

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
April 17, 2019
1:00 – 3:30 p.m.

1. Call Meeting to Order, Welcome, and Introductions
2. Public Comment (*2 minutes each*)
3. Approval of March 20, 2019 Meeting Minutes (*Page 2*)

CONSENT AGENDA

- | | |
|--|----------------|
| 1) Greeley STBG Project Adjustment Request (<i>Page 6</i>) | Karasko/Baxter |
|--|----------------|

ACTION ITEMS

- | | |
|--|----------|
| 2) FY2020-2023 Transportation Improvement Program (TIP) (<i>Page 17</i>) | Bornhoft |
|--|----------|

PRESENTATION

No items this month.

DISCUSSION ITEMS

- | | |
|--|----------|
| 3) FY2020-2021 Unified Planning Work Program (UPWP) Tasks (<i>Page 19</i>) | Karasko |
| 4) 2019 Congestion Management Process (CMP) (<i>Page 20</i>) | Martin |
| 5) 2045 Regional Transportation Plan (RTP) Land Use Scenarios (<i>Page 32</i>) | Martin |
| 6) 2045 Regional Transportation Plan (RTP) Draft Vision Plans Section (<i>Page 36</i>) | Karasko |
| 7) 2045 Regional Transportation Plan (RTP) Projects (<i>Page 37</i>) | Bornhoft |
| 8) 2045 Regionally Significant Corridors (RSC) Changes (<i>Page 43</i>) | Dusil |

OUTSIDE PARTNER REPORTS

- | | |
|----------------------------------|--------------|
| 9) NoCo Bike & Ped Collaborative | Dusil/Willis |
| 10) Regional Transit Agencies | |
| 11) Senior Transportation | |
| 12) Regional Air Quality Council | |

REPORTS

- | | |
|---|------------------------------|
| 13) Mobility Committee Updates (<i>Page 47</i>) | <i>Written Report</i> |
| 14) TIP Modifications (<i>Page 49</i>) | <i>Written Report</i> |
| 15) Federal Inactives Report (<i>Page 53</i>) | <i>Written Report</i> |
| 16) Roundtable | All |

4. Final Public Comment (*2 minutes each*)
5. Next Month's Agenda Topic Suggestions
6. Next TAC Meeting: May 15, 2019

**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**

**March 20, 2019
1:00 – 2:20 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Dawn Anderson – Weld County
Allison Baxter – Greeley
Amanda Brimmer – RAQC
Aaron Bustow – FHWA
Eric Fuhrman – Timnath
Michael King – CDOT alternate
Rusty McDaniel – Larimer County
Dennis Wagner – Windsor

NFRMPO STAFF:

Medora Bornhoft
Ryan Dusil
Alex Gordon
Becky Karasko
Sarah Martin

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Gary Carsten – Eaton
Rick Coffin – CDPHE-APCD
Ranae Tunison – FTA
Randy Ready – Evans
Johnstown
Milliken
LaSalle

IN ATTENDANCE:

Katie Guthrie – Loveland
Alana Koenig – CDOT
Leiton Powell – GET
Jan Rowe – CDOT

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE FEBRUARY 20, 2019 TAC MINUTES

McDaniel moved to approve the February 20, 2019 TAC minutes. The motion was seconded by Nelson and approved unanimously.

ACTION ITEMS

March 2019 TIP Amendment – Bornhoft explained the three requests included in the March 2019 TIP Amendment. Fuhrman moved to approve the Amendment. The motion was seconded by Wagner and approved unanimously.

FY2018 TIP Project Delay Review – Bornhoft identified the projects with a first and second delay, which included all of the projects listed as delayed in the packet with the exception of the US287 (N College) Ped Bridge & Path project, which has gone to ad. Bornhoft explained the policy, including how extensions are granted and that second extensions are intended for projects with delays outside the control of the project sponsor.

Anderson asked how projects with a delay outside of their control can get resolved. Karasko noted this has not been an issue in the past. Anderson explained the second delay for Weld County's CNG Vehicles & Expansion project is outside their control and the project may not be able to move forward within the next year; however, Weld County is working on a solution and requested a second extension. Bornhoft noted if there are changes TAC would like to make to the delay procedure, they may suggest those during the Draft FY2020-2023 TIP Discussion.

Klockeman noted both projects with a second delay are delayed due to factors outside the sponsor's control. In Loveland's case, the US 287 & US 34 VMS Signs project has a second delay because CDOT revised the criteria for implementing the project, resulting in higher costs, but the project funding amount is still the same. The City of Loveland is working with CDOT to find a solution and requested a second extension.

McDaniel moved to provide one-year extensions to the projects with a first delay and recommended Planning Council provide second one-year extensions for the projects with second delays. The motion was seconded by Nelson and approved unanimously.

