked (optional):
i.e. *Studies, Master Plans, Comprehensive Plans*

"<https://www.codot.gov/projects/north-i-25-eis><https://www.codot.gov/library/studies/us34us287lcr3EA-FONSI>"

Submit completed form to Becky Karasko at bkarasko@nfrmpo.org no later than 5:00 p.m. on Friday, March 24, 2017.

Component A: Prospect Road Interchange Reconstruction

The Colorado Department of Transportation (CDOT), the City of Fort Collins, the Town of Timnath and private developers (Partnership) are seeking to **advance** the completion year of the reconstruction of the Prospect Road / Interstate 25 (I25) Interchange in the 2040 Regional Transportation Plan to **open in 2020**.



Prospect Road is one of four interchanges along I25 in the Fort Collins area. Acting as an east/west reliever route for State Highway 14 (SH14) and Harmony Road, Prospect Road provides direct access to Colorado State University's main and Veterinary Campuses. With the September 2017 opening of the new stadium on campus, the Prospect Road Interchange will play a greater role in serving campus events.

In 2015, Prospect Road carried 18,000 vehicles per day at the I25 Interchange on a two-lane undivided roadway. Inadequate shoulders make navigation difficult for non-motorized vehicles.

The Partnership identified a number of funding resources that would allow reconstruction of the existing structure to include a four-lane roadway with adequate shoulders and safety treatments. The new interchange is

anticipated to cover from Summit View Drive to Larimer County Road 5, 1.6 miles including additional lanes. Design and construction will be included in the I25 Design/Build Project to take advantage of economies of scale and reduced mobilization costs. As shown below, the cost of the interchange reconstruction is \$24 million, with an additional \$6.5 million identified for Urban Design elements. Proposed design elements include wall treatments similar to SH392 Interchange, plus landscaping and irrigation within the interchange footprint.

Additional Funding Sources to complete Prospect Road Interchange Reconstruction

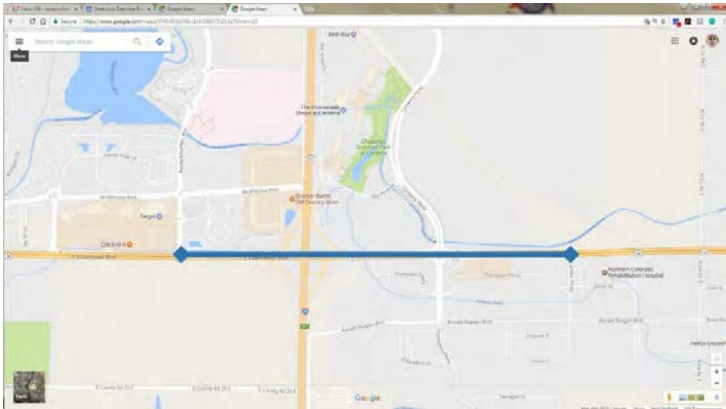
<i>Provider</i>	In millions				Sub-Total
	FY 2018	FY 2019	FY 2020	FY 2021	
<i>Local Agencies</i>	4	4	4		12.0
<i>Private Developers</i>	2	2	2.5		6.5
<i>Colorado DOT</i>	6	6	0		12.0
<i>Totals</i>	12	12	6.5		\$30.5

This component was not included in the prior 2040 Plan Amendment Request because of on-going negotiations to expedite the project, and identify adequate funding resources.

Component B: US34 Widening: I25 to Larimer Parkway (LCR3E)

CDOT is seeking to **advance the widening** of US Highway 34 (US34) from four lanes to six lanes from I25 to Larimer Parkway (Larimer County Road 3E), which is already identified in the 2040 Regional Transportation Plan, to be **open in 2020**.

US34 is a congested, four-lane road providing connections between Loveland, Johnstown, Windsor and Greeley. The roadway provides access to key retail districts, medical facilities, and employment opportunities and serves as the gateway to Rocky Mountain National Park. Identified on the National Highway System, US34 is also a designated freight corridor for Colorado's Freight network.



The 2040 Regional Transportation Plan describes the Vision for US34 as increased mobility, while maintaining the system and safety. In 2015, 52,000 vehicles per day traveled within the project area, included 2,200 trucks bringing goods into and out of the North Front Range region. Volume-to-capacity ratio for the project area ranges from 0.75 to 1, indicating the roadway operates at or near congestion.

Inadequate shoulders force non-motorized users to navigate to other crossings over I25.

In the US34: I25 to US85 Corridor Optimization Study, widening from four lanes to six lanes was identified as the highest priority project. Recently, CDOT identified funding resources to widen US34 from Rocky Mountain Avenue to Larimer Parkway (LCR3E), from four to six lanes with standard shoulders, including bridge widening over I25 and safety treatments. A plan amendment is requested to expedite the I25 to Larimer Parkway for an additional 1.0 miles. This would bring the entire construction area into the 2020 Opening Year within the existing plan. The estimated cost of the widening is \$12 million.

Additional Funding Sources to Complete US34: Widening from Rocky Mountain Avenue to Larimer Parkway

<i>Provider</i>	In millions				Sub-Total
	FY2018	FY2019	FY2020	FY2021	
<i>FASTER Safety</i>				4.0	4.0
<i>Surface Treatment</i>				6.6	6.6
<i>State Highway Funds</i>				1.4	1.4
<i>Totals</i>				12.0	\$12.0

There is on-going discussion about the best construction method for this component. CDOT retains the right to include this work under the I25 Design/Build contract or to construct it using the traditional Design/Bid/Build approach.

Component C: Additional Requested Elements

CDOT is seeking to **advance** the completion year of the Additional Requested Elements (AREs) identified below, which are identified in the 2040 Regional Transportation Plan, to be **open in 2020**.

The North I25, SH 14 to SH 402 project expands I-25 with the addition of an Express Lane. This project is a result of the convergence of local funding partners, a federal grant, traditional highway funding and innovative contracting.

The project is using the innovative contracting method known as Design/Build, which is a best-value contracting mechanism that awards innovation and efficiency.

With the Design/Build process, CDOT can increase the competitiveness among the bidders and expand the scope of the project without increasing the set total budget. The Design/Build bidders have the opportunity to add additional elements, beyond the base case, into their proposal for the same total price. The submitted proposals are objectively scored, with additional points awarded to proposals that include any AREs.

The AREs for the North I25 project are defined in the Request for Proposal. While it is unknown at this time which, if any, AREs will become part of the project, it is necessary to be prepared for this possibility based on the rapid time frame under which the selected Design/Build team must proceed. One of the ARE's, the reconstruction of I25/ SH402 interchange, has a contribution of local funding and a right-of-way donation included when it is able to move forward.

Therefore, CDOT is requesting an amendment to the 2040 Regional Transportation Plan to include the additional funding sources for the I25/SH402 interchange and the advancement of the AREs to open in 2020.

The AREs include the following:

- Reconstruction of I25 / SH402 Interchange to FEIS alignment
- Extension of the express lanes from milepost (MP) 255.2 south to MP 253.7, a distance of 1.5 miles
- Reconstruction of the I25 mainline bridges over the Big Thompson River
- Reconstruction of the Frontage Road bridges over the Big Thompson River
- Reconstruction of Larimer County Road 20 bridge over I25
- Reconstruction of the Great Western Railway Bridge over I25

Additional Funding Sources to Construct SH402 Interchange at I25 to FEIS Preferred Alternative

	In millions				
<i>Provider</i>	FY2018	FY2019	FY2020	FY2021	Sub-Total
<i>Local Agencies</i>	7	7			14.0
<i>ROW Donation</i>		2			2.0
<i>Totals</i>	7	9			\$16.0

North I-25 Plan Amendment to NFR MPO: SH56 to SH14
Revenues by Fund Source

Fund Source (millions)	2040 Plan Timeframes								Fund Source	
	FY17	FY18	FY19	FY20	FY21	FY22-25	FY26-30	FY31-35		FY36-40
RPP- NFR						\$ 8	\$ 10	\$ 10	\$ 10	RPP- NFR
RPP I25 Design	\$ 4.9					\$ 5	\$ 6	\$ 6	\$ 6	RPP I25 Design
FASTER Safety						\$ 11	\$ 14	\$ 14	\$ 14	FASTER Safety
Tolling Revenue						\$ -	\$ 5	\$ 25	\$ 25	Tolling Revenue
Surface Treatment						\$ 40	\$ 50	\$ 50	\$ 50	Surface Treatment
RAMP	\$ 4.0					\$ -	\$ -	\$ -	\$ -	RAMP
TC Contingency	\$ 6.5	\$ 38.0	\$ 60.0	\$ 37.0		\$ -	\$ -	\$ -	\$ -	TC Contingency
Loan (HPTE)				\$ 18.0	\$ 32.0	\$ -	\$ -	\$ -	\$ -	Loan (HPTE)
Strategic Transit		\$ 5.0				\$ -	\$ 41	\$ -	\$ -	Strategic Transit
RoadX		\$ 2.0				\$ -	\$ -	\$ -	\$ -	RoadX
Freight						\$ 15	\$ 15	\$ 15	\$ 15	Freight
Local	\$ 5.0	\$ 15.0	\$ 16.5	\$ 21.0		\$ -	\$ -	\$ -	\$ -	Local
TIGER Award		\$ 15.0				\$ -	\$ -	\$ -	\$ -	TIGER Award
Water Quality		\$ 2.0	\$ 2.0	\$ 3.3		\$ -	\$ -	\$ -	\$ -	Water Quality
Bridge Enterprise				\$ 6.0		\$ -	\$ -	\$ -	\$ -	Bridge Enterprise
Strategic Funds						\$ -	\$ 64	\$ -	\$ -	Strategic Funds
Flexible Funds - RTP						\$ -	\$ 22	\$ -	\$ -	Flexible Funds - RTP
Loveland \$ (I25 / US34)						\$ -	\$ 15	\$ -	\$ -	Loveland \$ (I25 / US34)
STP-Metro / CMAQ						\$ 5	\$ 15	\$ -	\$ -	STP-Metro / CMAQ
	\$ 20.4	\$ 77.0	\$ 78.5	\$ 85.3	\$ 32.0	\$ 83.9	\$ 256.5	\$ 119.9	\$ 119.9	\$ 873.4
	\$ 20.4			TIP	\$ 272.8					



Innovation Implementation Assistance: The AID Demonstration Program

Will your agency be demonstrating an Every Day Counts or other proven innovation on a highway transportation project soon? Funding assistance may be available through FHWA's Accelerated Innovation Deployment (AID) Demonstration program to accelerate implementation and adoption of the proven innovation.

