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Technical Advisory Committee

- Dave Klockeman - Chair
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- Amanda Brimmer, RAQC
- Aaron Bustow, FHWA
- Ulysses Torres, GET
- Ranae Tunison, FTA
- Kaley Zeisel, Transfort
- NoCo Bike & Ped Collaborative

- MPO Transportation Staff**
- Suzette Mallette, Executive Director
- Becky Karasko, Regional Transportation Planning Director
- Ryan Dusil, Transportation Planner
- Alex Gordon, Transportation Planner II/ Mobility Coordinator
- Medora Kealy, Transportation Planner II
- Sarah Martin, Transportation Planner

Next TAC Meeting:
 August 15, 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**

July 18, 2018
 Windsor Community Recreation Center
 250 N. 11th Street—Pine Room
 Windsor, Colorado

1:00 – 3:30 p.m.

1. Introductions
2. Public Comment (*2 minutes each*)
3. Approval of June 20, 2018 Meeting Minutes (*Page 2*)

CONSENT AGENDA:

No items this month.

ACTION/DISCUSSION ITEM:

4. Call for Projects Congestion Mitigation and Air Quality (CMAQ) Formulas and Project Scoring (*Page 9*) Gordon/Kealy

DISCUSSION ITEMS:

5. Target Setting for PM2 (*Pavement and Bridge Condition Measures*) and PM3 (*Performance of NHS, Freight, and CMAQ Measures*) (*Page 16*) Gordon
6. 2045 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT) Framework (*Page 18*) Gordon/Martin

OUTSIDE PARTNERS REPORTS (*verbal*):

7. NoCo Bike Ped Collaborative (*Page 22*) *(Written Report)*
8. Regional Transit Agencies
9. Senior Transportation
10. Regional Air Quality Council

REPORTS:

11. Transportation Ballot Initiatives Update All
12. Bike/Ped Counters Updates (*Page 23*) *(Written Report)*
13. Mobility Committee Updates (*Page 28*) *(Written Report)*
14. TIP Modification Updates (*Page 30*) *(Written Report)*
15. Federal Inactives Report (*Page 38*) *(Written Report)*
16. Roundtable All

MEETING WRAP-UP:

17. Final Public Comment (*2 minutes each*)
18. 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 11th Street
Windsor, CO**

**June 20, 2018
1:02 – 3:53 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Will Jones, Vice Chair – Greeley
Dawn Anderson – Weld County
Amanda Brimmer – RAQC
Aaron Bustow – FHWA
Tim Kemp – Fort Collins
Rusty McDaniel – Larimer County
Karen Schneiders – CDOT
Joe Smith, alternate – Evans
Dennis Wagner – Windsor

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Gary Carsten – Eaton
Rick Coffin – CDPHE-APCD
John Franklin – Johnstown
Eric Fuhrman – Timnath
Jessicca McKeown – LaSalle
Katy Mason – LCOA
Mitch Nelson – Severance
Ranae Tunison – FTA
Vacant – Milliken

NFRMPO STAFF:

Ryan Dusil
Alex Gordon
Medora Kealy
Suzette Mallette
Sarah Martin

IN ATTENDANCE:

Marissa Gaughan – CDOT
Randy Grauberger – WSP
Alana Koenig – CDOT
Jake Schuch – CDOT
Kelly Smith – Loveland
Kaley Zeisel – Fort Collins/Transfort

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:02 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE MAY 16, 2018 TAC MINUTES

Kemp moved to approve the May 16, 2018 TAC minutes. The motion was seconded by Jones and approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

CDOT Transit Development Program (TDP) – Gordon stated Council preemptively approved the project list for the TDP at their June meeting, with the understanding TAC would provide a recommendation in June and the list could be revised to reflect current priorities. The list will be sent to the Transportation Commission in July and projects may be submitted to Karasko through June 29. Since the draft list was presented to TAC in May, projects have been added by GET and Transfort. Mallette noted the project list was originally intended as part of CDOT’s development plan, but could also be used to identify projects for the potential transportation funding ballot initiatives this November.

Schneiders moved to approve the list including any revisions submitted by June 29. The motion was seconded by McDaniel and approved unanimously.

NoCo Bike & Ped Collaborative Request – Smith, NoCo Bike & Ped, explained NoCo had submitted a memo to CDOT in November 2017 requesting multi-use trail crossings across North I-25. She provided an overview of the ensuing discussions and meetings with TAC, Planning Council, and CDOT. NoCo is proposing to address the communication barriers unveiled during that process via a revised memo included in the TAC packet, which identified a framework for collaboration between TAC, NoCo, and other agency staff. Smith stated the revised memo replaces the November 2017 memo, and the revised memo is intended for TAC, not for CDOT. NoCo is anticipating developing a more formal process for collaboration based on the framework identified in the memo, and is requesting TAC approve the memo.

Schneiders asked if NoCo developed priorities for bike and pedestrian projects, which could be useful for SB 1. Smith stated NoCo has not developed a prioritized list due to project fluidity and the importance of project readiness; however, NoCo may develop a spreadsheet of projects that identifies project readiness and can be updated by the communities. Schneiders noted the match requirement for multimodal projects funded by SB 1 will likely be substantial.

Jones asked TAC members how to involve Planning Council with the request. Mallette stated the memo could be presented to Planning Council as how NoCo and TAC will work together moving forward. Klockeman agreed to provide the update to Council at their next meeting in August.

Schneiders moved to approve the memo. The motion was seconded by Kemp and approved unanimously.

PRESENTATION

North Front Range Regional Rail Concept Presentation – Grauberger, WSP, presented a concept discussion on commuter rail in the North Front Range region. Developers in the North Front Range raised interest in regional North Front Range commuter service, potentially using the Great Western Railway and Union Pacific Railroad branch lines between Greeley and Loveland, and Greeley and Fort Collins. The regional service could be implemented prior to the inter-regional service, and could tie into the larger system if it is ever developed. The regional service would not run on the mainline, except possibly to get to the transit centers in Fort Collins and Loveland.

Discussions are underway with key stakeholders, including OmniTRAX, Greeley, Fort Collins, Loveland, Windsor, Timnath, and CDOT. Grauberger stated future stakeholders include Chambers of Commerce, BNSF, Union Pacific (UP), the Northern Colorado Regional Airport, Larimer County, and Weld County. Grauberger added they welcome suggestions for additional stakeholders.

Funding is needed for a feasibility study, which would encompass research of “similar” commuter rail projects, right-of-way analysis, stakeholder plan, projected ridership analysis, operating plan scenarios, mode determination, cost estimates, governance, and project funding sources. Regarding governance, it could be appropriate to create a regional entity/authority. Grauberger stated two helpful documents, the BNSF railway’s commuter rail principles and Ohio’s Commuter Rail Checklist, will be sent to TAC following the meeting.

Joe Smith asked how projected ridership compared to actual ridership for RTD. Grauberger stated he would have to follow up, but most routes have been successful. In the North Front Range, there would be a limited number of trains to start out, with additional trains added based on ridership. The feasibility study would also determine when the commuter rail service would be needed, which could be sometime in the next 20 years.

Jones stated he would like to incorporate commuter service, including Park-n-Ride lots, into Greeley’s Transportation Plan; however, the mode of the service should be determined via the analysis, not just assumed to be rail.

Mallette asked if other developers are involved. Grauberger replied some have shown interest, but have been unable to attend previous meetings. He asked if others should be involved. TAC recommended involving McWhinney, Richardson, and Blue Ocean.

Grauberger noted WSP is facilitating the discussion as a volunteer, and does not own the project. Jones asked if this should be identified in the *2045 Regional Transit Element (RTE)*, and Gordon replied that it will be included. Mallette stated the central question is if there is enough interest to fund the feasibility study. Mallette asked how much the feasibility study could cost. Grauberger said the North I-25 EIS Commuter Rail Update conducted in 2014 was around \$350k, but this study could be scaled back and still answer key questions. Jones asked the cost of the study on US 36 to Boulder. Grauberger stated he was not sure, but the study included BRT analysis, phasing, and station design for the Northwest Rail Line all the way to Longmont, which is a larger scope than this study would be.

Mallette stated local governments generally apply for the Call for Projects, so a local champion would be needed to sponsor the study. Jones asked if the NFRMPO could sponsor the project. Mallette replied it would be better for a local government to sponsor, and perhaps the funding could come off the top from the Surface Transportation Block Grant (STBG) funding pool. Schneiders stated it could be appropriate for the NFRMPO to sponsor. Gordon noted the Call for Projects is for funding in 2022 and 2023. Mallette proposed projects could swap funding years to accelerate the feasibility study. Klockeman stated the project has merit, but it is up to the Planning Council to decide the policy direction. Mallette recommended Grauberger present an overview to Planning Council and a TAC member identify next steps and ask for funding. The conversation on how to present to Planning Council will continue offline.

Grauberger will set up meetings with staff from Larimer and Weld counties, along with staff from smaller communities within each county, to bring them into the discussion.

DISCUSSION ITEMS

2045 Regional Transit Element (RTE) Update – Gordon stated the *2045 RTE* was brought to TAC late last year and today's discussion provides an update. The *2045 RTE* is part of the *2045 Regional Transportation Plan (RTP)* and will identify priorities for transit investment using qualitative and quantitative data. Gordon stated the RTE is useful for grant applications, forecasting trends, and identifying corridor priorities.

Martin stated a Steering Committee is guiding the RTE, and includes members from COLT, GET, Transfort, a volunteer driver from SAINT, public health professionals from Larimer County and CSU, and representatives of the disabled community via ARC of Larimer County. Public outreach strategies include attendance at community events, conversations with transportation advisory boards, an online mapping tool called [Community Remarks](#), and a survey. The survey asked demographic questions, typical transportation modes, obstacles to riding transit, and destinations that should be served by transit. Martin presented the four goals of the RTE, which include being efficient and effective, integrating with multiple modes, enhancing mobility for all users, and remaining at the forefront of innovation. The goals support the RTE's vision of "a transit network for everyone."

Gordon identified the proposed *2045 RTE* corridors, which are based on public input. The dashed lines indicate potential routes, while the solid lines indicate routes that are further along and have had action taken. Weld County Road (WCR) 74 is identified because of the WCR 74 Access Control Plan and the potential for transit investment. Gordon noted the Poudre Express is represented from Fort Collins to Windsor to Greeley. Jones pointed out the Poudre Express will use 10th Street, not US34 Bypass, and Gordon replied the change would be incorporated. Corridors such as US287 and I-25, which currently have transit, were included due to feedback on need for additional investment. A route from Fort Morgan to Greeley is included in CDOT's Bustang Outrider plans. Anderson and Jones recommended adding a connection on US85 to Eaton, and Gordon stated the route would be added. Gordon noted the corridors are intended to represent city pairs and not exact routes.

Gordon stated the RTE will consider the Transit Development Program, Fort Collins City Plan Update, Loveland Transportation and Transit Master Plans Update, and WCR 74 Projects. Gordon asked if other

plans should be considered. Anderson noted there is discussion of an access control plan between Eaton and Severance, and Gordon stated that would be considered as well.

The Draft Plan will be released in August and will be brought to TAC and Planning Council for Discussion and Action starting in September.

2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) & PM2 (Pavement and Bridge Condition Measures) and PM3 (Performance of NHS, Freight, and CMAQ Measures) – Martin presented the 2040 GOPMT developed for the *2040 RTP* and explained the framework could be updated for the *2045 RTP*. When the *2040 RTP* was developed, there was basic guidance on performance-based planning, but the national performance measures had not been established. Now that the measures are established, they need to be incorporated into the GOPMT for the *2045 RTP*.

There are seven national goals which must be included, either directly or by reference, in the RTP. In the *2040 RTP*, the NFRMPO established four goals that tie to the seven national goals. There are three to four objectives under each of the four goals, and each objective is measured by at least one performance measure. Martin noted some of the objectives read as policies rather than objectives, which could be updated. The *2040 RTP* had 11 performance measures, and six of those are similar to federally-required performance measures. Martin stated TAC can decide if the remaining measures should be retained.

Mallette asked if the performance of non-federally-required measures needs to be reported if those measures are retained. Martin stated it is not required but they could be included in the RTP's system performance report.

Gordon stated the NFRMPO adopted the State's highway safety targets in January. Gordon identified the performance measures and State targets for PM2 (Pavement and Bridge Condition), and PM3 (Performance of NHS, Freight, and CMAQ). The two rulemakings include 14 performance measures. The NFRMPO must either support the State targets or set MPO-specific targets by November. For most measures, the region performs better than the State target. Gordon stated the NFRMPO is working with the transit agencies on the Transit Asset Management (TAM) targets, and the NFRMPO will adopt regional targets in 2019. Jones stated GET will join the CDOT group TAM Plan.

Klockeman stated CDOT controls their system's performance, so it makes sense to support the State's targets. Schneiders noted state highway facilities are local government's main streets. Klockeman agreed local governments work with CDOT to maintain facilities, but it does not seem beneficial to set different targets than CDOT.

Mallette asked if the targets could be changed. Gordon stated the targets could be changed in 2020. Bustow added the highway safety targets are set every year, and the remaining targets are set every 4-years or every 2 and 4-years, depending on the measure. However, resetting at the two-year mark is intended for adjusting the targets based on recent performance, not to switch between State and MPO-specific targets.

Klockeman asked if there are penalties for not meeting targets. Bustow stated there are no penalties for MPOs. At the state level, there are penalties for not meeting targets, but instead of removing funds, they impact the prioritization of funding.

Martin stated the pros to setting MPO-specific targets include increased local buy-in, ability to set targets that reflect regional performance, and reporting regional performance, rather than statewide performance, in the RTP.

Klockeman and Jones stated performance measures should be within our control, and reducing VMT per capita may be too aspirational. Mallette encouraged TAC members to review measures for ability to be controlled. Klockeman proposed supporting the State's targets for the national measures and adopting MPO-specific targets for other performance measures, and bringing the item back for Action in July.

Regarding the goals, objectives, and non-required measures, Martin suggested the framework could be retained or streamlined. Mallette stated the chart works well to show the connection between the national goals and NFRMPO goals. TAC members requested a revised GOPMT chart showing the linkage between the federally-required performance measures and the objectives in the 2040 GOPMT.

Call for Projects Congestion Mitigation and Air Quality (CMAQ) Emissions Formulas – Kealy stated the upcoming Call for Projects will be held this fall. Emissions formulas will be used to assess total emissions reduced and cost effectiveness for CMAQ project applications. In the last two Calls, CMAQ projects were scored based on short-term emissions benefits, long-term emissions benefits, and cost effectiveness. Emissions were calculated for those Calls using the Michigan DOT forms for non-vehicle projects and the EPA’s Diesel Emissions Quantifier (DEQ) for vehicle projects. The DEQ does not estimate VOC reductions and does not have CNG-specific emission rates. Since 2016, the FHWA has developed a new tool, the CMAQ Emissions Calculator Toolkit, which covers nine project types. Three additional modules are expected to be released by FHWA in 2018. Kealy stated the packet includes a table of the supported project types for each tool, along with the required data inputs.

A variety of project types are eligible for CMAQ funds. The most cost effective projects according to FHWA include diesel engine retrofits, diesel vehicle repowers, idle reduction strategies, park and rides, and incident management. Mallette stated there are many categories of eligible projects, and there are opportunities to submit more cost-effective projects.

Staff estimated CMAQ emissions for six project types to compare tool formulas and project performance, including CNG vehicle replacement, clean diesel vehicle replacement, transit CNG bus replacement, diesel engine retrofit, traffic signal synchronization, and bicycle/pedestrian trail. Kealy identified the data inputs, emissions reduced, and cost effectiveness for each project as shown in the presentation. Mallette pointed out whichever tool is used, all projects of a particular type would be scored using the same system and would be on an even playing field. Klockeman asked if FHWA has a preference for which tool to use. Bustow stated there is no stated preference, although FHWA has invested in the toolkit and it would be great to have more entities using it. The toolkit could also provide a more consistent analysis for the CMAQ emissions performance measure. Gaughan noted FHWA, CDOT, and DRCOG met recently and learned DRCOG is evaluating how to measure emissions. She recommended NFRMPO and DRCOG work together to discuss formulas. Kealy stated she would reach out to DRCOG. Gaughan stated it might be a good idea to bring in Upper Front Range as well.

Mallette noted the bus replacement formulas do not take into account ridership. Kealy stated the new transit operation formula considers ridership since that type of project would provide new service and take cars off the road, but the bus replacement formulas consider VMT, not person miles traveled. However, the scoring and weighting system could be adjusted to account for the national performance measures, which include measures of transit asset management, bolstering the score of bus replacement projects. Jones stated he thinks adjusting the scoring would be beneficial because the CMAQ program has been an important source of maintenance funds for Transfort and GET.

Klockeman noted there has been discussion about fueling stations versus vehicles, and in some cases alternative fuel vehicles cannot be purchased unless there is a station available. Klockeman asked how stations are evaluated. Kealy stated the FHWA toolkit assesses emissions reductions based on the location of the new station in comparison to the previous fueling station, and does not consider the fuel type dispensed. Klockeman asked how DRCOG scores stations, and Kealy stated she would inquire.