DISCUSSION

Greeley STBG Project Adjustment Request – Karasko stated Greeley submitted an application for Surface Transportation Block Grant (STBG) funds for the 59th Avenue and O Street Roundabout project in February 2019. As confirmed with FHWA, the proposed project is a reasonable and eligible use of STBG funds and awarding funds to the project would not constitute sub-allocation. The project does not impact air quality conformity.

To answer TAC members' questions from the January 16, 2019 meeting, Baxter provided additional details on the project selection rationale, environmental and historic considerations, schedule, and source of local overmatch. The project was selected because it is the highest volume intersection along the existing O Street corridor and experiences substantial delays. The project limits do not impact the dump site located in the northwest corner, but a survey will be conducted for hazardous materials. The historic properties located on the other three corners will be surveyed with less than one acre of impact expected. Construction is now scheduled in 2022 instead of 2021 to avoid exacerbating closure impacts due to another nearby project. Funding for the project includes \$7M from Greeley and 25 percent of the total local match is from Weld County.

Klockeman asked what would happen to remaining federal funds not being requested for the revised project. Karasko stated the funds would go back to the STBG pot. Klockeman asked why Greeley did not ask for the full amount awarded to the project. Bornhoft noted there was an error in the original award letters of about \$100K that was corrected in revised award letters. Baxter stated they asked for what they were awarded, not their original application request since they received a partial award.

TAC agreed the project was a valid use of funds. Anderson noted the large community projects were not scored in the 2016 Call for Projects. Karasko explained one large community project was fully funded (Larimer County's) because it received Transportation Alternatives (TA) funding, while the other three received a proportion of their request.

Klockeman and Anderson supported the request to shift funds to the new location. Klockeman suggested the item go to Planning Council for Discussion with some clarifications.

FY2020-2023 Transportation Improvement Program (TIP) – Bornhoft reviewed the Draft FY2020-2023 TIP, which carries forward projects and policies from the FY2019-2022 TIP with several minor updates. One of the updates is revising the definition of delay in the Project Delay Procedure to refer to the milestone dates identified in the application instead of the first year of programming listed in the TIP. Another update is clarifying which projects require air quality conformity determinations based on lane miles instead of length of the travel lane.

Klockeman proposed adding a policy on swapping funds between projects in the same funding categories, based on project readiness. Staff will research policy options.

2019 Congestion Management Process (CMP) Elements – Martin presented key elements from the 2019 CMP, including the definition of congestion, direct and indirect measures of congestion, congestion management strategies, and the congested corridor profiles.

Klockeman asked about the definition of Travel Time Reliability (TTR). Martin explained TTR measures non-recurring delay and is separate from whether or not a corridor is congested.

Baxter asked if Tier 4 includes installing a signal to reduce delay. Staff will look into how to incorporate that strategy. Dusil suggested incorporating that strategy into signal retiming.

Klockeman stated the congestion identified on I-25 near US34 in the handout aligns with real world experience.

Brimmer noted non-motorized might not be the right word for the Tier 2 category due to the emergence of e-bikes and e-scooters. Brimmer suggested splitting Parking Management/Parking Pricing into two strategies and including them in both Tier 1 and Tier 2 due to the difference in impact between residential parking and downtown parking.

Martin stated the CMP Strategies Inventory chart in the TAC packet reflects strategies submitted by communities and is color-coded based on if the strategy is implemented currently or could be implemented in the future. Martin requested communities that have not yet submitted their strategies to submit them by March 29.

The Draft 2019 CMP will be a Discussion item at the April TAC meeting.

2045 Regional Transportation Plan (RTP) Draft Socio-Economic Profile and Performance Based Planning Sections – Karasko stated the 2045 RTP is scheduled for adoption in September 2019 by Planning Council and asked for high-level feedback to incorporate each agency's point of view. The Socio-Economic Profile includes population trends, economic trends, and environmental justice. The Performance-Based Planning section includes the 2045 GOPMT adopted by Planning Council, progress on the 2040 GOPMT, the Call for Projects process, and the draft system performance report. Karasko asked for feedback on these sections by April 5 and will send a meeting reminder for the deadline.

Klockeman asked if the revised sections will come back to TAC. Karasko stated minor changes will be incorporated and will be released in the Draft RTP in June. If any substantive comments are submitted, staff will bring those back to TAC.

OUTSIDE PARTNERS REPORTS (verbal)

Regional Transit Agencies – Guthrie stated an RFP was released for a contract to manage transit amenities such as shelters and included an arts and culture component. Klockeman stated COLT is examining waiving fares for school-aged children and reviewing potential transit routes in cooperation with the Thompson School District.

Senior Transit Items – Gordon stated the NFRMPO was awarded a second NADTC grant for the One Call/One Click Center. The RFP for the \$5304 grant to create the Senior Transportation Implementation Plan was released and three proposals were submitted.

Regional Air Quality Council – Brimmer stated the RAQC will hold a board meeting in Loveland on April 5.