AID DEMONSTRATION BASICS

The [AID Demonstration program](#) provides funding as an incentive to accelerate the use of innovation in highway transportation projects. The Federal Highway Administration (FHWA) expects approximately \$10 million to be made available for AID Demonstration grants in each of Fiscal Years 2016 through 2020 from amounts authorized within the Technology and Innovation Deployment Program (TIDP) under the [Fixing America's Surface Transportation \(FAST\) Act](#). The grants are administered through the FHWA Center for Accelerating Innovation.

WHAT TYPES OF PROJECTS ARE ELIGIBLE?

Projects submitted for an AID Demonstration grant must

- be eligible for assistance under title 23, United States Code;
- be ready to initiate within six months of applying for AID Demonstration funding;
- involve any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction;
- include an innovation proven in real-world highway transportation application,* though not routinely used by the applicant or the subrecipient; and
- address TIDP goals.

WHAT AMOUNT OF ASSISTANCE IS AVAILABLE?

The AID Demonstration award is based on the cost of the innovation in a project (rather than the total project cost). The award amount may be up to the full cost of the innovation in the project, to a maximum of \$1 million. AID Demonstration funds are available at an 80 percent federal share, which require a minimum 20 percent cost share.

WHICH AGENCIES CAN APPLY?

Eligible entities are state departments of transportation (DOTs), federal land management agencies, and tribal governments. Metropolitan planning organizations and local governments may apply through the state DOT as subrecipients.

The [Notice of Funding Opportunity \(NOFO\)](#) published on September 1, 2016 provides additional eligibility and application information.

WHEN IS THE DEADLINE?

Completed applications are evaluated and award determinations are made on an open, rolling basis until the program ends or funding is no longer available. Go to [Grants.gov](#) to apply (search for Opportunity Number FHWA-2016-21063).

*The FHWA encourages use of the innovations included in the Every Day Counts (EDC) initiative. Examples and benefits of EDC innovations can be found at <http://www.fhwa.dot.gov/everydaycounts/>

For additional
information,
please contact:

Ewa Flom
Program Coordinator
FHWA Center for Accelerating Innovation
202-366-2169
Ewa.Flom@dot.gov



U.S. Department of Transportation
Federal Highway Administration



Memorandum

To: Statewide Transportation Advisory Committee (STAC)
 From: Lisa Streisfeld, Transportation Systems Management and Operations
 Date: January 19, 2017
 Subject: Federal Fiscal Years 2017, 2018 and 2019: Availability of FHWA AID Grant
 Attachments: FHWA Fact Sheet, Notice of Funding Opportunity, and Directions for Completing an AID Application

Purpose:

The purpose of this memorandum is to provide information about an available funding source from Federal Highway Administration (FHWA) and to solicit project applications for this grant. The FHWA Technology and Innovation Deployment Program (TID) administers the Accelerated Innovation Deployment Demonstration program. This is known as the AID Demonstration grant. The AID award serves as an incentive to demonstrate and implement innovative technology. The goal of the grant is to fund projects that maximize the benefits of infrastructure investments by addressing congestion and improving highway facilities operations. Two applications may be submitted (one for a state project and one for a local agency sponsored project each federal fiscal year.) CDOT is requesting applications be submitted by February 28th for FY 2017 for local agencies. Applications for FY 2018 and FY 2019 may be submitted at a later time for local agency projects. Early application submittals are encouraged. See Table 1.

Background & Details:

A Notice of Funding Opportunity (attached) was published in the Federal Register on September 1, 2016. The grant funding is available on a competitive basis federal fiscal year. FHWA has a rolling application process which continues each fiscal year until the available funds become allocated. Therefore, applicants are encourage to apply early. The table below provides the status of what fiscal years have available funds.

Table 1: Status of Fiscal Year and Availability to Make Grant Application:

Federal Fiscal Year	FY 16	FY 17	FY 18	FY 19
State Project	CDOT Awarded \$1 million for I-25 Managed Motorways Project	In process of submitting application for <i>E-Construction</i>	In process of submitting <i>I-25 Risk and Resiliency Project</i>	Open for application Due June 30, 2018
Local Project	Closed for application	Open for application Due Feb. 28, 2017	Open for application This is a rolling solicitation and early applicants are encouraged.	Open for application Due June 30, 2018

Eligible Applicants:

State DOTs, Federal Land Management Agencies, Tribal Nations, MPOs, and local governments.

Funds Available:

The AID grant is currently funded through the FAST¹ Authorization. Over \$44 million of demonstration grant funds have been awarded spanning over 62 projects. Past awards have ranged from approximately

¹ [Fixing America's Surface Transportation \(FAST\) Act](#)

\$140,000 up to \$1,000,000. For Fiscal Years 2016 through Fiscal Year 2020 \$10 million is available national and competitive basis. Applicants must provide a minimum of 20% match for the federal funding. And projects must be ready to implement within 6 months of receiving the award.

The Fine Print:

(1) Local agencies and MPOs shall apply through the state DOT as a sub-recipient. (2) Agencies must obligate the funds to the project within 6 months of award. (3) Agencies will work with FHWA to develop and implement a plan to collect information and report on the project's performance with respect to use of the innovation on the project. (4) And agencies shall submit a final report within 6 months of project completion which documents the process, benefits, and lessons learned including development/refinement of guidance, specifications or other tools/methods to support rapid adoption of the innovations as standard practice.

Process:

Each year, CDOT will submit 2 applications to FHWA to compete on a national basis for the AID grant. One application should be a state lead project by CDOT and the second application should be from an MPO or local agency, as a sub-recipient under CDOT. Federal Land Management Agencies and Tribal Governments would independently apply for AID funding. Application instructions have been attached.

Prior to submitting a final application, the local FHWA contact, Tricia Sergeson, has offered to provide review and comment. Please allow her 2 weeks for the review. Her contact information is listed below.

A process for review, submittal and approval is detailed. CDOT is requesting the next round of local applications to be submitted by February 28, 2017. The CDOT AID Grant Review Team will review, rank and select the final applications. CDOT and applicant work together to make final edits and then CDOT enters grant applications into "Grants.gov". CDOT will notify the FHWA Colorado Division Office of the submittal. The FHWA Technology and Innovation Deployment Program makes final decision on applications and notifies Colorado Division Office on recommendation. Approved applications go through a signature process and then the FHWA Colorado Division Office Notifies CDOT and local government of the award. The process takes about 4-6 months.

Types of Projects:

The eligible projects for AID funding may involve any phase of a highway transportation project: planning, financing, operation, structures, materials, pavements, environment and construction. Projects have to be eligible for federal assistance under Title 23 USC and projects must demonstrate innovation. Colorado received its first award with the I-25 Managed Motorways intelligent systems technology for \$1 million in the Federal Fiscal Year 2016. Table 2 lists the types of projects that have **received awards and is sorted from low to high by "award amount."**

Table 2: Past AID Grant Projects

Award Recipient	Project	Innovation	Award Amount
Confederated Salish and Kootenai Tribes	North Valley Creek Bridge	Accelerated Bridge Construction	\$ 115,520
USDA Forest Service	Layout Creek Bridge	Geosynthetic Reinforced Soil-Integrated Bridge System	\$ 137,336
Ohkay Owingeh Tribe	White Swan Bridge	Geosynthetic Reinforced Soil-Integrated Bridge System	\$ 200,000
Virginia Department of Transportation & Town of Vienna	Park and Locust Streets SE Intersection Project	Mini-roundabout	\$ 211,200
Tennessee Department of Transportation	Accelerated Steel Bridge Girder Fabrication	3D modeling	\$ 221,984