Kemp stated auxiliary turn lanes have scored well in the past, but not as well in recent years, and asked if staff could develop an example. Kealy stated she would send that out to TAC.

Kealy identified the proposed schedule for the Call. The Call would open in August, with applications due in September, the scoring meeting in October, and TAC and Planning Council Discussion and Action in October through January. The schedule accounts for the cancellation of the November TAC meeting.

Klockeman asked how the scoring committee would be set up. Kealy stated it could run as before, with TAC members volunteering to score at a scoring meeting the morning of TAC. Klockeman asked to get the extra meeting on calendars as soon as possible.

Klockeman asked if projects need to be scored twice if the state chooses another formula system. Kealy stated the national performance measure for CMAQ emissions reductions relies on whichever formulas each entity uses, so the emissions only need to be calculated once.

Brimmer stated RAQC uses AFLEET, which is an input for the FHWA toolkit, and asked if there is any difference between the two tools. Kealy stated there are some differences, some of which can be explained by the geographic scope, since the FHWA toolkit uses national factors and AFLEET is state-specific. However, some of the differences are very large, especially for transit buses. NFRMPO staff reached out to the FHWA contact person on this issue and are awaiting a response.

Mallette noted there are only three project types with options in each tool, based on the table in the TAC packet, and the rest only have one tool option. Mallette proposed project types covered by one tool only should be calculated using the available tool, and TAC can decide between the two tools for the remaining three project types.

Kealy asked if TAC would like to use the project scoring system, pool structure, and applicant request limit from the previous Call or revisit those policies. Klockeman stated the CMAQ formulas could be an Action item for next month after gathering additional formula information, and the Call policies worked well so there is no need to change them. Kealy stated the scoring could be revisited to tie more directly to the required national performance measures.

FY2018 TIP Roll Forwards to FY2019 – Kealy stated six projects have been submitted for roll forwards by CDOT Region 4. Roll forwards are required if a project has not yet had its funding obligated via an Intergovernmental Agreement (IGA). Instructions for submitting a roll forward request will be emailed to project sponsors.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Written report.

Regional Transit Agencies – Jones stated Greeley submitted their supplemental request for the regional transit route. Fort Collins is working through their process for funding. Greeley, at the request of Windsor staff, sent a letter to the Mayor of Windsor with a request for operation funding. In addition, an application was submitted for CDOT FASTER funding. Zeisel stated the new Director of Transfort and Parking Services will be Drew Brooks. Transfort submitted a Low-No grant application for electric buses, the award for which will be announced in early fall. Klockeman stated design for the north transit center is progressing.

Senior Transit Items – Gordon stated the CDOT 5304 grant will be announced by the end of June. The Senior Transportation Coalition applied for an AARP grant for a regional travel training bringing together Transfort, COLT, Bustang, and RTD.

Regional Air Quality Council – Brimmer stated the EPA designations under the 2015 ozone standard will be effective August 3, 2018. The Denver-North Front Range region, with the same boundary as before, is designated as marginal nonattainment which does not require a State Implementation Plan (SIP). However, RAQC is planning for a potential bump up to a moderate designation. RAQC released an RFP for modeling and is reviewing control strategies which would need to be implemented by 2023.

The Mow Down Pollution program concluded with three events and over 300 mowers sold, 250 gasoline mowers recycled, and over 200 tools purchased.

Yesterday the governor issued an executive order for Colorado to adopt the California clean car standards. CDPHE will issue a rulemaking to adopt the standards. The standards primarily impact GHGs, not criteria pollutants. Anderson stated Commissioner Cozad is the NFRMPO representative on RAQC and asked TAC members to contact their elected officials about the executive order, since there will not be a Planning Council meeting in July. Mallette asked for more details on the executive order.

Brimmer explained the national and California standards were supposed to converge in 2021 to 2025, but the auto industry lobbied against this convergence; in response, the administration rolled back fuel economy standards. 12 other states have adopted the California standards. Colorado may not support the zero emissions vehicle (ZEV) component. Adopting the California standard will increase options for low emissions vehicles in Colorado. At the last RAQC meeting, members voted to send a letter to Governor Hickenlooper asking him to consider the California standards. Anderson stated she will follow up with Commissioner Cozad, because it is unclear if there will be another vote.

Brimmer reported RAQC's Executive Director Ken Lloyd's last day is July 27.

REPORTS

Transportation Ballot Initiatives Update – Schneiders stated the Transportation Commission is discussing the final ballot list this week.

ROUNDTABLE

Schneiders stated the dollar amounts are known for SB1, but the process for distributing funds is still to be determined by the Transportation Commission. In addition, the full extent of funding will not be known until after the November election. There will be discussion on SB267 on June 22 at the Statewide Transportation Advisory Committee (STAC).

Kealy stated the functional classification process will be discussed at the June 22 Statewide MPO (SWMPO) meeting and asked which communities are interested in requesting classification changes. Jones and Anderson indicated interest, and Kealy stated she would follow up with them.

Kemp stated Fort Collins received clearance to begin Right of Way (ROW) acquisition for the Jefferson project. Funding is available for a majority of the project, but not the southern end. A request was submitted for additional funding for the southern end.

Martin stated NFRMPO staff have been revamping social media accounts, and encouraged TAC members to follow the NFRMPO on Facebook, Twitter, and Instagram.

Klockeman stated the first part of the I-25 widening project will soon be starting with the expansion of US34. The North I-25 public meeting will take place on June 27 at the Ranch in Loveland.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Next month's topics were not addressed.

Meeting adjourned at 3:53 p.m.

Meeting minutes submitted by:

Medora Kealy, NFRMPO Staff

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



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Mobility Coordinator
Medora Kealy, Transportation Planner II
Sarah Martin, Transportation Planner*

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Alex Gordon and Medora Kealy

Date: July 18, 2018

Re: Call for Projects Congestion Mitigation and Air Quality
(CMAQ) Emissions Formulas and Project Scoring

Background

At the June TAC meeting, staff presented options for CMAQ emissions formulas for use in the 2018 Call for Projects. Since that meeting, staff reached out to the Denver Regional Council of Governments (DRCOG), the Regional Air Quality Council (RAQC), the Colorado Energy Office (CEO), and the Upper Front Range (UFR) to learn their processes for calculating emissions benefits. Information is still being gathered and will be shared at the July TAC meeting. Staff is also developing an emissions reduction calculation for an example auxiliary lane project to be shared at the meeting.

Federal regulations require the Transportation Improvement Program (TIP) to be designed to make progress toward achieving the federally-required performance measures. In addition, the TIP must show the linkage between investment priorities in the TIP and performance targets established in the Regional Transportation Plan (RTP). To meet these federal requirements, staff suggest adding a criterion to the scoring system for CMAQ and Surface Transportation Block Grant (STBG) programs on the project's contribution to target achievement. The scoring system used in the 2016 Call is presented in **Tables 1-3**, and the proposed scoring system is presented in **Tables 4-5**. Another proposed change to the STBG scoring system, reflected in **Table 5**, is to apply one system for all projects, instead of separate scoring systems for large and small communities. No changes are proposed for the Transportation Alternatives (TA) scoring system.

Table 6 identifies the CMAQ project types supported by the FHWA CMAQ Emissions Calculator Toolkit and/or the MDOT tool and EPA's DEQ. In addition, the required data inputs and supported project parameters are identified for each tool.

Action

Staff requests TAC determine which CMAQ emissions tools to use in the 2018 Call for Projects and choose scoring systems for the CMAQ, STBG, and TA programs, so that the 2018 Call for Projects can open in late August.

2016 Call for Project Scoring System

Table 1. Congestion Mitigation and Air Quality (CMAQ)

| Evaluation Criterion | Possible Points |
|---|-----------------|
| Short Term Emissions Benefit (Year 1) | 20 |
| Long Term Emissions Benefit (Years 2-5) | 40 |
| Total Emissions Benefit + Federal Cost | 40 |
| TOTAL | 100 |

Table 2. Surface Transportation Block Grant (STBG)

| Evaluation Criterion | Possible Points | |
|--|-----------------|-------|
| | Small | Large |
| Safety | 25 | 50 |
| Mobility (multi-modal, congestion, reliability, continuity, etc.) | 25 | 45 |
| System Preservation (maintaining the current system based on current pavement condition) | 25 | 0 |
| Partnerships (Each partner must contribute at least 10% of the local match requirement) | 25 | 5 |
| TOTAL | 100 | |

Table 3. Transportation Alternatives (TA)

| Evaluation Criterion | Possible Points |
|---|-----------------|
| Enhance Safety | 20 |
| Increase Bicycling and/or Walking Activity | 9 |
| Maximize Transportation Investment / Network Connectivity Improvement | 11 |
| Improve State and Regional Economy | 8 |
| Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health | 8 |
| Provide Transportation Equity | 4 |
| Project Readiness | 20 |
| Integration With Plans and Community Documented Support | 20 |
| TOTAL | 100 |

Proposed 2018 Project Scoring System

Table 4. Congestion Mitigation and Air Quality (CMAQ)

| Evaluation Criterion | Possible Points |
|---|-----------------|
| Short Term Emissions Benefit (Year 1) | 20 |
| Long Term Emissions Benefit (Years 2-5) | 30 |
| Cost Effectiveness (Federal Cost ÷ Total Emissions Benefit) | 30 |
| Contribution to Target Achievement | 20 |
| TOTAL | 100 |

Table 5. Surface Transportation Block Grant (STBG)

| Evaluation Criterion | Possible Points |
|--|-----------------|
| Safety | 20 |
| Mobility (multi-modal, congestion, reliability, continuity, etc.) | 20 |
| System Preservation (maintaining the current system based on current pavement condition) | 20 |
| Partnerships (Each partner must contribute at least 10% of the local match requirement) | 20 |
| Contribution to Target Achievement | 20 |
| TOTAL | 100 |

Transportation Alternatives (TA)

No proposed changes

Table 6. Supported CMAQ Project Types and Required Data Inputs by Tool

| Project Type | FHWA CMAQ Emissions Calculator Toolkit ¹ | MDOT ² or EPA DEQ ³ |
|---|---|---|
| Alt Fuel Vehicle Replacement or Diesel Repower/ Replacement* | <ul style="list-style-type: none"> New fuel type (biodiesel B100, biodiesel B20, battery electric (BEV), CNG, diesel, ethanol (E85), fuel cell (FCV), hybrid electric (HEV), hydraulic hybrid (HHV), LNG, natural Gas/Diesel, propane (LPG)) | <ul style="list-style-type: none"> New fuel type (CNG, diesel, LNG, LNG/propane, all-electric, hybrid electric, plug-in hybrid electric, hydraulic hybrid, fuel cell, gasoline, other) |
| Engine Retrofit* | <ul style="list-style-type: none"> Emission control device (diesel oxidation catalyst, closed crankcase ventilation, diesel particulate filter, exhaust gas recirculation, selective catalytic reduction) | <ul style="list-style-type: none"> Emission control device (diesel oxidation catalyst, closed crankcase ventilation, diesel particulate filter, exhaust gas recirculation, selective catalytic reduction) |
| Idle Reduction* | <i>Under development in 2018</i> | <ul style="list-style-type: none"> Annual idling hours reduced |
| *Additional data inputs required for any vehicle replacement, repower, engine retrofit, or idling reduction project | <ul style="list-style-type: none"> Annual miles traveled Vehicle type (passenger car, passenger truck, light commercial truck, school bus, refuse truck, single unit /combination short haul/long haul truck) Old model year Old fuel type (gasoline or diesel) New model year (alt fuel through 2021, clean diesel through 2020) | <ul style="list-style-type: none"> Annual miles traveled Vehicle type (school bus, refuse truck, single unit /combination short haul/long haul truck) Vehicle class (3, 4-5, 6-7, 8) Old model year Old fuel type (ULSD, LPG, LNG, CNG, biodiesel 5, biodiesel 20) New model year (through 2023) Annual fuel gallons Annual idling hours Combination long haul only: Annual hoteling hours |
| Restricted Access Alt Fuel Infrastructure | <ul style="list-style-type: none"> Project year (through 2021) Vehicle type (passenger car, passenger truck, light commercial truck, school bus, refuse truck, single unit /combination short haul/long haul truck) New fuel type (biodiesel B100, biodiesel B20, battery electric (BEV), CNG, diesel, ethanol (E85), fuel cell (FCV), hybrid electric (HEV), hydraulic hybrid (HHV), LNG, natural Gas/Diesel, propane (LPG)) Distance change to new fueling facility | Not available |

| Project Type | FHWA CMAQ Emissions Calculator Toolkit ¹ | MDOT ² or EPA DEQ ³ |
|---|---|---|
| Unrestricted Access Alt Fuel Infrastructure | <ul style="list-style-type: none"> • Project year (through 2021) • Number of vehicles in study area • Projected market share of alt fuel vehicles after project • VMT, number of existing conventional fuel vehicles, and projected number of alt fuel replacements by vehicle type (passenger car, passenger truck, light commercial truck, school bus, refuse truck, single unit /combination short haul/long haul truck) • New fuel type (battery electric (BEV), CNG, diesel, ethanol (E85), fuel cell (FCV), hybrid electric (HEV), LNG, natural Gas/Diesel, propane (LPG)) | Not available |
| Park and Ride Lot | Not Available | <ul style="list-style-type: none"> • Number of spaces • Average percentage of spaces occupied • Estimated daily VMT diverted • Average speed • Emissions factor for speed |
| Carpool/Vanpool | <ul style="list-style-type: none"> • Average commute distance • Optional: Average distance to centralized pick-up/drop-off locations • Number of vehicles • Passengers per vehicle • Vanpool only: Vehicle type (minivan, 8.5k-10k GVW van, 10k-14k GVW van) • Vanpool only: fuel type (gas, diesel, CNG) | Not Available |
| Non-Motorized Pathway | <i>Under development in 2018</i> | <ul style="list-style-type: none"> • Length of pathway • ADT along impacted roads • Percentage of pedestrian and bicycle travel • Average speed on impacted roads • Emission factor for speed |
| Intelligent Transportation System (ITS) | Not Available | <ul style="list-style-type: none"> • Daily VMT over affected facilities • Percent of daily travel in peak period • Average speed before (peak and off-peak) • Expected increase in speed (peak and off-peak) • Emission factor for all four speeds |

| Project Type | FHWA CMAQ Emissions Calculator Toolkit ¹ | MDOT ² or EPA DEQ ³ |
|--|---|---|
| Travel Demand Management (TDM) Program | Not available | <ul style="list-style-type: none"> • Daily VMT in program area • Percentage of daily VMT in peak period • Average speed • Emission factor for speed |
| Traffic Monitoring Progression Improvements Automated (ATMS) | Not available | <ul style="list-style-type: none"> • VMT • Average speeds before • Expected increase in speed • Emission factors for both speeds |
| Intersection Improvements | <ul style="list-style-type: none"> • Project year (through 2020) • Area type (rural or urban, CBD or non-CBD) • Intersection type (signalized or un-signalized) • Peak hours per day • Average daily traffic • Peak-hour volume • Number of lanes • Truck percentage • Existing delay per vehicle • Existing left-turn/right-turn phase • Cycle length • Number of left-turn lanes added • Revised left-turn/right-turn phase • Ratio of green time per cycle | Not available |
| Traffic Signal Synchronization | <ul style="list-style-type: none"> • Project year (through 2020) • Area type (rural or urban) • Corridor length • Peak hours per day • Number of signalized intersections • Number of lanes • Speed limit • Average cycle length • Truck percentage • AADT • Peak-hour volume • Existing corridor travel time | Not available |

| Project Type | FHWA CMAQ Emissions Calculator Toolkit ¹ | MDOT ² or EPA DEQ ³ |
|---|--|---|
| Roundabouts | <ul style="list-style-type: none"> • Project year (through 2020) • Area type (rural or urban, CBD or non-CBD) • Existing intersection type (signalized or un-signalized) • Peak hours per day • AADT by approach • Peak-hour volume by approach • Truck percentage by approach • Existing delay per vehicle by approach • Number of lanes by approach • Existing left turn and right turn percentages by approach • Number of proposed circulating roundabout lanes | Not available |
| Operation of New Public Transportation Services | <i>Under development in 2018</i> | <ul style="list-style-type: none"> • Number of new buses in service • Average occupancy per bus • Round trip in miles • Regional daily speed • Emission factor for speed |
| Transit Bus Retrofit or Replacement | <ul style="list-style-type: none"> • Annual miles traveled • Old model year • Old fuel type (diesel or CNG) • New model year (through 2021) • New fuel type (biodiesel B100, biodiesel B20, CNG, diesel, hybrid electric (HEV), hydraulic hybrid (HHV), LNG, natural Gas/Diesel) • Emission control device (Diesel oxidation catalyst, closed crankcase ventilation, diesel particulate filter, exhaust gas recirculation, selective catalytic reduction) | <ul style="list-style-type: none"> • Annual miles traveled • Old model year • Old fuel type (ULSD, LPG, LNG, CNG, Biodiesel 5, Biodiesel 20) • New model year (through 2023) • Annual fuel gallons • Annual idling hours • New fuel type (CNG, diesel, LNG, LNG/propane, all-electric, hybrid electric, plug-in hybrid electric, hydraulic hybrid, fuel cell, gasoline, other) • Emission control device (Diesel oxidation catalyst, closed crankcase ventilation, diesel particulate filter, exhaust gas recirculation, selective catalytic reduction) |

¹ FHWA CMAQ Emissions Calculator Toolkit, https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/

² Michigan DOT (MDOT) Emissions Forms, https://www.michigan.gov/mdot/0,4616,7-151-9621_11041_60661---,00.html

³ EPA's Diesel Emissions Quantifier (DEQ), <https://cfpub.epa.gov/quantifier/index.cfm?action=main.home>



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Mitch Nelson, Town of Severance
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Fred Starr, City of Evans
Dennis Wagner, Town of Windsor
CDPHE-APCD
Town of Milliken

Amanda Brimmer, RAQC
Aaron Bustow, FHWA
Katy Mason, LCOA
Ulysses Torres, GET
Ranae Tunison, FTA
Kaley Zeisel, Transfort
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Planning Director
Ryan Dusil, Transportation Planner
Alex Gordon, Transportation Planner III/
Mobility Coordinator
Medora Kealy, Transportation Planner II
Sarah Martin, Transportation Planner

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Alex Gordon

Date: July 18, 2018

Re: **Target Setting for PM2 (Pavement and Bridge Condition Measures) and PM3 (Performance of NHS, Freight, and CMAQ Measures)**

Background

Transportation Performance Management (TPM) is a strategic approach using system information to make investment and policy decisions to achieve national performance goals. As an MPO, the NFRMPO must set targets for the National Performance Measures set out in MAP-21 and carried through in the FAST Act. The NFRMPO can set targets either at a regional/MPO level or decide to support the State's targets. In either case, the NFRMPO must agree to plan and program projects, which contribute toward the accomplishment of the adopted targets.

