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**Technical Advisory Committee**

*Dave Klockeman - Chair*  
*City of Loveland*  
*Will Jones - Vice Chair*  
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*Dawn Anderson - Past Chair*  
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*Aaron Bustow, FHWA*  
*Katy Mason, LCOA*  
*Ulysses Torres, GET*  
*Ranae Tunison, FTA*  
*Kaley Zeisel, Transfort*  
 NoCo Bike & Ped Collaborative

**MPO Transportation Staff**

*Suzette Mallette, Interim Executive*  
 Director  
*Becky Karasko, Regional Transportation*  
 Planning Director  
*Ryan Dusil, Transportation Planner*  
*Alex Gordon, Transportation Planner III*  
 Mobility Coordinator  
*Medora Kealy, Transportation Planner II*  
*Sarah Martin, Transportation Planner*

**Next TAC Meeting:**

May 16, 2018  
 1:00-3:30 p.m.

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

**NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)  
 MEETING AGENDA**

April 18, 2018  
 Windsor Community Recreation Center  
 250 N. 11<sup>th</sup> Street—Pine Room  
 Windsor, Colorado

1:00 – 3:30 p.m.

1. Introductions
2. Public Comment (*2 minutes each*)
3. Approval of March 21, 2018 Meeting Minutes (*page 2*)

**CONSENT AGENDA:**

None this month.

**ACTION ITEMS:**

- |  |         |
|--|---------|
| 4. FY2018-2019 Unified Planning Work Program (UPWP) 2019 Tasks ( <i>page 8</i> )                       | Karasko |
| 5. CDOT FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects ( <i>page 9</i> ) | Kealy   |

**PRESENTATIONS:**

- |  |                     |
|--|---------------------|
| 6. North I-25 Segments 7 & 8 Project ( <i>page 13</i> )                        | Scott Rees, CDOT    |
| 7. Region 4 Local Agencies Project Closures and Contracting ( <i>page 22</i> ) | CDOT Region 4 Staff |

**DISCUSSION ITEMS:**

- |  |   |
|--|---|
| 8. NoCo North I-25 Memo ( <i>page 24</i> )                                   | Wade Willis, Windsor                        |
| 9. Larimer County Road (LCR) 17 Project Update                               | Rusty McDaniel,<br>Larimer County           |
| 10. Regionally Significant Corridor (RSC) Criteria Review ( <i>page 27</i> ) | Stephanie Brothers, Berthoud<br>Dusil/Kealy |

**OUTSIDE PARTNERS REPORTS (verbal):**

- |  |                  |
|--|------------------|
| 11. NoCo Bike Ped Collaborative ( <i>page 35</i> ) | (Written Report) |
| 12. Regional Transit Agencies                      |                  |
| 13. Senior Transportation                          |                  |
| 14. Regional Air Quality Council                   |                  |

**REPORTS:**

- |   |                  |
|---|------------------|
| 15. Transportation Ballot Initiatives Updates     | All              |
| 16. Mobility Committee Updates ( <i>page 36</i> ) | (Written Report) |
| 17. TIP Modification Updates ( <i>page 38</i> )   | Kealy            |
| 18. Federal Inactives Report ( <i>page 41</i> )   | (Written Report) |
| 19. Roundtable                                    | All              |

**MEETING WRAP-UP:**

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

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

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

**March 21, 2018  
1:05 – 2:21 p.m.**

**TAC MEMBERS PRESENT:**

Dave Klockeman, Chair – Loveland  
Dawn Anderson – Weld County  
Janet Bedingfield – SRS  
Aaron Bustow – FHWA  
Marissa Gaughan – CDOT Alternate  
Tom Hellen – Greeley Alternate  
Rusty McDaniel – Larimer County  
Mitch Nelson – Severance  
Fred Starr – Evans  
Dennis Wagner – Windsor

**NFRMPO STAFF:**

Suzette Mallette  
Ryan Dusil  
Alex Gordon  
Becky Karasko  
Medora Kealy  
Sarah Martin

**TAC MEMBERS ABSENT:**

Stephanie Brothers – Berthoud  
Gary Carsten – Eaton  
John Franklin – Johnstown  
Eric Fuhrman – Timnath  
Wendy Heywood – LaSalle

**IN ATTENDANCE:**

Alana Koenig – CDOT  
Darius Pakbaz – CDOT  
Ulysses Torres – GET  
Walt Satterfield – FHWA  
Joe Smith – Evans

**CALL TO ORDER**

Chair Klockeman called the meeting to order at 1:05 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE FEBRUARY 21, 2018 TAC MINUTES**

Anderson moved to approve the February 21, 2018 TAC meeting minutes. McDaniel supported the motion and it was approved unanimously.

**CONSENT AGENDA**

**CDOT Draft 2018 Ballot Project List** – Starr moved to approve the CDOT Draft 2018 Ballot Project List. Anderson supported the motion and it was approved unanimously.

**ACTION ITEMS**

**March TIP Amendment** – Kealy highlighted the two Amendment requests submitted for the March 2018 TIP Amendment Cycle by CDOT Region 4 and the City of Fort Collins. The Public Comment period for the March Amendment is open from March 14 to April 12 and no comments have been received to date. Wagner moved to approve the March TIP Amendment. McDaniel supported the motion and it was approved unanimously.

## **PRESENTATION**

**Pavement and Bridge Condition Measures (PM2) and Performance of NHS, Freight, and CMAQ Measures (PM3) Presentation – Darius Pakbaz**, CDOT provided an overview of the Federal requirements for infrastructure condition and system performance measures for the Interstate and Non-Interstate National Highway System (NHS) to be adopted by CDOT and the NFRMPO. The measures are established in three performance areas: safety, infrastructure condition, and system performance. Pakbaz noted the safety targets have already been set by the State and the MPOs, and these targets must be set annually. Targets in the other two performance areas are due from the State on May 20, 2018 and from the MPOs by November 15, 2018, 180 days after State targets are set. These targets must be set by the State biennially.

For pavement condition, the State will report on the National Pavement Good/Fair/Poor measure rather than Drivability Life, CDOT's previous measure. Mallette asked if CDOT must report on the national performance measures. Pakbaz responded they do, but which measure they will use for internal purposes in the future is still to be decided. For the Interstate NHS, CDOT staff are recommending two-year and four-year targets for percentage of pavements in Good Condition at 50 percent and 62 percent, respectively. For Interstate NHS pavement in Poor Condition, CDOT staff are recommending two-year and four-year targets of one percent. Klockeman asked if the targets are based on planned CDOT spending. Pakbaz responded they are and they have integrated the Good/Fair/Poor measurement into their existing asset management mechanism. For the Non-Interstate NHS, CDOT staff are recommending two-year and four-year targets for percentage of pavements in Good Condition at 59 percent and 68 percent, respectively. For percentage of pavements of the Non-Interstate NHS in Poor Condition, CDOT staff are recommending a two-year target of one percent and a four-year target of two percent.

For bridge condition, the State will report on the National Good/Fair/Poor measure rather than non-structurally deficient, CDOT's previous measure. Pakbaz reported the methodologies for these two measures are very similar. CDOT staff are recommending two-year and four-year targets for percentage of NHS bridges, by deck area, classified in Good condition, at 45 percent and 44 percent, respectively. For percentage of NHS bridges, by deck area, classified in Poor condition, CDOT staff are recommending two-year and four-year targets of four percent. Mallette asked why CDOT chose structural deficiency rather than functional obsolescence or sufficiency. Pakbaz stated he did not know.

Pakbaz reported the remaining performance measures on how the system is performing are new to CDOT. Level of Travel Time Reliability (LOTTR) measures what percent of person-miles traveled are reliable. Segments exhibiting a LOTTR Ratio of 1.5 or higher for any single time period are deemed not reliable. For the percent of person miles traveled on Interstate NHS that are reliable, CDOT staff are recommending two-year and four-year targets of 81 percent. For the percent of person miles traveled on Non-Interstate NHS that are reliable, CDOT staff are recommending a four-year target of 64 percent.

For freight movement, the performance measure is the Truck Travel Time Reliability (TTTR) Index. CDOT staff are recommending two-year and four-year TTTR Index targets of 1.5.

Measures to assess the CMAQ Program include Peak Hour of Excessive Delay (PHED) and Non-SOV Travel. PHED measures how much extra time per year people spend in traffic. Non-SOV Travel measures how many people are using modes other than a Single-Occupancy Vehicle. These measures are currently required for urbanized areas in non-attainment with a population above one million, but will be required of urbanized areas with a population over 200,000 beginning in 2022. CDOT has worked with DRCOG to develop targets for the Denver-Aurora Urbanized Area. Pakbaz also laid out the two-year and four-year total emissions reduction target recommendations for Volatile Organic Compounds (VOCs), Particulate Matter - 10 micrometers of greater (PM10), Carbon Monoxide (CO), and Nitrogen Oxides (NOx).

Pakbaz reported Transportation Commission is expected to adopt the target recommendations in April. May 20, 2018 is the deadline for submitting statewide targets for Infrastructure Condition and System Performance to FHWA. By October 1, 2018 CDOT must report baseline performance for Infrastructure

Condition and System Performance to FHWA. November 15, 2018 is the deadline for MPOs to support the statewide target or set their own targets for Infrastructure Condition and System Performance.

Pakbaz added the State is allowed to make adjustments to its four-year targets in the mid-year report to be submitted in two years.

Mallette stated these performance measures will be incorporated through the 2018 Call for Projects. Pakbaz stated once the State targets are set, CDOT will be working with the MPOs to ensure all requirements are met. Karasko asked if CDOT will provide the MPO with data for these performance measures. Pakbaz stated CDOT has provided the bridge data, plans to provide pavement data, and is looking to procure access to the analytic tools for the National Performance Measures Research Data Set (NPMRDS).

## **DISCUSSION**

**FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects** – Kealy outlined a proposed allocation for \$2,039,472 in unprogrammed CMAQ funds and \$1,273,027 in unprogrammed STP-Metro funds for FY2018 in the most recent reconciliation from CDOT. These funds can be allocated to projects selected in the 2014 Call for Projects. The proposed allocation is based on the scoring and selection award process used in the 2014 Call for Projects. The funds can be rolled forward to FY2019; however, project sponsors will need to verify they can use the funds.

Kealy highlighted the total additional allocation, allocation by federal fiscal year, and the remaining project funding shortfall under the proposed allocation for STP Metro projects. Kealy stated the Evans 65<sup>th</sup> Avenue Widening Project is the only partially funded Small Community project, but received notice from CDOT the project is not eligible to receive the funds due to the remaining project timeline. This update would shift all the funds to the Large Community pool.

In the Large Community pool, the Loveland *US34 Widening* project, the highest ranked project, would become fully funded with an additional \$760,285. Of the two projects tied for third, the Fort Collins project was not funded, so the remaining \$149,929 would be put into Greeley's 10<sup>th</sup> Street Access Control Implementation project. Hellen asked if the City would need to supply local matching funds. Kealy responded they would and Hellen stated the City will figure that out. Kealy stated she would reach out to Fort Collins staff and the proposed allocation for the STP-Metro funds will come back to TAC in April for Action.

Kealy stated the only unfunded project in the CMAQ Signal Timing pool is the *Loveland Adaptive Signals* project. The proposed allocation would shift the \$83,618 from this pool to the CNG Bus Replacement pool. Kealy asked Klockeman if Loveland is in support of this proposal. Klockeman stated Loveland supports the proposal because they resubmitted the Adaptive Signals project in the 2016 Call for Projects and funds were awarded for FY2020 and FY2021. With the addition of the Signal Timing pool funds, Kealy stated the CNG Bus Replacement pool total would be \$1,142,104, to be allocated to GET. Torres stated GET would first like to meet with COLT and Transfort to discuss splitting the funds between agencies. Based on that discussion, the proposed allocation will be updated in the April TAC packet.

Kealy stated for the CNG Equipment pool \$315,119 of the unprogrammed \$813,749 is proposed for allocation to the *Weld County Vehicle Replacement/Facility Expansion/LaSalle Vehicle Replacement* project. The remaining \$498,630 is proposed for the *Loveland CNG Vehicle Replacement* project. Mallette stated allocation for the CNG Equipment pool is difficult due to the indefinite hold on Buy America waivers. Mallette asked if TAC wants to continue allocating money to this pool or allocate money to other pools until there is a resolution on the waivers. Anderson stated Weld County would still like to use the funding for the *Facility Expansion* project, outlined by Jim Flesher at the September 2017 TAC Meeting, but would like to hear TAC's thoughts. Klockeman stated the TAC wanted more information on the scope change of the project before taking action. Anderson and Klockeman agreed to discuss the issue more offline. Anderson stated Planning Council asked TAC to reevaluate the CMAQ calculations the after the 2016 Call for Projects. Klockeman stated Larimer County is beginning



conversations on CNG vehicles and fueling stations which may be an opportunity to have the NFRMPO conversation on CMAQ scoring as well. Mallette suggested pulling the facility expansion component out and assessing it individually. Kealy stated she will work with Weld County staff to calculate the emissions benefit relative to the cost for the facility expansion component of the project.