Award Recipient	Project	Innovation	Award Amount
US Fish & Wildlife Service	Improving Road Safety for Bicyclists and Drivers	Dynamic Warning System	\$ 253,889
Oregon Department of Transportation	Expediting on-scene investigation/reconstruction mapping activities along Interstate 5 (I-5) corridor	Robotic Total Measuring Stations for Traffic Incident Management (TIM)	\$ 277,152
National Park Service	Safety Analysis Project	Safety Management System	\$ 296,800
Arkansas State Highway & Transportation Department and City of Jonesboro, Arkansas	West College Avenue Bridge Replacement	Geosynthetic Reinforced Soil-Integrated Bridge System	\$ 303,600
Assiniboine Sioux Tribes	Rocky Mountain Tribal CORS Project	Geospatial Data Collaboration	\$ 325,000
New Hampshire Department of Transportation	Bridge Monitoring Technology at Portsmouth's Memorial Bridge	Structural Health Monitoring	\$ 355,000
Indiana Department of Transportation	Accelerated Bridge Construction Alternate Design Project	Slide-in Bridge Construction and Self-Propelled Mobile Transport	\$ 371,604
North Carolina Department of Transportation	Anson County Bridge Replacement Project	Geosynthetic Reinforced Soil-Integrated Bridge System	\$ 400,000
Oklahoma Department of Transportation Report available	Safety Project Utilizing High Friction Surface Treatment at Spot Locations	High Friction Surface Treatments	\$ 417,696
Gwichyaa Zhee Gwich'in Tribe	Ivar's Bridge Replacement Project	Geosynthetic Reinforced Soil-Integrated Bridge System	\$ 430,250
Alabama Department of Transportation & City of Auburn, Alabama	Moore's Mill Road Bridge	Prefabricated Bridge Elements and Systems	\$ 479,670
Rhode Island Department of Transportation	Innovative Arch Construction Project	Innovative Arch Construction	\$ 480,000
Ohio Department of Transportation	e-Construction on Two ODOT Projects	e-Construction	\$ 511,762
Wisconsin Department of Transportation	Traffic queue warning systems (QWS) in work zones on two bridge construction projects	Smarter Work Zones	\$ 512,449
California Department of Transportation	Geo-reference and visualization of right-of-way (ROW) maps	Geospatial Data Collaboration	\$ 550,000
Ohio Department of Transportation & Muskingum County	Fabricated Steel Bridge Replacement System Project	Fabricated steel bridge system	\$ 557,600
Pueblo of Acoma	Construction Manager/General Contractor (CM/GC) Project	Construction Manager/General Contractor	\$ 563,000
Ohio Department of Transportation & Northeast Ohio Areawide Coordinating Agency	Development of comprehensive Transportation Asset Management Program	Transportation Asset Management Program	\$ 600,000
New York State Department of Transportation	Kew Garden Interchange Reconstruction Project	3D Engineered Models incorporating civil integrated management (CIM) modeling	\$ 600,000

Award Recipient	Project	Innovation	Award Amount
Utah Department of Transportation	e-Construction to improve business practices	e-Construction	\$ 626,229
Wisconsin Department of Transportation & Dodge County	Replacing two county bridges using Accelerated Bridge Construction (ABC)	Geosynthetic Reinforced Soil-Integrated Bridge System	\$ 676,000
Michigan Department of Transportation & the Dickinson County Road Commission Report available	Pine Mountain Road/Westwood Avenue Pavement Rehabilitation	Hot In-place Recycling and Warm Mix Asphalt	\$ 697,008
Pennsylvania Department of Transportation	Adaptive Traffic Signal Control for McKnight Road Corridor Project	Adaptive Signal Control	\$ 720,000
Washington State Department of Transportation	Practical Solutions Project	Practical Solutions with Lean Techniques and Knowledge Management	\$ 750,000
South Dakota Department of Transportation Report available	Safety Project Utilizing High Friction Surface Treatment at Spot Locations	High Friction Surface Treatments	\$ 759,927
Missouri Department of Transportation	Paving projects	Intelligent Compaction & Infrared (IR) Scanning	\$ 764,032
Arizona Department of Transportation	Virgin River Bridges	Structural Health Monitoring	\$ 768,000
Utah Department of Transportation	Variable Speed Reduction in Active Work Zones	Work Zone Safety	\$ 775,110
South Carolina Department of Transportation	Structural Health Monitoring (SHM) Technology Project	Structural Health Monitoring	\$ 787,104
Montana Department of Transportation	Systems Engineering Analysis for a Statewide Traffic Signal System Evaluation	Traffic Signal System Evaluation	\$ 816,000
Minnesota Department of Transportation & the City of St. James	Interconnected Mini-roundabouts on Minnesota State Highway 4	Mini-roundabout	\$ 864,000
New Hampshire Department of Transportation	I-93 Pavement Preservation Project	Asphalt Rubber Bonded Wearing Course	\$ 895,892
Missouri Department of Transportation	High Friction Surface Treatments in Missouri	High Friction Surface Treatments	\$ 964,000
Vermont Agency of Transportation & Chittenden County Regional Planning Commission	Advanced Traffic Monitoring Project	Corridor Level Advanced Traffic Monitoring	\$ 981,780
Rhode Island Department of Transportation & Rhode Island Airport Corporation	Airport Road in the City of Warwick, RI	Adaptive Signal Control	\$ 996,000
Alabama Department of Transportation	Ross Clark Circle Bridge over Beaver Creek	Slide-in Bridge Construction	\$ 1,000,000
Iowa Department of Transportation	Iowa 92 Bridge over Little Silver Creek	Prefabricated Bridge Elements and Systems and high performance materials	\$ 1,000,000

Award Recipient	Project	Innovation	Award Amount
Kentucky Transportation Cabinet Report available	Roundabout Installation in London, KY	Roundabout	\$ 1,000,000
Kentucky Transportation Cabinet	Intelligent Compaction Project	Intelligent Compaction	\$ 1,000,000
Vermont Agency of Transportation	Tri-State Advanced Transportation Management System and Traveler Information System	Advanced Transportation Management System and Traveler Information System	\$ 1,000,000
Arizona Department of Transportation	Light-Emitting Diode lighting system in the Queen Creek Tunnel	Light-Emitting Diode lighting system	\$ 1,000,000
Michigan Department of Transportation Report available	US-131 over 3 Mile Road Bridge Replacement	Slide-in Bridge Construction	\$ 1,000,000
Maine Department of Transportation	Sarah Mildred Long Bridge Replacement Project	Construction Manager/General Contractor	\$ 1,000,000
Kansas Department of Transportation	Innovative approach to Road Centerline Geospatial Data Collaboration	Geospatial Data Collaboration	\$ 1,000,000
Minnesota Department of Transportation	Paving projects using Intelligent Compaction (IC) and Infrared (IR)	Intelligent Compaction and Infrared	\$ 1,000,000
Florida Department of Transportation	Commercial Vehicle Parking System on Interstate 95 and Interstate 4 corridors	Commercial Vehicle Parking System	\$ 1,000,000
Kansas Department of Transportation	Construction Management System	e-Construction	\$ 1,000,000
Rhode Island Department of Transportation Report available	Highway Improvement on RI Route 102 within the Towns of Coventry and Foster	WMA Additive and IC	\$ 1,000,000
Washington State Department of Transportation	Light-Emitting Diode (LED) Adaptive Roadway Lighting on Interstate 5	LED Adaptive Roadway Lighting System	\$ 1,000,000
Florida Department of Transportation & Manatee County	Adaptive Signal Control Technology on SR 70	Adaptive Signal Control	\$ 1,000,000
Arizona Department of Transportation & Mohave County	Oatman Highway (Historic Route 66) Crossing at Sacramento Wash in Topock, AZ	Prefabricated Bridge Elements and Systems	\$ 1,000,000
Delaware Department of Transportation	Diverging Diamond Interchange (DDI) at SR 1 and SR 72	Diverging Diamond Interchange	\$ 1,000,000
Michigan Department of Transportation	Diverging Diamond Interchange (DDI) at Interstate 96 (I-96) and Cascade Road	Diverging Diamond Interchange	\$ 1,000,000
Rhode Island Department of Transportation	Design and Replacement of the Park Avenue Bridge in Cranston	Construction Manager/General Contractor (CMGC) and Early Contractor Involvement (ECI)	\$ 1,000,000
Vermont Agency of Transportation	Right-of-way (ROW) acquisition process on roadway project in the towns of Pittsford and Brandon	Business Process Management (BPM) systems	\$ 1,000,000
Michigan Department of Transportation	M-86 over the Prairie River Bridge in St. Joseph County	Carbon Fiber Reinforced Polymer (CFRP)	\$ 1,000,000

Award Recipient	Project	Innovation	Award Amount
Colorado Department of Transportation	Managed Motorway on I-25	Intelligent Systems Technology	\$ 1,000,000

For more information please contact either CDOT or FHWA representatives.

CDOT Contact:

Lisa Streisfeld,
 Transportation Systems Management and Operations
 Colorado Department of Transportation
 4201 East Arkansas Avenue, 3rd Floor
 Denver, CO 80222
 303-757-9876
Lisa.Streisfeld@state.co.us

FHWA Colorado Division Contact:

Tricia Sergeson
 Transportation Specialist
 Federal Highway Administration - Colorado Division
 12300 West Dakota Avenue, Suite 180
 Lakewood, CO 80228
 720-963-3073
Patricia.sergeson@dot.gov

Other reference website links are provided below:

Link to Application Information:
<http://www.fhwa.dot.gov/innovation/grants>

Link to NOFO:
<https://www.federalregister.gov/documents/2016/09/01/2016-21063/notice-of-funding-opportunity-for-accelerated-innovation-deployment-demonstration>

Link to previous demonstration projects:
<https://www.fhwa.dot.gov/innovation/grants/projects/>

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Mobility Coordination In the North Front Range MPO



Larimer County Senior Transportation Needs Report Update

Larimer County’s *Senior Transportation Needs Report* is expected to be completed by June 2017. The report is satisfying a goal from Larimer County’s 2013-2018 Strategic Plan, which states “an evaluation of the transportation needs and challenges for seniors living in unincorporated Larimer County will be completed. Existing and new options for addressing those needs and challenges will be identified, prioritized, and implemented.” Four focus groups are being held throughout the County as part of the process.