ROUNDTABLE

Karasko handed out draft local match estimates for FY2019 based on 2015 population estimates from DOLA.

Fuhrman stated the Harmony Road construction is ramping up this week with a full closure Thursday, Friday, and Saturday from Club Drive to Latham Parkway.

King stated Executive Director Lew is defining the priorities for CDOT and it is expected more detail will be available on changes in the next week.

Anderson asked if CDOT had provided an update on the functional classification change requests. Dusil stated staff is following up with CDOT but they have not provided a timeline.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month’s Agenda Topic Suggestions – TIP for approval, Draft CMP for discussion, UPWP Tasks for 2020 and 2021, plan scenarios for land use, plan projects, multimodal vision plan sections, the Greeley STBG project for approval, and possibly RSCs for Discussion.

Meeting adjourned at 2:20 p.m.

Meeting minutes submitted by:

Medora Bornhoft, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, April 17, 2019 at the Windsor Recreation Center, Pine Room.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
April 17, 2019	Greeley STBG Project Adjustment Request **CONSENT**	Becky Karasko
Objective/Request Action		
Discuss the project scope change request submitted by the City of Greeley for the STBG project funds awarded for a capacity project on O Street between 11th Avenue and WCR 37 to a roundabout at 59 th Avenue and O Street.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • Greeley submitted the O Street project in the 2016 Call for Projects and \$1,431,535 federal funds were awarded to the project. • In 2017, the US85 PEL study recommended the closure of O Street east of US85. Due to the loss of access east of US85, the original project scope is no longer necessary and would not be a good use of funds. • Of the six STBG applications submitted to the 2016 Call, two received full funding and four received partial funding. Excluding the O Street project, which received partial funding, the other three partially funded projects have \$931,140 in unfunded requests. • On February 20, 2019, Greeley submitted an application for the <i>59th Avenue and O Street Roundabout</i> project to NFRMPO staff. 		
Committee Discussion		
This is the third and final time TAC will discuss this item.		
Supporting Information		
<p>As outlined in the US 85 PEL Study, which was adopted in 2017 and provides a long-range vision for US 85, O St access to the east of 85 is to be eliminated and access moved to CR66 and US 85. In addition to this, since 2016 when the original project scope was submitted and awarded, Weld County and Colorado Department of Transportation (CDOT) have worked together with the Union Pacific Railroad to escalate this closure. Although an official closure date is yet to be finalized, in 2018 the City of Greeley began to look at alternatives to the vision of O Street and how it could better serve as an alternative for east/west movement. The City of Greeley is requesting approval to change the scope of the project as originally awarded from a capacity project to the construction of a roundabout at the intersection of O Street and 59th Avenue.</p>		
Advantages		
The new project scope would be located on a more viable section of O Street 3.2 miles west of the original project location and will improve traffic flow on two regionally significant corridors rather than one.		
Disadvantages		
None noted.		
Analysis/Recommendation		
Staff requests TAC members recommend Planning Council approval of Greeley's scope change request.		
Attachments		
<ul style="list-style-type: none"> • STBG Application for 59th Avenue and O Street Roundabout Project Scope Change • 2016 Call for Projects STBG Project Eligibility Requirements 		

Rev. 11/28/2018



OFFICE OF BOARD OF COMMISSIONERS
PHONE: 970-336-7204
FAX: 970-336-7233
1150 O STREET
P.O. BOX 758
GREELEY, COLORADO 80632

February 19, 2019

Suzette Mallette
MPO Executive Director
North Front Range Metropolitan Planning Organization
419 Canyon Ave. Suite 300
Fort Collins, CO 80521

RE: Support of STBG Project Adjustment Request

Dear Suzette Mallette:

The Weld County Commissioners are pleased to continue collaboration with the City of Greeley on the O Street/Crossroads Boulevard corridor vision. The county is supportive of the City's project adjustment request to transfer funds from the O Street road widening project to a roundabout at 59th Ave and O Street.

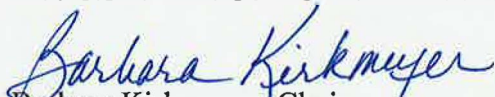
The O Street corridor is vital for transportation in Weld County as well as in the NFRMPO region. We believe the proposed project has an equivalent if not improved regional benefit. This project will assist Weld County residents by improving the quality and safety of a highly used intersection on O Street.

This partnership is consistent with our goal of promoting roadway quality, functionality and safety for the traveling public. The county has committed to financially support this project and in addition to the \$35,000 match provided for this project in 2016, the county will contribute their proportional share of 25% of the total project cost.

Thank you for your consideration, and if you have any questions, please feel free to contact us.