**Draft FY2019-2022 Transportation Improvement Program (TIP)** – Kealy explained the NFRMPO is converting to an annual TIP adoption cycle to better align with CDOT’s Statewide Transportation Improvement Program (STIP). The Draft FY2019-2022 TIP carries forward policies, projects, and funding in the FY2018-2021 TIP. The Draft FY2019-2022 TIP is scheduled to return to TAC for Action on April 18 and to Planning Council for Action on May 3. The public comment period will be open from April 6 to May 5. Mallette added a more robust change to the TIP will come next year after the 2018 Call for Projects and not much is changing this year. Karasko stated the adoption will incorporate the national safety performance measure but not the other performance measures. Kealy added air quality conformity will rely on the current TIP’s conformity determination and will remain largely the same. Bustow noted the public comment period closes after the May Planning Council meeting and asked what happens if public comment is received after the meeting. Kealy responded the public comment would void Planning Council Action and the issue would be revisited in June. Klockeman asked if the Action reflects the public comment contingency. Kealy stated Planning Council Action for TIP Amendments is always contingent on no public comment submitted following the Council’s vote.

**FY2018-2019 Unified Planning Work Program (UPWP) 2019 Tasks** – Karasko stated NFRMPO staff has updated the Tasks and Products for FY2019 in the FY2018-FY2019 UPWP. None of the tasks to be completed in FY2018 were updated. The Finance Committee will review the FY2019 Budget on April 19 and it will be an informational item in the April TAC packet. It is anticipated the Finance Committee will recommend Planning Council approval at the May 3 meeting. Planning Council will adopt the FY2019 Budget and the FY2018-2019 UPWP at the same time. The local match requirements for the FY2019 Budget will be provided in January. Comments are due to Karasko by 5:00 p.m. Friday, March 30. Klockeman asked for notification regarding the local match and Karasko responded she would provide an update, likely in May. Mallette stated the main changes are rolling tasks to FY2019, not the language of the document.

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

**NoCo Bike & Ped Collaborative** – Dusil stated there was a presentation at NoCo’s March meeting from Fort Collins and CSU staff on their respective non-motorized count programs. The group is in the early stages of planning a bike ride for elected leaders from around Northern Colorado, likely to be held in conjunction with the grand opening of the Long View Trail between Loveland and Fort Collins in early Fall 2018. Dusil stated the March 9 meeting between CDOT and the Collaborative had to be postponed due to the ransomware attack on CDOT. The meeting was rescheduled for Friday, March 23 from 1:00 p.m. – 2:00 p.m. The Collaborative was briefed on the TAC discussion from February and was in agreement with the plans for improved communication moving forward. Next month’s agenda items will include a presentation on trail project costs and a recap of the March 23 meeting with CDOT. Klockeman asked if there is an agenda for the March 9 meeting. Dusil responded there is an agenda as well as a document with supporting information in response to questions raised by CDOT. Dusil stated he would send those items out to the meeting invitees tomorrow. Anderson asked if TAC should anticipate the I-25 Memo as an agenda item again. Dusil stated it will come back to TAC for Action in April. Klockeman asked if Gordon would be taking meeting minutes. Gordon responded he will not be able to. Dusil added he will coordinate the meeting notes and send those out to TAC members. Mallette asked if the Collaborative will be coming to a TAC meeting to discuss projects the group is working on. Dusil stated he will coordinate that with the group, contingent on agenda items in the next few months. Klockeman offered for a TAC member to attend a Collaborative meeting to provide an update on recent and upcoming TAC items.

**Regional Transit Agencies** – Klockeman stated it is anticipated Loveland would close on the property for a new transit center on Friday. The City received notice from CDOT no facility projects are being funded across the state from the latest call for transit projects. There will be another call later this year. The City is working with Fort Collins to procure a Transit Manager and has a meeting on March 22. On April 12, Loveland will begin contracting its paratransit service through Yellow Cab.

Torres stated GET is meeting with Fort Collins soon to get approval from the City Council on the Greeley-Windsor-Fort Collins Regional Route Study.

Karasko stated March 21 is the second day of Transfort's Triennial Review. Torres added GET's Triennial Review begins March 22.

**Senior Transit Items** – Bedingfield stated Senior Resource Services (SRS) has been able to cut down the volunteer transportation wait list to 15 in Greeley/Evans and 30 in the rest of Weld County. They expect to be at zero by the end of April. SRS is currently at 900 registered clients, 250 of which are unduplicated clients.

Weld County is anticipating a 68 percent increase in seniors by 2030, resulting in a 50 percent increase in ride demand. SRS is looking to develop funding streams to grow staff. Bedingfield stated she was contacted by an organization serving as a middle man to set up appointments for Uber and Lyft rides for seniors. SRS will be considering grants to support this service. Bedingfield noted recent increasing attention to senior needs locally and statewide. Bedingfield stated a non-profit organization called InnovAge recently sold for \$196M. InnovAge has about \$9M to give out each year for senior causes, 80 percent of which must go to Coloradans.

Bedingfield stated SRS's signature fundraising event, Ride & Revel, is in its second year. The ride, to take place on Saturday, July 21, consists of 20, 40, and 55-mile bike routes to be followed by brunch. Dusil will take the posters to the April NoCo Bike & Ped Collaborative meeting.

Gordon stated Larimer County applied last week for an FTA §5304 grant for rural transit planning to progress the *Larimer County Senior Needs Assessment* project into the implementation phase. If received, the grant would help create a business plan, financial plan, and pilot transportation projects for seniors living in unincorporated Larimer County. Gordon said he should know more on the status of the grant in three to four months.

**Regional Air Quality Council** – On behalf of Amanda Brimmer, Karasko updated the Environmental Protection Agency (EPA) found the motor vehicle emission budgets adequate for the 2008 National Ambient Air Quality Standards (NAAQS) Moderate Area State Improvement Plan (SIP). These budgets will be active as of April 2, 2018. The Regional Air Quality Council (RAQC) and Colorado Department of Public Health and Environment (CDPHE) are coordinating with EPA to better understand implications for the full non-attainment area in regards to the South Coast court case decision that vacated the 1997 Ozone NAAQS revocation. The Interagency Consultation Group (ICG) will be discussing this at their next meeting.

## **REPORTS**

**Transportation Ballot Initiatives Update** – Klockeman stated there is a Loveland Citizen Task Force meeting the evening of March 22. The Task Force is considering a ½ cent sales tax for 10 years for various infrastructure projects in many focus areas. The Task Force will make a recommendation to the Loveland City Council within the next 60 days to potentially get the sales tax on the November ballot. Klockeman stated the Denver Chamber of Commerce has filed language for four statewide ballot initiatives.

Mallette stated Larimer County's ballot initiative effort comes out of the *2013 Strategic Plan*. A recommendation from that Plan was to look at funding options for transportation. Once the *Larimer County Transportation Master Plan* was completed last summer, HDR completed a funding options study with a recommendation of forming a county-wide Citizen Task Force to identify funding options for regional projects connecting more than one community. The County hired FHU and George K. Baum & Company to help with the effort. There will be two task forces; a Regional Task Force, made of elected

officials, the chambers of commerce, CSU, NCLA, and a Technical Group for data collection. The kickoff meeting for this effort is on April 2 at The Ranch. It will be a six-month to one-year process, ready for 2019 ballot initiative.

**ADA Transition Plan Update** – Gordon stated in 2015 the NFRMPO asked each community if they had an ADA Transition Plan and developed a spreadsheet with pertinent information. Gordon asked for TAC members to contact him with updates to the spreadsheet included in the TAC packet. Gordon will email the spreadsheet to TAC members after the meeting.

## **ROUNDTABLE**

Gordon stated he will send out a link to the Regional Transit Element (RTE) survey to TAC to distribute through their networks. The City of Greeley, GET, the City of Loveland, and others have posted the survey link on their websites and/or social media pages. After one public involvement event, the survey has received 290 responses, four in Spanish. There is at least one response from every zip code in the region except for a small section of Milliken.

Gaughan reported CDOT is slowly coming back online after the recent ransomware attack. The CDOT headquarters office will begin moving to its new location on Colfax Ave and Federal Ave at the end of April.

Karasko reported the NFRMPO Certification Review site visit is on Tuesday, March 27 at the NFRMPO Office. The next Model Steering Team meeting is April 25. Interested TAC members should contact Karasko for the meeting invite. Sean McAtee will present an overview of the Travel Demand Model at the meeting.

Kealy stated she will be sending out a data request to communities soon regarding projects through 2045 to be included in the Regional Travel Demand Model and the 2045 Regional Transportation Plan (RTP). The request will include the list of projects submitted in 2014 for the 2040 RTP. Kealy asks for updates to these projects, costs, and new projects. NFRMPO will have until late 2019, when the 2045 RTP is adopted, to make any adjustments.

Hellen reported the Intergovernmental Agreement (IGA) for SH263 / E 8<sup>th</sup> Street, allowing Greeley to take over a mile of the highway, should move forward now with CDOT getting back to normal. The Greeley City Council is spending carryover money to create railroad quiet zones in the downtown area and add a few crossing gates on some of the Great Western tracks. 71<sup>st</sup> Ave by King Soopers will be shut down in mid-April to repair the bridge.

Nelson reported the WCR74 Corridor Group, consisting of Weld County, Windsor, Eaton, Timnath, and CDOT has formed a TAC. The first meeting is March 22 to discuss the Access Control Plan and other things involved with UPWP funding.

Klockeman reported Loveland will have a new Public Works Director by the end of the week.

## **MEETING WRAP-UP**

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

**Next Month's Agenda Topic Suggestions** – Suggested agenda items for next month include the FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects, the FY2019-2022 Transportation Improvement Program (TIP), and the FY2018-2019 Unified Planning Work Program (UPWP) 2019 Tasks for Action. There will be a presentation on I-25 Segments 7 and 8 (SH402 to SH14) and Regionally Significant Corridor (RSC) Review will come for Discussion.

**Meeting adjourned at 2:21 p.m.**

**Meeting minutes submitted by:**

Ryan Dusil, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, April 18, 2018 at the Windsor Recreation Center, Pine Room.**



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Sarah Martin, Transportation Planner*

## MEMORANDUM

**To:** NFRMPO Technical Advisory Committee  
**From:** Becky Karasko  
**Date:** April 18, 2018  
**Re:** Updated FY2019 Unified Planning Work Program (UPWP) Tasks

### Background

The NFRMPO staff has updated the Tasks and Products for FY2019 in the FY2018 and FY2019 Unified Planning Work Program (UPWP). The Finance Committee will review the FY2019 Budget on April 19 and it is anticipated they will recommend Planning Council approval at the May 3, 2018 meeting. The FY2018 and FY2019 UPWP and FY2019 Budget will go to Planning Council for their approval at their May 3, 2018 meeting to allow CDOT and FHWA approval prior to October 1, 2018.

The updated FY2019 Tasks were provided to TAC ahead of the March 21, 2018 TAC meeting, with comments requested by Friday, March 30, 2018. The FY2019 Tasks were provided to Planning Council ahead of their April 5, 2018 meeting.

Following the TAC meeting on March 21, a listing of the 10 FHWA planning factors defined in the FAST Act as well as a table of the planning factors and how the FY2019 UPWP Tasks contribute to them was added to the UPWP Prospectus on pages 5 and 6. This addition did not change the FY2019 Tasks.

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

### Action

NFRMPO staff requests TAC review the updated Tasks and Deliverables for FY2019 and recommend Planning Council approval at their May 3, 2018 meeting.



# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
April 18, 2018	FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects	Medora Kealy
<b>Objective / Request Action</b>		
To recommend additional allocations of FY18 Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program - Metro (STP Metro) funds to projects selected in the 2014 Call for Projects.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• The December 31, 2017 reconciliation by CDOT identifies \$2,039,472 in unprogrammed FY18 CMAQ funds and \$1,273,027 in unprogrammed FY18 STP Metro funds.</li> <li>• Projects receiving additional allocations must obligate the award in a timely manner. Project sponsors must identify whether or not additional funds can be obligated as such.</li> <li>• In consultation with project sponsors, staff developed proposed additional allocations based on the 2014 Call for Projects Scoring Process.</li> <li>• Proposed additional allocations of \$2,039,472 for CMAQ:             <ul style="list-style-type: none"> <li>○ Signal Timing Pool (13%) = \$83,618                 <ul style="list-style-type: none"> <li>▪ Since all projects were funded, move all signal timing funds to the CNG Bus Replacement pool</li> </ul> </li> <li>○ CNG Bus Replacement Pool (46%) = \$1,142,104 + \$83,618 = \$1,225,723                 <ul style="list-style-type: none"> <li>▪ Provide \$450,000 to the #5 ranked project, Greeley's <i>GET CNG Bus Replacement</i></li> <li>▪ <b>Contingent on an approved scope change and recalculated emissions benefits, provide \$775,723 to Fort Collins' <i>Transport CNG Bus Replacement</i> project for the purchase of electric buses</b></li> </ul> </li> <li>○ CNG Equipment Pool (41%) = \$813,749                 <ul style="list-style-type: none"> <li>▪ Fully fund the #2/#3 ranked project, Weld County's <i>Vehicle Replacement and Facility Expansion</i> with \$315,119</li> <li>▪ <b>Retain remaining \$498,630 as unprogrammed funds to be allocated in FY19</b></li> </ul> </li> </ul> </li> <li>• Proposed additional allocations of \$1,273,027 for STP Metro:             <ul style="list-style-type: none"> <li>○ Small Community Pool (28.5%) = \$362,813                 <ul style="list-style-type: none"> <li>▪ Due to ineligibility of Evans' <i>65<sup>th</sup> Ave Widening</i> project, which will be completed prior to the FY18 allocation, move all funds to the Large Community Pool</li> </ul> </li> <li>○ Large Community Pool (71.5%) = \$910,214 + \$362,813 = \$1,273,027                 <ul style="list-style-type: none"> <li>▪ Fully fund the #1 ranked project, Loveland's <i>US 34 Widening</i>, with \$760,285</li> <li>▪ Provide half of remaining funds, \$256,371, to the partially-funded #3 ranked project, Greeley's <i>10<sup>th</sup> Street Access Control Implementation</i></li> <li>▪ Provide other half of remaining funds, \$256,371, to the unfunded #3 ranked project, Fort Collins' <i>US 287 Intersection Improvements</i></li> </ul> </li> </ul> </li> </ul>		
<b>Committee Discussion</b>		
TAC discussed the FY18 additional allocation at the March 21 meeting, and requested project sponsors discuss project needs offline.		