The first focus group was held on February 7 in Red Feather Lakes. A second focus group was held on February 21 in Estes Park. Two more focus groups will be held in March in Berthoud and Laporte. These focus groups are discussing the current and future transportation needs of the senior populations living in unincorporated Larimer County.

At the Red Feather Lakes focus group, attendees stated there was interest in a bus route between Red Feather Lakes and Fort Collins. Although the feedback was from a small sample size, this is an important item to study further as part of the Larimer County *Senior Transportation Needs Report*.

Attendees at the Estes Park focus group discussed the weather and topography challenges seniors in the area face. They expressed an interest in expanding the service area and vehicle type of the existing Via Mobility service to address these challenges as well as proposing other volunteer driver programs both within the Estes area and to destinations including Denver, Fort Collins, and Boulder. There was a desire for increased education on existing services to improve trip planning.

2017 Coordinated Plan Update

As part of the planning process, NFRMPO staff has set up an outreach program to garner input on the existing services, needs, and the gaps between the two. The outreach program will consider feedback and input from older adults and people with disabilities, the organizations which provide care and transportation, and the caregivers who assist these populations.

The outreach program will have NFRMPO staff attend Senior Advisory Boards, Commissions on Disabilities, Transportation Advisory Boards, and other pertinent community organization meetings. NFRMPO staff will have booths at local events throughout the summer, similar to past years. Additionally, the Coordinated Plan must be recommended for approval by Council from both the Larimer County and Weld County Mobility Committees. As a result, the Coordinated Plan is a standing item at the bi-monthly LCMC and WCMC meetings.

Throughout the outreach process, NFRMPO staff will compile the feedback and identify the goals, strategies, and priorities for the Mobility Committees over the next four years. More information about the Coordinated Plan can be found at <http://bit.ly/2m2WQvL>.

Rider’s Guide Updates

More than 190 users have logged onto the online service to find potential service matches since January 1, 2017, with 89 percent of users being new. To request printed Rider’s Guides, contact Alex Gordon at agordon@nfrmpo.org or (970) 416-2023.

Larimer County Mobility Committee
Third Thursday every other month
1:30 p.m.—3:00 p.m.



Weld County Mobility Committee
Fourth Tuesday every other month
1:30 p.m.—3:00 p.m.

Mobility Management Funding



The NFRMPO Mobility Coordination Program is funded with Federal Transit Administration (FTA) \$5310 funds.

NFRMPO mobility coordination program activities are centered on education and cooperative resource-sharing to use existing transportation dollars most efficiently.

Examples include travel training, cooperative research, public forums, program implementation, FTA grant administration and public education.

Funding has been secured through September 2017 after NFRMPO staff submitted applications for \$5310 funds to both CDOT for Weld County and Fort Collins on behalf of the Fort Collins-Loveland-Berthoud TMA.

Larimer County Mobility Committee

- ARC of Larimer County
- Berthoud Area Transportation Services - BATS
- Dial-A-Ride Advisory Committee - DARTAC
- City of Fort Collins Transfort
- City of Loveland Transit - COLT
- CO Division of Vocational Rehabilitation
- Columbine Healthcare Systems
- Senior Alternatives in Transportation - SAINT
- Foothills Gateway
- Larimer Center for Mental Health
- Larimer County Dept. of Health & Environment
- Larimer County Office on Aging
- Larimer County Workforce
- Loveland Disability Advisory Commission

Weld County Mobility Committee

- Colorado Department of Labor and Employment
- Connections for Independent Living
- Envision
- Greeley Center for Independence
- Greeley-Evans Transit GET
- North Range Behavioral Health
- Senior Resource Services
- Sunrise Community Health
- United Way of Weld County
- Weld Advocacy Network on Disabilities WAND

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The NFRMPO
 Coordinated
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 Transportation
 Plan
 December 2013
 NFRMPO
 NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

Learn about the NFRMPO's Mobility Coordination goals and strategies
www.nfrmpo.org/mobility



For additional meeting details including agendas, notes & meeting location, visit nfrmpo.org/mobility

**FY 2016 through 2019
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification Request #2017-M1**

Submitted to: CDOT

Prepared by: NFRMPO

DATE: 1/31/2016

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16- 19	
FASTER													
Previous Entry		Region 4 State Bridge Enterprise Pool	CDOT	FASTER Bridge	Federal		0	0	0	0	0	0	
SST8000.090		Funding amounts allocated for the North Front Range Region			State	FAS	0	0	0	0	5,900	5,900	
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total	0	0	0	0	5,900	5,900

Projects: SST8000.090 I-25 @ Vine Drive Bridge Replacement (SST8000.090)

Revised Entry		Region 4 State Bridge Enterprise Pool	CDOT	Bridge Reconstruction	State	FAS	0	0	0	0	11,951	11,951
SST8000.		Funding amounts allocated for the North Front Range Region			Local	L	0	0	0	0	0	0
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total	0	0	0	11,951	11,951
REASON: #2017-M1: Add design and construction funding for State Bridge Enterprise Pool Project "Prospect Road Over I-25 (B16-AM) \$6,051k												

Projects: SST8000.090 I-25 @ Vine Drive Bridge Replacement (SST8000.090)
SST8000.TBD Prospect Road over I-25

SAFETY												
Previous Entry		Region 4 Hazard Elimination Pool		Safety	Federal		0	0	3,630	2,420	0	6050
SR46666		Funding amounts allocated for the North Front Range Region			State		0	0	750	500	0	1250
See Region Pools Section							Total	0	4,380	2,920	0	7300
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget												
Reason: Adding Highway Safety Improvement Program (HSIP) funds to Region 4 Hazard Elimination Pool Funds to be used on US85 O St to Ault												
Revised Entry		Region 4 Hazard Elimination Pool	CDOT	Safety	Federal	STA	0	0	3,630	2,420	300	6,350
SR46666		Funding amounts allocated for the North Front Range Region	Region 4		State	SHF	0	0	750	500	0	1,250
See Region Pools Section							Total	0	4,380	2,920	300	7,600
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget												
Reason: #2017-M1.2: Changing color of Federal funds from RPP to HSIP for SH85 Signal at WCR 76 N. of Eaton Decreasing RPP and increase HISP funds by \$300k Federal Adding Highway Safety Improvement Program (HSIP) funds to Region 4 Hazard Elimination Pool Funds to be used on US85 O St to Ault												

STRATEGIC													
Previous Entry	2017-032	North I-25: Design Build	CDOT	Highway Added Capacity	Federal (freight)	FR8		0	0	15,000	0	15,000	
SR41002		SH402 - SH14	Region 4	Modify & Reconstruct	Federal	TIGER		0	0	15,000	0	15,000	
							State	0	5,000	23,000	60,000	88,000	
							State (Transit)	0	0	5,000	0	5,000	
							State (RoadX)	0	0	2,000	0	2,000	
							Federal (RAMP HPTE)	NHPP	0	3,510	0	0	3,510
							State (RAMP HPTE)	NHPP	0	390	0	0	390
							Local	Private	0	0	0	0	0
							Local	L	0	5,000	5,000	5,000	15,000
							Regional Priority Program	RPP	0	0	0	0	0
							Surface Treatment	STA	0	0	0	0	0
							Surface Treatment	SHF	0	0	0	0	0
							Total		0	13,900	65,000	65,000	143,900
Reason: #2016-M12: Add Additional \$3,900k FY17 RAMP-HPTE Development funds granted by the Transportation Commission on 11/18/16. Funds will be used for design/build procurement document and right-of-way acquisition. #2016-Q4: Add Additional FY18 to FY21 funds to existing regionally significant project. All funding is new money and will increase funds going into the NFR.													
Revised Entry	2017-032	North I-25: Design Build	CDOT	Highway Added Capacity	Federal (freight)	FR8				15,000		15,000	
SR41002			Region 4	Modify & Reconstruct	Federal	TIGER				15,000		15,000	
							State		5,000	23,000	60,000	88,000	
							State (Transit)			5,000		5,000	
							State (RoadX)			2,000		2,000	
							Federal (RAMP HPTE)	NHPP		3,869			3,869
							State (RAMP HPTE)	NHPP		6,525			6,525
							Local	Private					0
							Local	L		5,000	5,000	5,000	15,000
							Regional Priority Program	RPP					0
							Surface Treatment	STA					0
							Surface Treatment	SHF					0
							Total		0	20,394	65,000	65,000	150,394
Reason: #2017-M1.2: Add Additional \$359k Federal and \$6,135k State both from RAMP-HPTE funds for design and right-of-way acquisition on existing project. #2016-M12: Add Additional \$3,900k FY17 RAMP-HPTE Development funds granted by the Transportation Commission on 11/18/16. Funds will be used for design/build procurement document and right-of-way acquisition. #2016-Q4: Add Additional FY18 to FY21 funds to existing regionally significant project. All funding is new money and will increase funds going into the NFR.													