Sincerely,

BOARD OF COUNTY COMMISSIONERS


Barbara Kirkmeyer, Chair

c: Weld Public Works – Elizabeth Relford/Dawn Anderson
Weld Finance – Don Warden



City Manager's Office
City Hall
1000 10th Street
Greeley, Colorado 80631
Phone: 970-350-9770
Fax: 970-350-9828

January 31, 2019

Suzette Mallette
MPO Executive Director
North Front Range Metropolitan Planning Organization
419 Canyon Ave. Suite 300
Fort Collins, CO 80521

RE: Support of request to shift STBG project funding

Dear Ms. Mallette,

I am writing to express my support of the request to shift Surface Transportation Block Grant (STBG) funding from the O St Widening-11th Ave to WC 37 project to the 59th (CR 31) Avenue and O Street Roundabout project. Improvements to this intersection are of high importance to both the City of Greeley and Weld County. We believe it is important to consider CDOT's recommendation to close O St at US 85; because O St will be closed at the US 85 junction, widening an adjacent segment of roadway no longer presents itself as a wise investment. Therefore we request that grant funding be used in an area of equal need for improvements, which will serve more regional traffic, and provide greater delay and emission reduction.

Improvements to this intersection are identified in the City of Greeley's 2035 Comprehensive Transportation Plan based on forecasted traffic volumes and existing infrastructure needs. Furthermore, the proposed roundabout is consistent with a number of MPO regional transportation goals including increasing mobility, safety, and system reliability. 65th Avenue is Regionally Significant Corridor as defined in the 2040 Regional Transportation Plan that will continue to grow as a north south connection and O St is an RSC that is important for both local and regional travel.

Matching grant funds and overmatch funds will come from the City's 2019-2023 CIP project list.

I offer my full support for the City of Greeley's request to shift project funding.

Sincerely,


Roy Otto

STBGP Project Application Narrative



Applicant Information				
Project Sponsor Agency:: City of Greeley	Agency Contact: Allison Baxter	Telephone: 970-350-9326	Email Address: Allison.baxter@greeleygov.com	
Project Name (160 character limit): 59 th Ave and O St Roundabout		City: Greeley	State: CO	Zip Code: 80524
Additional Financial Sponsors (if applicable): Weld County				
<p>Please provide a short narrative describing the project so the scoring committee can determine if the Performance Measure selected is appropriate. The 59th/65th Avenue and O St roundabout project will improve traffic flow at a key regional traffic junction. 59th Avenue and O Street provides significant regional north/south and east/west connectivity. 59th Ave extends for 16 miles from SH 14 south to 37th St, and O St extends east from US 85 to 83rd Ave, with the goal of eventually making a connection to Crossroads Boulevard and I-25. This connectivity explains why this is the highest volume intersection along O St.</p> <p>The existing facility is a four-way stop-sign controlled intersection serving approximately 12,000 vehicles per day that operates at a level of service D during PM peak hour. The roundabout will provide approximately 41 hours of delay reduction per day, 15,000 hours per year, and improve the quality of life for residents through improved travel times. This intersection is currently a choke point along O St, but with intersection improvements, travel times along the existing corridor will be noticeably improved.</p> <p>The conceptual design is a two lane roundabout with pedestrian/bike refuges. While O St remains two lanes, the roundabout would be striped down to a single lane until road widening occurred.</p>				

STBGP Project Application



Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:	
Mailing Address:		City:	State:	Zip Code:
Additional Financial Sponsors (if applicable):				

Project Description

Project Name (160 character limit):	Jurisdiction(s):
Project Limits (to and from):	Project Length (miles):
Is this part of an ongoing project? If so, please describe.	
Project Description:	

Project Planning

What 2040 Regionally Significant Corridor is the project on?

How does the project fit with the 2040 NFRMPO Regional Transportation Plan Corridor Vision?

2040 Goals, Objectives, Performance Measures, and Targets

MPO Goal(s)	Performance Measure(s)	Project Impact

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

Scoring Criteria

Safety

Total Number of Accidents (separated by severity):

Time Period of Accident Data (at least three years):

Source of Data:

ADT on facility (if intersection, please provide ADT on all legs):

Please describe the type of accidents that are occurring (rear-end, broadside etc.) and to what extent the project will address these issues. Also please add any additional safety information that is relevant to the project and not reflected in the data:

Mobility

Please describe how the project improves mobility.

System Preservation

Pavement Condition Index Type:

Please describe the pavement condition and how this project will impact / address system preservation.

Partnerships

How many financial partners does the project have?