### Supporting Information

- The 2014 Call for Projects scoring process:
  - CMAQ - Additional funding will be assigned to the next highest ranked, partially-funded project in each category. Funds are split into the three project pools (Signal Timing, Bus Replacement, and Compressed Natural Gas (CNG) Equipment and Stations) using the following guidelines:

Signal Timing:	13% of Total
Bus Replacement:	46% of Total
CNG Equipment and Stations:	41% of Total
<hr style="width: 25%; margin-left: auto; margin-right: 0;"/>	
100% CMAQ Funds	
  - STP Metro - Additional funding is split between the small and large community pools (71.5 percent for large communities, 28.5 percent for small communities) and the funding is assigned to the next highest ranked, partially-funded project in each respective pool. If the next partially-funded project in either pot is not ready in the fiscal year funds become available, the money will be assigned to the next partially-funded project in the other community pool. Funds must be backfilled in the large or small pool as needed when they become available.

### Advantages

TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2018-2021 TIP remains fiscally constrained.

### Disadvantages

None noted.

### Analysis /Recommendation

Staff requests TAC recommend Planning Council approval of the additional allocation of FY18 CMAQ and STBG funds to projects selected in the 2014 Call for Projects.

### Attachments

- CMAQ Proposed Additional Allocations based on December 31, 2017 Reconciliation
- STP Metro Proposed Additional Allocations based on December 31, 2017 Reconciliation

**FY2016-2019 CMAQ**  
**Proposed Additional Allocations based on December 31, 2017 Reconciliation**  
 Projects approved by Planning Council on December 4, 2014

**Additional FY18 funding total (as of December 31, 2017):** **\$2,039,472**

Project Sponsor	Project Name	Federal Request	Currently Programmed (as of 3/14/2018)	Unfunded	Rank	Proposed Additional Allocation	Proposed Remaining Unfunded	Federal Fiscal Year			
								2016	2017	2018	2019
<b>Signal Timing Pool</b>											
Pool Share of 13% =						<b>\$83,618</b>					
Greeley	Greeley Comprehensive Traffic Signal Timing	\$185,000	\$185,000	\$0	1	-	\$0	\$185,000	-	-	-
Loveland	Loveland Traffic Optimization	\$380,000	\$380,000	\$0	4	-	\$0	\$380,000	-	-	-
Loveland	Loveland Adaptive Signals	\$770,000	Project funded in 2016 Call		6	(\$83,618 allocated to CNG Bus Replacement)	\$770,000	-	-	-	-
<b>CNG Bus Replacement Pool</b>											
Pool Share of 46% =						<b>\$1,142,104</b>					
Greeley	GET CNG Bus Replacement	\$5,892,933	\$4,175,831	\$1,717,102	5	\$450,000	\$1,267,102	\$860,269	\$978,741	\$1,228,567	\$1,558,255
Fort Collins	Transfort CNG Bus Replacement	\$3,311,600	\$3,189,266	\$122,334	7	\$775,723	-\$653,389	-	\$2,396,113	\$1,568,876	-
Loveland	COLT CNG Bus Replacement	\$2,208,000	\$726,616	\$1,481,384	8	-	\$1,481,384	-	-	\$363,308	\$363,308
<b>CNG Equipment Pool</b>											
Pool Share of 41% =						<b>\$813,749</b>					
Weid County	Vehicle Replacement / Facility Expansion / LaSalle Vehicle Replacement	\$5,303,429	\$4,988,310	\$315,119	2,3	\$315,119	\$0	-	\$3,198,974	\$1,203,055	\$901,400
Loveland	Loveland CNG Vehicle Replacement	\$2,343,720	\$383,147	\$1,960,573	9	-	\$1,960,573	-	\$127,716	\$127,716	\$127,716
Larimer County	Larimer County CNG Vehicle Replacement	\$1,473,662	\$383,147	\$1,090,515	10	-	\$1,090,515	\$95,787	\$95,787	\$95,787	\$95,787
<b>Total</b>		<b>\$21,868,344</b>	<b>\$14,411,317</b>	<b>\$6,687,027</b>	-	<b>\$1,540,842</b>	<b>\$5,916,185</b>	<b>\$1,521,056</b>	<b>\$6,797,330</b>	<b>\$4,587,309</b>	<b>\$3,046,466</b>

**FY2016-2019 STP Metro**

**Proposed Additional Allocations based on December 31, 2017 Reconciliation**

Projects approved by Planning Council on December 4, 2014

**Additional FY18 funding total (as of December 31, 2017):** **\$1,273,027**

Project Sponsor	Project Name	Federal Request	Currently Programmed (as of 3/14/2018)	Unfunded	Rank	Proposed Additional Allocation	Proposed Remaining Unfunded	Federal Fiscal Year			
								2016	2017	2018	2019
<b>CDOT</b>											
CDOT	I-25 Truck Climbing Lane	\$3,000,000	\$3,000,000	\$0	1	-	\$0	\$3,000,000	-	-	-
CDOT	I-25/Crossroads	\$2,000,000	\$2,000,000	\$0	1	-	\$0	\$1,000,000	\$1,000,000	-	-
<b>Large Communities</b>						<b>Large Community Share of 71.5% = \$1,273,027</b>					
Fort Collins	Horsetooth and College Intersection Imp.	\$2,400,000	\$2,400,000	\$0	2	-	\$0	-	\$555,045	\$1,844,955	-
Loveland	US 34 Widening	\$2,320,000	\$1,559,715	\$760,285	1	\$760,285	\$0	-	\$1,858,529	\$461,471	
Larimer County/Berthoud	LCR 17 Expansion	\$865,855	\$865,855	\$0	5	-	\$0	-	-	\$532,014	\$333,841
Greeley	10 <sup>th</sup> Street Access Control Implementation	\$3,100,000	\$1,498,216	\$1,601,784	3	\$256,371	\$1,345,413	-	-	\$256,371	\$1,498,216
Fort Collins	US 287 Intersection Improvements	\$1,168,000	\$0	\$1,168,000	3	\$256,371	1,168,000	-	-	-	-
<b>Small Communities</b>											
<b>Small Community Share of 28.5% = \$362,813</b>											
Evans	65 <sup>th</sup> Ave Widening	\$1,808,259	\$1,423,554	\$384,705	3	-	\$384,705	-	\$1,423,555	-	-
Saton/Weld County	Collins Street Resurfacing	\$103,440	\$103,440	\$0	2	-	\$0	-	\$103,440	-	-
Berthoud/Larimer County	LCR 17 Expansion	\$1,000,000	\$1,000,000	\$0	1	-	\$0	-	-	\$532,000	\$1,334,000
<b>Total</b>		<b>\$17,765,554</b>	<b>\$13,850,780</b>	<b>\$3,914,774</b>	-	<b>\$1,273,027</b>	<b>\$1,730,118</b>	<b>\$3,000,000</b>	<b>\$3,082,040</b>	<b>\$6,023,869</b>	<b>\$3,627,528</b>



**COLORADO**  
Department of  
Transportation

## North I-25 Express Lanes: Johnstown to Fort Collins



**COLORADO**  
Department of  
Transportation



### Project Need

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Northern Colorado experiencing explosive growth, offering:

- Thriving economy
- Affordable cost of living
- One-of-a-kind recreational activities
- Award-winning education programs
- Small town feel, yet close to Denver's amenities



## Project Need

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### Influx of new residents expected

- Larimer County—population expected to increase by 52 percent by 2040
- Weld County—population expected to increase by 111 percent by 2040
- CDOT forecasts that this population growth will increase the number of vehicles making daily trips along the I-25 corridor by 60 percent in 2040

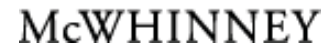
## Project Funding

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- \$300+ million, including:
  - U.S. DOT TIGER grant for \$15 million
  - Widespread community support from northern Colorado totaling more than \$25 million and as much as \$28 million in additional improvement
  - Partnerships and federal grants alleviate funding difficulties including CDOT's reduced relative funding from gas tax, and taxpayer resistance to tax increase

## The Solution

CDOT and Northern Colorado unite to jumpstart N I-25 expansion by 14 years

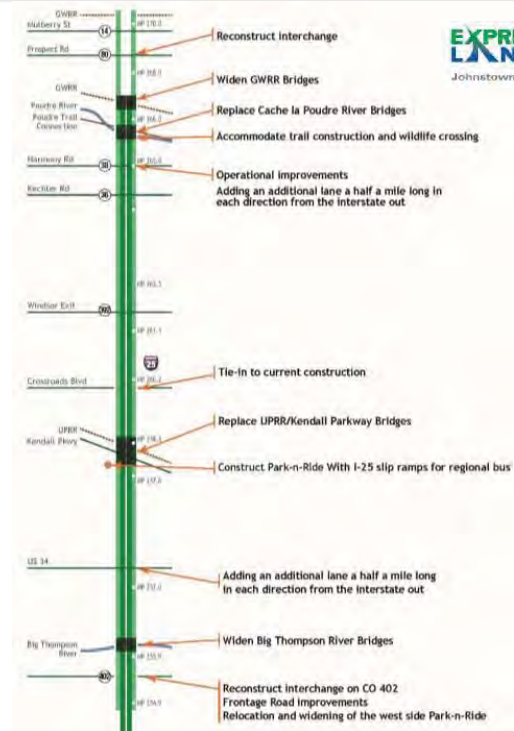


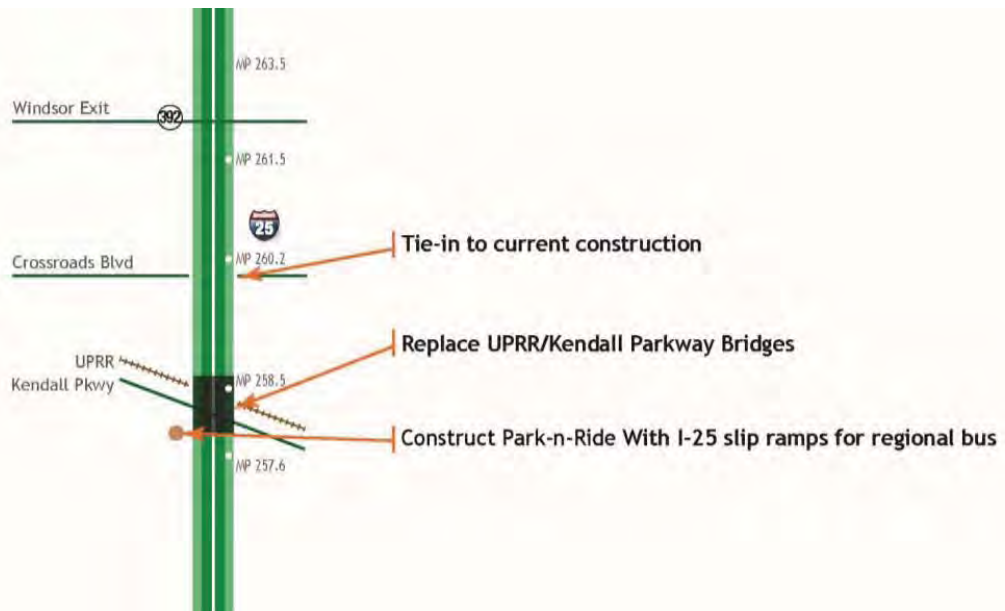
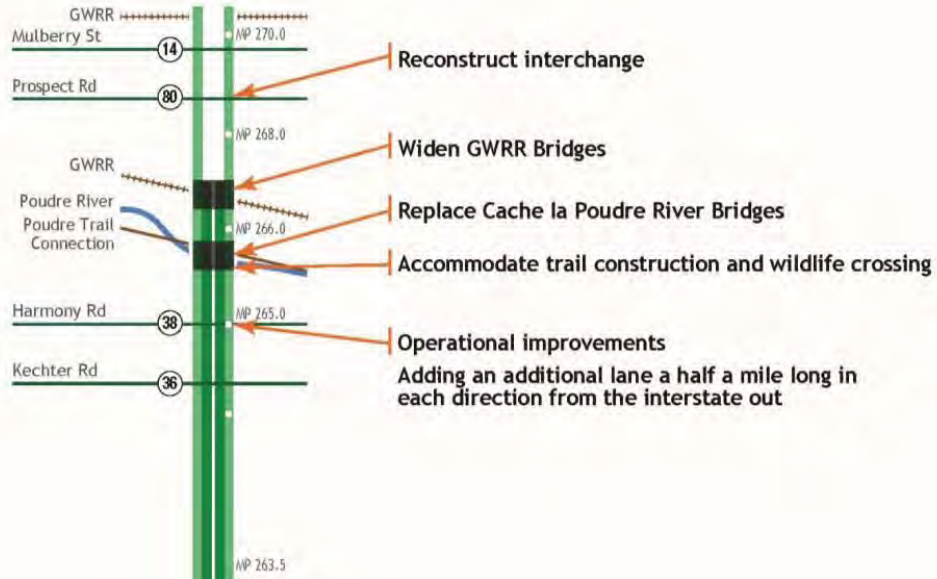
**OVERALL IMPROVEMENTS INCLUDE**  
Rehabilitate or Reconstruct General Purpose Lanes