NON-REGIONALLY SIGNIFICANT REGIONAL PRIORITY PROGRAM											
Previous Entry SR46600	Non-Regionally Significant Regional Priority Program Pool Funding amounts allocated for the North Front Range Region	CDOT Region 4	Safety and Bridge Replacement	Federal State Local Total	STA SHF L	0 0 0 0	0 0 0 0	0 300 0 300	0 0 0 0	1000 250 1500 2750	1000 550 1500 3050
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget											
Reason: CDOT RPP Non-Regionally Significant Pool project located in North Front Range. Funds are immediately available from within CDOT Region 4 RPP pool. Migrated Fort Collins CBC Underpass project from #2016-M7 into pool											
Projects: SR46600.054 Fort Collins CBC Underpass (College Ave S/O Foothills Parkway) SR46600.058 US34 Bypass Signal at 83rd Ave SR46600.059 US85: Signal at WCR 76 N. of Eaton SR46600.060 R4 SH60 Over the South Platte River											
Revised Entry SR46600	Non-Regionally Significant Regional Priority Program Pool Funding amounts allocated for the North Front Range Region	CDOT Region 4	Safety	Federal State Local Total	STA SHF L	0 0 0 0	0 0 0 0	0 300 0 300	0 0 0 0	700 250 1,500 2,450	700 550 1,500 2,750
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget											
Reason: #2017-M1.2: Changing color of Federal funds from RPP to HSIP for SH85 Signal at WCR 76 N. of Eaton Decreasing RPP and increase HISP funds by \$300k Federal CDOT RPP Non-Regionally Significant Pool project located in North Front Range. Funds are immediately available from within CDOT Region 4 RPP pool. Migrated Fort Collins CBC Underpass project from #2016-M7 into pool											
Projects: SR46600.054 Fort Collins CBC Underpass (College Ave S/O Foothills Parkway) SR46600.058 US34 Bypass Signal at 83rd Ave SR46600.059 US85: Signal at WCR 76 N. of Eaton SR46600.060 R4 SH60 Over the South Platte River											

Emergency Relief / TCC Contingency											
New Entry Roll Forward SST7048	2017-054 2013 Flood Recovery	Larimer/Weld	Emergency & Permanent Repairs	Federal/State Total		28,144 0 0 28,144	0 0 0 0	28,144 0 0 28,144	0 0 0 0	0 0 0 0	28,144 0 0 28,144
Reason: #2017-M1.2: Roll funds from FY12-17 TIP into FY16-19 TIP											

SURFACE TREATMENT											
Previous Entry 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	STE SHF	0 0 0	0 0 0	4,140 860 5,000	0 0 0	0 0 0	4140 860 5000
Revised Entry 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	0 0 0	0 0 0	4,140 860 5,000	0 0 0	528 110 638	4,668 970 5,638
Reason: #2017 M1.2: Additional funds required to award project due to higher bids. Funds are available from within CDOT Region 4 Surface Treatment Pool. Pool balance does not change.											

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

Administrative Modification Request #2017-M2

Submitted to: CDOT

Prepared by: Medora Kealy

DATE: 2/8/2017

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
Surface Treatment												
New Entry SR46600.054	2019-006	Fort Collins CBC Underpass (College Ave S/o Foothills Parkwa	CDOT Region 4	Surface Treatment	Federal	STA	0	0	0	0	0	0
					State	SHF	0	0	0	0	100	100
		Also, see Non-Regionally Significant Regional Priority Program			Total		0	0	0	0	100	100
Reason: Surface Treatment funding added to existing Non-regionally Significant project. Funds are available within CDOT Region 4 Surface Treatment Pool. Pool balance will not change												
Previous Entry SR45218.182	2016-020	US287 Berthoud Bypass Repair	CDOT Region 4	Surface Treatment Repair	Federal	STA	0	0	0	1,242	0	1242
					State	SHF	0	0	0	258	0	258
					Total		0	0	0	1,500	0	1500
Revised Entry SR45218.182	2016-020	US287 Berthoud Bypass Repair	CDOT Region 4	Surface Treatment Repair	Federal	STA	0	0	0	1,242	373	1,615
					State	SHF	0	0	0	258	77	335
					Total		0	0	0	1,500	450	1,950
Reason: Additional \$450k Surface Treatment funding added to existing project to allow for re-advertisement. Funds are available within CDOT Region 4 Surface Treatment Pool. Pool balance will not change												

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

Administrative Modification #2017-M3

Submitted to: CDOT

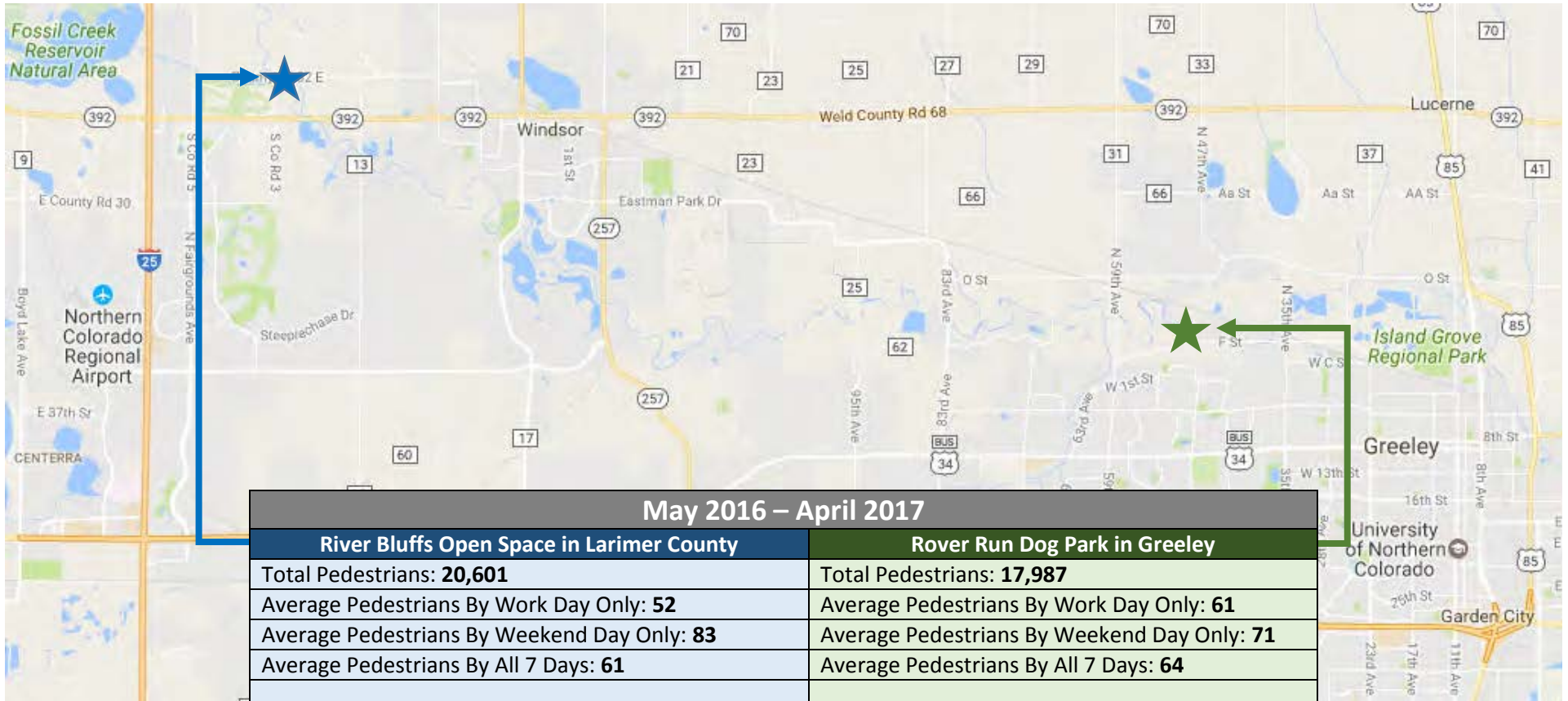
Prepared by: Medora Kealy

DATE: 3/7/2017

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
NFR Transportation Alternatives Program												
PREVIOUS ENTRY SNF5095.001	2016-001	Colorado Front Range Trail	Larimer County Fort Collins Loveland	Bike/Ped Facility	Federal Local Total	TNF L	0 0 0	0 0 0	456 114 570	0 0 0	0 0 0	456 114 570
REVISED ENTRY SNF5095.001	2016-001	Colorado Front Range Trail	Larimer County Fort Collins Loveland	Bike/Ped Facility	Federal Local Local Overmatch Total	TAP L LOM	0 0 0 0	0 0 0 0	456 114 678 1,248	0 0 0 0	0 0 0 0	456 114 678 1,248
Reason: Add local overmatch to project to show total project costs in TIP/STIP.												

STP Metro												
PREVIOUS ENTRY SNF5788.041	2016-009	65th Ave Widening	Evans	Roadway Widening	Federal Local Total	STU L	0 0 0	0 0 0	1,394 290 1,684	0 0 0	0 0 0	1,394 290 1,684
REVISED ENTRY SNF5788.041	2016-009	65th Ave Widening	Evans	Roadway Widening	Federal Local Local Overmatch Total	STA L LOM	0 0 0 0	0 0 0 0	1,394 290 586 2,270	0 0 0 0	0 0 0 0	1,394 290 586 2,270
Reason: Add local overmatch to project to show total project costs in TIP/STIP.												