In February, the North Front Range Transportation & Air Quality Planning Council (NFRT&AQPC) took action to support the PM1 (Safety) Targets adopted by the State. By November 2018, the NFRT&AQPC must either adopt regional targets or support the State's targets for PM2 (Infrastructure Condition) and PM3 (System Performance/Freight/CMAQ). The Colorado Transportation Commission (TC) adopted Infrastructure Condition and System Performance Targets on April 18, 2018 and submitted the TC Resolution in May 2018. The Statewide targets are included as **Table 1** in this Memo.

This item was brought with the GOPMT to TAC at the June 20 TAC meeting and will go to Planning Council at their August 3 meeting.

Action

Staff requests TAC discuss whether the NFRMPO should support the statewide targets or set an NFRMPO-specific target for each of the measures included in PM2 and PM3.

Table 1: State (CDOT) Targets for PM2 and PM3

| Pavement Condition | Performance Measure | State Target |
|--------------------|---|--------------|
| | <i>Percentage of pavement on the Interstate System in Good condition</i> | 47% |
| | <i>Percentage of pavement on the Interstate System in Poor Condition</i> | 1% |
| | <i>Percentage of pavement on the Non-Interstate NHS in Good Condition</i> | 51% |
| | <i>Percentage of pavement on the non-interstate NHS in Poor Condition</i> | 2% |

| Bridge Condition | Performance Measure | State Target |
|------------------|--|--------------|
| | <i>Percentage of NHS bridges classified as in Good Condition</i> | 44% |
| | <i>Percentage of NHS bridges classified as in Poor Condition</i> | 4% |

| System Reliability | Performance Measure | State Target |
|--------------------|---|--------------|
| | <i>Percent of person-miles traveled on the Interstate System that are reliable</i> | 81% |
| | <i>Percent of person-miles traveled on the non-Interstate NHS that are reliable</i> | 64% |

| Freight Movement | Performance Measure | State Target |
|------------------|--|--------------|
| | <i>Truck Travel Time Reliability Index</i> | 1.5 |

| Environmental Sustainability | Performance Measure | State Target |
|------------------------------|-------------------------------------|--------------|
| | <i>VOC Reduction</i> | 105 |
| | <i>Particulate Matter Reduction</i> | 152 |
| | <i>Carbon Monoxide Reduction</i> | 1,426 |
| | <i>Nitrogen Oxides Reduction</i> | 105 |



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Sarah Martin, Transportation Planner

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Alex Gordon and Sarah Martin

Date: July 18, 2018

Re: **2045 Goals, Objectives, Performance Measures, and
Targets (GOPMT) Framework**

Background

As part of the *2040 Regional Transportation Plan (RTP)*, NFRMPO staff and TAC developed the Goals, Objectives, Performance Measures, and Targets (GOPMT) framework. The GOPMT was used as part of the 2014 and 2016 Calls for Projects, incorporated into the *2016 Non-Motorized Plan*, *2017 Coordinated Public Transit/Human Services Transportation Plan*, and the various *Unified Planning Work Programs (UPWP)* since its adoption. As part of the preliminary work for the *2045 RTP*, NFRMPO staff is updating the GOPMT using additional guidance from FHWA and FTA. This guidance was released after the adoption of the *2040 RTP* and could not be incorporated at that point.







At the June 20, 2018 TAC meeting, TAC members asked staff to update the GOPMT framework to include the PM1, PM2, and PM3 performance measures and targets. PM2 and PM3 targets were discussed as a separate agenda item. NFRMPO staff has also updated wording for objectives for clarity and formatting of the framework chart and is seeking TAC input on these changes.

The updated GOPMT framework is provided as **Figure 1**.

Action

Staff requests further input from TAC about how to advance the GOPMT discussion and implementation.

PERFORMANCE MEASURE STATEWIDE TARGET NFRMPO REGION TARGET

| PERFORMANCE MEASURE | STATEWIDE TARGET | NFRMPO REGION TARGET |
|--|--|------------------------------------|
| 1 SAFETY  Number of Fatalities Fatality rate per 100 million vehicle miles traveled Number of serious injuries Serious injury rate per 100 million vehicle miles traveled Number of non-motorized fatalities and serious injuries | 610 1.20 3,350 6.790 586 | Adopted State Targets |
| 2 PAVEMENT CONDITION  Percent of pavement on interstate System in good condition Percent of pavement on interstate System in poor condition Percent of pavement on non-interstate NHS in good condition Percent of pavement on non-Interstate NHS in poor condition | 47% 1% 51% 2% | Potentially adopting State Targets |
| 3 BRIDGE CONDITION  Percentage of NHS bridges classified as in good condition Percentage of NHS bridges classified as in poor condition | 44% 4% | Potentially adopting State Targets |
| 4 RELIABILITY (System Reliability and Freight Movement)  Percent of person-miles traveled on Interstate system that are reliable Percent of person-miles traveled on non-Interstate NHS that are reliable Truck travel time reliability index | 81% 64% 1.5 | Potentially adopting State Targets |
| 5 AIR QUALITY (CMAQ)/ENVIRONMENTAL SUSTAINABILITY  VOC Reduction Particulate Matter (PM) Reduction Carbon Monoxide (CO) Reduction Nitrogen Oxides (NOx) Reduction | 105 kg/day 152 kg/day 1,426 kg/day 105 kg/day | Potentially adopting State Targets |
| 6 NFRMPO-SPECIFIC GOALS  Population and essential destinations within paratransit and demand response service area within the MPO boundary Non-motorized facilities per capita Fixed-route revenue hours per capita within service areas VMT growth per capita | At least 85% Increase by at least 2% Increase by 30% Δ VMT \leq Δ in population | |

TRANSIT PERFORMANCE MEASURE

ANNUAL TARGET

USEFUL LIFE BENCHMARK

T-1

PERCENT REVENUE VEHICLES MEETING OR EXCEEDING USEFUL LIFE BENCHMARK

Automobile



Over the road bus

Bus

Cutaway bus

Van

Under development

Under development

T-2

PERCENT SERVICE VEHICLES MEETING OR EXCEEDING USEFUL LIFE BENCHMARK

Automobile



Truck and other rubber tire vehicles

Under development

Under development

T-3

PERCENT PASSENGER AND MAINTENANCE FACILITIES RATED BELOW CONDITION 3

Passenger Facility



Passenger Parking

Maintenance

Administrative

Under development

Under development

We seek to provide a multi-modal transportation system that is safe, as well as socially and environmentally sensitive for all users that protects and enhances the region's quality of life and economic vitality.

Value Statement

| | | | | |
|---|---|---|---|--|
| | Goal Area 1 Economic Development Quality of Life | Goal Area 2 Mobility | Goal Area 3 Multi-Modal | Goal Area 4 Operations |
| MPO GOAL | Foster a transportation system that supports economic development and improves residents' quality of life | Provide a transportation system that moves people and goods safely, efficiently, and reliably | Provide a multi-modal system that improves accessibility and transportation system continuity | Optimize operations of transportation facilities |
| NATIONAL GOALS | Infrastructure Condition | Safety | Infrastructure Condition | Congestion Reduction |
| | Freight movement and economic vitality | Congestion Reduction | System Reliability | Freight Movement and Economic Vitality |
| OBJECTIVES | Environmental Sustainability | System Reliability | System Reliability | Reduced Project Delivery Delays |
| | Conform to air quality requirement | Reduce number of severe traffic crashes | Support transportation services for all including the most vulnerable and transit-dependent populations | Invest in Transportation Demand Management techniques to reduce congestion and optimize the system |
| | Maintain transportation infrastructure and facilities | Reduce congestion | Increase mode share of non-single occupancy vehicles (SOV) modes | Develop infrastructure that supports alternate modes and connectivity |
| PERFORMANCE MEASURES & TARGETS | 5 | 1 | 6 | 4 |
| | 2 3 T-1 T-2 T-3 | 4 | 6 | 6 |
| 2045 RTP Policy | | | Invest in non-motorized projects TDM? | Invest in TDM techniques Invest in ITS infrastructure Invest in Transit Services |

Yellow highlight = NFRMPO staff changes to 2040 RTP objective
Aqua highlight = Requesting TAC input

Northern Colorado Bike & Ped Collaborative

Executive Summary - Wednesday, July 11, 2018

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

Fort Collins Wayfinding System Guidance

Gregeor provided an overview of the *Fort Collins Wayfinding Network Master Plan* adopted in 2015, including the planning process, vision, wayfinding principles, placement strategies, design standards, and lessons learned during the creation of the plan and during the implementation of the system. Gregeor added the guidance from the plan offers a template for other communities to adapt. Jacobsen highlighted a similar, more targeted effort on the C-470 Trail in the Denver Metro area, a CDOT-owned trail. The group discussed how to measure the success of a wayfinding system, how and when communities can include wayfinding in the development of their low-stress bike networks, and possibility including wayfinding as a criterion in the NFRMPO's Transportation Alternatives (TA) application and scoring process.

Regional Bike Share

Sebeczek explained the history of the bike share system in Fort Collins and provided an overview of the new Pace system, a docked/dockless bike share hybrid adaptation of the City's previous provider, Zagster. Sebeczek highlighted the public outreach, marketing, sponsorships, daily operations, and data analysis that have made the system successful. Sebeczek explained there may be opportunity to expand the system to other communities, but the system must first continue building on recent successes and strengthening existing partnerships.

Northern Colorado Leaders Ride

Dusil explained the Education Subcommittee is tentatively planning on a date in early October and is considering shorter alternative routes to accommodate more riders, account for shorter daylight hours, and adjust to the Fossil Creek Trail construction schedule. The ride may go from Front Range Community College in Fort Collins to Mehaffey Park in Loveland, or vice versa. Jacobsen stated CDOT may be able to offer funding for some of the event costs. Gaskill-Fox added the group is considering pedicabs or golf carts to make the ride more accessible to all invitees. The Education Subcommittee will meet again in early August.

Counter Data Trends

Willis stated NoCo will have a standing agenda item for members to share trends from bike and pedestrian counts. Members shared recently-observed trends, upcoming projects, and potential uses for the data.

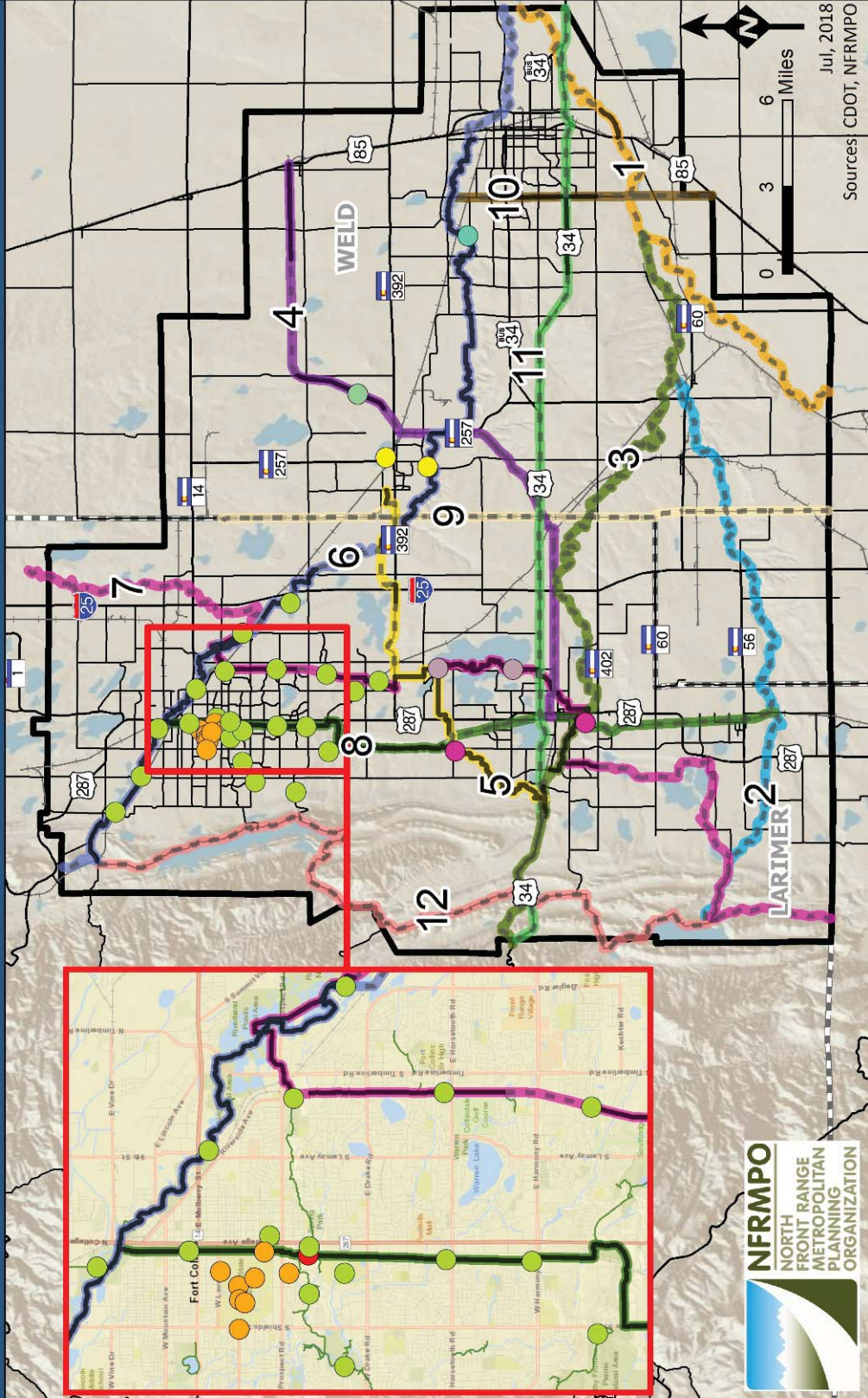
NFRMPO Technical Advisory Committee

Dusil stated the TAC approve NoCo's memo at their June meeting. Dusil added the NFRMPO Call for Projects will open in late August and TAC will be reviewing the 2016 Transportation Alternatives (TA) scoring criteria at their July meeting. NoCo stated they may consider non-motorized counters and wayfinding plans when reviewing and scoring project applications, but have not yet decided how to incorporate these components into the process.