Add Express Lanes

- 1) northbound and 1) southbound (widening to the middle)

Construction of inside and outside shoulders in both directions







## Benefits of the Project

- Include much-needed safety improvements that will ultimately reduce crashes and fatalities
- Decrease travel time and increase trip reliability
- Reduce emissions and improve freight efficiency
- Employ congestion management and safety technology to improve travel experience
- Reconstruct aging and obsolete infrastructure
- Improve bicycle, pedestrian and transit connectivity
- Economic development – improvements will provide better public access to amenities and help businesses transport goods and services



# EXPRESS LINES

## WHY EXPRESS LANES? - CHOICE

- Reduce delay on most seriously congested corridors
- Use toll pricing to manage congestion
- Maintain reliable travel times now and in the future
- Promote transit and carpooling (where viable)
- Always offered along free general purpose lanes



## Benefits

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### CDOT Express Lanes Deliver Operational Improvements

- Corridors with CDOT's Express Lanes see benefits from the operational improvements across all lanes
- Benefits include:
  - Reduced travel time
  - Faster and more consistent speeds for all lanes on CDOT's Express Lane corridors (US 36, I-70 and I-25 North Express Lanes)



## Project Timeline

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- First Notice to Proceed: Early 2018
- Second Notice to Proceed: Spring/Summer 2018
- Construction Completed/Toll Commencement: Late 2021

## Contractor Negotiations:

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- Were able to reduce the contract amount without cutting significant scope items
  - Use of excess rock material from US-34 Flood Repair Project
  - Transfer of some management/inspection tasks
  - Bridge Enterprise funding more of the eligible items
- We are still using all the funding being provided by our local partners

## Construction Phasing and Impacts

- During the daytime, two lanes of travel will remain open to ensure travel reliability to motorists
- Motorists can expect lane closures at nighttime, when travel volumes are lower
- Construction at the interchanges, particularly SH 402 and Prospect Road, will result in detours and impacts to the driving public
- Work is scheduled to begin this summer
- Work will be expected to start on US-34, and on I-25 from Crossroads to SH-392
- CLOMRs are currently driving the schedule

## What's Next?

- Set in place funding packages
- Next priorities:
  - Segment 5/CO 66 to CO 56
  - Segment 6/CO 056 to CO 402





## Stay Informed

- Visit the CDOT website project page: <https://www.codot.gov/projects/north-i-25/johnstown-to-fort-collins/johnstown-fort-collins>
- Address questions or request a presentation from the project team via email [northi25expresslanes@gmail.com](mailto:northi25expresslanes@gmail.com) or phone [720-593-1996](tel:720-593-1996)
- To learn more about Express Lanes, visit [www.codot.gov/programs/expresslanes](http://www.codot.gov/programs/expresslanes)
- To get a Express Lanes pass, visit [www.expresstoll.com](http://www.expresstoll.com)



## QUESTIONS?

North I-25 Project Director  
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I-25 Corridor Manager  
Heather Paddock  
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<https://www.codot.gov/projects/north-i-25>




# COLORADO


Department of Transportation

Region 4

Business Office  
10601 W. 10th Street  
Greeley, CO 80634

**Date:** February 9, 2018

**To:**  Johnny Olson, Region 4 Director

**From:**  Bryan Schafer, Region 4 Business Manager

**SUBJECT:** Region 4 Local Agency Project Closures and Contracting

## BACKGROUND

This memo is to provide direction regarding the Region 4 process for addressing local agency projects that have completed construction but cannot be closed due to outstanding documentation needed from the sponsor local agency.

## ANALYSIS

At times, the Region experiences situations where local agency projects complete construction, but the sponsor local agencies fail to submit all the documentation needed to make the final payment and close the project. The reasons for failure to submit all required documentation promptly vary, but ultimately the Region is not able to close projects in a timely manner. These lingering projects are identified by FHWA as inactive and result in additional administrative steps from CDOT to justify keeping the projects open.

## RECOMMENDATION

Recommendation is that the Region 4 Local Agency Unit be given the ability to hold execution of new contracts upon approval from the Region 4 Traffic Engineer from any sponsor local agency that has outstanding documentation on projects that have been completed for six months or longer. A review will be done at the time of new contract requests by the Region 4 Local Agency Unit to determine if a sponsor local agency has outstanding documentation that is preventing project closure, and based on the review request approval from the Region 4 Traffic Engineer to hold execution of any new contracts.

Holding new contracts and preventing new projects from moving forward will provide motivation for sponsor local agencies to submit all required documentation promptly so projects can be closed prior to being identified as inactive. If in an MPO area the process of CDOT holding a new contract does not impact any policy that the MPO's have concerning timely expenditure of approved funding, and therefore the sponsor local agency will still be bound by any inactive policy as set by the MPO.

To allow for proper notification to any sponsor local agencies that currently have projects open six months post-construction, this procedure will have a delayed implementation date of May 1, 2018.

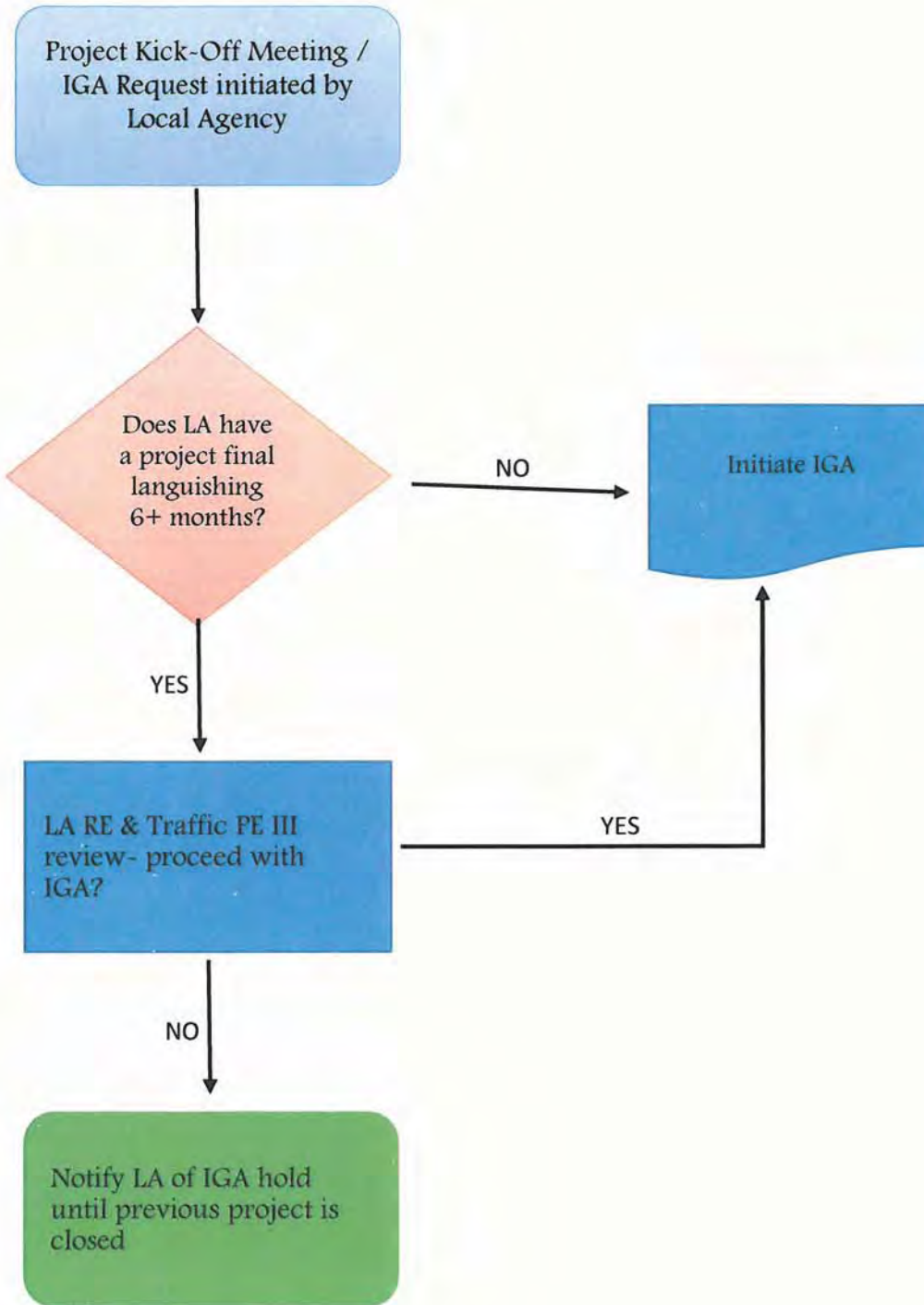
cc: North Front Range MPO  
Upper Front Range TPR  
Keith Sheaffer, SPE  
Heather Paddock, CPE  
Katrina Klobberdanz, Traffic  
File: Bus. Office

Denver Regional Council of Governments  
Eastern TPR  
Corey Stewart, NPE  
Long Nguyen, Traffic  
Jim Eussen, Planning





# IGA Process







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

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Weld County  
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Tim Kemp, City of Fort Collins  
Suzette Mallette, Larimer County  
Mitch Nelson, Town of Severance  
Karen Schneiders, CDOT Region 4  
Fred Starr, City of Evans  
Dennis Wagner, Town of Windsor  
CDPHE-APCD  
Town of Milliken*

*Janet Bedingfield, SRS  
Amanda Brimmer, RAQC  
Aaron Bustow, FHWA  
Ranae Tunison, FTA  
NoCo Bike & Ped Collaborative*

#### *MPO Transportation Staff*

*Suzette Mallette, Interim Executive  
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Becky Karasko, Regional Transportation  
Planning Director  
Ryan Dusil, Transportation Planner  
Alex Gordon, Transportation Planner III/  
Mobility Coordinator  
Medora Kealy, Transportation Planner  
Sarah Martin, Transportation Planner*

## MEMORANDUM

**To:** NFRMPO Technical Advisory Committee

**From:** NoCo Bike & Ped Collaborative

**Date:** April 18, 2018

**Re:** NoCo Bike & Ped Collaborative's North I-25 Memo to CDOT

### Background

In November 2017, the NoCo Bike & Ped Collaborative submitted a memorandum to CDOT requesting they provide multi-use trail crossings across North I-25 at Box Elder Creek and Big Thompson River as part of the North I-25 expansion project. The Collaborative presented this memo at the November 15, 2017 TAC meeting as part of their monthly report.

At the February 1, 2018 Planning Council meeting, the NoCo Bike & Ped Collaborative presented a revised version of the memo and requested Planning Council's support in asking CDOT to provide these crossings. Planning Council requested TAC discuss potential funding sources for the crossings and whether Planning Council should support the Collaborative's memo.

On March 23, 2018 members of the NoCo Bike & Ped Collaborative, CDOT staff, and NFRMPO staff met to discuss options for including these crossings as part of the North I-25 project. A summary of that meeting is attached.

### Action

The NoCo Bike & Ped Collaborative requests TAC discuss recommending the Box Elder Creek and Big Thompson River crossing projects for inclusion in the North I-25 expansion project when funds become available.

# I-25 Bike/Ped Infrastructure Discussion – MEETING SUMMARY

CDOT, NoCo Bike & Ped Collaborative, and NFRMPO

Friday, March 23, 2018 – 1:00PM – 2:00PM

CDOT R4 HQ, 10601 West 10th Street, Greeley, CO

## 2. NFRMPO Planning Council's Response to the Memo

The Collaborative provided an overview of the NoCo memo to CDOT and highlighted this meeting was scheduled in response to a request from NFRMPO Planning Council for more information after NoCo asked the NFRMPO to support their memo to CDOT requesting bike/ped crossings be added to the scope of the North I-25 project at Box Elder Creek and Big Thompson River. The purpose of this meeting was to answer any questions remaining regarding the memo and to identify next steps.

## 3. Clarifying the Memo

Paddock requested clarification on what the NoCo memo asked of CDOT and whether “preservation of a crossing” meant designing and constructing infrastructure for a future crossing. Fodge clarified preservation did not include design and construction, only the preservation of physical space underneath I-25 for a future crossing.

Fodge stated clarification is needed on the prioritization process for projects and scope elements to be considered and inquired about how to incorporate updated plans and information into the scope after an Environmental Impact Statement (EIS) is completed. The difficulty of coordinating priorities within a municipality and between municipalities and the State was highlighted as an obstacle to be addressed for future projects. Meeting attendees agreed local planning partners have a responsibility to communicate between departments and CDOT has a responsibility to facilitate dialogue and inform communities of important points in the process.

CDOT noted the support of local officials for these projects, similar to that shown for the Prospect Road bridge improvements, and the presence of local funding help make these projects a priority. NoCo representatives and local representatives noted these crossings are identified in various local and regional plans, which were approved by both local and state representatives.

For both crossings, CDOT noted the difficulty of funding a connection without the presence of trails nearby; however local municipalities noted the difficulty of financially committing to build trails toward I-25 without the promise of a connection.