Funding			
	Source	Amount	Date Available
Federal Request	ST6;		2020
	ST6;		2021
Local Match			
Local Over Match			
Other Funding			
State Funding	CDOT		
Total Project Cost			
Total Local Funding			
Total STBG Funding Request			
Environmental Considerations			
What type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment,			
Anticipated Project Milestone Dates			
			Month-Year. (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)			
FIR (Field Inspection Review) (Minimum of 3-12 months)			
FOR (Final Office Review) (Minimum of 3 months)			
Utility Clearance (Minimum of 1 month)			
Right-of-Way Clearance (Minimum of 12-18 months if acquiring)			
Environmental Clearance (Minimum of 6-8 months)			
Advertisement Date (Minimum of 3 months)			

**WELD COUNTY PUBLIC WORKS DEPARTMENT
BUDGET STATUS UPDATE**

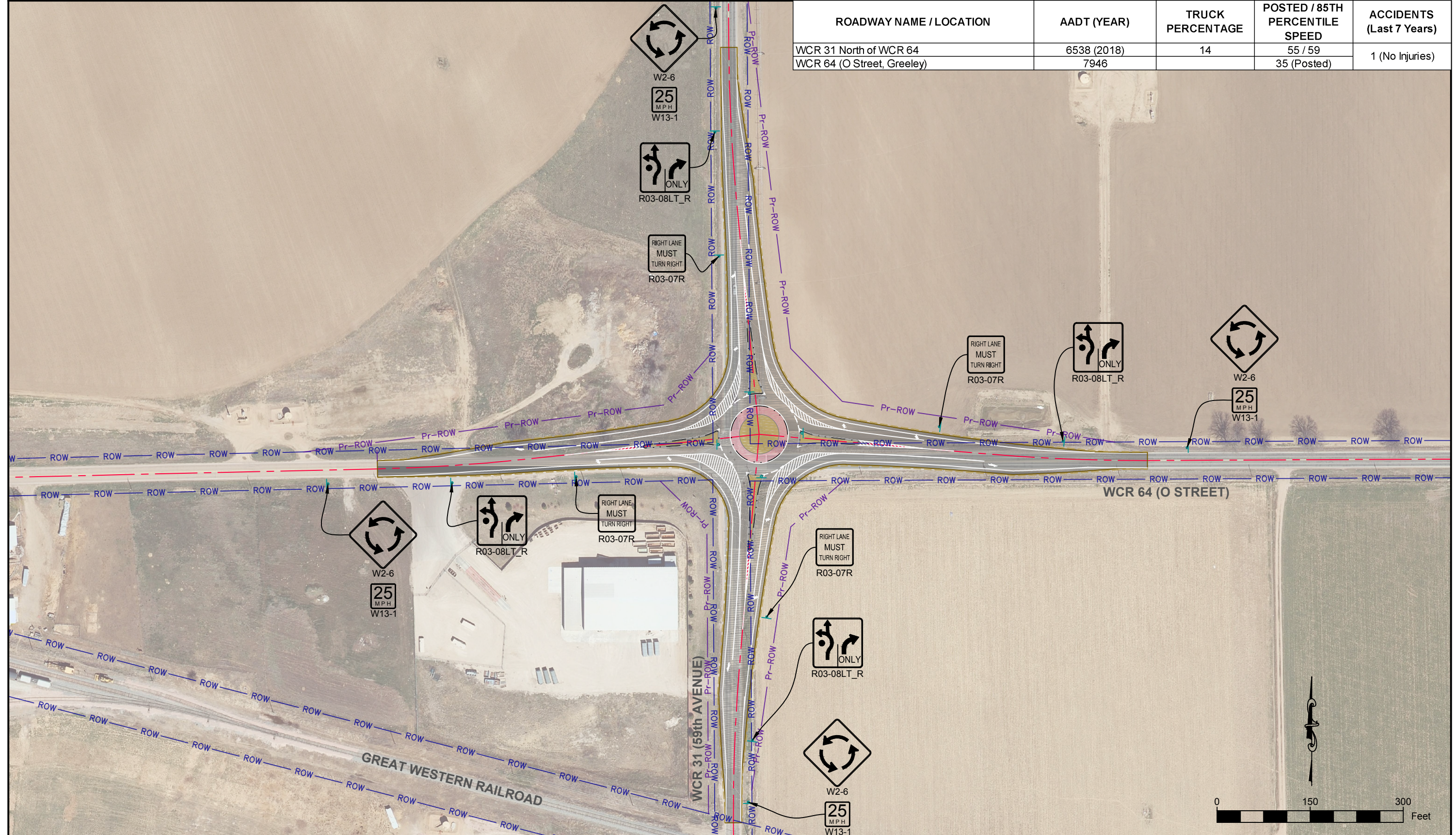


Project Name	CR 31 (59th Ave.)(Joint Project with Gree
Project Limits	WCR 64 AND WCR 31
DATE	29-Oct-18
TOTAL BUDGET AMOUNT	\$2,760,000
CONSTRUCTION SUBTOTAL	\$950,000
ENGINEERING SUBTOTAL	\$150,000
ESTIMATED BALANCE REMAINING	\$1,660,000
LENGTH (MILES)	0.82
Contracted Design/Build	
	DESIGN 2020
	R.O.W. 2021
	CONST. 2022