Future Agenda Items

- eBike Regulation
- Trust for Public Lands
- US34 PEL Update
- Colorado Senate Bill 144 (Bicycle Safety Stop / Idaho Stop Law)

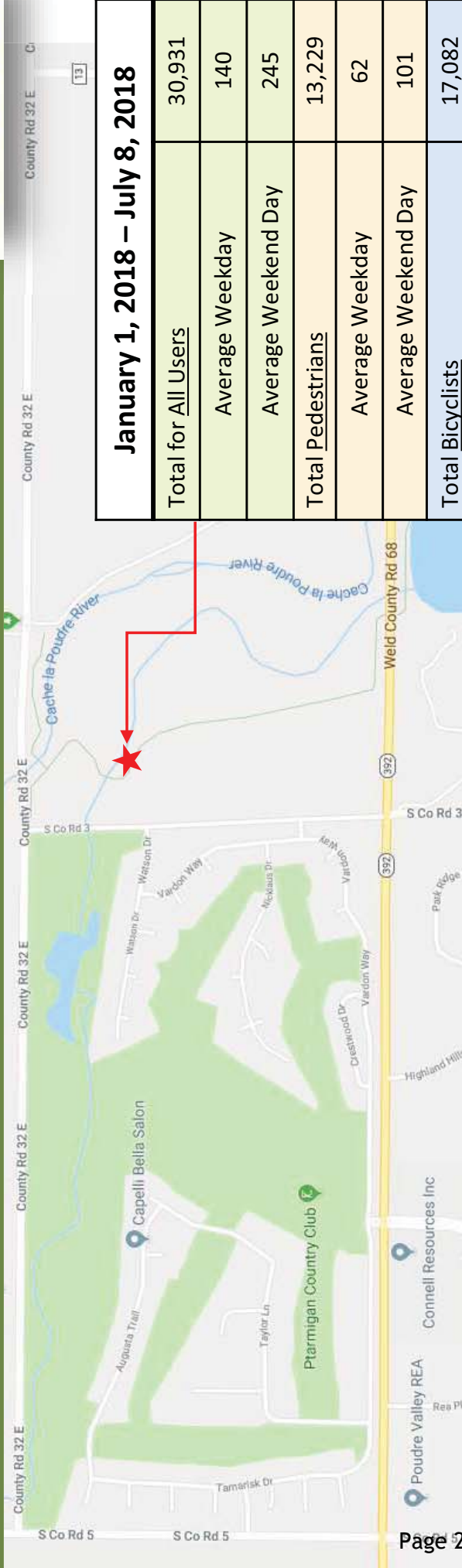
Non-Motorized Counter Locations



Legend

- NFRMPO Boundary
- County Boundary
- Regional Counters**
 - CDOT
 - Colorado Parks & Wildlife
 - Colorado State University
 - Fort Collins
 - Great Western Trail Authority
 - Greeley
 - Larimer County
 - Loveland
 - Windsor
- Existing Regional Trail
- Future Regional Trail
- Regional Counters**
 - 6: Poudre River Trail
 - 7: Front Range Trail (West)
 - 8: BNSF Fort Collins/Berthoud
 - 9: Johnstown/Timnath
 - 10: Greeley/LaSalle
 - 11: US 34 Non-motorized
 - 12: Carter Lake/Horsetooth Foothills
 - 1: South Platte/American Discovery Trail
 - 2: Little Thompson River
 - 3: Big Thompson River
 - 4: Great Western/Johnstown/Loveland
 - 5: North Loveland/Windsor

River Bluffs Open Space (Larimer County)



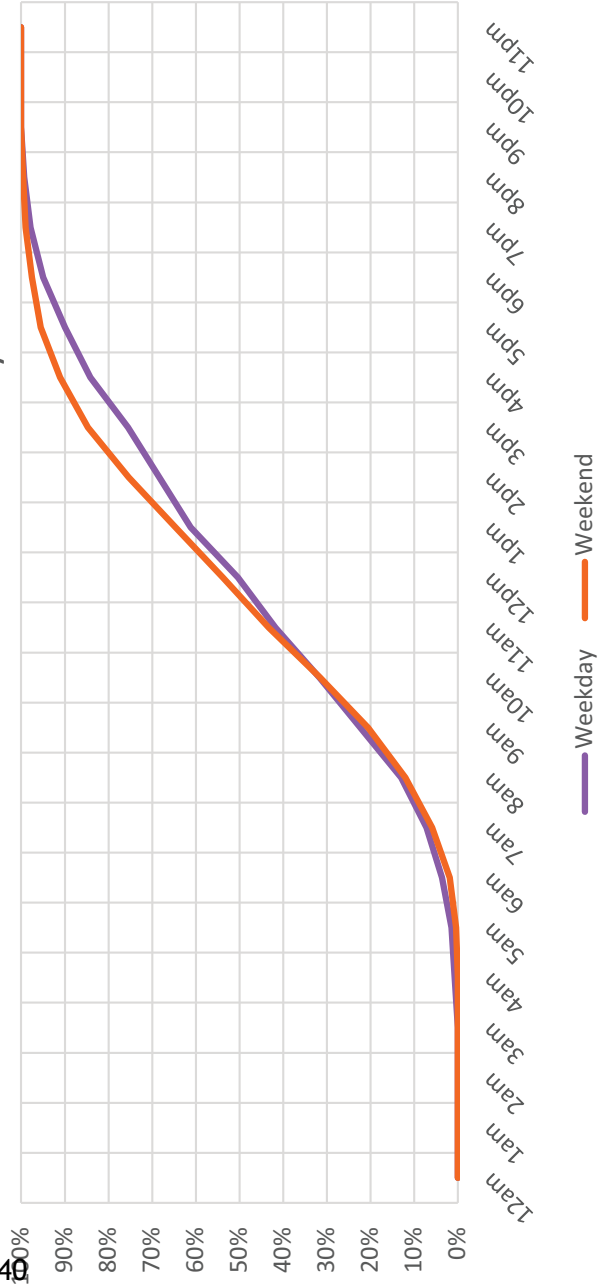
| January 1, 2018 – July 8, 2018 | |
|--------------------------------|--------|
| Total for <u>All Users</u> | 30,931 |
| Average Weekday | 140 |
| Average Weekend Day | 245 |
| Total <u>Pedestrians</u> | 13,229 |
| Average Weekday | 62 |
| Average Weekend Day | 101 |
| Total <u>Bicyclists</u> | 17,082 |
| Average Weekday | 76 |
| Average Weekend Day | 139 |

Notes:

Purchased by the NFRMPO and installed in April 2016.

Due to a damaged infrared sensor, pedestrians have been undercounted by approximately 20%. NFRMPO Staff are performing validation counts to determine when the sensor was damaged.

Cumulative Distribution of Trail Users by Hour

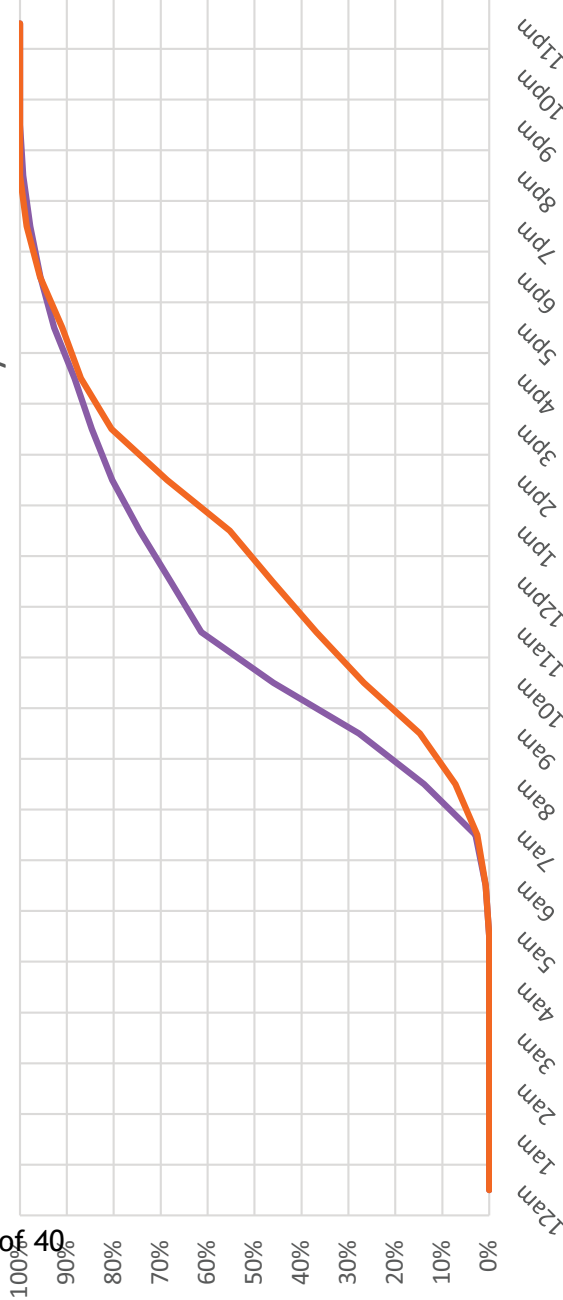


Rover Run Dog Park (Greeley)



| January 1, 2018 – July 8, 2018 | |
|--------------------------------|--------|
| Total for <u>All Users</u> | 26,415 |
| Average Weekday | 140 |
| Average Weekend Day | 140 |
| Total <u>Pedestrians</u> | 14,967 |
| Average Weekday | 90 |
| Average Weekend Day | 104 |
| Total <u>Bicyclists</u> | 11,053 |
| Average Weekday | 48 |
| Average Weekend Day | 85 |

Cumulative Distribution of Trail Users by Hour



Notes:

Purchased by the NFRMPO and installed in May 2016.

Due to a damaged infrared sensor, pedestrians have been undercounted by approximately 20%. City of Greeley Staff and NFRMPO Staff are performing validation counts to determine when the sensor was damaged.

Great Western Trail (Severance)



| May 20, 2018 – July 8, 2018 | |
|-----------------------------|-------|
| Total for All Users | 2,294 |
| Average Weekday | 45 |
| Average Weekend Day | 47 |
| Total <u>Pedestrians</u> | 1,919 |
| Average Weekday | 38 |
| Average Weekend Day | 40 |
| Total <u>Bicyclists</u> | 375 |
| Average Weekday | 8 |
| Average Weekend Day | 7 |

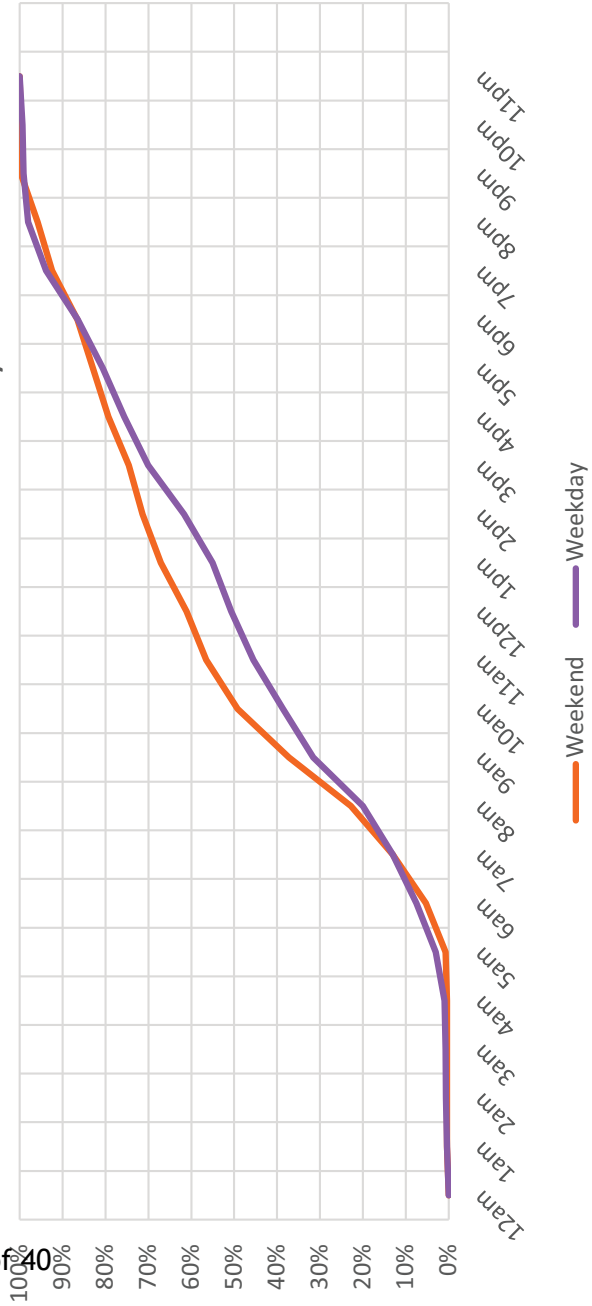
Notes:

Purchased by the NFRMPO and installed in May 2018.

Starting in August, the counter will measure trail use associated with the 2018-19 academic year at Severance Middle School.

In the coming years, the counter will measure the impact of Severance High School, a new community park, and residential development in the area.

Cumulative Distribution of Trail Users by Hour



- **There are 41 permanent non-motorized counters across the region, 23 of which are on the NFRMPO's Regional Non-Motorized Corridors (RNMCS)**
 - Based on collected data, there were over 3 million visitors to the NFRMPO Regional Non-Motorized Corridors (RNMCS) in 2017
- **2018 Bike to Work Day (Wednesday, June 27)**
 - **Fort Collins (Mason Trail and Remington Street)** - Counts were 281% higher on the Mason Trail and Remington Street than the average weekday morning
 - **Windsor / Larimer County (River Bluffs Open Space)** – Trail use was 98% higher than the average weekday morning
 - **Greeley (Rover Run Dog Park)** – Trail use was 119% higher than the average weekday morning

- **Coming Soon**

- The City of Loveland will install two trail counters this summer:
 1. Long View Trail - 57th Street and N Taft Ave
 2. Loveland Recreation Trail - Fairgrounds Park

NEED A RIDE?

noco.findmyride.info

Find Northern Colorado Transit Services Info @ noco.findmyride.info



Mobility Coordination

In the North Front Range MPO



2045 Regional Transit Element Update



Every four years, the NFRMPO updates the Regional Transportation Plan. With that update to the long-range plan comes the long-range transit plan for the region, known as the Regional Transit Element. Staff started work on the 2045 RTE in January, and has drafted chapters, recommended corridors, and reached out to the community for feedback.

Through this outreach and data analysis, the NFRMPO is recommending further transit study and investment on the following corridors:

- Harmony Road/Weld County Road 74
- Fort Collins to Wellington
- Greeley to Fort Morgan (Bustang Outrider)
- North I-25 (Fort Collins to Denver)
- Loveland to Estes Park
- Poudre Express (Greeley to Windsor to Fort Collins)
- Regional Rail: Greeley to Fort Collins (Great Western), and Greeley to Loveland (Great Western)
- US287
- US34
- US85
- Windsor to Loveland

NFRMPO staff will continue to do outreach at community events throughout the summer. A draft Plan is expected in summer 2018 with the final Plan being adopted in fall 2018. Information will be posted to nfrmpo.org/transit/rte/ as it becomes available.

Rider's Guide Updates

More than 400 users have logged onto the online service to find potential service matches since January 1, 2018, with 94.4 percent of users being new. To request printed Rider's Guides, contact Alex Gordon at agordon@nfrmpo.org or (970) 416-2023.

Senior Resource Services

Senior Resource Services (SRS) will remain the name of the non-profit organization, but SRS is renaming the transportation program as 60+ Ride and will be using that name for promoting to both clients and volunteers. To meet the expected growth of seniors in Weld County, SRS is implementing systems and processes to add 60 active volunteers in addition to the current 122. More information about the program can be found at rsrweld.com.

Greeley hosts CASTA Conference

Each May, the Colorado Association of Transit Agencies (CASTA) hosts its Spring Conference in a Front Range community. In 2017, CASTA held the event in Fort Collins, and in 2018 at the new DoubleTree by Hilton Greeley at Lincoln Park. More than 130 transit professionals from across the State came to Greeley to learn, network, and share experiences.

Conference topics overall included transit management, supervisor development, driver safety, system safety, human services issues, maintenance, and FTA and CDOT policy issues. Key highlights of the conference were Greeley-Evans Transit (GET)'s tour of their new transit center and a day dedicated to electric buses.