NoCo representatives also clarified the most efficient location for these connections within the CDOT right-of-way should be determined by CDOT.

#### **4. Big Thompson River Crossing**

The reconstruction of the Big Thompson bridge replacement remains a priority to CDOT and they are working to identify funding to incorporate this project into the current scope. Paddock anticipates a final decision on the Big Thompson bridge in the next two months. If funds are identified for this bridge reconstruction, preservation of space for a bike/ped crossing would be included in the scope. Funding for the bridge may depend on the outcome of the current ballot initiative. If the bridge cannot be replaced in this phase of construction, the existing one-lane culvert connecting Lost Pond Place to the Frontage Road under I-25 (approximately 3,000 feet south of the Big Thompson bridge) could be used as an interim crossing until the bridge is reconstructed. This alternative would require significant safety improvements to mitigate motorist and cyclist/pedestrian conflicts.

#### **5. Box Elder Creek Crossing**

The Box Elder crossing presents a bigger challenge than the Big Thompson bridge. Because I-25 sits atop four eight-foot tall box culverts at Box Elder Creek, hydraulic and floodplain modeling would be required to determine if accommodating a trail structure at this location is feasible. There may not be adequate vertical clearance for trail users or the ability to keep the trail from flooding regularly. The time required for a Letter of Map Revision (LOMR), engineering work, and permitting would extend beyond the timeline of this project.

The Collaborative added local agencies are able to adjust their plans for trail alignment if CDOT identifies the most opportune location to cross, since the opportunities to do so come about so infrequently. CDOT suggested there may be a more feasible location north or south of Boxelder Creek if a grade-separated trail crossing is desired between Prospect Road and Mulberry Street. Paddock stated full build-out will include bike and pedestrian crossings at Mulberry Street in addition to the Poudre River Trail connection and Prospect Road improvements. CDOT recommended local engineering staff work to identify the most suitable location for a crossing to help make the project more feasible.

The best opportunity to consider the Box Elder Creek crossing may be with the Mulberry Street bridge replacement project in several years. With this project, there may be significant grade changes to I-25 in the Box Elder Creek area, requiring floodplain modeling.

#### **6. Next Steps**

Paddock asked about other corridors crossing I-25 and the Collaborative noted the Little Thompson River crossing will be the next big project. Dusil added the next NoCo Bike & Ped Collaborative meeting is April 11, where they will discuss next steps for the local agencies and the Collaborative with regards to the memo and NFRMPO processes. It is anticipated the NFRMPO Technical Advisory Committee (TAC) will make a recommendation on the issue at their April 18 meeting. The NFRMPO Planning Council will consider this recommendation at their May 3 meeting.



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Tim Kemp, City of Fort Collins  
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Jessica McKeown, Town of LaSalle  
Mitch Nelson, Town of Severance  
Karen Schneiders, CDOT Region 4  
Fred Starr, City of Evans  
Dennis Wagner, Town of Windsor  
CDPHE-APCD  
Town of Milliken

Amanda Brimmer, RAOC  
Aaron Bustow, FHWA  
Katy Mason, LCOA  
Ulysses Torres, GET  
Ranae Tunison, FTA  
Kaley Zeisel, Transfort  
NoCo Bike & Ped Collaborative

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Alex Gordon, Transportation Planner II/  
Mobility Coordinator  
Medora Kealy, Transportation Planner II  
Sarah Martin, Transportation Planner

## MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Ryan Dusil and Medora Kealy

Date: April 18, 2018

Re: Regionally Significant Corridor (RSC) Criteria Review

### Background

Regionally Significant Corridors (RSCs) were identified in the *2040 Regional Transportation Plan (RTP)* to focus limited transportation dollars on the corridors most significant to the region.

Identifying a corridor as an RSC has several implications:

- RSCs comprise the regional roadway network
- A vision is developed for each RSC in the RTP
- Capacity projects on RSCs trigger air quality conformity requirements
- Projects must be on an RSC to be eligible for Surface Transportation Block Grant (STBG) and Congestion Mitigation & Air Quality (CMAQ) funds

To ensure RSCs reflect regional priorities in the *2045 RTP*, staff reviewed the RSC criteria in the *2040 RTP* and identified proposed criteria revisions. Additionally, staff considered concerns raised by Planning Council members during the development of the *2040 RTP* about RSCs, including unpaved roads.

The table identifies the RSC criteria in the *2040 RTP* and the proposed RSC criteria for the *2045 RTP*.

RSC Criteria in 2040 RTP	Proposed RSC Criteria for 2045 RTP
<p>1. Includes all State Highways</p> <ul style="list-style-type: none"> <li>▶ Colorado Department of Transportation (CDOT) requires a corridor vision be developed for all state highways as part of the regional transportation plan. Since this is required by CDOT, and most state highways are regional in nature, this was established as the first criteria.</li> </ul>	<p>1. Include all Interstates, US Highways, and State Highways</p>
<p>2. Functional Classification</p> <ul style="list-style-type: none"> <li>▶ Roadways must have a functional classification of minor arterial or higher, as defined by the appropriate government agency.</li> <li>▶ The higher the functional classification, the greater the likelihood trips are longer and the roadway connects more than one community or destination.</li> </ul>	<p>2. Include all other roadways that meet the following criteria:</p> <ul style="list-style-type: none"> <li>a. Roadway has a functional classification of minor arterial or higher for at least 25 percent of its existing length as currently classified by the appropriate government agency</li> </ul>
<p>3. Connectivity</p> <ul style="list-style-type: none"> <li>▶ The corridor must go through, or plan to go through, more than one governmental jurisdiction and connect activity centers.</li> </ul>	<ul style="list-style-type: none"> <li>b. The roadway goes through more than one governmental jurisdiction or employment center by 2045.</li> <li>c. It is anticipated that by 2045, all segments of the roadway designated as an RSC will be built and paved.</li> </ul>

## Action

Staff requests TAC review and discuss the proposed criteria for Regionally Significant Corridors in the 2045 RTP. After discussing the RSC criteria, the 2045 RSCs are scheduled to return to TAC as a Discussion Item in May and an Action Item in June.



## Regionally Significant Corridor (RSC) Criteria Review

Technical Advisory Committee



## Introduction to RSCs



### Regionally Significant Corridor (RSC) Definition – 2040 RTP

*An important link in a multi-modal, regional network comprised of existing or new transportation corridors that connect communities and/or activity centers by facilitating the timely and safe movement of people, goods, information, and services.*

### Purpose and Implications of RSCs

1. RSCs comprise the regional roadway network
2. A vision is developed for each RSC in the RTP
3. Capacity projects on RSCs trigger air quality conformity requirements
4. Projects must be on an RSC to be eligible for Surface Transportation Block Grant (STBG) and Congestion Mitigation & Air Quality (CMAQ) funds

# 2040 RSC Criteria



## 1. Includes all State Highways

- Colorado Department of Transportation (CDOT) requires a corridor vision be developed for all state highways as part of the regional transportation plan. Since this is required by CDOT, and most state highways are regional in nature, this was established as the first criteria.

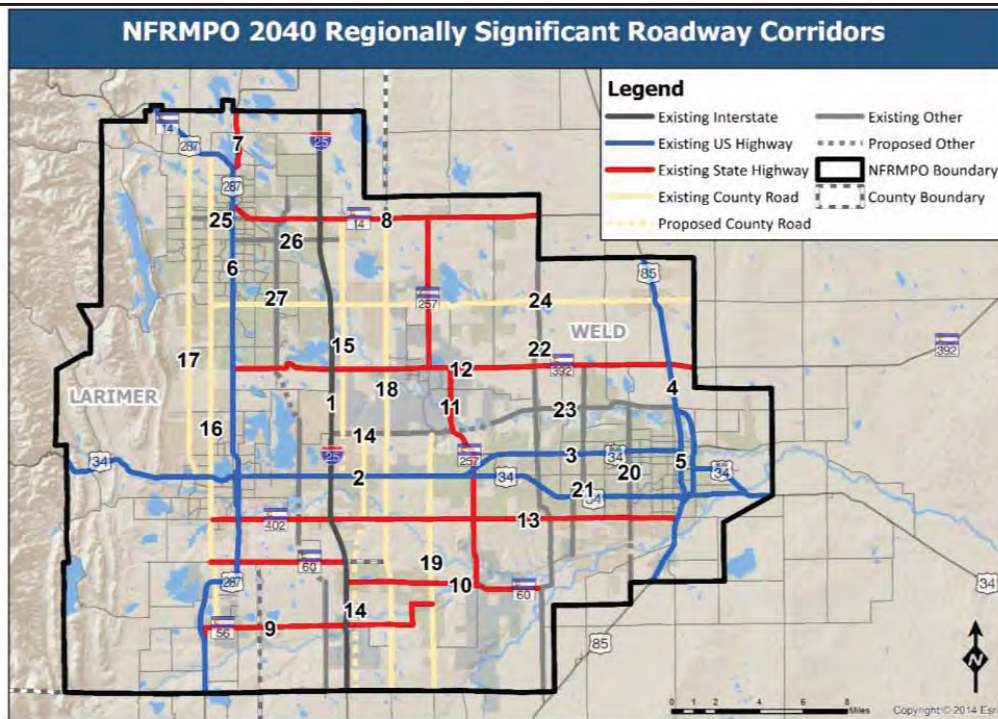
## 2. Functional Classification

- Roadways must have a functional classification of minor arterial or higher, as defined by the appropriate government agency.
- The higher the functional classification, the greater the likelihood trips are longer and the roadway connects more than one community or destination.

## 3. Connectivity

- The corridor must go through, or plan to go through, more than one governmental jurisdiction and connect activity centers.

2040 RSCs



## Proposed Criteria

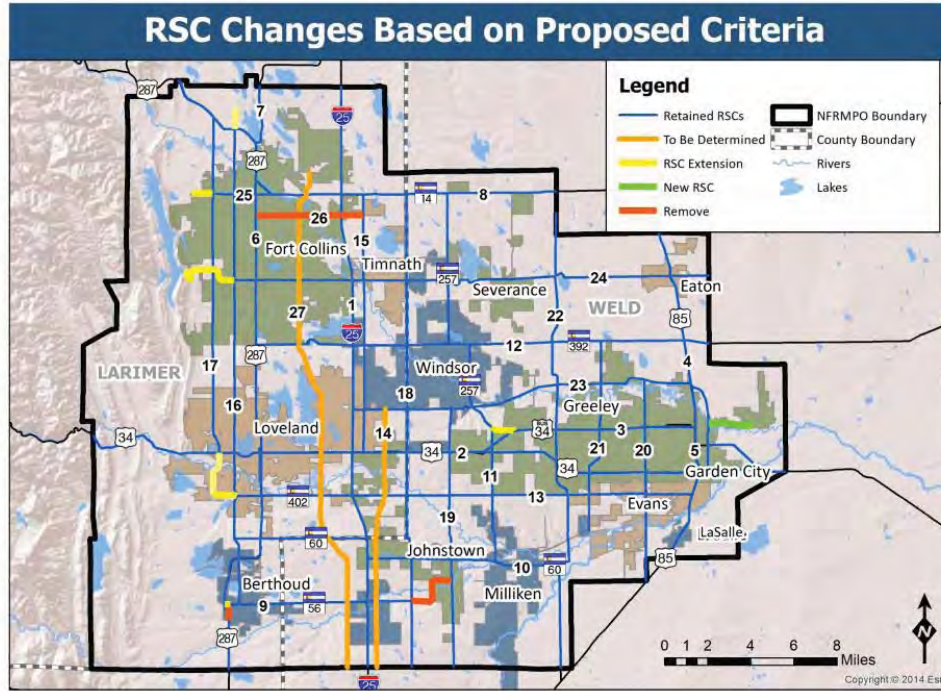


1. Include all Interstates, US Highways, and State Highways
2. Include all other roadways that meet the following criteria:
  - a. Roadway connects two or more governmental jurisdictions or employment centers **by 2045**
  - b. Roadway has a functional classification of minor arterial or higher for **at least 25 percent of its existing length** as currently classified by the appropriate government agency
  - c. It is anticipated that **by 2045**, all segments of the roadway designated as an RSC will be **built and paved**

## Considered Criteria



1. Percent Existing
2. Percent Paved
3. 2012 Employment per Mile
4. 2040 Employment per Mile
5. 2012 Households per Mile
6. 2040 Households per Mile
7. 2012 Average Volume per Mile
8. 2040 Average Volume per Mile
9. Number of 2012 Employment Centers Served (95-99% CI Hot Spot Census Blocks within ½ mile)



Apr. 2018  
Sources: CDOT, NFRMPO  
NFRMPO  
NORTH RANGE METROPOLITAN PLANNING ORGANIZATION

2040 RTP Regionally Significant Corridors			Evaluation Criteria (Values)			Proposal
Corridor Number	Corridor Name	Length	% Minor Arterial or Above (by Owner)	Goes through More than One Governmental Jurisdiction	All Segments Built and Paved by 2045	Changes of the 2040 Corridor
1	I-25	27.1	100%	Yes	Yes	
2	US 34	34.5	100%	Yes	Yes	
3	US 34 Business Route	13.1	100%	Yes	Yes	
4	US 85	16.3	100%	Yes	Yes	
5	US 85 Business Route	4.4	100%	Yes	Yes	
6	US 287	32.5	100%	Yes	Yes	
7	SH 1	2.9	65%	Yes	Yes	
8	SH 14	14.2	100%	Yes	Yes	
9	SH 56	12.1	0%	Yes	Yes	Realigning and Shortening
10	SH 60	15.0	0%	Yes	Yes	
11	SH 257	18.6	72%	Yes	Yes	Lengthening
12	SH 392	21.3	95%	Yes	Yes	
13	SH 402	21.2	100%	Yes	Yes	Lengthening
14	Larimer CR 3	12.1	100%	Yes	TBD	
15	Larimer CR 5	12.0	100%	Yes	Yes	
16	Larimer CR 17	22.2	100%	Yes	Yes	
17	Larimer CR 19	15.7	100%	Yes	Yes	Lengthening
18	Weld CR 13	22.2	100%	Yes	Yes	
19	Weld CR 17	11.9	100%	Yes	Yes	
20	35 <sup>th</sup> Avenue	9.4	100%	Yes	Yes	
21	65 <sup>th</sup> Avenue	9.1	100%	Yes	Yes	
22	83 <sup>rd</sup> Avenue	22.4	86%	Yes	Yes	
23	Crossroads Boulevard	16.1	100%	Yes	Yes	
24	Harmony Road	22.6	100%	Yes	Yes	Lengthening
25	Mulberry Street	2.7	100%	Yes	Yes	
26	Prospect Road	5.0	100%	Yes	Yes	Removing
27	Timberline Road	24.0	48%	TBD	TBD	
<b>Other Eligible Corridors</b>						
	SH 263	2.0	0%	No	Yes	New

## Discussion



- Are the proposed criteria appropriate?
- Are there additional criteria that should be considered?
- What other information do you need before taking action?
- Are there additional roads you think we should consider?