CONSTRUCTION COSTS	UNIT	UNIT COST	QUANTITY	TOTAL
Mobilization	LS	\$250,000.00	1	\$250,000
Clearing, Grubbing and Removals	ACRE	\$5,600.00	11.0	\$61,612
Unclassified Excavation	CY	\$10.57	18,047	\$190,756
Asphalt HMA PG64-22 (7")	TON	\$90.00	1,523	\$137,044
Asphalt HMA PG64-28 (2")	TON	\$105.00	435	\$45,681
ABC Class 6 Base Course (6" depth)	TON	\$27.03	9,281	\$250,874
Drainage and Erosion Control	LS	\$250,000.00	1	\$250,000
Traffic Control and Signage	LS	\$200,000.00	1	\$200,000
Concrete 11"	SY	\$77.00	11,602	\$893,325
Tensar - Triax 160	SY	\$13.50	15,469	\$208,829
Fencing	LF	\$25.50	8,872	\$226,236
Irrigation	LS	\$950,000.00	1	\$950,000
Other Minor Items and Contingencies	LS	\$2,714,357.75	18%	\$488,584
			<i>Subtotal</i>	<i>\$4,152,942</i>
ENGINEERING, ROW AND UTILITY COSTS	UNIT	UNIT COST	QUANTITY	TOTAL
Design/Survey	LS	\$200,000	1	\$200,000
Utilities	LS	\$660,000	1	\$1,060,000
ROW/Easements Acquisition (140')	ACRE	\$50,000 + Damages	8.0	\$1,200,000
Weld County Labor and Equipment	LS	\$150,000	1	\$150,000
Weld County Construction Inspection	LS	\$150,000	1	\$150,000
			<i>Subtotal</i>	<i>\$2,760,000</i>

TOTAL FOR ROUNDABOUT \$6,912,942


ROADWAY NAME / LOCATION	AADT (YEAR)	TRUCK PERCENTAGE	POSTED / 85TH PERCENTILE SPEED	ACCIDENTS (Last 7 Years)
WCR 31 North of WCR 64	6538 (2018)	14	55 / 59	1 (No Injuries)
WCR 64 (O Street, Greeley)	7946		35 (Posted)	



Computer File Information	
Creation Date:	10/30/2018 Initials: PW
Last Modified Date:	10/30/2018 Initials: PW
Full Path:	M:\CIP\2018\DRAWINGS\PLAN SHEETS
Drawing File Name:	WCR 64 AND WCR 31 INTERSECTION.DWG
AutoCAD Version:	2016 Scale: AS NOTED Units: English

Index of Revisions		
Date:	Comments:	Initials:
-	-	-
-	-	-
-	-	-
-	-	-

WELD COUNTY



PUBLIC WORKS DEPARTMENT
1111 H. STREET
P.O. BOX 758
GREELEY, CO. 80632-0758
PHONE: (970) 356-4000
FAX: (970) 304-6497

As Constructed
No Revisions:
Revised:
Void:

WCR 64 - WCR 31 INTERSECTION INTERSECTION PLAN	
Designer:	PW
Detailer:	PW
Sheet Subset:	Sheet Subset:

Project No./Code	
	CIP 2018
Sheet Number	36 of 83

Roundabouts

This calculator will estimate the emission reductions resulting from building a roundabout at an intersection

Navigator

[Intersection Improvements](#)

[Traffic Signal Synchronization](#)

[Roundabouts](#)

INPUT

EXISTING CONDITIONS

Evaluation Year	2018																																							
Area Type	Rural																																							
Business District	No																																							
Total peak hours per day(AM+PM)	4 hours																																							
Existing intersection is	Un-signalized																																							
Please input approaches in CLOCKWISE direction for existing intersection. If the intersection only has three approaches, put '0' for 'Average Annual Daily Traffic (AADT)' for Approach 4																																								
	<table border="1"> <thead> <tr> <th>Approach 1</th> <th>Approach 2</th> <th>Approach 3</th> <th>Approach 4</th> </tr> </thead> <tbody> <tr> <td>Average Annual Daily Traffic volume (AADT)</td> <td>4,040</td> <td>3,945</td> <td>2,550</td> <td>1,865</td> </tr> <tr> <td>Peak-hour Volume</td> <td>400</td> <td>400</td> <td>300</td> <td>180</td> </tr> <tr> <td>Truck Percentage</td> <td>18%</td> <td>18%</td> <td>18%</td> <td>18%</td> </tr> <tr> <td>Existing Delay per Vehicle</td> <td>35</td> <td>35</td> <td>35</td> <td>35</td> </tr> <tr> <td>Number of Lanes</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>Existing Intersection % Left Turns</td> <td>10%</td> <td>11%</td> <td>28%</td> <td>19%</td> </tr> <tr> <td>Existing Intersection % Right Turns</td> <td>3%</td> <td>6%</td> <td>16%</td> <td>10%</td> </tr> </tbody> </table>	Approach 1	Approach 2	Approach 3	Approach 4	Average Annual Daily Traffic volume (AADT)	4,040	3,945	2,550	1,865	Peak-hour Volume	400	400	300	180	Truck Percentage	18%	18%	18%	18%	Existing Delay per Vehicle	35	35	35	35	Number of Lanes	1	1	1	1	Existing Intersection % Left Turns	10%	11%	28%	19%	Existing Intersection % Right Turns	3%	6%	16%	10%
Approach 1	Approach 2	Approach 3	Approach 4																																					
Average Annual Daily Traffic volume (AADT)	4,040	3,945	2,550	1,865																																				
Peak-hour Volume	400	400	300	180																																				
Truck Percentage	18%	18%	18%	18%																																				
Existing Delay per Vehicle	35	35	35	35																																				
Number of Lanes	1	1	1	1																																				
Existing Intersection % Left Turns	10%	11%	28%	19%																																				
Existing Intersection % Right Turns	3%	6%	16%	10%																																				