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

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 December 2013
 NFRMPO NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

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www.nfrmpo.org/mobility



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

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2018-M4

Prepared by: Medora Kealy DATE: 4/18/2018

| Submitted to: CDOT | 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 |
|--------------------------|----------------|--|-----------------|------------------|-------------------------|--------------------------|--------------------|------------------|-------------|-------------|-------------|-----------------------|-------------|-------------|
| PREVIOUS ENTRY | P-8 | Region 4 State Bridge Enterprise Pool Region 4 State Bridge Enterprise Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf | CDOT Region 4 | FASTER Bridge | State Local Total | FASTER Local Total | - - 23,592 | - - 23,592 | - - - | - - - | - - - | 23,592 - 23,592 | - - - | - - - |
| Pool Projects: | - | I-25 @ Vine Drive Bridge Replacement (SST8000.090) | CDOT Region 4 | FASTER Bridge | State | FASTER | - | - | - | - | - | 23,592 | - | - |
| SST8000.090 | - | Prospect Road over I-25 | CDOT Region 4 | FASTER Bridge | Local | Local | - | - | - | - | - | - | - | - |
| SST8000.083 | - | Hillsboro Tributary Bridge (C-17-EL) | CDOT Region 4 | FASTER Bridge | Total | Total | - | - | - | - | - | - | - | - |
| SST8000.107 | - | | | | | | | | | | | | | |
| Pool Description: | | Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Governments, Upper Front Range, and Eastern Transportation Planning Region | | | | | | | | | | | | |
| REVISED ENTRY | P-8 | Region 4 State Bridge Enterprise Pool Region 4 State Bridge Enterprise Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf | CDOT Region 4 | FASTER Bridge | State Local Total | FASTER Local Total | - - 24,991 | - - 24,991 | - - - | - - - | - - - | 24,991 - 24,991 | - - - | - - - |
| Pool Projects: | - | I-25 @ Vine Drive Bridge Replacement (SST8000.090) | CDOT Region 4 | FASTER Bridge | State | FASTER | - | - | - | - | - | 24,991 | - | - |
| SST8000.090 | - | Prospect Road over I-25 | CDOT Region 4 | FASTER Bridge | Local | Local | - | - | - | - | - | - | - | - |
| SST8000.083 | - | Hillsboro Tributary Bridge (C-17-EL) | CDOT Region 4 | FASTER Bridge | Total | Total | - | - | - | - | - | - | - | - |
| SST8000.107 | - | | | | | | | | | | | | | |
| Pool Description: | | Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Governments, Upper Front Range, and Eastern Transportation Planning Region | | | | | | | | | | | | |
| Reason: | | Add \$1,399 M in FY18 to Prospect Road Interchange over I-25 to complete funding package. | | | | | | | | | | | | |

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2018-M4

Prepared by: Medora Kealy DATE: 4/25/2018

| Submitted to: CDOT | 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 |
|--|----------------|---|-----------------|------------------|-----------------|----------------------|--------------------|--------|-------|-------|-------|--------------------|-------|-------|
| FASTER (North Front Range Listings of State Highway Locations) | | | | | | | | | | | | | | |
| PREVIOUS ENTRY | P-8 | Region 4 State Bridge Enterprise Pool | CDOT Region 4 | FASTER Bridge | State | FASTER | - | 23,592 | - | - | - | 23,592 | - | - |
| SST8000 | | Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf | | | Local | Local | - | - | - | - | - | - | - | - |
| Pool Projects: | | | | | | | | | | | | | | |
| SST8000.090 | - | I-25 @ Vine Drive Bridge Replacement (SST8000.090) | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| SST8000.093 | - | Prospect Road over I-25 | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| SST8000.107 | - | Hillsboro Tributary Bridge (C-17-EL) | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| Pool Description: Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Governments, Upper Front Range, and Eastern Transportation Planning Region | | | | | | | | | | | | | | |
| REVISED ENTRY | P-8 | Region 4 State Bridge Enterprise Pool | CDOT Region 4 | FASTER Bridge | State | FASTER | - | 24,991 | - | - | - | 24,991 | - | - |
| SST8000 | | Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf | | | Local | Local | - | - | - | - | - | - | - | - |
| Pool Projects: | | | | | | | | | | | | | | |
| SST8000.090 | - | I-25 @ Vine Drive Bridge Replacement (SST8000.090) | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| SST8000.093 | - | Prospect Road over I-25 | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| SST8000.107 | - | Hillsboro Tributary Bridge (C-17-EL) | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| Pool Description: Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Governments, Upper Front Range, and Eastern Transportation Planning Region | | | | | | | | | | | | | | |
| Reason: Add \$1,399 M in FY18 to Prospect Road Interchange over I-25 to complete funding package. | | | | | | | | | | | | | | |

| Strategic | | | | | | | | | | | | | | |
|--|----------|---|---------------|------------------------|---------------|------------------------------|-------|--------|-------|-------|---|--------|---|---|
| PREVIOUS ENTRY | 2017-032 | North I-25; Design Build | CDOT Region 4 | Highway Added Capacity | Federal | TIGER | - | 5,000 | 5,000 | 5,000 | 0 | 15,000 | - | - |
| SSP4428.012 | | MP 253.7-270 | | Modify & Reconstruct | Federal | ITI | - | 600 | - | - | 0 | 600 | - | - |
| Pool Projects: | | | | | | | | | | | | | | |
| SST8000.090 | - | I-25 @ Vine Drive Bridge Replacement (SST8000.090) | CDOT Region 4 | | Federal/State | ITS/RoadX | - | 2,000 | - | - | 0 | 2,000 | - | - |
| SST8000.093 | - | Prospect Road over I-25 | CDOT Region 4 | | Federal/State | RAMP/NHPP | 3,167 | 14,750 | - | - | 0 | 14,750 | - | - |
| SST8000.107 | - | Hillsboro Tributary Bridge (C-17-EL) | CDOT Region 4 | | Federal/State | RAMP/NHPP | - | 7,227 | - | - | 0 | 7,227 | - | - |
| Pool Description: Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Governments, Upper Front Range, and Eastern Transportation Planning Region | | | | | | | | | | | | | | |
| Reason: Add \$1,399 M in FY18 to Prospect Road Interchange over I-25 to complete funding package. | | | | | | | | | | | | | | |
| Pool Projects: | | | | | | | | | | | | | | |
| SST8000.090 | - | I-25 @ Vine Drive Bridge Replacement (SST8000.090) | CDOT Region 4 | | Federal/State | Permanent Water Quality | - | 2,000 | 2,000 | 3,347 | 0 | 7,347 | - | - |
| SST8000.093 | - | Prospect Road over I-25 | CDOT Region 4 | | Federal/State | Surface Treatment/NHPP | - | 5,000 | - | 6,903 | 0 | 6,903 | - | - |
| SST8000.107 | - | Hillsboro Tributary Bridge (C-17-EL) | CDOT Region 4 | | Federal/State | Strategic Projects - Transit | - | 4,000 | - | - | 0 | 4,000 | - | - |
| Pool Description: Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Governments, Upper Front Range, and Eastern Transportation Planning Region | | | | | | | | | | | | | | |
| Reason: Add \$1,399 M in FY18 to Prospect Road Interchange over I-25 to complete funding package. | | | | | | | | | | | | | | |

| Strategic | | | | | | | | | | | | | | |
|--|----------|---|---------------|------------------------|---------------|------------------------------|-------|--------|-------|-------|---|--------|---|---|
| PREVIOUS ENTRY | 2017-032 | North I-25; Design Build | CDOT Region 4 | Highway Added Capacity | Federal | TIGER | - | 5,000 | 5,000 | 5,000 | 0 | 15,000 | - | - |
| SSP4428.012 | | MP 253.7-270 | | Modify & Reconstruct | Federal | ITI | - | 600 | - | - | 0 | 600 | - | - |
| Pool Projects: | | | | | | | | | | | | | | |
| SST8000.090 | - | I-25 @ Vine Drive Bridge Replacement (SST8000.090) | CDOT Region 4 | | Federal/State | ITS/RoadX | - | 2,000 | - | - | 0 | 2,000 | - | - |
| SST8000.093 | - | Prospect Road over I-25 | CDOT Region 4 | | Federal/State | RAMP/NHPP | 3,167 | 16,494 | - | - | 0 | 16,494 | - | - |
| SST8000.107 | - | Hillsboro Tributary Bridge (C-17-EL) | CDOT Region 4 | | Federal/State | RAMP/NHPP | - | 7,227 | - | - | 0 | 7,227 | - | - |
| Pool Description: Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Governments, Upper Front Range, and Eastern Transportation Planning Region | | | | | | | | | | | | | | |
| Reason: Add \$1,399 M in FY18 to Prospect Road Interchange over I-25 to complete funding package. | | | | | | | | | | | | | | |
| Pool Projects: | | | | | | | | | | | | | | |
| SST8000.090 | - | I-25 @ Vine Drive Bridge Replacement (SST8000.090) | CDOT Region 4 | | Federal/State | Permanent Water Quality | - | 2,000 | 2,000 | 3,347 | 0 | 7,347 | - | - |
| SST8000.093 | - | Prospect Road over I-25 | CDOT Region 4 | | Federal/State | Surface Treatment/NHPP | - | 5,000 | - | 6,903 | 0 | 6,903 | - | - |
| SST8000.107 | - | Hillsboro Tributary Bridge (C-17-EL) | CDOT Region 4 | | Federal/State | Strategic Projects - Transit | - | 4,000 | - | - | 0 | 4,000 | - | - |
| Pool Description: Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Governments, Upper Front Range, and Eastern Transportation Planning Region | | | | | | | | | | | | | | |
| Reason: Add \$1,399 M in FY18 to Prospect Road Interchange over I-25 to complete funding package. | | | | | | | | | | | | | | |

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2018-M6

Prepared by: Medora Kealy
 DATE: 6/8/2018

| Submitted to: | 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 |
|--|----------------|--|-----------------|-----------------------------------|-----------------|-----------------------|--------------------|-------|-------|-------|-------|--------------------|-------|-------|
| Bridge - On State System | | | | | | | | | | | | | | |
| PREVIOUS ENTRY | P-4 | Region 4 Bridge - On System Pool | CDOT Region 4 | Bridge | Federal | NHPP | 5,519 | 2,344 | 4,227 | 600 | - | 7,195 | - | - |
| SR46598 | | Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf | | | State | State Highway Fund | 1,380 | 586 | 1,061 | 150 | - | 1,799 | - | - |
| | | | | | Total | | 6,899 | 2,930 | 5,288 | 750 | - | 8,994 | - | - |
| Pool Projects: | | | | | | | | | | | | | | |
| - | SR45218.125 | SH392A: Windsor-Lucerne 105-115 | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR46598.049 | GWRR Bridge over I-25 S/O US34 repairs | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR45218.107 | US287/College Ave. MP 342 - 347 Ft Collins | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR46598.036 | NFR Asset Mgmt Bridge Maintenance | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR45218.114 | SH60B: I-25 to Milliken MP 6-14 | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR46598.053 | I-25: Scour at the Big Thompson River | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR45218.174 | US85L: O St to Ault 270.5-280 Included SH392 Intersectio | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR45218.186 | SH14C: Ft Collins East Lemay to I-25 mpt135.7-139.5 | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR46598.054 | I-25 RR Bridge Preventative Maintenance | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR45218.179 | US34D: (C-18-J) Bridge Preventative Maintenance | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR46598.058 | US287: Spring Creek | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| Pool Description: | | Summary of CDOT Region 4 Bridge - On System Pool Programming | | | | | | | | | | | | |
| REVISED ENTRY | P-4 | Region 4 Bridge - On System Pool | CDOT Region 4 | Bridge | Federal | NHPP | 5,519 | 2,344 | 4,227 | 600 | 24 | 7,195 | - | - |
| SR46598 | | Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf | | | State | State Highway Fund | 1,380 | 586 | 1,061 | 150 | 2 | 1,799 | - | - |
| | | | | | Total | | 6,899 | 2,930 | 5,288 | 750 | 26 | 8,994 | - | - |
| Pool Projects: | | | | | | | | | | | | | | |
| - | SR45218.125 | SH392A: Windsor-Lucerne 105-115 | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR46598.049 | GWRR Bridge over I-25 S/O US34 repairs | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR45218.107 | US287/College Ave. MP 342 - 347 Ft Collins | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR46598.036 | NFR Asset Mgmt Bridge Maintenance | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR45218.114 | SH60B: I-25 to Milliken MP 6-14 | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR46598.053 | I-25: Scour at the Big Thompson River | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR45218.174 | US85L: O St to Ault 270.5-280 Included SH392 Intersectio | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR45218.186 | SH14C: Ft Collins East Lemay to I-25 mpt135.7-139.5 | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR46598.054 | I-25 RR Bridge Preventative Maintenance | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR45218.179 | US34D: (C-18-J) Bridge Preventative Maintenance | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| - | SR46598.058 | US287: Spring Creek | CDOT Region 4 | | | Bridge Rehab/replace | | | | | | | | |
| Pool Description: | | Summary of CDOT Region 4 Bridge - On System Pool Programming | | | | | | | | | | | | |
| Reason: Transfer \$26K FY19 funding (\$24K Federal and \$2K State) from FY19 to FY21. | | | | | | | | | | | | | | |
| Strategic | | | | | | | | | | | | | | |
| NEW ENTRY | 2018-23 | Traffic Management Center | CDOT | Intelligent Transportation System | State | Discretionary | - | 20 | - | - | - | 20 | - | - |
| SR46600 | | | | | Total | | - | 20 | - | - | - | 20 | - | - |
| Project Description: | | R4: Traffic Management Center | | | | | | | | | | | | |
| NEW ENTRY | 2018-23 | Traffic Management Center | CDOT | Intelligent Transportation System | State | Discretionary | - | 20 | - | - | - | 20 | - | - |
| SR46600 | | | | | Total | | - | 300 | - | - | - | 300 | - | - |
| Project Description: | | R4: Traffic Management Center | | | | | | | | | | | | |
| Reason: Add \$300K of State ITS Investments (ITI) funds for FY18 design. | | | | | | | | | | | | | | |

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2018-M6

Prepared by: Medora Kealy

DATE: 6/8/2018

| Submitted to: CDOT | 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 |
|---|----------------|--|-----------------|---------------------------|-----------------|---|--------------------|--------|--------|--------|--------|--------------------|-------|-------|
| Surface Treatment | | | | | | | | | | | | | | |
| PREVIOUS ENTRY | P-13 | Region 4 Surface Treatment | CDOT Region 4 | Surface Treatment | Federal/State | STBG / NHPP | 116,658 | 61,098 | 59,630 | 53,380 | 53,380 | 227,488 | - | - |
| SR45218 | | Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf | | | Local Overmatch | Local Overmatch | - | 877 | - | - | - | 877 | - | - |
| | | Pool Projects: | | | Total | | 116,658 | 61,975 | 59,630 | 53,380 | 53,380 | 228,365 | - | - |
| | | SR45218.114 - SH60: I-25 to Milliken | CDOT Region 4 | | | Project Description: Minor Rehab | | | | | | | | |
| | | SR45218.173 - SH14 Ft Collins East | CDOT Region 4 | | | Project Description: Minor Rehab | | | | | | | | |
| | | SR45218.179 - US34: US85 east to US34A | CDOT Region 4 | | | Project Description: Minor Rehab | | | | | | | | |
| | | SR45218.182 - US287 Berthoud Bypass Repair | CDOT Region 4 | | | Project Description: Surface Treatment Repair | | | | | | | | |
| | | SSP4428.005 - I-25: S/O SH56 Climbing Lanes | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | SR45218.174 - US85L: O St to Ault | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | SR45218.187 - SH263: US 85 to Greeley Airport | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | SR46600.054 - Fort Collins CBC Underpass (College Ave S/o Foothills P) | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | SR45218.087 - SH14: I-25 to WCR23 | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | SR45218.102 - I-25 Crossroads-Harmony MP 260-263.9 NIS | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | SR45218.116 - US287: SH392 to Harmony MP 339-342 | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | Pool Description: Summary of CDOT Region 4 Surface Treatment Project Programming | | | | | | | | | | | | |
| REVISED ENTRY | P-13 | Region 4 Surface Treatment | CDOT Region 4 | Surface Treatment | Federal/State | STBG / NHPP | 116,658 | 62,098 | 59,630 | 56,380 | 53,380 | 231,488 | - | - |
| SR45218 | | Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf | | | Local Overmatch | Local Overmatch | - | 877 | - | - | - | 877 | - | - |
| | | Pool Projects: | | | Total | | 116,658 | 62,975 | 59,630 | 56,380 | 53,380 | 232,365 | - | - |
| | | SR45218.114 - SH60: I-25 to Milliken | CDOT Region 4 | | | Project Description: Minor Rehab | | | | | | | | |
| | | SR45218.173 - SH14 Ft Collins East | CDOT Region 4 | | | Project Description: Minor Rehab | | | | | | | | |
| | | SR45218.179 - US34: US85 east to US34A | CDOT Region 4 | | | Project Description: Minor Rehab | | | | | | | | |
| | | SR45218.182 - US287 Berthoud Bypass Repair | CDOT Region 4 | | | Project Description: Surface Treatment Repair | | | | | | | | |
| | | SSP4428.005 - I-25: S/O SH56 Climbing Lanes | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | SR45218.174 - US85L: O St to Ault | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | SR45218.187 - SH263: US 85 to Greeley Airport | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | SR46600.054 - Fort Collins CBC Underpass (College Ave S/o Foothills P) | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | SR45218.087 - SH14: I-25 to WCR23 | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | SR45218.102 - I-25 Crossroads-Harmony MP 260-263.9 NIS | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | SR45218.116 - US287: SH392 to Harmony MP 339-342 | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| | | Pool Description: Summary of CDOT Region 4 Surface Treatment Project Programming | | | | | | | | | | | | |
| | | Reason: Add \$1M State Funding in FY18 and \$3M State Funding in FY20 for Devolution SH263: US85 to Greeley Airport (STIP ID# SR45218.187) | | | | | | | | | | | | |
| Congestion Mitigation & Air Quality (CMAQ) | | | | | | | | | | | | | | |
| PREVIOUS ENTRY | 2018-001 | COLT CNG Bus Replacement | Loveland | Rolling Stock Replacement | Federal | Congestion Mitigation Air Quality | - | 363 | 363 | - | - | 726 | - | - |
| SS17007.011 | | Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet. | | | Local | Local | - | 75 | 75 | - | - | 151 | - | - |
| | | Project Description: Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet. | | | Total | | - | 438 | 438 | - | - | 877 | - | - |
| REVISED ENTRY | 2018-001 | COLT CNG Bus Replacement | Loveland | Rolling Stock Replacement | Federal | Congestion Mitigation Air Quality | - | 363 | 363 | - | - | 726 | - | - |
| SS17007.011 | | Purchase of compressed natural gas buses to replace existing buses and add buses to COLT fleet. | | | Local | Local | - | 75 | 75 | - | - | 151 | - | - |
| | | Project Description: Purchase of compressed natural gas buses to replace existing buses and add buses to COLT fleet. | | | Total | | - | 438 | 438 | - | - | 877 | - | - |
| | | Reason: Correct project description to CNG only, as stated on application in the 2014 Call for Projects. | | | | | | | | | | | | |
| PREVIOUS ENTRY | 2017-002 | Loveland CNG Vehicle Replacement | Loveland | Rolling Stock Replacement | Federal | Congestion Mitigation Air Quality | 128 | 128 | 128 | - | - | 256 | - | - |
| SS17007.012 | | Replace and add additional buses to City of Loveland Transit (COLT). Buses will be either new clean diesel or new compressed natural gas. | | | Local | Local | 27 | 27 | 27 | - | - | 53 | - | - |
| | | Project Description: Replace and add additional buses to City of Loveland Transit (COLT). Buses will be either new clean diesel or new compressed natural gas. | | | Total | | 155 | 155 | 155 | - | - | 309 | - | - |
| REVISED ENTRY | 2017-002 | Loveland CNG Vehicle Replacement | Loveland | Rolling Stock Replacement | Federal | Congestion Mitigation Air Quality | 128 | 128 | 128 | - | - | 256 | - | - |
| SS17007.012 | | Replace and add additional buses to City of Loveland Transit (COLT). Buses will be either new clean diesel or new compressed natural gas. | | | Local | Local | 27 | 27 | 27 | - | - | 53 | - | - |
| | | Project Description: Purchased of compressed natural gas vehicles. | | | Total | | 155 | 155 | 155 | - | - | 309 | - | - |
| | | Reason: Correct project description to CNG vehicles, as stated on application in the 2014 Call for Projects. | | | | | | | | | | | | |