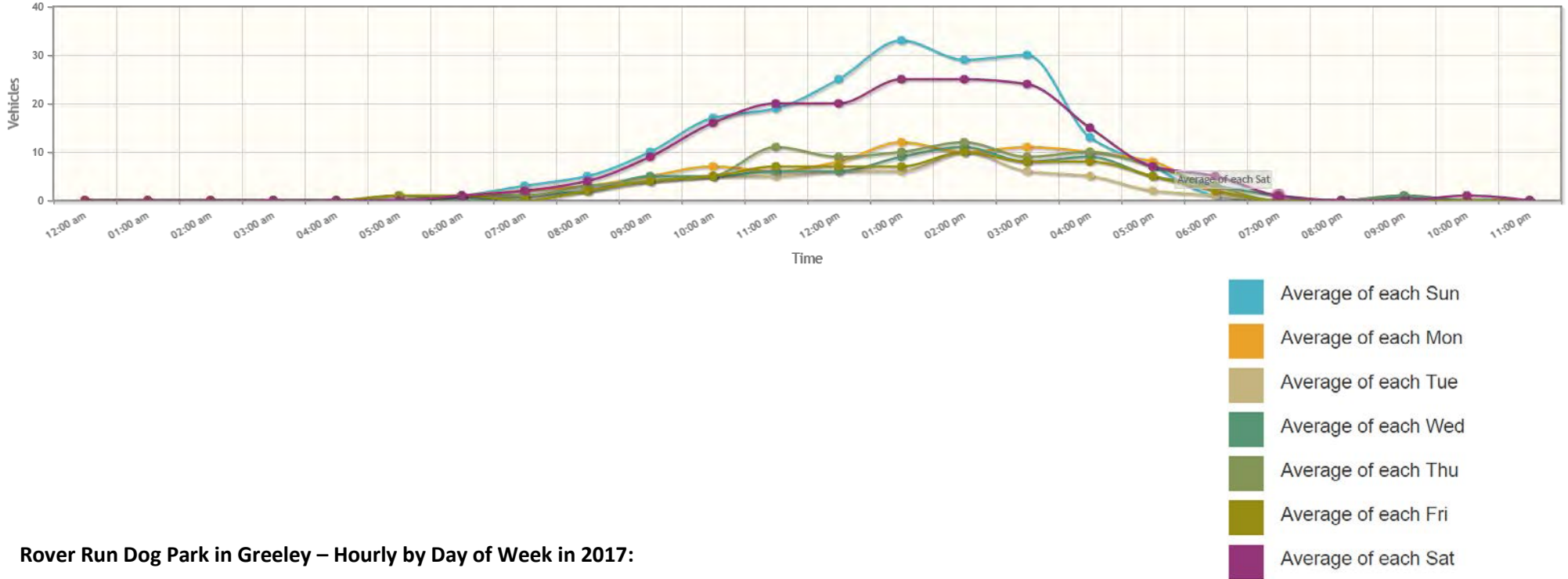
Permanent Bicycle and Pedestrian Count Data



May 2016 – April 2017	
River Bluffs Open Space in Larimer County	Rover Run Dog Park in Greeley
Total Pedestrians: 20,601	Total Pedestrians: 17,987
Average Pedestrians By Work Day Only: 52	Average Pedestrians By Work Day Only: 61
Average Pedestrians By Weekend Day Only: 83	Average Pedestrians By Weekend Day Only: 71
Average Pedestrians By All 7 Days: 61	Average Pedestrians By All 7 Days: 64
Total Bicyclists: 39,854	Total Bicyclists: 17,796
Average Bicyclists By Work Day Only: 94	Average Bicyclists By Work Day Only: 53
Average Bicyclists By Weekend Day Only: 177	Average Bicyclists By Weekend Day Only: 88
Average Bicyclists By All 7 Days: 118	Average Bicyclists By All 7 Days: 63
Total for All Users: 61,775	Total for All Users: 37,423
Average for All Users By Work Day Only: 149	Average for All Users By Work Day Only: 121
Average for All Users By Weekend Day Only: 267	Average for All Users By Weekend Day Only: 162
Average for All Users By All 7 Days: 182	Average for All Users By All 7 Days: 133
	*Note: This site was down for the month of September due to a dead battery

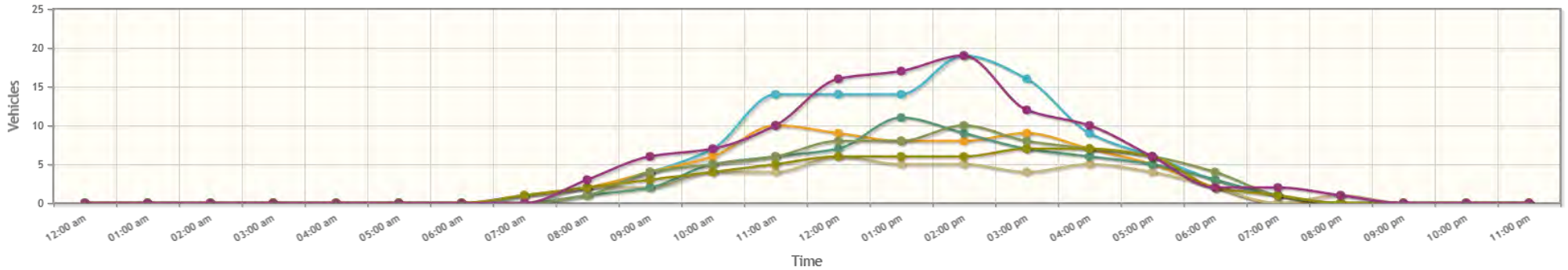
River Bluffs Open Space in Larimer County – Hourly by Day of Week in 2017:

Weekly Volume Report CDOT 000000004323 Sunday, January 1, 2017 to Sunday, April 9, 2017



Rover Run Dog Park in Greeley – Hourly by Day of Week in 2017:

Weekly Volume Report CDOT 000000004317 Sunday, January 1, 2017 to Sunday, April 9, 2017