Use the table below to estimate delay (HCM 2010, Exhibits 18-4, 19-1)

LOS	Delay (s/veh)	
	Unsignalized Intersection	Signalized Intersection
A	0 - 10	0 - 10
B	>10 - 15	>10 - 20
C	>15 - 25	>20 - 35
D	>25 - 35	>35 - 55
E	>35 - 50	>55-80
F*	>50	>80

*LOS F typically indicates that traffic demand has exceeded capacity

PROPOSED CONDITIONS

Number of Circulating Roundabout Lanes

Last Updated: 1/31/2019 1:48:52 PM

OUTPUT

Calculate Output

PERFORMANCE

Approach	PEAK-HOUR				OFF-PEAK				veh/hr
	1	2	3	4	1	2	3	4	
Proposed Capacity	782	676	679	750	904	861	866	750	veh/hr
Volume	400	400	300	180	122	117	68	57	veh/hr
Delay Reduction per vehicle	23.1	19.3	23.4	27.5	4.3	4.3	4.6	4.6	sec/veh

Approach	1	2	3	4	hours
Approach Delay Reduction per day	13.2	11.4	9.5	7.0	hours
Total Roundabout Delay Reduction per day	41.1				hours

EMISSION REDUCTIONS

Pollutant	Peak Hours Kilograms/day	Off-Peak Hours Kilograms/day	Total Kilograms/day
Carbon Monoxide (CO)	0.352	0.098	0.450
Particulate Matter <2.5 µm (PM _{2.5})	0.024	0.081	0.105
Particulate Matter <10 µm (PM ₁₀)	0.026	0.007	0.034
Nitrogen Oxide (NOx)	0.334	0.093	0.427
Volatile Organic Compounds (VOC)	0.065	0.018	0.083

Surface Transportation Block Grant Program (STBGP)

Project eligibility requirements:

- If project touches a state highway, sponsor must get a CDOT letter of support even if CDOT does not provide funding
- Regionally Significant Corridor from the 2040 NFRMPO Regional Transportation Plan (RTP)
- Consistent with the 2040 RTP Visions
- Addresses at least one 2040 RTP Performance Measure
- Local match of 17.21 percent (exceptions noted below)
- Complies with applicable local land use plans or current corridor studies, if available
- Project must be within the NFRMPO Boundary (include map in application to show project location)
- Project must complete a construction or an implementation phase
- Federal request cannot be less than \$100K
- Sponsors can only apply for projects equal to the funding shown on the Community Targets Table (see page 2)

All projects must be included on the project list template. Projects will be scored using the following criteria.