## Next Steps



- TAC Discussion on 2045 RSCs – May 18
- Council Discussion on 2045 RSCs – June 7
- TAC Action – June 20
- Council Action – July 5
  
- Use the 2045 RSCs in the 2018 Call for Projects



**For more information:**

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Transportation Planner  
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# Northern Colorado Bike & Ped Collaborative

Executive Summary - Wednesday, March 14, 2018

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

## Trail Construction Costs Presentation

Kelly Smith with the City of Loveland and Zac Wiebe with Larimer County presented on costs associated with the Long View Trail and Front Range Trail projects. Smith presented per-unit and total project cost estimates as well as lessons learned while working in road rights-of-way, working with utility companies, constructing in wetlands, and more. Wiebe highlighted the challenges of coordinating with various agencies, requirements associated with different grants, future trail management and maintenance, and wildlife management along trail corridors.

## Northern Colorado Leaders Ride: Planning and Timeline

Dusil stated he met with Kim Sharpe to discuss logistics of past elected leader rides. The tentative plan is to hold a ride for Northern Colorado local, state, and federal representatives in conjunction with the grand opening of the Long View Trail in fall 2018. The route would take riders 13 miles from the South Transit Center in Fort Collins to downtown Loveland along the Fossil Creek Trail, Long View Trail, and Loveland's on-street bike network. The ride would include several stops to showcase notable aspects of the project and highlight the economic benefits of trails. A subcommittee will meet in the next month to discuss the remaining planning, ride logistics, and potential barriers to holding the ride in 2018. The group would like to make this an annual event, potentially showcasing the Great Western Trail in 2019.

## I-25 Memo: Meeting with CDOT Recap and Next Steps

Willis explained at the March 23 meeting CDOT stated they are still working to secure funds to include the Big Thompson Bridge replacement in the interim North I-25 expansion project. If CDOT secures funding, space for a trail connection under the bridge would likely be preserved. The Box Elder Creek crossing may not be feasible until the Mulberry Street Bridge is replaced because of the engineering and floodplain modeling required. At a future meeting the Collaborative may request TAC consider developing a process to ensure NFRMPO plans for multimodal connectivity are considered in future projects on highways like I-25 and US34.

The group moved to request TAC recommend inclusion of the Big Thompson River and Box Elder Creek crossings in the North I-25 expansion project when funds become available.

## Next Month's Agenda Items

- NFRMPO 2045 Regional Transit Element (RTE)
- Greeley/Windsor/Fort Collins Regional Transit Route Presentation
- Northern Colorado Leaders Ride

# NEED A RIDE?

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

Find Northern Colorado Transit Services Info @ [noco.findmyride.info](http://noco.findmyride.info)



# Mobility Coordination

In the North Front Range MPO



## Larimer County Senior Transportation Needs Report Update

In July 2017, Larimer County approved the *Larimer County Senior Transportation Needs Assessment (Needs Assessment)*, which addressed senior mobility in the unincorporated portions of the County. The *Needs Assessment* was made up of multiple components: public outreach through a statistically-valid survey mailed to older adults residing in unincorporated Larimer County and four focus groups held throughout the County; an inventory of existing services, including transit, paratransit, taxis, and volunteer transportation; and recommended strategies to help address senior transportation gaps in unincorporated Larimer County.

After the approval of the *Needs Assessment*, a Work Group formed to begin crafting a senior transportation program based on the recommended strategies. The Work Group consisted of staff from Larimer County, Rural Alternatives for Transportation (RAFT), the NFRMPO, and the Partnership for Age-Friendly Communities (PAFC) in Larimer County. Through interviews with staff from non-profits, governmental agencies, and consultants around the country, the Work Group realized they needed assistance to implement the program.

To create a viable program, the Work Group is applying for grant funding to create an *Implementation Plan*. If funded, the *Implementation Plan* will create a business and financial plan synthesizing the recommendations of the *Needs Assessment*, the advice and lessons learned from the Work Group interviews, and potential demonstration projects to prove project readiness.

## 2045 RTE Survey Released

NFRMPO staff is beginning to work on the *2045 Regional Transit Element (2045 RTE)*. As the long range transit component of the *2045 Regional Transportation Plan (2045 RTP)*, the plan outlines goals and identifies strategies to continue enhancing our region’s transit network in the next two decades. The RTE is updated every four years in conjunction with our Regional Transportation Plan.

Data for the *2045 RTE* is collected both subjectively and objectively. Objective data, like current routes, fare and financial information, and demographics is collected and used to show a data-driven existing condition. The subjective data is collected through the NFRMPO’s public outreach process. Together, the NFRMPO can synthesize how people interact with the transit network with what the data shows.

Public outreach for the *2045 RTE* is being collected in a variety of ways. Through 5 p.m. on April 30, residents of Larimer and Weld counties are asked to fill out a survey in English: [bit.ly/2tRAF3y](http://bit.ly/2tRAF3y) or Spanish: [bit.ly/2luZg1s](http://bit.ly/2luZg1s). Responses received from this survey will help NFRMPO and the *2045 RTE* Steering Committee prioritize corridors and investments.

## Rider’s Guide Updates

More than 160 users have logged onto the online service to find potential service matches since January 1, 2018, with 95 percent of users being new. To request printed Rider’s Guides, contact Alex Gordon at [agordon@nfrmpo.org](mailto: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 for \$5310 funds from both CDOT for Weld County and Fort Collins on behalf of the Fort Collins-Loveland-Berthoud TMA.

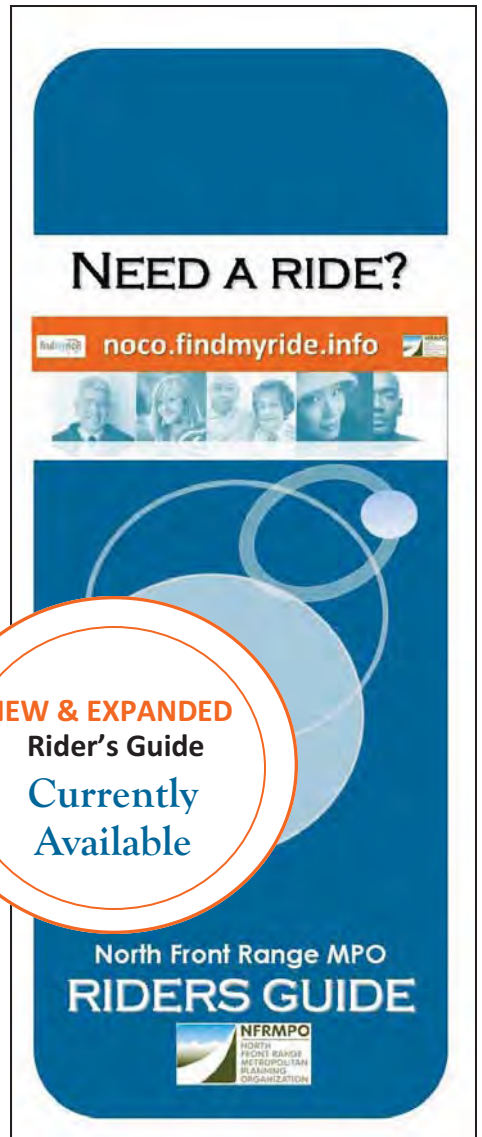


### Larimer County Mobility Committee

- Arc of Larimer County
- Berthoud Area Transportation System
- Berthoud Rural Alternative for Transportation (RAFT)
- City of Loveland Transit (COLT)
- Colorado Division of Vocational Rehabilitations
- Elderhaus
- Foothills Gateway
- Heart&SOUL Paratransit
- Larimer County Department of Health and Environment
- Larimer County Office on Aging
- Larimer County Workforce Center
- SAINT
- Transfort

### Weld County Mobility Committee

- Arc of Weld County
- Colorado Division of Vocational Rehabilitation
- Connections for Independent Living
- Envision Colorado
- Greeley Center for Independence
- Greeley Evans Transit (GET)
- North Range Behavioral Health
- Senior Resource Services
- Sunrise Community Health
- United Way of Weld County



**NEW & EXPANDED  
Rider's Guide  
Currently  
Available**



Learn about the NFRMPO's Mobility Coordination goals and strategies  
[www.nfrmpo.org/mobility](http://www.nfrmpo.org/mobility)



For additional meeting details including agendas, notes & meeting location, visit [nfrmpo.org/mobility](http://nfrmpo.org/mobility)





**FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**North Front Range Transportation & Air Quality Planning Council**  
**Administrative Modification #2018-M3**

Submitted to: CDOT  
 Prepared by: Medora Kealy  
 DATE: 3/1/2018

Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
<b>NFRMPO Transportation Alternatives (TA)</b>														
PREVIOUS ENTRY	2017-001	Great Western Trail	Windsor Severance Eaton	Bike/Ped Facility	Federal	Transportation Alternatives Program - NFR	50	250	250	-	-	500	-	-
					Local		13	63	63	-	-	125	-	-
					Total		63	313	313	-	-	625	-	-
Project Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.														
REVISED ENTRY	2017-001	Great Western Trail	Windsor Severance Eaton	Bike/Ped Facility	Federal	Transportation Alternatives Program - NFR	50	665	250	-	-	915	-	-
					Local		13	63	166	-	-	229	-	-
					Local Overmatch		-	-	9	-	-	9	-	-
					Total		63	728	425	-	-	1,153	-	-
Project Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.														
Reason: Add \$415k federal TA FY18 funds, \$104k FY19 local funds, and \$9k FY19 local overmatch.														
<b>Surface Transportation Block Grant (STBG)</b>														
PREVIOUS ENTRY	2020-012	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	Loveland	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	335	750	-	1,085	-	-
					Local		-	-	70	156	-	226	-	-
					Total		-	-	405	906	-	1,311	-	-
Project Description: Widen US-34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US-34.														
REVISED ENTRY	2020-012	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	Loveland	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	350	335	400	1,085	-	-
					Local		-	-	70	156	-	226	-	-
					Total		-	-	350	405	556	1,311	-	-
Project Description: Widen US-34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US-34.														
Reason: Advance \$350K FY21 federal STBG funds to FY19.														
<b>Grants: Safe Routes to Schools</b>														
PREVIOUS ENTRY	P-24	Safe Routes to School	Various Below		Federal	Surface Transportation Block Grant	172	299	-	-	-	299	-	-
					Local		15	75	-	-	-	75	-	-
					Local Overmatch		-	153	-	-	-	153	-	-
					Total		187	527	-	-	-	527	-	-
Pool Projects: SR47001.027 - West 4th Street Bicycle & Pedestrian Safety Imp														
Pool Description: Summary of CDOT Region 4 Safe Routes to School Pool Programming in the North Front Range Region.														
REVISED ENTRY	P-24	Safe Routes to School	Various Below		Federal	Surface Transportation Block Grant	172	383	-	-	-	383	-	-
					Local		15	96	-	-	-	96	-	-
					Local Overmatch		-	153	-	-	-	153	-	-
					Total		187	632	-	-	-	632	-	-
Pool Projects: SR47001.027 - West 4th Street Bicycle & Pedestrian Safety Imp														
NEW ENTRY - Fort Collins SRTS Strategic Equipment for Youth														
NEW ENTRY - Connecting pathways to Ponderosa														
Pool Description: Summary of CDOT Region 4 Safe Routes to School Pool Programming in the North Front Range Region.														
Reason: New Safe Routes to School projects selected to receive funding. Fort Collins SRTS Strategic Equipment for Youth and Connecting pathways to Ponderosa. Adding \$84k federal FY18 and \$21k local FY18 funds to pool total.														

**FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**North Front Range Transportation & Air Quality Planning Council**  
**Administrative Modification #2018-M3**

Prepared by: Medora Kealy  
 DATE: 3/1/2018

Submitted to:	CDOT													
Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
<b>FTA 5339 - Bus and Bus Facilities Program</b>														
PREVIOUS ENTRY	2017-043	Data Warehouse Implementation and Training	Fort Collins	Capital Purchase	Federal	FTA5339	-	60	-	-	-	60	-	-
	SST7066.015				Local	Local	-	15	-	-	-	15	-	-
					Total	Total	-	75	-	-	-	75	-	-
Project Description: Purchase and implementation of Transport Data Warehouse (ridership, operating statistics, etc.) and associated training for users.														
REVISED ENTRY	2017-043	Data Warehouse Implementation and Training	Fort Collins	Capital Purchase	Federal	FY15/16 FTA5339	-	28	-	-	-	28	-	-
	SST7066.015				Local	Local	-	15	-	-	-	15	-	-
					Total	Total	-	43	-	-	-	43	-	-
Project Description: Purchase and implementation of Transport Data Warehouse (ridership, operating statistics, etc.) and associated training for users.														
Reason: Due to unanticipated underspend, reduce FY18 federal by \$32k.														
<b>PREVIOUS ENTRY 2017-044 Service and Scheduling Software Upgrade</b>														
	SST7066.016		Fort Collins	Capital Purchase	Federal	FTA5339	-	102	-	-	-	102	-	-
					Local	Local	-	25	-	-	-	25	-	-
					Total	Total	-	127	-	-	-	127	-	-
Project Description: Modernization and upgrade of Transport's service and scheduling software.														
REVISED ENTRY	2017-044	Service and Scheduling Software Upgrade	Fort Collins	Capital Purchase	Federal	FY15/16 FTA5339	-	98	-	-	-	98	-	-
	SST7066.016				Local	Local	-	24	-	-	-	24	-	-
					Total	Total	-	122	-	-	-	122	-	-
Project Description: Modernization and upgrade of Transport's service and scheduling software.														
Reason: Due to unanticipated underspend, reduce FY18 federal by \$4k and reduce FY18 local by \$1k.														
<b>PREVIOUS ENTRY 2017-049 Purchase of Mobile Data Terminals</b>														
	SST7066.021		Fort Collins	Capital Purchase	Federal	FTA5339	-	108	-	-	-	108	-	-
					Local	Local	-	25	-	-	-	25	-	-
					Total	Total	-	133	-	-	-	133	-	-
Project Description: This project will allow Transport to replace 18 mobile data computers used for demand responsive paratransit service.														
REVISED ENTRY	2017-049	Purchase of Mobile Data Terminals	Fort Collins	Capital Purchase	Federal	FY15/16 FTA5339	-	47	-	-	-	47	-	-
	SST7066.021				Local	Local	-	12	-	-	-	12	-	-
					Total	Total	-	59	-	-	-	59	-	-
Project Description: This project will allow Transport to replace 18 mobile data computers used for demand responsive paratransit service.														
Reason: Due to unanticipated underspend, reduce FY18 federal by \$61k and reduce FY18 local by \$13k.														
<b>PREVIOUS ENTRY 2017-050 Bus Wash Replacement</b>														
	SST766.022		Fort Collins	Capital Purchase	Federal	FTA5339	-	221	-	-	-	221	-	-
					Local	Local	-	159	-	-	-	159	-	-
					Total	Total	-	380	-	-	-	380	-	-
					Local	Local	-	55	-	-	-	55	-	-
					Total	Total	-	41	-	-	-	41	-	-
					Total	Total	-	476	0	0	0	476	-	-
Project Description: Replacement of internal components of the existing Transport Maintenance Facility (TMF) bus wash.														
REVISED ENTRY	2017-050	Bus Wash Replacement	Fort Collins	Capital Purchase	Federal	FY16/17 FTA5339	-	221	-	-	-	221	-	-
	SST766.022				Local	Local	-	70	-	-	-	70	-	-
					Total	Total	-	18	-	-	-	18	-	-
					Total	Total	-	364	0	0	0	364	-	-
Project Description: Replacement of internal components of the existing Transport Maintenance Facility (TMF) bus wash.														
Reason: Due to unanticipated underspend, reduce FY18 federal by \$89k and reduce FY18 local by \$23k.														



Status	Level	TPR	Local	Project	PNum	Project Name	Phase	Budget	Expend	Balance	FHWA Date	FHWA Days	Last Bill Date	Days
WARNING!!	Under \$50k	NFR	CDOT	12372	STA 2873-100	US 287;SH1 to LaPorte Bypass	Design	\$5,906,777	(\$5,891,505)	\$15,272	12-Jul-05	4647	02-Apr-08	3652
WARNING!!	Under \$50k	NFR	Loveland	20540	ER M830-084	PRLA Roosevelt Rd @ BNSF	ROW	\$91,324	(\$91,323)	\$1	10-Mar-14	1484	12-Jun-15	1025
WARNING!!	Under \$50k	NFR	X	20529	ER M070-905	PRLA CR 44 Permanent Repair	Misc.	\$17,930	(\$17,929)	\$1	24-Mar-14	1470	12-Jun-15	1025
WARNING!!	Over \$200k	NFR	Fort Collins	19561	AOC M455-111	US287; Wilcox to SH 1 & Ped Bridge	ROW	\$810,000	\$0	\$810,000	10-Jun-14	1392		0
WARNING!!	Over \$50k	NFR	Weld Co	20481	ER C030-068	PRLA WCR54 CR 13A Bridge over Big T	ROW	\$4,000	\$0	\$4,000	04-May-15	1064		0
WARNING!!	Over \$200k	NFR	Larimer Co	20612	TAP C060-081	Colorado Front Range Trail	Const.	\$570,000	\$0	\$570,000	15-Mar-17	383		0
WARNING!!	Over \$200k	NFR	X	20529	ER M070-905	PRLA CR 44 Permanent Repair	Const.	\$1,547,750	\$0	\$1,547,750	23-May-17	314		0
WARNING!!	Over \$200k	NFR	CDOT	20845	STA 0853-101	US 85 Resurfacing Eaton to Ault	Utility	\$218,113	\$0	\$218,113		0	10-Mar-17	388
						Sub-Total		\$9,165,894	(\$6,000,757)	\$3,165,137				
<b>Projects with unexpended balances of more than \$200k with activity in the last year (FHWA \$630.106 (5)(I))</b>														
FHWA OK	Over \$200k	NFR	CDOT	12509	STA 402A-003	SH402; US 287 to I-25 (Loveland)	Design	\$2,487,000	(\$1,904,674)	\$582,326	01-Jul-99	6850	30-Nov-17	123
FHWA OK	Over \$200k	NFR	CDOT	12509	STA 402A-003	SH402; US 287 to I-25 (Loveland)	ROW	\$2,870,000	(\$1,683,821)	\$1,186,179	23-Sep-08	3478	03-Jan-18	89
FHWA OK	Over \$200k	NFR	Fort Collins	16525	AOC M455-088	Jefferson Street/SH14 Improvements	Design	\$1,220,209	(\$664,221)	\$555,988	02-Jan-09	3377	28-Mar-18	5
FHWA OK	Over \$200k	DR&NF	CDOT	18319	IM 0253-220	I-25 SH 66 to N/O SH 56	Design	\$12,208,796	(\$8,624,320)	\$3,584,476	14-Dec-11	2301	13-Mar-18	20
FHWA OK	Over \$200k	NFR	CDOT	18844	IM 0253-223	I-25 & US34 Interchange	Design	\$7,110,000	(\$5,333,065)	\$1,576,935	09-Mar-12	2215	17-Oct-17	167
FHWA OK	Over \$200k	NFR	CDOT	12372	STA 2873-100	US 287;SH1 to LaPorte Bypass	Utility	\$3,462,624	(\$2,913,903)	\$548,721	19-Sep-12	2021	30-Mar-18	3
FHWA OK	Over \$200k	NFR	CDOT	18357	IM 0253-221	I-25; SH 392 to SH 14	Misc.	\$1,634,315	(\$1,367,403)	\$266,912	07-Mar-13	1852	19-Dec-17	104
FHWA OK	Over \$200k	NFR	Fort Collins	19561	AOC M455-111	US287; Wilcox to SH 1 & Ped Bridge	Design	\$696,863	(\$327,886)	\$368,977	03-Jan-14	1550	20-Mar-18	13
FHWA OK	Over \$200k	NFR	CDOT	20068	ER 0342-057	PR US 34A MP 114 to MP 116	Design	\$3,100,026	(\$2,553,508)	\$546,518	22-Jan-14	1531	31-Dec-17	92
FHWA OK	Over \$200k	NFR	CDOT	20068	ER 0342-057	PR US 34A MP 114 to MP 116	Const.	\$14,496,023	(\$13,332,998)	\$963,725	04-Sep-14	1306	31-Aug-17	214
FHWA OK	Over \$200k	NFR	Greeley	20389	AOC M570-048	10th Street in Greeley: Phase II	Const.	\$1,416,400	(\$700,804)	\$715,596	16-Dec-14	1203	28-Mar-18	5
FHWA OK	Over \$200k	NFR	CDOT	12372	STA 2873-100	US 287;SH1 to LaPorte Bypass	Design	\$27,850,200	(\$17,574,661)	\$10,275,539	18-Sep-15	927	23-Mar-18	10
FHWA OK	Over \$200k	NFR	CDOT	19164	NH 0853-089	US34/85 Interchange Reconstruction	Design	\$2,500,000	(\$608,009)	\$1,891,991	11-Apr-16	721	16-Mar-18	17
FHWA OK	Over \$200k	NFR	CDOT	19185	FSA 0853-091	US 85 Resurf Ph-1, & SH 392 Intersection	Const.	\$19,462,864	(\$18,387,439)	\$575,425	06-Jun-16	665	22-Mar-18	11
FHWA OK	Over \$200k	NFR	CDOT	20575	IM 0253-242	Crossroads Bridge Replacement @ I-25	Const.	\$30,295,281	(\$23,631,018)	\$6,674,263	15-Jun-16	656	30-Mar-18	3
FHWA OK	Over \$200k	NFR	CDOT	21506	IM 0253-255	I-25 North; SH 402 to SH 14	Design	\$6,019,000	(\$5,660,329)	\$358,671	07-Sep-16	572	28-Feb-18	33
FHWA OK	Over \$200k	NFR	CDOT	21444	NH 0341-091	US 34 PEL Glade Road to Kersey	Design	\$2,121,000	(\$1,084,868)	\$1,127,132	09-Sep-16	570	21-Mar-18	12
FHWA OK	Over \$200k	NFR	CDOT	21506	IM 0253-255	I-25 North; SH 402 to SH 14	ROW	\$21,569,942	\$0	\$21,569,942	26-Sep-16	553	23-Mar-18	10
FHWA OK	Over \$200k	NFR	CDOT	20845	STA 0853-101	US 85 Resurfacing Eaton to Ault	Const.	\$17,368,375	(\$11,935,032)	\$5,433,343	31-Jan-17	426	22-Mar-18	11
FHWA OK	Over \$200k	NFR	Loveland	20888	BRO M830-088	Bridge Replace Lov1050 Taft Ave	Const.	\$920,000	(\$507,911)	\$412,089	17-Feb-17	409	21-Dec-17	102
FHWA OK	Over \$200k	NFR	Greeley	20389	ER M570-048	10th Street in Greeley: Phase II	Const.	\$247,947	\$0	\$247,947	06-Apr-17	361	28-Mar-18	5
FHWA OK	Over \$200k	NFR	Evans	20619	STU M415-019	65th Ave Widening - Evans	Const.	\$1,720,015	(\$733,082)	\$986,933	28-Apr-17	339	07-Feb-18	54
FHWA OK	Over \$200k	NFR	CDOT	20187	ER R400-322	PR SH60 & SH257 Structures	Const.	\$8,189,496	(\$2,042,162)	\$6,147,334	09-Aug-17	236	22-Mar-18	11
FHWA OK	Over \$200k	NFR	CDOT	21506	IM 0253-255	I-25 North; SH 402 to SH 14	Const.	\$267,664,676	(\$516,768)	\$267,147,908	08-Sep-17	206	20-Dec-17	103
FHWA OK	Over \$200k	NFR	Larimer Co	20530	ER C060-076	PRLA CR15 @ Little T Bridge Mp 1.91	Const.	\$2,264,164	\$0	\$2,264,164	19-Sep-17	195		0
FHWA OK	Over \$200k	NFR	Weld Co	20481	ER C030-068	PRLA WCR54 CR 13A Bridge over Big T	Const.	\$422,432	\$0	\$422,432	21-Sep-17	193		0
FHWA OK	Over \$200k	NFR	Larimer Co	19889	STU C060-065	SH14 / Greenfield Ct Frontage Rd	Const.	\$1,995,000	\$0	\$1,995,000	13-Nov-17	140		0
FHWA OK	Over \$200k	NFR	CDOT	20180	ER 0342-058	PR US 34D MP 13.75 to MP 14.71	Const.	\$3,047,592	(\$14,319)	\$3,033,273	21-Nov-17	132	12-Mar-18	21
FHWA OK	Over \$200k	NFR	CDOT	20945	STA 0342-060	US 34D Overlay and Bridge Work	Const.	\$3,751,164	\$0	\$3,751,164	21-Nov-17	132		0
FHWA OK	Over \$200k	NFR	CDOT	20844	STA 0142-065	SH-14 Resurf Ft Collins, Lemay to I-25	Const.	\$7,201,996	\$0	\$7,201,996	27-Nov-17	126		0
FHWA OK	Over \$200k	NFR	Loveland	19060	SHO M830-062	US287 & Orchards Shopping Center HES	Const.	\$250,000	\$0	\$250,000	17-Jan-18	75		0
FHWA OK	Over \$200k	NFR	CDOT	12509	STA 402A-003	SH402; US 287 to I-25 (Loveland)	Design	\$2,487,000	(\$1,304,674)	\$582,326		0	30-Nov-17	123
FHWA OK	Over \$200k	NFR	CDOT	21865	FSA 2873-190	US 287 and Foothills Parkway	Design	\$400,000	(\$17,097)	\$382,903		0	05-Dec-17	118
FHWA OK	Over \$200k	NFR	Greeley	20149	FSA M570-047	Greeley Evans Transit Hub	Const.	\$2,752,493	(\$2,220,077)	\$230,486		0	27-Dec-17	96
FHWA OK	Over \$200k	NFR	CDOT	21506	IM 0253-255	I-25 North; SH 402 to SH 14	Utility	\$4,688,982	(\$13,661)	\$4,675,321		0	28-Dec-17	95
FHWA OK	Over \$200k	NFR	CDOT	21863	FSA 0253-258	I-25; Fort Collins North Cable Rail	Design	\$1,200,000	(\$2,810)	\$1,197,190		0	31-Jan-18	61
FHWA OK	Over \$200k	NFR	CDOT	21146	FBR 060A-022	SH 60 Over the South Plate River	Design	\$1,042,625	(\$698,701)	\$343,924		0	16-Mar-18	17
FHWA OK	Over \$200k	NFR	CDOT	21369	BR R400-354	Little-T Channel Work and SH 60 Resurf	Const.	\$636,750	\$0	\$636,750		0	22-Mar-18	11
FHWA OK	Over \$200k	NFR	Fort Collins	20615	STU M455-118	Horsetooth & College Intersection Impv	Design	\$429,989	(\$240,012)	\$429,989		0	28-Mar-18	5
FHWA OK	Over \$200k	NFR	Fort Collins	20615	STU M455-118	Horsetooth & College Intersection Impv	Const.	\$3,228,901	\$0	\$3,228,901		0		0
FHWA OK	Over \$200k	NFR	CDOT	21146	FBR 060A-022	SH 60 Over the South Plate River	Const.	\$9,929,000	\$0	\$9,929,000		0		0
FHWA OK	Over \$200k	NFR	Loveland	21176	C M830-089	Byrd Dr Over for I-25 Frontage Removal	Misc.	\$1,100,000	\$0	\$1,100,000		0		0
FHWA OK	Over \$200k	NFR	CDOT	22248	FBR 0253-261	I-25 North; Prospect - Bridge Enterprise	Utility	\$1,144,500	\$0	\$1,144,500		0		0