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2018-M6

Submitted to: CDOT
 Prepared by: Medora Kealy
 DATE: 6/8/2018

| 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 |
|--|----------------|-------------------------------------|-----------------|------------------|-----------------|-----------------------------------|--------------------|-------|-------|-------|-------|--------------------|-------|-------|
| PREVIOUS ENTRY | NF1063 | US287 (N College) Ped Bridge & Path | Fort Collins | Bike/Ped Trail | Federal | Congestion Mitigation Air Quality | - | 174 | - | - | - | 174 | - | - |
| | SNF5173.046 | | | | Local | | - | 36 | - | - | - | 36 | - | - |
| | | | | | Total | | - | 210 | - | - | - | 210 | - | - |
| Project Description: Bike/Ped Bridge & Path | | | | | | | | | | | | | | |
| REVISED ENTRY | | US287 (N College) Ped Bridge & Path | Fort Collins | Bike/Ped Trail | Federal | Congestion Mitigation Air Quality | - | - | 174 | - | - | 174 | - | - |
| | SNF5173.046 | | | | Local | | - | 36 | - | - | - | 36 | - | - |
| | | | | | Total | | - | 210 | - | - | - | 210 | - | - |
| Project Description: Bike/Ped Bridge & Path | | | | | | | | | | | | | | |
| Reason: Rolling all funding from FY18 to FY19. | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|--|-------------|--------------------------|----------|----------------------------------|---------|-----------------------------------|---|-----|-----|---|---|-----|---|---|
| PREVIOUS ENTRY | NF1103 | US 287 & US 34 VMS Signs | Loveland | Multi-Modal Traveler Information | Federal | Congestion Mitigation Air Quality | - | 497 | - | - | - | 497 | - | - |
| | SNF5173.049 | | | | Local | | - | 103 | - | - | - | 103 | - | - |
| | | | | | Total | | - | 600 | - | - | - | 600 | - | - |
| Project Description: VMS Signs | | | | | | | | | | | | | | |
| REVISED ENTRY | | US 287 & US 34 VMS Signs | Loveland | Multi-Modal Traveler Information | Federal | Congestion Mitigation Air Quality | - | - | 497 | - | - | 497 | - | - |
| | SNF5173.049 | | | | Local | | - | 103 | - | - | - | 103 | - | - |
| | | | | | Total | | - | 600 | - | - | - | 600 | - | - |
| Project Description: VMS Signs | | | | | | | | | | | | | | |
| Reason: Rolling all funding from FY18 to FY19. | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|--|-------------|-------------------------------|----------|------------|---------|-----------------------------------|---|-----|-----|---|---|-----|---|---|
| PREVIOUS ENTRY | 2016-003 | Loveland Traffic Optimization | Loveland | Operations | Federal | Congestion Mitigation Air Quality | - | 380 | - | - | - | 380 | - | - |
| | SNF5173.051 | | | | Local | | - | - | - | - | - | - | - | - |
| | | | | | Total | | - | 380 | - | - | - | 380 | - | - |
| Project Description: Loveland Traffic Operations | | | | | | | | | | | | | | |
| REVISED ENTRY | | Loveland Traffic Optimization | Loveland | Operations | Federal | Congestion Mitigation Air Quality | - | - | 380 | - | - | 380 | - | - |
| | SNF5173.051 | | | | Local | | - | - | - | - | - | - | - | - |
| | | | | | Total | | - | - | 380 | - | - | 380 | - | - |
| Project Description: Loveland Traffic Operations | | | | | | | | | | | | | | |
| Reason: Rolling all funding from FY18 to FY19. | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---|-------------|-------------------------|---------------|---------------------------|---------|-----------------------------------|-----|-----|-------|---|---|-------|---|---|
| PREVIOUS ENTRY | 2016-004 | GET CNG Bus Replacement | Greeley-Evans | Rolling Stock Replacement | Federal | Congestion Mitigation Air Quality | 974 | 779 | 1,558 | - | - | 2,337 | - | - |
| | SST7007.010 | | | | Local | | - | 150 | - | - | - | 150 | - | - |
| | | | | | Total | | 974 | 929 | 1,558 | - | - | 2,487 | - | - |
| Project Description: Replacement of 30 foot body on chassis diesel fixed route buses. | | | | | | | | | | | | | | |
| REVISED ENTRY | 2016-004 | GET CNG Bus Replacement | Greeley-Evans | Rolling Stock Replacement | Federal | Congestion Mitigation Air Quality | - | - | - | - | - | - | - | - |
| | SST7007.010 | | | | Local | | 203 | 162 | 324 | - | - | 486 | - | - |
| | | | | | Total | | 203 | 162 | 324 | - | - | 486 | - | - |
| Project Description: Replacement of 30 foot body on chassis diesel fixed route buses. | | | | | | | | | | | | | | |
| Reason: Additional allocation of \$450k Federal and \$93k Local funding in FY19 due to CDOT reconciliation. | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---|-------------|--------------------------------------|-------------|------------------|---------|-----------------------------------|-------|-------|-------|---|---|-------|---|---|
| PREVIOUS ENTRY | 2016-006 | Weld County CNG Vehicles & Expansion | Weld County | Vehicle Purchase | Federal | Congestion Mitigation Air Quality | 3,199 | 888 | 901 | - | - | 4,988 | - | - |
| | SST7007.008 | | | | Local | | 665 | 185 | 187 | - | - | 1,037 | - | - |
| | | | | | Total | | 3,864 | 1,073 | 1,088 | - | - | 6,025 | - | - |
| Project Description: Converting light, medium, and heavy duty vehicles to compressed natural gas and expanding existing fuel site to accommodate additional natural gas vehicles. | | | | | | | | | | | | | | |
| REVISED ENTRY | 2016-006 | Weld County CNG Vehicles & Expansion | Weld County | Vehicle Purchase | Federal | Congestion Mitigation Air Quality | 3,199 | 888 | 1,216 | - | - | 5,303 | - | - |
| | SST7007.008 | | | | Local | | 665 | 185 | 253 | - | - | 1,103 | - | - |
| | | | | | Total | | 3,864 | 1,073 | 1,469 | - | - | 6,406 | - | - |
| Project Description: Converting light, medium, and heavy duty vehicles to compressed natural gas and expanding existing fuel site to accommodate additional natural gas vehicles. | | | | | | | | | | | | | | |
| Reason: Additional allocation of \$315k Federal and \$66k Local funding in FY19 due to CDOT reconciliation. | | | | | | | | | | | | | | |

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2018-M6

Submitted to: CDOT
 Prepared by: Medora Kealy
 DATE: 6/8/2018

| 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 |
|---|----------------|------------------------|-----------------|------------------|-------------------------------------|---|--------------------|-------|-------|-------|-------|--------------------|-------|-------|
| PREVIOUS ENTRY | 2020-004 | CNG Fast Fill Stations | Larimer County | Operations | Federal Local Local Overmatch | Congestion Mitigation Air Quality Local Local Overmatch | - | - | - | 414 | 103 | 828 | - | - |
| | SNF5173.063 | | | | | | | | | 83 | 600 | 1,200 | | |
| Project Description: Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling. REVISIONS: 2020-004 CNG Fast Fill Stations SNF5173.063 Loveland Operations Federal Local 499 329 Local 82 207 Local Overmatch 124 166 Total 623 577 1,200 | | | | | | | | | | | | | | |
| Project Description: Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling. Reason: Change the project sponsor from Larimer County to Loveland. Advance \$498k Federal funding and \$124k Local funding from FY2021 to FY19. Move all FY20 Local Overmatch to FY21. | | | | | | | | | | | | | | |

Surface Transportation Block Grant (STBG)

| | | | | | | | | | | | | | | |
|---|----------|---|----------|---|---------------------------|---------------------------------|---|-------|-------|---|---|-------|---|---|
| SNF5788.040 | 2018-002 | US34 Widening Loveland: Denver Ave to Boyd Lake Ave | Loveland | Highway Added Capacity Bike/Ped Facility | Federal Local Local | STP Metro STP Metro Local | - | 647 | 461 | - | - | 1,108 | - | - |
| | | | | | | | | 452 | 96 | - | - | 452 | - | - |
| | | | | | | | | 134 | 254 | - | - | 388 | - | - |
| | | | | | | | | 94 | 557 | - | - | 94 | - | - |
| | | | | | Total | | | 1,327 | 1,475 | - | - | 1,884 | - | - |
| Project Description: Widening of existing 4 lane arterial to 6 lanes, including bike lanes and sidewalks. SNF5788.040 Loveland Highway Added Capacity Bike/Ped Facility Federal Local 452 311 Local 134 254 Local 94 557 Total 1,327 1,475 1,884 | | | | | | | | | | | | | | |
| Project Description: Widening of existing 4 lane arterial to 6 lanes, including bike lanes and sidewalks. Reason: Additional allocation of \$760k Federal and \$158k Local funding in FY19 due to CDOT reconciliation. | | | | | | | | | | | | | | |

Safety

| | | | | | | | | | | | | | | |
|--|----------|---|---------|--|---------------------------|--------------------|-------|-------|-------|---|---|-------|---|---|
| SNF5788.042 | 2019-001 | 10th Street Access Control Implementation | Greeley | Intersection Improvements Bike/Ped Facility | Federal Local Total | STP Metro Local | 1,498 | 311 | 1,498 | - | - | 1,498 | - | - |
| | | | | | | | | 1,809 | 311 | - | - | 1,809 | - | - |
| Project Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction. SNF5788.042 Greeley Intersection Improvements Bike/Ped Facility Federal Local 1,498 311 Total 1,809 311 2,011 | | | | | | | | | | | | | | |
| Project Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction. Reason: Additional allocation of \$513k Federal and \$107k Local funding in FY19 due to CDOT reconciliation. | | | | | | | | | | | | | | |

Region 4 Hotspots

| | | | | | | | | | | | | | | |
|---|---------|-------------------|---------------|--------|---------------------------|------------|---|-------|-----|---|---|-------|---|---|
| PREVIOUS ENTRY | P-16 | Region 4 Hotspots | CDOT Region 4 | Safety | Federal Local Total | STA SHF | - | - | - | - | - | - | - | - |
| | SR46667 | | | | | | | | | | | | | |
| Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf Summary of CDOT Region 4 Hotspots Project Programming | | | | | | | | | | | | | | |
| REVISIONS | P-16 | Region 4 Hotspots | CDOT Region 4 | Safety | Federal Local Total | STA SHF | - | 1,119 | 253 | - | - | 1,119 | - | - |
| | SR46667 | | | | | | | | | | | | | |
| Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf Summary of CDOT Region 4 Hotspots Project Programming. Pool projects are not listed for Region 4 Hotspots. Reason: Add \$1,119k Federal and \$253k State in FY19 and revise pool description. | | | | | | | | | | | | | | |

FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program

| | | | | | | | | | | | | | | |
|---|----------|---|--------------|------------|------------------------------------|--------------------------------------|----|-----|-----|---|----|-----|---|---|
| SS16731.024 | 2016-025 | Access A Cab: Paratransit Service to Bridge Loveland and Fort Collins | Fort Collins | Operations | Federal Local Local Total | FTA5310 FTA5310 Local Local | 22 | 195 | 319 | 5 | 49 | 195 | - | - |
| | 2017-041 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | Total | | | 27 | 643 | - | - | 643 | - | - |
| Project Description: User side subsidy for Access A Cab services in Loveland and Fort Collins SS16731.024 Fort Collins Operations Federal Local 179 45 Local 49 244 Total 224 244 49 244 | | | | | | | | | | | | | | |
| Project Description: User side subsidy for Access A Cab services in Loveland and Fort Collins Reason: Move \$189k rolled Federal and \$47k rolled Local to the Outaway Purchase (#2019-010) and Travel Training Salary (#2019-011) projects. Move \$179k rolled federal and \$45k rolled local in FY18 to FY 16-17 TIP Total to reflect previously obligated funds. Advance \$195k federal and \$45k local from FY 18 to FY19. | | | | | | | | | | | | | | |

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2018-M6.2

Prepared by: Medora Kealy
 DATE: 6/13/2018

| Submitted to: | 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 |
|---------------|----------------|------------------------|-----------------|------------------|-----------------|----------------------|--------------------|-------|-------|-------|-------|--------------------|-------|-------|
|---------------|----------------|------------------------|-----------------|------------------|-----------------|----------------------|--------------------|-------|-------|-------|-------|--------------------|-------|-------|

| Surface Treatment | | | | | | | | | | | | | | |
|--------------------------|------|-------------------|---------------|-------------------|-----------------|-----------------|---------|--------|--------|--------|--------|---------|---|---|
| PREVIOUS ENTRY | P-13 | Surface Treatment | CDOT Region 4 | Surface Treatment | Federal/State | STBG/NHPP | 116,658 | 62,098 | 59,630 | 56,380 | 53,380 | 231,488 | - | - |
| SR45218 | | | | | Local Overmatch | Local Overmatch | - | 877 | - | - | - | 877 | - | - |
| Total | | | | | | | 116,658 | 62,975 | 59,630 | 56,380 | 53,380 | 232,365 | - | - |

| | | | | | | | | | | | | | | |
|----------------|---|---|---------------|--|--|---|--|--|--|--|--|--|--|--|
| Pool Projects: | | | | | | | | | | | | | | |
| SR45218.114 | - | SH60: I-25 to Milliken | CDOT Region 4 | | | Project Description: Minor Rehab | | | | | | | | |
| SR45218.173 | - | SH14 Ft Collins East | CDOT Region 4 | | | Project Description: Minor Rehab | | | | | | | | |
| SR45218.179 | - | US34: US85 east to US34A | CDOT Region 4 | | | Project Description: Minor Rehab | | | | | | | | |
| SR45218.182 | - | US287 Berthoud Bypass Repair | CDOT Region 4 | | | Project Description: Surface Treatment Repair | | | | | | | | |
| SSP4428.005 | - | I-25: S/O SH56 Climbing Lanes | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| SR45218.174 | - | US85L: O St to Ault | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| SR45218.187 | - | SH263: US 85 to Greeley Airport | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| SR46600.054 | - | Fort Collins CBC Underpass (College Ave S/O Foothills Park) | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| SR45218.087 | - | SH14: I-25 to WCR23 | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| SR45218.102 | - | I-25 Crossroads-Harmony MP 260-263.9 N/S | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| SR45218.116 | - | US287: SH392 to Harmony MP 339-342 | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |

| Project Description: Summary of CDOT Region 4 Surface Treatm Project Programming | | | | | | | | | | | | | | |
|---|------|-------------------|---------------|-------------------|---------|-----------|---------|--------|--------|--------|--------|---------|---|---|
| REVISED ENTRY | P-13 | Surface Treatment | CDOT Region 4 | Surface Treatment | Federal | STBG/NHPP | 116,658 | 52,098 | 50,752 | 52,684 | 45,380 | 200,914 | - | - |
| SR45218 | | | | | State | SHF | - | 10,000 | 8,878 | 9,344 | 8,000 | 36,222 | - | - |
| Local Overmatch | | | | | | | 116,658 | 62,975 | 59,630 | 62,028 | 53,380 | 238,013 | - | - |

| | | | | | | | | | | | | | | |
|----------------|---|---|---------------|--|--|---|--|--|--|--|--|--|--|--|
| Pool Projects: | | | | | | | | | | | | | | |
| SR45218.114 | - | SH60: I-25 to Milliken | CDOT Region 4 | | | Project Description: Minor Rehab | | | | | | | | |
| SR45218.173 | - | SH14 Ft Collins East | CDOT Region 4 | | | Project Description: Minor Rehab | | | | | | | | |
| SR45218.179 | - | US34: US85 east to US34A | CDOT Region 4 | | | Project Description: Minor Rehab | | | | | | | | |
| SR45218.182 | - | US287 Berthoud Bypass Repair | CDOT Region 4 | | | Project Description: Surface Treatment Repair | | | | | | | | |
| SSP4428.005 | - | I-25: S/O SH56 Climbing Lanes | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| SR45218.174 | - | US85L: O St to Ault | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| SR45218.187 | - | SH263: US 85 to Greeley Airport | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| SR46600.054 | - | Fort Collins CBC Underpass (College Ave S/O Foothills Park) | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| SR45218.087 | - | SH14: I-25 to WCR23 | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| SR45218.102 | - | I-25 Crossroads-Harmony MP 260-263.9 N/S | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |
| SR45218.116 | - | US287: SH392 to Harmony MP 339-342 | CDOT Region 4 | | | Project Description: Surface Treatment | | | | | | | | |

| Project Description: Summary of CDOT Region 4 Surface Treatment Project Programming | | | | | | | | | | | | | | |
|--|------|-------------------|---------------|-------------------|---------|-----------|---------|--------|--------|--------|--------|---------|---|---|
| REVISED ENTRY | P-13 | Surface Treatment | CDOT Region 4 | Surface Treatment | Federal | STBG/NHPP | 116,658 | 52,098 | 50,752 | 52,684 | 45,380 | 200,914 | - | - |
| SR45218 | | | | | State | SHF | - | 10,000 | 8,878 | 9,344 | 8,000 | 36,222 | - | - |
| Local Overmatch | | | | | | | 116,658 | 62,975 | 59,630 | 62,028 | 53,380 | 238,013 | - | - |

| Congestion Mitigation and Air Quality (CMAQ) | | | | | | | | | | | | | | |
|---|----------|-------------------------------|--------------|---------------------------|---------|-----------------------------------|---|-------|-------|---|---|-------|---|---|
| PREVIOUS ENTRY | 2016-005 | Transfort CNG Bus Replacement | Fort Collins | Rolling Stock Replacement | Federal | Congestion Mitigation Air Quality | - | 793 | 775 | - | - | 1,568 | - | - |
| SST7007.005 | | | | | Federal | Congestion Mitigation Air Quality | - | 2,396 | - | - | - | 2,396 | - | - |
| Local | | | | | | | - | 165 | 190 | - | - | 355 | - | - |
| Local | | | | | | | - | 498 | - | - | - | 498 | - | - |
| Local Overmatch | | | | | | | - | - | 135 | - | - | 135 | - | - |
| Total | | | | | | | - | 3,852 | 1,100 | - | - | 4,952 | - | - |

| | | | | | | | | | | | | | | |
|---|----------|------------------------------------|--------------|---------------------------|---------|-----------------------------------|---|-------|-------|---|---|-------|---|---|
| Project Description: Purchase of low floor compressed natural gas fueled heavy-duty vehicles to replace existing heavy duty vehicles. | | | | | | | | | | | | | | |
| REVISED ENTRY | 2016-005 | Transfort CNG and eBus Replacement | Fort Collins | Rolling Stock Replacement | Federal | Congestion Mitigation Air Quality | - | 793 | 776 | - | - | 1,569 | - | - |
| SST7007.005 | | | | | Federal | Congestion Mitigation Air Quality | - | 2,396 | - | - | - | 2,396 | - | - |
| Local | | | | | | | - | 165 | 161 | - | - | 326 | - | - |
| Local | | | | | | | - | 498 | - | - | - | 498 | - | - |
| Local Overmatch | | | | | | | - | - | 163 | - | - | 163 | - | - |
| Total | | | | | | | - | 3,852 | 1,100 | - | - | 4,952 | - | - |

Project Description: Purchase of low floor compressed natural gas fueled heavy-duty vehicles or electric bus (eBus) and associated infrastructure to replace existing heavy-duty vehicles.
 Reason: Correct federal, local match, and local overmatch amounts in FY19. Correct project name to "Transfort CNG and eBus Replacement" and project description to include eBus.

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2018-M6.2

Submitted to: CDOT
 Prepared by: Medora Kealy
 DATE: 6/13/2018

| 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 |
|--|----------------|------------------------|-----------------|------------------|-------------------------------------|---|--------------------|-------|-------|-------|-------|--------------------|-------|-------|
| PREVIOUS ENTRY | 2020-004 | CNG Fast Fill Stations | Loveland | Operations | Federal Local Local Overmatch | Congestion Mitigation Air Quality Local Local Overmatch | - | - | 499 | - | 329 | 828 | - | - |
| | SNF5173.063 | | | | | | | | 124 | | 82 | 207 | | |
| | | | | | | | | | 623 | | 577 | 1,200 | | |
| Project Description: Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling. | | | | | | | | | | | | | | |
| REVISED ENTRY | 2020-004 | CNG Fast Fill Stations | Loveland | Operations | Federal Local Local Overmatch | Congestion Mitigation Air Quality Local Local Overmatch | - | - | 499 | - | 329 | 828 | - | - |
| | SNF5173.063 | | | | | | | | 101 | | 71 | 172 | | |
| | | | | | | | | | 600 | | 600 | 200 | | |
| | | | | | | | | | | | | 1,200 | | |
| Project Description: Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling. | | | | | | | | | | | | | | |
| Reason: Correct local match and local overmatch amount in FY19 and FY21. | | | | | | | | | | | | | | |

| Surface Transportation Block Grant (STBG) | | | | | | | | | | | | | | |
|---|-------------|---|---------|--|------------------|--------------------|-------|---|-------|---|---|-------|---|---|
| PREVIOUS ENTRY | 2019-001 | 10th Street Access Control Implementation | Greeley | Intersection Improvements Bike/Ped Facility | Federal Local | STP Metro Local | 1,498 | - | 2,011 | - | - | 2,011 | - | - |
| | SNF5788.042 | | | | | | 311 | | 418 | | | 418 | | |
| | | | | | | | 1,809 | | 2,429 | | | 2,429 | | |
| Project Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction. | | | | | | | | | | | | | | |
| REVISED ENTRY | 2019-001 | 10th Street Access Control Implementation | Greeley | Intersection Improvements Bike/Ped Facility | Federal Local | STP Metro Local | - | - | 2,011 | - | - | 2,011 | - | - |
| | SNF5788.042 | | | | | | | | 418 | | | 418 | | |
| | | | | | | | | | 2,429 | | | 2,429 | | |
| Project Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction. | | | | | | | | | | | | | | |
| Reason: Correct FY16-17 TIP total amount, replacing \$1,498k federal and \$311k local with \$0 federal and \$0 local. | | | | | | | | | | | | | | |

| FTA 5307 - Urbanized Area Formula Program | | | | | | | | | | | | | | |
|---|-------------|---|--------------|------------|---------------------------|-----------------------------|-------|-------|-------|---|---|-------|---|---|
| PREVIOUS ENTRY | 2017-038 | Vehicle and Facility Preventive Maintenance | Fort Collins | Operations | Federal Local Local | FTA5307 FTA5307 Local | 1,695 | 1,896 | 1,926 | - | - | 3,822 | - | - |
| | SST6741.111 | | | | | | - | 105 | - | - | - | 105 | - | - |
| | | | | | | | 424 | 474 | 484 | | | 958 | | |
| | | | | | | | | 26 | - | - | - | 26 | | |
| | | | | | | | 2,119 | 2,501 | 2,410 | | | 4,911 | | |
| Project Description: Preventive Maintenance activities for Transit fleet and facilities | | | | | | | | | | | | | | |
| REVISED ENTRY | 2017-038 | Vehicle and Facility Preventive Maintenance | Fort Collins | Operations | Federal Local Local | FTA5307 FTA5307 Local | 1,695 | 1,896 | 1,936 | - | - | 3,832 | - | - |
| | SST6741.111 | | | | | | - | 105 | - | - | - | 105 | - | - |
| | | | | | | | 424 | 474 | 484 | | | 958 | | |
| | | | | | | | | 26 | - | - | - | 26 | | |
| | | | | | | | 2,119 | 2,501 | 2,420 | | | 4,921 | | |
| Project Description: Preventive Maintenance activities for Transit fleet and facilities | | | | | | | | | | | | | | |
| Reason: Correct Federal FY19 funding from \$1,926k to \$1,936k. | | | | | | | | | | | | | | |

| FTA 5339 - Bus and Bus Facilities Program | | | | | | | | | | | | | | |
|--|----------|---|--------------|------------|------------------|------------------------|---|---|-----|---|---|-----|---|---|
| PREVIOUS ENTRY | 2019-011 | Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology | Fort Collins | Operations | Federal Local | FY18 FTA 5339 Local | - | - | 399 | - | - | 399 | - | - |
| | | | | | | | | | 100 | | | 100 | | |
| | | | | | | | | | 499 | | | 499 | | |
| Project Description: Funding will go toward projects to repair, replace and/or enhance existing rolling stock, facilities and technology (hardware and software) | | | | | | | | | | | | | | |
| REVISED ENTRY | 2019-011 | Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology | Fort Collins | Operations | Federal Local | FY18 FTA 5339 Local | - | - | 532 | - | - | 532 | - | - |
| | | | | | | | | | 133 | | | 133 | | |
| | | | | | | | | | 665 | | | 665 | | |
| Project Description: Funding will go toward projects to repair, replace and/or enhance existing rolling stock, facilities and technology (hardware and software) | | | | | | | | | | | | | | |
| Reason: Correct Federal FY19 funding from \$399k to \$532k. Correct Local FY19 funding from \$100k to \$133k. | | | | | | | | | | | | | | |

NFR MPO Federal Inactive Report

July 2018

| Status | Level | TPR | Local | Project | PNum | Project Name | Phase | Budget | Expend | Balance | FHWA Date | FHWA-Day | Last Bill Date | Spend-Day |
|---|-------------|-------|--------------|---------|--------------|--|---------|---------------|----------------|---------------|-----------|----------|----------------|-----------|
| WARNING!! | Under \$50k | NFR | CDOT | 12372 | STA 2873-100 | US 287:SH1 to LaPorte Bypass | ROW | \$5,906,774 | (\$5,893,185) | \$13,592 | 12-Jul-05 | 4741 | 27-Jun-08 | 3660 |
| WARNING!! | Under \$50k | NFR | Loveland | 20540 | ER M830-084 | PRLA Roosevelt Rd @ BNSF | Misc. | \$91,324 | (\$91,323) | \$1 | 10-Mar-14 | 1578 | 12-Jun-15 | 1119 |
| WARNING!! | Under \$50k | NFR | X | 20529 | ER M070-905 | PRLA CR 44 Permanent Repair | Misc. | \$17,930 | (\$17,929) | \$1 | 24-Mar-14 | 1564 | 12-Jun-15 | 1119 |
| WARNING!! | Over \$200k | NFR | CDOT | 20068 | ER 0342-057 | PR US 34A MP 114 to MP 116 | Const. | \$14,496,023 | (\$13,532,298) | \$963,725 | 04-Sep-14 | 1400 | 31-Aug-17 | 308 |
| WARNING!! | Over \$200k | NFR | Weld Co | 20481 | ER C030-068 | PRLA WCR54 CR 13A Bridge over Big Thomps | Const. | \$422,432 | \$0 | \$422,432 | 21-Sep-17 | 287 | | 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 | 482 |
| | | | | | | | | \$21,152,599 | (\$19,534,735) | \$1,617,864 | | | | |
| Projects with unexpended balances of more than \$200k with activity in the last year (FHWA \$630,106 (5)(f)) | | | | | | | | | | | | | | |
| 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 | 6944 | 30-Nov-17 | 217 |
| 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 | 3572 | 03-Jan-18 | 183 |
| FHWA OK | Over \$200k | NFR | Fort Collins | 16525 | AQC M455-088 | Jefferson Street/SH14 Improvements | Design | \$1,220,209 | (\$680,033) | \$540,176 | 02-Jan-09 | 3471 | 11-Jun-18 | 21 |
| FHWA OK | Over \$200k | DR&NF | CDOT | 18319 | IM 0253-220 | I-25 SH 66 to N/O SH 56 | Design | \$12,208,796 | (\$10,132,806) | \$2,075,990 | 14-Dec-11 | 2395 | 14-Jun-18 | 24 |
| FHWA OK | Over \$200k | NFR | CDOT | 18844 | IM 0253-223 | I-25 & US34 Interchange | Design | \$7,110,000 | (\$5,533,228) | \$1,576,772 | 09-Mar-12 | 2309 | 31-Mar-18 | 96 |
| FHWA OK | Over \$200k | NFR | CDOT | 12372 | STA 2873-100 | US 287:SH1 to LaPorte Bypass | Utility | \$3,462,624 | (\$2,967,624) | \$495,000 | 19-Sep-12 | 2115 | 30-Mar-18 | 97 |
| FHWA OK | Over \$200k | NFR | Fort Collins | 19561 | AQC M455-111 | US287: Wilcox to SH 1 & Ped Bridge | Design | \$696,863 | (\$412,735) | \$284,128 | 03-Jan-14 | 1644 | 11-Jun-18 | 24 |
| FHWA OK | Over \$200k | NFR | CDOT | 20068 | ER 0342-057 | PR US 34A MP 114 to MP 116 | Design | \$3,100,026 | (\$2,695,678) | \$404,348 | 22-Jan-14 | 1625 | 01-May-18 | 65 |
| FHWA OK | Over \$200k | NFR | Fort Collins | 19561 | AQC M455-111 | US287: Wilcox to SH 1 & Ped Bridge | ROW | \$810,000 | (\$261,590) | \$548,410 | 10-Jun-14 | 1486 | 11-Jun-18 | 24 |
| FHWA OK | Over \$200k | NFR | Greeley | 20389 | AQC M570-048 | 10th Street in Greeley: Phase II | Design | \$1,416,400 | (\$982,625) | \$433,775 | 16-Dec-14 | 1297 | 07-Jun-18 | 28 |
| FHWA OK | Over \$200k | NFR | CDOT | 12372 | STA 2873-100 | US 287:SH1 to LaPorte Bypass | Const. | \$28,920,200 | (\$18,964,717) | \$9,955,483 | 18-Sep-15 | 1021 | 01-Jun-18 | 34 |
| FHWA OK | Over \$200k | NFR | CDOT | 19164 | NH 0853-089 | US34/85 Interchange Reconstruction | Design | \$2,500,000 | (\$766,560) | \$1,733,440 | 11-Apr-16 | 815 | 25-Jun-18 | 10 |
| FHWA OK | Over \$200k | NFR | CDOT | 19185 | FSA 0853-091 | US 85 Resurf Ph.I., SH 392 Intersection | Const. | \$19,050,454 | (\$18,794,576) | \$255,878 | 06-Jun-16 | 759 | 11-Jun-18 | 24 |
| FHWA OK | Over \$200k | NFR | CDOT | 20575 | IM 0253-242 | Crossroads Bridge Replacement @ I-25 | Const. | \$30,295,281 | (\$24,760,004) | \$5,535,277 | 15-Jun-16 | 750 | 22-Jun-18 | 13 |
| FHWA OK | Over \$200k | NFR | CDOT | 21444 | NH 0341-091 | US 34 PEL Glade Road to Kersey | Design | \$2,512,000 | (\$1,677,045) | \$834,955 | 09-Sep-16 | 664 | 26-Jun-18 | 9 |
| FHWA OK | Over \$200k | NFR | CDOT | 21506 | IM 0253-255 | I-25 North: SH 402 to SH 14 | ROW | \$32,418,419 | \$0 | \$32,418,419 | 26-Sep-16 | 647 | 06-Jul-18 | -1 |
| FHWA OK | Over \$200k | NFR | CDOT | 20845 | STA 0853-101 | US 85 Resurfacing Eaton to Ault | Const. | \$22,568,375 | (\$14,015,485) | \$8,552,890 | 31-Jan-17 | 520 | 22-Jun-18 | 13 |
| FHWA OK | Over \$200k | NFR | Larimer Co | 20888 | BRO M830-088 | Bridge Replace Lov1050 Taft Ave | Const. | \$920,000 | (\$507,911) | \$412,089 | 17-Feb-17 | 503 | 21-Dec-17 | 196 |
| FHWA OK | Over \$200k | NFR | Larimer Co | 20529 | ER M070-905 | PRLA CR 44 Permanent Repair | Const. | \$1,547,750 | (\$144,147) | \$1,403,603 | 23-May-17 | 408 | 31-May-18 | 35 |
| FHWA OK | Over \$200k | NFR | CDOT | 20187 | ER R400-322 | PR SH60 & SH257 Structures | Const. | \$8,189,496 | (\$5,753,855) | \$2,435,641 | 09-Aug-17 | 330 | 11-Jun-18 | 24 |
| FHWA OK | Over \$200k | NFR | CDOT | 21506 | IM 0253-255 | I-25 North: SH 402 to SH 14 | Const. | \$275,859,164 | (\$516,768) | \$275,342,396 | 08-Sep-17 | 300 | 21-Jun-18 | 14 |
| FHWA OK | Over \$200k | NFR | Larimer Co | 20530 | ER C060-076 | PRLA CR15 @ Little T Bridge Mp 1.91 | Const. | \$2,264,164 | (\$102,647) | \$2,161,517 | 19-Sep-17 | 289 | 16-May-18 | 50 |
| FHWA OK | Over \$200k | NFR | Larimer Co | 19889 | STU C060-065 | SH14 / Greenfield Ct Frontage Rd | Const. | \$1,995,000 | (\$137,820) | \$1,857,180 | 13-Nov-17 | 234 | 02-May-18 | 64 |
| FHWA OK | Over \$200k | NFR | CDOT | 20180 | ER 0342-058 | PR US 34D MP 13.75 to MP 14.71 | Const. | \$3,047,592 | (\$649,481) | \$2,398,111 | 21-Nov-17 | 226 | 22-Jun-18 | 13 |
| FHWA OK | Over \$200k | NFR | CDOT | 20844 | STA 0342-060 | US 34D Overlay and Bridge Work | Const. | \$3,751,164 | (\$200,793) | \$3,550,371 | 21-Nov-17 | 226 | 22-Jun-18 | 13 |
| FHWA OK | Over \$200k | NFR | CDOT | 20945 | STA 0142-065 | SH-14 Resurf Ft Collins, Lemay to I-25 | Const. | \$7,201,996 | (\$1,661,683) | \$5,540,313 | 27-Nov-17 | 220 | 25-Jun-18 | 10 |
| FHWA OK | Over \$200k | NFR | Loveland | 19060 | SHO M830-062 | US287 & Orchards Shopping Center HES | Const. | \$250,000 | \$0 | \$250,000 | 17-Jan-18 | 169 | | 0 |
| FHWA OK | Over \$200k | NFR | Loveland | 20540 | ER M830-084 | PRLA Roosevelt Rd @ BNSF | Const. | \$4,116,624 | \$0 | \$4,116,624 | 12-Apr-18 | 84 | | 0 |
| FHWA OK | Over \$200k | NFR | Weld Co | 21887 | TAP C030-071 | Poudre Trail Flood Damage | Const. | \$447,890 | \$0 | \$447,890 | 29-May-18 | 37 | | 0 |
| 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 | | 0 | 30-Nov-17 | 217 |
| 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 | 155 |
| 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 | 06-Jun-18 | 29 |
| FHWA OK | Over \$200k | NFR | Greeley | 20149 | FSA M570-047 | Greeley Evans Transit Hub | Const. | \$2,752,493 | (\$2,522,007) | \$230,486 | | 0 | 07-Jun-18 | 28 |
| FHWA OK | Over \$200k | NFR | Fort Collins | 20615 | STU M455-118 | Horseshoe & College Intersection Impv | Design | \$670,000 | (\$297,619) | \$372,381 | | 0 | 11-Jun-18 | 24 |
| FHWA OK | Over \$200k | NFR | CDOT | 21506 | IM 0253-255 | I-25 North: SH 402 to SH 14 | Utility | \$2,062,914 | (\$55,236) | \$2,007,678 | | 0 | 11-Jun-18 | 24 |
| FHWA OK | Over \$200k | NFR | CDOT | 22433 | FRA 2600-361 | Region 4 Traffic Mgmt. Center | Design | \$320,000 | \$0 | \$320,000 | | 0 | 11-Jun-18 | 24 |
| FHWA OK | Over \$200k | NFR | CDOT | 21865 | FSA 2873-190 | US 287 and Foothills Parkway | Design | \$400,000 | (\$17,097) | \$382,903 | | 0 | 12-Jun-18 | 23 |
| FHWA OK | Over \$200k | NFR | CDOT | 21146 | FBR 060A-022 | SH 60 Over the South Platte River | Design | \$1,042,625 | (\$795,327) | \$247,298 | | 0 | 21-Jun-18 | 14 |
| FHWA OK | Over \$200k | NFR | Fort Collins | 20615 | STU M455-118 | Horseshoe & College Intersection Impv | Const. | \$3,228,901 | \$0 | \$3,228,901 | | 0 | | 0 |