North Front Range MPO Federal Inactive Projects

Status	Level	TPR	Local	Federal Aid #	Project Name	Phase	Budget	Expend	Balance	FHWA Date	FHWA-Day	Last Date	Spend-Day
WARNING!!	Over \$200k	NFR	Greeley	AQC M570-048	10th Street in Greeley: Phase II	ROW	\$247,947	\$0	\$247,947	16-Dec-14	839		0
WARNING!!	Under \$200k	NFR	Loveland	AQC M830-059	Loveland I-25/US34/Crossroads VMS	Const.	\$195,088	\$0	\$195,088	10-Sep-15	571		0
WARNING!!	Over \$200k	NFR	CDOT	IM 0253-242	Crossroads Bridge Replacement @ I-25	Utility	\$279,601	\$0	\$279,601	04-Apr-16	364		0
WARNING!!	Over \$200k	NFR	Evans	STU M415-014	US85 Access Control at 37th	Const.	\$750,090	\$0	\$750,090	18-Apr-16	350		0
WARNING!!	Over \$200k	NFR	Loveland	STU M830-066	Loveland Traffic OPS Center (2014)	Misc.	\$247,615	\$0	\$247,615	15-Jun-16	292		0
Sub-Total							\$1,720,341	\$0	\$1,720,341				
Projects with unexpended balances of more than \$200k with activity in the last year (FHWA §630.106 (5)(i))													
FHWA OK	Over \$200k	NFR	CDOT	STA 402A-003	SH402: US 287 to I-25 (Loveland)	Design	\$2,487,000	(\$1,897,505)	\$589,495	01-Jul-99	6486	28-Feb-17	34
FHWA OK	Over \$200k	NFR	CDOT	STA 402A-003	SH402: US 287 to I-25 (Loveland)	ROW	\$2,870,000	(\$1,670,741)	\$1,199,259	23-Sep-08	3114	29-Mar-17	5
FHWA OK	Over \$200k	NFR	Fort Collins	AQC M455-088	Jefferson Street/SH14 Improvements	Design	\$1,220,209	(\$518,936)	\$701,273	02-Jan-09	3013	10-Mar-17	24
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-221	I-25: SH 392 to SH 14	Design	\$8,688,685	(\$8,402,644)	\$286,041	01-Nov-11	1980	24-Mar-17	10
FHWA OK	Over \$200k	DR&NF	CDOT	IM 0253-220	I-25 SH 66 to N/O SH 56	Design	\$8,831,000	(\$7,378,367)	\$1,452,633	14-Dec-11	1937	31-Mar-17	3
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-223	I25 & US34 Interchange	Design	\$7,110,000	(\$5,092,643)	\$2,017,357	09-Mar-12	1851	30-Mar-17	4
FHWA OK	Over \$200k	D-N-U	CDOT	NH 0853-088	US 85 PEL Corridor Study	Design	\$2,142,450	(\$1,795,116)	\$347,334	27-Jul-12	1711	30-Mar-17	4
FHWA OK	Over \$200k	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	Utility	\$3,479,274	(\$2,424,728)	\$1,054,546	19-Sep-12	1657	09-Mar-17	25
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-221	I-25: SH 392 to SH 14	Misc.	\$1,634,315	(\$1,346,688)	\$287,627	07-Mar-13	1488	07-Mar-17	27
FHWA OK	Over \$200k	NFR	CDOT	NH 2873-168	US 287 Resurfacing - Mulberry Design	Design	\$1,600,000	(\$871,467)	\$728,533	08-May-13	1426	31-Mar-17	3
FHWA OK	Over \$200k	NFR	CDOT	ER 0342-057	PR US 34A MP 114 to MP 116	Design	\$3,430,977	(\$2,274,676)	\$1,156,301	22-Jan-14	1167	31-Mar-17	3
FHWA OK	Over \$200k	NFR	CDOT	BR 0253-237	R4-FY14-RAMP-BR: I25 MP256 to MP281	Const.	\$3,138,033	(\$2,594,316)	\$543,717	10-Mar-14	1120	09-Mar-17	25
FHWA OK	Over \$200k	NFR	CDOT	ER R400-322	PR SH60 & SH257 Structures	Design	\$2,150,498	(\$1,859,436)	\$291,062	30-May-14	1039	31-Mar-17	3
FHWA OK	Over \$200k	NFR	CDOT	FBR 0142-055	SH 14 Poudre Bridge in Ft. Collins	Const.	\$12,007,705	(\$10,746,103)	\$1,261,602	13-Jun-14	1025	31-Dec-16	93
FHWA OK	Over \$200k	NFR	Fort Collins	STE M455-106	US287: Conifer to Willox	Const.	\$10,111,922	(\$6,474,957)	\$3,636,965	17-Jul-14	991	17-Nov-16	137
FHWA OK	Over \$200k	NFR	CDOT	ER 0342-057	PR US 34A MP 114 to MP 116	Const.	\$14,711,254	(\$13,509,836)	\$1,201,418	04-Sep-14	942	14-Feb-17	48
FHWA OK	Over \$200k	NFR	Greeley	AQC M570-048	10th Street in Greeley: Phase II	Design	\$1,416,400	(\$563,227)	\$853,173	16-Dec-14	839	10-Mar-17	24
FHWA OK	Over \$200k	NFR	CDOT	NH 2873-176	US287 Resurface Harmony- Mulberry Ph III	Const.	\$11,358,648	(\$9,473,288)	\$1,885,360	18-Mar-15	747	28-Feb-17	34
FHWA OK	Over \$200k	NFR	CDOT	BR 0253-238	R4-FY14-RAMP-BR: I25 MP244 to MP270	Const.	\$4,472,197	(\$3,654,019)	\$818,178	01-Apr-15	733	30-Mar-17	4
FHWA OK	Over \$200k	NFR	Loveland	STU M830-068	Loveland RWIS Update / Expansion	Const.	\$380,000	(\$76)	\$379,924	09-Sep-15	572	31-Mar-17	3
FHWA OK	Over \$200k	NFR	CDOT	STA 2873-100	US 287: SH1 to LaPorte Bypass	Const.	\$26,736,354	(\$7,103,019)	\$19,633,335	18-Sep-15	563	13-Feb-17	49
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-243	I-25 S/O SH 56 Climbing Lane	Const.	\$13,902,963	(\$10,518,307)	\$3,384,656	30-Dec-15	460	27-Feb-17	35
FHWA OK	Over \$200k	NFR	CDOT	NH 0853-089	US34/85 Interchange Reconstruction	Design	\$1,000,000	(\$42,454)	\$957,546	11-Apr-16	357	30-Mar-17	4
FHWA OK	Over \$200k	NFR	Fort Collins	SHO M455-109	Shields St: Drake to Davidson Dr. HES	Const.	\$841,337	(\$20,639)	\$820,698	04-May-16	334	17-Nov-16	137
FHWA OK	Over \$200k	NFR	CDOT	FSA 0853-091	US 85 Resurf Ph-I, & SH 392 Intersection	Const.	\$19,450,208	(\$4,101,141)	\$15,349,067	06-Jun-16	301	22-Mar-17	12
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-242	Crossroads Bridge Replacement @ I-25	Const.	\$30,295,281	(\$5,499,900)	\$24,795,381	15-Jun-16	292	13-Mar-17	21
FHWA OK	Over \$200k	NFR	Loveland	SHO M830-063	US34 & Boyd Lake Ave.	Const.	\$1,345,000	\$0	\$1,345,000	29-Jul-16	248	31-Mar-17	3
FHWA OK	Over \$200k	NFR	CDOT	STA 2873-183	US 287 Repairs at LCR 17	Const.	\$1,133,154	\$0	\$1,133,154	03-Aug-16	243		0
FHWA OK	Over \$200k	NFR	Fort Collins	TAP M455-120	Pitkin Street Bike Corridor	Const.	\$601,433	\$0	\$601,433	16-Aug-16	230		0
FHWA OK	Over \$200k	NFR	Greeley	STU M570-046	65th Ave: US34 Bypass to 37th Ave	Const.	\$2,104,184	(\$696,090)	\$1,408,094	31-Aug-16	215	10-Mar-17	24
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-255	I-25 North: SH 402 to SH 14	Design	\$4,882,000	(\$1,506,487)	\$3,375,513	07-Sep-16	208	30-Mar-17	4
FHWA OK	Over \$200k	NFR	CDOT	NH 0341-091	US 34 PEL Glade Road to Kersey	Design	\$2,212,000	(\$15,807)	\$2,196,193	09-Sep-16	206	24-Mar-17	10
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-244	I-25 Ramp Metering -SH392 & Harmony Rd	Const.	\$595,967	(\$167,127)	\$428,840	09-Sep-16	206	29-Mar-17	5
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-255	I-25 North: SH 402 to SH 14	ROW	\$10,613,600	(\$1,678,432)	\$8,935,168	26-Sep-16	189	29-Mar-17	5
FHWA OK	Over \$200k	NFR	CDOT	STA 060A-019	SH 60 Resurfacing US 287 to Milliken	Const.	\$7,737,974	\$0	\$7,737,974	06-Dec-16	118		0
FHWA OK	Over \$200k	NFR	Larimer Co	BRO C060-064	CR3 at Larimer County Canal (LR3-0.2-50)	Const.	\$550,000	\$0	\$550,000	23-Dec-16	101		0
FHWA OK	Over \$200k	NFR	CDOT	STA 0853-101	US 85 Resurfacing Eaton to Ault	Const.	\$14,472,061	(\$2,770)	\$14,469,291	31-Jan-17	62	21-Mar-17	13
FHWA OK	Over \$200k	NFR	Loveland	BRO M830-088	Bridge Replace Lov1050 Taft Ave	Const.	\$920,000	\$0	\$920,000	17-Feb-17	45		0
FHWA OK	Over \$200k	NFR	Larimer Co	TAP C060-081	Colorado Front Range Trail	Const.	\$570,000	\$0	\$570,000	15-Mar-17	19		0
FHWA OK	Over \$200k	NFR	CDOT	CC 0142-064	SH 14 Poudre Bridge (Local Enh.)	Const.	\$561,344	\$0	\$561,344		0	27-Dec-16	97
FHWA OK	Over \$200k	NFR	CDOT	STA 402A-003	SH402: US 287 to I-25 (Loveland)	Design	\$2,487,000	(\$1,897,505)	\$589,495		0	28-Feb-17	34
FHWA OK	Over \$200k	NFR	CDOT	NH 0853-104	US 85 Signal at WCR 76 N. of Eaton	Design	\$200,000	\$0	\$200,000		0	28-Feb-17	34
FHWA OK	Over \$200k	NFR	CDOT	FBR 060A-022	SH 60 Over the South Platte River	Design	\$1,042,625	(\$571,007)	\$471,618		0	07-Mar-17	27

North Front Range MPO Federal Inactive Projects

Status	Level	TPR	Local	Federal Aid #	Project Name	Phase	Budget	Expend	Balance	FHWA Date	FHWA-Day	Last Date	Spend-Day
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	Design	\$567,900	(\$237,643)	\$330,257		0	21-Mar-17	13
FHWA OK	Over \$200k	NFR	Larimer Co	STU C060-065	SH14 / Greenfield Ct Frontage Rd	Const.	\$1,995,000	\$0	\$1,995,000		0		0
FHWA OK	Over \$200k	NFR	Greeley	FSA M570-047	Greeley Evans Transit Hub	Const.	\$2,752,493	\$0	\$2,752,493		0		0
FHWA OK	Over \$200k	NFR	Evans	STU M415-019	65th Ave Widening - Evans	Const.	\$1,683,779	\$0	\$1,683,779		0		0
FHWA OK	Over \$200k	NFR	CDOT	STA 402A-010	SH402 & CR9E Intersection	Const.	\$1,358,817	\$0	\$1,358,817		0		0
FHWA OK	Over \$200k	NFR	Loveland	C M830-089	Byrd Dr Const for I-25 Frontage Removal	Misc.	\$1,100,000	\$0	\$1,100,000		0		0
FHWA OK	Over \$200k	NFR	Fort Collins	C 2873-188	Fort Collins Pedestrian Underpass	Const.	\$400,000	\$0	\$400,000		0		0
FHWA OK	Over \$200k	NF&UF	CDOT	FSA 0253-258	I-25: Fort Collins North Cable Rail	Design	\$1,200,000	\$0	\$1,200,000		0		0
FHWA OK	Over \$200k	NFR	CDOT	FSA 2873-190	US 287 and Foothills Parkway	Design	\$400,000	\$0	\$400,000		0		0
Sub-Total							\$258,953,041	(\$116,607,096)	\$142,345,945				

Projects with unexpended balances between \$50k and \$200k with activity in the last 24 months (FHWA §630.106 (5)(ii))