FHWA OK	Over \$200k	NFR	CDOT	22248	FBR 0253-261	I-25 North: Prospect - Bridge Enterprise	ROW	\$1,758,700	\$0	\$1,758,700	0	28-Feb-18	0
FHWA OK	Over \$200k	NFR	CDOT	22248	FBR 0253-261	I-25 North: Prospect - Bridge Enterprise	Const.	\$17,083,900	\$0	\$17,083,900	0	12-Feb-18	0
FHWA OK	Over \$200k	NFR	CDOT	22482	FBR 0253-263	I-25 North: Hillsboro-Bridge Enterprise	Const.	\$3,526,600	\$0	\$3,526,600	0	23-Mar-18	0
Sub-Total													
								\$527,303,851	(\$128,390,462)	\$398,913,389			
<b>Projects with unexpended balances between \$50k and \$200k with activity in the last 24 months (FHWA 6630.106 (5)(ii))</b>													
FHWA OK	Under \$200k	NFR	CDOT	18357	IM 0253-221	I-25: SH 392 to SH 14	Design	\$8,986,685	(\$8,897,864)	\$88,821	2344	01-Nov-11	33
FHWA OK	Under \$200k	D-N-U	CDOT	18997	NH 0853-088	US 85 PEL Corridor Study	Design	\$2,142,450	(\$1,364,580)	\$177,870	2075	27-Jul-12	49
FHWA OK	Under \$200k	NFR	Loveland	20540	ER M830-084	PRLA Roosevelt Rd @ BNSF	Design	\$624,994	(\$540,286)	\$84,708	1432	01-May-14	10
FHWA OK	Under \$200k	NFR	CDOT	20187	ER R400-322	PR SH60 & SH257 Structures	Design	\$2,147,914	(\$2,081,699)	\$66,215	1403	30-May-14	61
FHWA OK	Under \$200k	NFR	Loveland	18119	AQC M830-059	Loveland I-25/JUS34/Crossroads VMS	Const.	\$97,285	(\$97,803)	\$97,285	935	10-Sep-15	136
FHWA OK	Under \$200k	NFR	Larimer Co	20823	BRO C060-084	Big Thomp. River at CR19E (LR19E-0.5-20)	Const.	\$290,000	(\$199,875)	\$90,125	866	18-Nov-15	55
FHWA OK	Under \$200k	NFR	CDOT	20583	IM 0253-243	I-25 S/O SH 56 Climbing Lane	Const.	\$13,902,963	(\$13,735,426)	\$167,537	824	30-Dec-15	45
FHWA OK	Under \$200k	NFR	CDOT	20180	ER 0342-058	PR US 34D MP 13.75 to MP 14.71	ROW	\$200,000	(\$93,098)	\$106,902	608	02-Aug-16	21
FHWA OK	Under \$200k	NFR	Greeley	20148	STU M570-046	65th Ave: US34 Bypass to 37th Ave	Const.	\$2,104,184	(\$2,043,792)	\$60,392	579	31-Aug-16	248
FHWA OK	Under \$200k	NFR	CDOT	20586	STA 060A-019	SH 60 Resurfacing US 287 to Milliken	Const.	\$7,737,974	(\$7,574,949)	\$163,025	482	06-Dec-16	83
FHWA OK	Under \$200k	NFR	CDOT	21542	BR 2873-187	US287 - Spring Creek	Design	\$107,000	(\$45,207)	\$61,793	404	22-Feb-17	33
FHWA OK	Under \$200k	NFR	X	20529	ER M070-905	PRLA CR 44 Permanent Repair	Design	\$160,000	(\$41,654)	\$118,346	364	03-Apr-17	214
FHWA OK	Under \$200k	NFR	Windor	20613	TAP M377-006	Great Western Trail - Windsor	Design	\$195,276	(\$112,293)	\$82,983	285	21-Jun-17	13
FHWA OK	Under \$200k	NFR	Milliken	21889	TAP M887-006	West Alice + Inez Blvd Ped Impmt	Design	\$130,219	\$0	\$130,219	153	31-Oct-17	0
FHWA OK	Under \$200k	NFR	CDOT	20999	FBR 0253-247	I25 at Vine Drive Bridge Replacement	ROW	\$200,000	(\$10)	\$199,990	0	16-Feb-18	45
FHWA OK	Under \$200k	NFR	CDOT	20999	FBR 0253-247	I25 at Vine Drive Bridge Replacement	Design	\$457,900	(\$318,933)	\$138,967	0	28-Feb-18	33
FHWA OK	Under \$200k	NFR	CDOT	21146	FBR 060A-022	SH 60 Over the South Platte River	ROW	\$122,200	(\$28,615)	\$93,585	0	28-Feb-18	33
FHWA OK	Under \$200k	NFR	Greeley	20149	FSA M570-047	Greeley Evans Transit Hub	ROW	\$63,802	\$0	\$63,802	0	28-Feb-18	0
FHWA OK	Under \$200k	NFR	CDOT	20999	FBR 0253-247	I25 at Vine Drive Bridge Replacement	Utility	\$80,000	\$0	\$80,000	0	28-Feb-18	0
FHWA OK	Under \$200k	NFR	CDOT	22482	FBR 0253-263	I-25 North: Hillsboro-Bridge Enterprise	ROW	\$78,100	(\$0)	\$78,100	0	28-Feb-18	0
								\$29,926,749	(\$37,776,084)	\$2,150,665			

FHWA OK	Under \$50k	NFR	CDOT	12372	STA 2873-100	US 287:SH 1 to LaPorte Bypass	Design	\$4,777,094	(\$4,777,044)	\$50	7031	01-Jan-99	742
FHWA OK	Under \$50k	NFR	CDOT	12509	STA 402A-003	SH402: US 287 to I-25 (Loveland)	Utility	\$200,000		\$13,181	2034	06-Sep-12	395
FHWA OK	Under \$50k	NFR	CDOT	20575	IM 0253-242	Crossroads Bridge Replacement @ I-25	Design		\$1,894,132	\$79	1140	17-Feb-15	515
FHWA OK	Under \$50k	NFR	Weld Co	20481	ER C030-068	PRLA WCR54 CR 13A Bridge over Big T	Design	\$119,000	(\$90,981)	\$28,019	1109	20-Mar-15	80
FHWA OK	Under \$50k	NFR	Larimer Co	20530	ER C060-076	PRLA CR15 @ Little T Bridge Mp 1.91	Design	\$381,141	(\$348,344)	\$32,797	1083	15-Apr-15	157
FHWA OK	Under \$50k	NFR	CDOT	20844	STA 0342-060	US 34D Overlay and Bridge Work	Design	\$194,431	(\$175,774)	\$18,657	972	04-Aug-15	49
FHWA OK	Under \$50k	NFR	CDOT	20845	STA 0853-101	US 85 Resurfacing Eaton to Ault	Design	\$748,925	(\$748,700)	\$225	875	09-Nov-15	189
FHWA OK	Under \$50k	NFR	CDOT	20945	IM 0253-242	Crossroads Bridge Replacement @ I-25	Design	\$279,601	(\$262,686)	\$16,915	728	04-Apr-16	238
FHWA OK	Under \$50k	NFR	Fort Collins	20664	STA 0142-065	SH-14 Resurf Ft Collins, Lemay to I-25	Design	\$386,790	(\$368,641)	\$18,149	635	06-Jul-16	6
FHWA OK	Under \$50k	NFR	Fort Collins	20187	TAP M455-120	Pitkin Street Bike Corridor	Const.	\$601,433	(\$594,479)	\$6,954	594	16-Aug-16	13
FHWA OK	Under \$50k	NFR	CDOT	20187	ER R400-322	PR SH60 & SH257 Structures	ROW <td>\$277,584</td> <td>(\$252,663)</td> <td>\$24,921</td> <td>560</td> <td>19-Sep-16</td> <td>45</td>	\$277,584	(\$252,663)	\$24,921	560	19-Sep-16	45
FHWA OK	Under \$50k	NFR	CDOT	12372	STA 2873-100	US 287:SH 1 to LaPorte Bypass	Utility	\$4,777,094	(\$4,777,044)	\$50	556	23-Sep-16	305
FHWA OK	Under \$50k	NFR	CDOT	20586	STA 060A-019	SH 60 Resurfacing US 287 to Milliken	Design	\$111,000	(\$5,549)	\$5,451	0	21-Mar-16	742
FHWA OK	Under \$50k	NFR	CDOT	19185	FSA 0853-091	US 85 Resurf Ph-1, & SH 392 Intersection	Utility	\$162,555	(\$154,640)	\$7,915	0	17-Feb-17	409
FHWA OK	Under \$50k	NFR	CDOT	21684	NH 0853-104	US 85 Signal at WCR 76 N. of Eaton	Design	\$200,000	(\$66,782)	\$20,000	0	17-Apr-17	350
FHWA OK	Under \$50k	NFR	Fort Collins	20152	FSA M455-117	Transfort Network Management System	Misc.	\$40,000	\$0	\$40,000	0	31-May-17	306
FHWA OK	Under \$50k	NFR	Fort Collins	20152	FSA M455-117	Transfort Network Management System	Design	\$40,000	\$0	\$40,000	0	17-Nov-17	136
FHWA OK	Under \$50k	NFR	CDOT <th>21146</th> <th>FBR 060A-022</th> <th>SH 60 Over the South Platte River</th> <th>Utility</th> <td>\$5,550</td> <td>\$0</td> <td>\$5,550</td> <td>0</td> <td>0</td> <td>0</td>	21146	FBR 060A-022	SH 60 Over the South Platte River	Utility	\$5,550	\$0	\$5,550	0	0	0
FHWA OK	Under \$50k	NFR	CDOT <th>22433</th> <th>CR400-361</th> <th>Region 4 Traffic Mgmt. Center</th> <th>Design</th> <td>\$20,000</td> <td>\$0</td> <td>\$20,000</td> <td>0</td> <td>0</td> <td>0</td>	22433	CR400-361	Region 4 Traffic Mgmt. Center	Design	\$20,000	\$0	\$20,000	0	0	0
FHWA OK	Under \$50k	NFR	CDOT <th>22469</th> <th>C.0853-110</th> <th>US85 ROW Settlement Agreement</th> <th>Misc.</th> <td>\$20,000</td> <td>\$0</td> <td>\$20,000</td> <td>0</td> <td>0</td> <td>0</td>	22469	C.0853-110	US85 ROW Settlement Agreement	Misc.	\$20,000	\$0	\$20,000	0	0	0
								\$15,082,910	(\$14,749,934)	\$332,976			
								\$591,479,404	(\$186,917,237)	\$404,562,167			

Grand Total \$591,479,404 (\$186,917,237) \$404,562,167