NFR MPO Federal Inactive Report

July 2018

| Status | Level | TPR | Local | Project | PNum | Project Name | Phase | Budget | Expend | Balance | FHWA Date | FHWA-Day | Last Bill Date | Spend-Day |
|---|--------------|--------|--------------|---------|--------------|---|---------|---------------|-----------------|---------------|-----------|----------|----------------|-----------|
| FHWA OK | Over \$200k | NFR | CDOT | 21146 | FBR 060A-022 | SH 60 Over the South Platte River | Const. | \$9,929,000 | \$0 | \$9,929,000 | 0 | 0 | | 0 |
| FHWA OK | Over \$200k | NFR | Loveland | 21176 | C M830-089 | Byrd Dr Const for I-25 Frontage Removal | Misc. | \$1,100,000 | \$0 | \$1,100,000 | 0 | 0 | | 0 |
| FHWA OK | Over \$200k | NFR | CDOT | 21217 | STA 263A-001 | SH 263: US 85 to Greeley Airport | Misc. | \$4,000,000 | \$0 | \$4,000,000 | 0 | 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 | | 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 | 0 | | 0 |
| FHWA OK | Over \$200k | NFR | CDOT | 22248 | FBR 0253-261 | I-25 North: Prospect - Bridge Enterprise | Const. | \$18,483,675 | \$0 | \$18,483,675 | 0 | 0 | | 0 |
| FHWA OK | Over \$200k | NFR&UF | CDOT | 22470 | C 0853-111 | WCR 30 Closure Supplemental Improvements | Misc. | \$1,000,000 | \$0 | \$1,000,000 | 0 | 0 | | 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 | 0 | | 0 |
| Sub-Total | | | | | | | | \$538,980,645 | (\$121,503,076) | \$417,477,569 | | | | |
| Projects with unexpended balances between \$50k and \$200k with activity in the last 24 months (FHWA \$630.106 (5)(iii)) | | | | | | | | | | | | | | |
| FHWA OK | Under \$200k | NFR | CDOT | 18357 | IM 0253-221 | I-25: SH 392 to SH 14 | Design | \$9,253,596 | (\$9,058,621) | \$194,975 | 01-Nov-11 | 2438 | 11-Jun-18 | 24 |
| FHWA OK | Under \$200k | NFR | Loveland | 20540 | ER M830-084 | PRLA Roosevelt Rd @ BNSF | Design | \$624,994 | (\$560,014) | \$64,980 | 01-May-14 | 1526 | 14-Jun-18 | 21 |
| FHWA OK | Under \$200k | NFR | CDOT | 20187 | ER R400-322 | PR SH60 & SH257 Structures | Design | \$2,147,914 | (\$2,093,833) | \$54,081 | 30-May-14 | 1497 | 31-May-18 | 35 |
| FHWA OK | Under \$200k | NFR | Loveland | 18119 | AQC M830-059 | Loveland I-25/US34/Crossroads VMS | Const. | \$195,088 | (\$97,803) | \$97,285 | 10-Sep-15 | 1029 | 17-Nov-17 | 230 |
| FHWA OK | Under \$200k | NFR | CDOT | 20180 | ER 0342-058 | PR US 34D MP 13.75 to MP 14.71 | ROW | \$200,000 | (\$100,112) | \$99,888 | 02-Aug-16 | 702 | 03-Jul-18 | 2 |
| 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 | 31-Aug-16 | 673 | 28-Jul-17 | 342 |
| FHWA OK | Under \$200k | NFR | CDOT | 21506 | IM 0253-255 | I-25 North: SH 402 to SH 14 | Design | \$5,846,667 | (\$5,732,142) | \$114,525 | 07-Sep-16 | 666 | 25-Jun-18 | 10 |
| FHWA OK | Under \$200k | NFR | CDOT | 21542 | BR 2873-187 | US287 - Spring Creek | Design | \$107,000 | (\$45,450) | \$61,550 | 22-Feb-17 | 498 | 31-May-18 | 35 |
| FHWA OK | Under \$200k | NFR | Larimer Co | 20612 | TAP C060-081 | Colorado Front Range Trail | Const. | \$570,000 | (\$456,000) | \$114,000 | 15-Mar-17 | 477 | 11-Jun-18 | 24 |
| FHWA OK | Under \$200k | NFR | X | 20529 | ER M070-905 | PRLA CR 44 Permanent Repair | Design | \$160,000 | (\$41,654) | \$118,346 | 03-Apr-17 | 458 | 31-Aug-17 | 308 |
| FHWA OK | Under \$200k | NFR | Evans | 20619 | STU M415-019 | 65th Ave Widening - Evans | Const. | \$1,720,015 | (\$1,532,106) | \$187,909 | 28-Apr-17 | 433 | 04-Jun-18 | 31 |
| FHWA OK | Under \$200k | NFR | Windsor | 20613 | TAP M377-006 | Great Western Trail - Windsor | Design | \$195,276 | (\$112,293) | \$82,983 | 21-Jun-17 | 379 | 20-Mar-18 | 107 |
| FHWA OK | Under \$200k | NFR | Milliken | 21889 | TAP M887-006 | West Alice + Inez Blvd Ped Impmnt | Design | \$130,219 | \$0 | \$130,219 | 31-Oct-17 | 247 | | 0 |
| FHWA OK | Under \$200k | NFR | Loveland | 21967 | SHO M830-092 | Various Loveland Left Turn Signals | Design | \$54,000 | \$0 | \$54,000 | 01-May-18 | 65 | | 0 |
| FHWA OK | Under \$200k | NFR | Loveland | 20540 | ER M830-084 | PRLA Roosevelt Rd @ BNSF | ROW | \$50,000 | \$0 | \$50,000 | 22-May-18 | 44 | | 0 |
| FHWA OK | Under \$200k | NFR | CDOT | 20999 | FSA M570-047 | I25 at Vine Drive Bridge Replacement | Design | \$457,900 | (\$319,778) | \$138,122 | 0 | 0 | 31-May-18 | 35 |
| FHWA OK | Under \$200k | NFR | Greeley | 20149 | FBR 0253-247 | Greeley Evans Transit Hub | ROW | \$63,802 | \$0 | \$63,802 | 0 | 0 | 07-Jun-18 | 28 |
| FHWA OK | Under \$200k | NFR | CDOT | 21146 | FBR 060A-022 | SH 60 Over the South Platte River | ROW | \$122,200 | (\$31,039) | \$91,161 | 0 | 0 | 22-Jun-18 | 13 |
| FHWA OK | Under \$200k | NFR | CDOT | 20999 | FBR 0253-247 | I25 at Vine Drive Bridge Replacement | ROW | \$200,000 | (\$13,698) | \$186,302 | 0 | 0 | 06-Jul-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 | 0 | | 0 |
| FHWA OK | Under \$200k | NFR | CDOT | 22482 | FBR 0253-263 | I-25 North: Hillsboro-Bridge Enterprise | ROW | \$78,100 | \$0 | \$78,100 | 0 | 0 | | 0 |
| Sub-Total | | | | | | | | \$24,360,955 | (\$2,238,336) | \$2,122,619 | | | | |
| Projects with unexpended balances under \$50k with activity in the last 36 months (FHWA \$630.106 (5)(iii)) | | | | | | | | | | | | | | |
| FHWA OK | Under \$50k | NFR | CDOT | 12372 | STA 2873-100 | US 287:SH1 to LaPorte Bypass | Design | \$4,777,094 | (\$4,777,044) | \$50 | 01-Jan-99 | 7125 | 21-Mar-16 | 836 |
| FHWA OK | Under \$50k | NFR | CDOT | 12509 | STA 402A-003 | SH402: US 287 to I-25 (Loveland) | Utility | \$200,000 | (\$186,819) | \$13,181 | 06-Sep-12 | 2128 | 03-Mar-17 | 489 |
| FHWA OK | Under \$50k | NFR | CDOT | 20575 | IM 0253-242 | Crossroads Bridge Replacement @ I-25 | Design | \$1,894,132 | (\$1,894,053) | \$79 | 17-Feb-15 | 1234 | 03-Nov-16 | 609 |
| FHWA OK | Under \$50k | NFR | Weld Co | 20481 | ER C030-068 | PRLA WCR54 CR 13A Bridge over Big Thoms | Design | \$119,000 | (\$94,710) | \$24,290 | 20-Mar-15 | 1203 | 14-Jun-18 | 21 |
| 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 | 15-Apr-15 | 1177 | 27-Oct-17 | 251 |
| FHWA OK | Under \$50k | NFR | CDOT | 20844 | STA 0342-060 | US 34D Overlay and Bridge Work | Design | \$194,431 | (\$179,996) | \$14,435 | 04-Aug-15 | 1066 | 04-May-18 | 62 |
| FHWA OK | Under \$50k | NFR | CDOT | 20845 | STA 0853-101 | US 85 Resurfacing Eaton to Ault | Design | \$748,925 | (\$748,700) | \$225 | 09-Nov-15 | 969 | 25-Sep-17 | 283 |
| FHWA OK | Under \$50k | NFR | Larimer Co | 20823 | BRO C060-084 | Big Thomp. River at CR19E (LR19E-0.5-2.0) | Design | \$290,000 | (\$271,975) | \$18,025 | 18-Nov-15 | 960 | 04-Jun-18 | 31 |
| FHWA OK | Under \$50k | NFR | CDOT | 20575 | IM 0253-242 | Crossroads Bridge Replacement @ I-25 | Utility | \$279,601 | (\$262,686) | \$16,915 | 04-Apr-16 | 822 | 03-Jul-18 | 2 |
| FHWA OK | Under \$50k | NFR | CDOT | 20945 | STA 0142-065 | SH-14 Resurf Ft Collins, Lemay to I-25 | Design | \$373,793 | (\$372,718) | \$1,075 | 06-Jul-16 | 729 | 27-Mar-18 | 100 |
| FHWA OK | Under \$50k | NFR | Fort Collins | 20664 | TAP M455-120 | Pitkin Street Bike Corridor | Const. | \$601,433 | (\$594,479) | \$6,954 | 16-Aug-16 | 688 | 20-Mar-18 | 107 |

NFR MPO Federal Inactive Report
July 2018

| Status | Level | TPR | Local | Project | PNum | Project Name | Phase | Budget | Expend | Balance | FHWA Date | FHWA-Day | Last Bill Date | Spend-Day | |
|--------------------|-------------|-------|-------|---------|--------------|------------------------------------|---------|---------------|-----------------|---------------|-----------|----------|----------------|-----------|--|
| FHWA OK | Under \$50k | NFR | CDOT | 20187 | ER R400-322 | PR SH60 & SH257 Structures | ROW | \$277,584 | (\$277,583) | \$1 | 19-Sep-16 | 654 | 16-Feb-18 | 139 | |
| FHWA OK | Under \$50k | NFR | CDOT | 20187 | ER R400-322 | PR SH60 & SH257 Structures | Utility | \$86,580 | (\$45,735) | \$40,845 | 23-Sep-16 | 650 | 01-Jun-17 | 399 | |
| FHWA OK | Under \$50k | NFR | CDOT | 21634 | NH 0853-104 | US 85 Signal at WCR 76 N. of Eaton | Design | \$20,000 | \$0 | \$20,000 | | 0 | 31-May-17 | 400 | |
| FHWA OK | Under \$50k | NF&UF | CDOT | 22469 | C 0853-110 | US85 ROW Settlement Agreement | Misc. | \$50,000 | (\$3,842) | \$46,158 | | 0 | 31-May-18 | 35 | |
| FHWA OK | Under \$50k | NFR | CDOT | 20952 | IM 0253-246 | I-25: Preventative Bridge Maint. | Design | \$26,000 | \$0 | \$26,000 | | 0 | | 0 | |
| FHWA OK | Under \$50k | NFR | CDOT | 21146 | FBR 060A-022 | SH 60 Over the South Platte River | Utility | \$5,550 | \$0 | \$5,550 | | 0 | | 0 | |
| Sub-Total | | | | | | | | \$10,325,264 | (\$10,058,684) | \$266,580 | | | | | |
| Grand Total | | | | | | | | \$594,819,463 | (\$173,334,830) | \$421,484,633 | | | | | |