FHWA OK	Under \$200k	NFR	Evans	STE M415-007	Evans Bike/Ped Trail-Phase II	ROW	\$100,000	(\$46,167)	\$53,833	13-Jul-06	3917	29-Dec-15	461
FHWA OK	Under \$200k	NFR	Loveland	ER M830-084	PRLA Roosevelt Rd @ BNSF	Design	\$624,994	(\$439,712)	\$185,282	01-May-14	1068	03-Mar-17	31
FHWA OK	Under \$200k	NFR	CDOT	ER 0342-057	PR US 34A MP 114 to MP 116	ROW	\$1,200,000	(\$1,105,850)	\$94,150	19-Jun-14	1019	08-Mar-17	26
FHWA OK	Under \$200k	NFR	Evans	STU M415-013	US85 Access Control at 31st	Design	\$125,000	(\$963)	\$124,037	19-Aug-14	958	16-Jun-16	291
FHWA OK	Under \$200k	NFR	Weld Co	ER C030-068	PRLA WCR54 CR 13A Bridge over Big Thomps	Design	\$105,757	(\$32,342)	\$73,415	20-Mar-15	745	10-Jan-17	83
FHWA OK	Under \$200k	NFR	Larimer Co	ER C060-076	PRLA CR15 @ Little T Bridge Mp 1.91	Design	\$381,141	(\$233,431)	\$147,710	15-Apr-15	719	08-Mar-17	26
FHWA OK	Under \$200k	NFR	CDOT	STA 0853-101	US 85 Resurfacing Eaton to Ault	Design	\$809,580	(\$718,030)	\$91,550	09-Nov-15	511	21-Mar-17	13
FHWA OK	Under \$200k	NFR	Larimer Co	BRO C060-084	Big Thomp. River at CR19E (LR19E-0.5-20)	Design	\$290,000	(\$94,710)	\$195,290	18-Nov-15	502	10-Feb-17	52
FHWA OK	Under \$200k	NFR	CDOT	STA 0142-065	SH-14 Resurf Ft Collins, Lemay to I-25	Design	\$241,802	(\$83,178)	\$158,624	06-Jul-16	271	24-Mar-17	10
FHWA OK	Under \$200k	NFR	CDOT	ER 0342-058	PR US 34D MP 13.75 to MP 14.71	ROW	\$200,000	(\$11,529)	\$188,471	02-Aug-16	244	28-Feb-17	34
FHWA OK	Under \$200k	NFR	CDOT	ER R400-322	PR SH60 & SH257 Structures	ROW	\$75,000	(\$12,937)	\$62,063	19-Sep-16	196	28-Feb-17	34
FHWA OK	Under \$200k	NFR	CDOT	ER R400-322	PR SH60 & SH257 Structures	Utility	\$86,580	\$0	\$86,580	23-Sep-16	192		0
FHWA OK	Under \$200k	NFR	CDOT	BR 2873-187	US287 - Spring Creek	Design	\$107,000	(\$3,125)	\$103,875	22-Feb-17	40	28-Feb-17	34
FHWA OK	Under \$200k	NFR	Greeley	FSA M570-047	Greeley Evans Transit Hub	ROW	\$63,802	\$0	\$63,802		0		0
FHWA OK	Under \$200k	NFR	Fort Collins	FSA M455-117	Transfort Network Management System	Misc.	\$80,000	\$0	\$80,000		0		0
FHWA OK	Under \$200k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	Utility	\$80,000	\$0	\$80,000		0		0
FHWA OK	Under \$200k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	ROW	\$90,000	\$0	\$90,000		0		0
FHWA OK	Under \$200k	NFR	CDOT	FBR 060A-022	SH 60 Over the South Platte River	ROW	\$122,200	\$0	\$122,200		0		0
FHWA OK	Under \$200k	NFR	CDOT	NH 0853-104	US 85 Signal at WCR 76 N. of Eaton	ROW	\$150,000	\$0	\$150,000		0		0
FHWA OK	Under \$200k	NFR	CDOT	NH 0853-104	US 85 Signal at WCR 76 N. of Eaton	Utility	\$100,000	\$0	\$100,000		0		0
Sub-Total							\$5,032,856	(\$2,781,973)	\$2,250,883				

Projects with unexpended balances under \$50k with activity in the last 36 months (FHWA §630.106 (5)(iii))

FHWA OK	Under \$50k	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	Design	\$4,785,377	(\$4,777,044)	\$8,333	01-Jan-99	6667	21-Mar-16	378
FHWA OK	Under \$50k	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	ROW	\$5,895,690	(\$5,878,860)	\$16,830	12-Jul-05	4283	20-Mar-17	14
FHWA OK	Under \$50k	NFR	Evans	STE M415-007	Evans Bike/Ped Trail-Phase II	Design	\$68,000	(\$56,736)	\$11,264	17-Jul-06	3913	15-Jun-16	292
FHWA OK	Under \$50k	NFR	CDOT	FBR 0142-055	SH 14 Poudre Bridge in Ft. Collins	Design	\$1,416,962	(\$1,416,471)	\$491	28-Dec-10	2288	05-Nov-14	880
FHWA OK	Under \$50k	NFR	Evans	STU M415-014	US85 Access Control at 37th	Design	\$79,720	(\$78,703)	\$1,017	29-May-12	1770	11-Apr-16	357
FHWA OK	Under \$50k	NFR	CDOT	STA 402A-003	SH402: US 287 to I-25 (Loveland)	Utility	\$200,000	(\$187,268)	\$12,732	06-Sep-12	1670	03-Mar-17	31
FHWA OK	Under \$50k	NFR	Fort Collins	AQC M455-098	North Ft Collins Adaptive Signals	Misc.	\$299,553	(\$270,148)	\$29,405	26-Nov-12	1589	13-Feb-17	49
FHWA OK	Under \$50k	NFR	Fort Collins	AQC M455-111	US287: Willox to SH 1 & Ped Bridge	Design	\$246,863	(\$206,428)	\$40,435	03-Jan-14	1186	10-Mar-17	24
FHWA OK	Under \$50k	NFR	Loveland	ER M830-084	PRLA Roosevelt Rd @ BNSF	Misc.	\$91,324	(\$91,323)	\$1	10-Mar-14	1120	12-Jun-15	661
FHWA OK	Under \$50k	NFR	CDOT	STA 0142-051	SH 14: I-25 East to Weld CR 23	Const.	\$16,906,971	(\$16,875,811)	\$31,160	18-Apr-14	1081	13-Mar-17	21
FHWA OK	Under \$50k	NFR	Larimer Co	BRO C060-064	CR3 at Larimer County Canal (LR3-0.2-50)	Design	\$250,000	(\$220,475)	\$29,525	16-Sep-14	930	13-Feb-17	49
FHWA OK	Under \$50k	NFR	Larimer Co	STU C060-065	SH14 / Greenfield Ct Frontage Rd	Design	\$105,000	(\$91,701)	\$13,299	05-Nov-14	880	22-Dec-16	102
FHWA OK	Under \$50k	NFR	CDOT	IM 0253-242	Crossroads Bridge Replacement @ I-25	Design	\$1,894,132	(\$1,883,543)	\$10,589	17-Feb-15	776	03-Nov-16	151
FHWA OK	Under \$50k	NFR	CDOT	IM 0253-244	I-25 Ramp Metering -SH392 & Harmony Rd	Design	\$44,531	(\$43,855)	\$676	08-Apr-15	726	07-Jan-16	452
FHWA OK	Under \$50k	NFR	Weld Co	ER C030-068	PRLA WCR54 CR 13A Bridge over Big Thomps	ROW	\$4,000	\$0	\$4,000	04-May-15	700		0

North Front Range MPO Federal Inactive Projects

Status	Level	TPR	Local	Federal Aid #	Project Name	Phase	Budget	Expend	Balance	FHWA Date	FHWA-Day	Last Date	Spend-Day
FHWA OK	Under \$50k	NFR	CDOT	STA 0342-060	US 34D Overlay	Design	\$194,431	(\$145,056)	\$49,375	04-Aug-15	608	01-Mar-17	33
FHWA OK	Under \$50k	NFR	CDOT	IM 0253-243	I-25 S/O SH 56 Climbing Lane	ROW	\$15,000	\$0	\$15,000	17-Feb-16	411		0
FHWA OK	Under \$50k	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	Design	\$4,785,377	(\$4,777,044)	\$8,333		0	21-Mar-16	378
FHWA OK	Under \$50k	NFR	CDOT	FSA 0853-091	US 85 Resurf Ph-I, & SH 392 Intersection	ROW	\$460,006	(\$456,456)	\$3,550		0	31-Mar-16	368
FHWA OK	Under \$50k	NFR	CDOT	FSA 0853-091	US 85 Resurf Ph-I, & SH 392 Intersection	Design	\$594,932	(\$590,266)	\$4,666		0	16-Aug-16	230
FHWA OK	Under \$50k	NFR	CDOT	FSA 0853-091	US 85 Resurf Ph-I, & SH 392 Intersection	Utility	\$166,995	(\$153,607)	\$13,388		0	11-Jan-17	82
FHWA OK	Under \$50k	NFR	CDOT	STA 060A-019	SH 60 Resurfacing US 287 to Milliken	Utility	\$11,000	(\$5,549)	\$5,451		0	17-Feb-17	45
FHWA OK	Under \$50k	NFR	Fort Collins	STL M455-103	South Transit Center Park & Ride	Const.	\$820,430	(\$776,297)	\$44,133		0	31-Mar-17	3
FHWA OK	Under \$50k	NFR	CDOT	STA 0142-051	SH 14: I-25 East to Weld CR 23	ROW	\$1,332	(\$666)	\$666		0		0
FHWA OK	Under \$50k	NFR	Fort Collins	FSA M455-117	Transfort Network Management System	Design	\$40,000	\$0	\$40,000		0		0
FHWA OK	Under \$50k	NFR	CDOT	FBR 060A-022	SH 60 Over the South Platte River	Utility	\$5,550	\$0	\$5,550		0		0
Sub-Total							\$39,383,176	(\$38,983,305)	\$399,871				

Grand Total	\$305,089,414	(\$158,372,375)	\$146,717,040
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