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	

Note: Certain safety improvements as listed in 23 U.S.C. 120(c)(1) (traffic control signalization, maintaining minimum levels of retro-reflectivity of highway signs or pavement markings, traffic circles/roundabouts, safety rest areas, pavement marking, shoulder and centerline rumble strips and stripes, commuter carpooling and vanpooling, rail-highway crossing closure, and installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections) may have a Federal share of 100%, but this provision is limited to 10% of the total funds apportioned to a State under 23 U.S.C. 104.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
April 17, 2019	FY 2020-2023 Transportation Improvement Program (TIP)	Medora Bornhoft
Objective/Request Action		
To recommend Planning Council approval of the FY 2020-2023 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • The FY 2020-2023 TIP includes federally funded and/or regionally significant surface transportation projects programmed to receive funding in fiscal years (FY) 2020 through 2023. • All projects with funding in FY 2020-2022 in the current FY 2019-2022 TIP were carried forward to the FY 2020-2023 TIP. • In addition, the FY 2020-2023 TIP includes projects submitted during the January 22 – February 12, 2019 submission window and projects awarded funding in the FY 2022-2023 Call for Projects in March 2019. • A call for roll-forwards will be held in the summer to roll unbudgeted FY 2019 funding into FY 2020. • The policies and procedures in the FY 2020-2023 TIP are carried forward from the FY 2019-2022 TIP; however, the following has been updated in Section 1: <ul style="list-style-type: none"> ○ Clarified the TIP Delay Procedure by referencing the milestone dates in the project application instead of the year funding is assigned/programmed in the TIP (pp. 9-10). ○ Clarified the length of a capacity project that requires an Amendment from “travel lane at least one mile in length” to “two lane miles”, which reflects how the length has been interpreted (p. 11). ○ Added a policy on swapping funds between projects in the same funding program (p. 9). ○ Added a description of the Annual Listing of Obligated Projects (ALOP) (p. 6). ○ Revised the Project Prioritization and Selection section to reflect the outcomes of the FY 2020-2021 Call for Projects and the FY 2022-2023 Call for Projects (pp. 4-5). ○ Expanded the Transportation Performance Management (TPM) section to reflect the targets adopted by the NFRMPO in October 2018 and February 2019 (pp. 15-18). • The format of the TIP project tables in Section 3 has been revised to improve readability. • The Environmental Justice areas in Appendix A have been updated as defined in the adopted <u>2019 Public Involvement Plan (PIP)</u>. 		
Committee Discussion		
<ul style="list-style-type: none"> • The Technical Advisory Committee (TAC) discussed the Draft FY 2020-2023 TIP at their March 20, 2019 meeting. Based on TAC feedback, staff added a policy on swapping funds among projects in the same funding program based on project readiness. The policy allows a project to be swapped one time only (p. 9-10). • Based on Planning Council feedback at their April 4, 2019 meeting, staff revised the wording of the TIP Delay Procedure (p. 9). 		
Supporting Information		
<ul style="list-style-type: none"> • The Draft FY 2020-2023 is available at https://nfrmpo.org/wp-content/uploads/draft-fy20-23tip-revised.pdf. • Additional project selections made through the Colorado Department of Transportation (CDOT) process will be added into the TIP as the information becomes available. • The public comment period for the Draft FY 2019-2022 TIP opened on April 1, 2019 and closes on April 30, 2019. 		
Advantages		
<ul style="list-style-type: none"> • Approval of the TIP will ensure the timely merger of projects into the CDOT STIP so budget processes can occur at the beginning of the State FY 2020 on July 1, 2019. 		

Disadvantages

- None.

Analysis/Recommendation

Staff requests TAC review and recommend Planning Council approval of the FY 2020-2023 TIP Narrative and Tables at their June 2, 2019 meeting.

Attachments

- None.

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Becky Karasko

Date: April 17, 2019

Re: FY2020-2021 Unified Planning Work Program (UPWP) Tasks

Background

The NFRMPO staff has drafted the Tasks and Products for the FY2020-2021 Unified Planning Work Program (UPWP). The Finance Committee will review the FY2020 Budget on April 17 and it is anticipated they will recommend Planning Council approval at the June 6, 2019 meeting. The FY2020-2021 UPWP and FY2020 Budget will go to Planning Council for their approval at their June 6, 2019 meeting to allow CDOT and FHWA approval prior to October 1, 2019.

The draft FY2020-2021 UPWP Tasks were provided to TAC ahead of the April 17, 2019 TAC meeting, with comments requested by Tuesday, April 30, 2019.

The updated draft FY2020 local match requirements by community will be provided at the meeting.

The full FY2020-2021 UPWP can be accessed here: <https://nfrmpo.org/wp-content/uploads/fy2020-2021-upwp.pdf>.

Action

NFRMPO staff requests TAC review the FY2020-2021 UPWP and provide comments to Becky Karasko at bkarasko@nfrmpo.org by **5:00 p.m. on Friday, April 30, 2019**.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
April 17, 2019	Draft <u>2019 Congestion Management Process (CMP)</u>	Sarah Martin
Objective/Request Action		
To provide an overview of the Draft <u>2019 CMP</u> and allow for an in-depth discussion by TAC of Chapter 4: Identifying Strategies to Manage Congestion and Chapter 5: Implementation .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • A Congestion Management Process (CMP) is a “systematic and regionally-accepted approach for managing congestion.”¹ • CMPs are required to be performance-based; however, federal law does not enumerate specific goals, objectives, or performance measures to include. • CMPs are required to identify and evaluate potential congestion mitigation strategies. • CMPs are required to identify an implementation schedule, responsible parties, and possible funding sources for proposed strategies. • The CMP currently in effect for the region is the <u>2015 CMP</u>. The <u>2019 CMP</u> will replace the <u>2015 CMP</u> and will be incorporated into the <u>2045 Regional Transportation Plan (RTP)</u>. • As noted in the document, several sections are missing data and will be updated following the completion of the 2015 Base Year Regional Travel Demand Model (RTDM) and the finalization of the 2045 Regionally Significant Corridors (RSCs). • The Draft <u>2019 CMP</u> is available for TAC review at https://nfrmpo.org/wp-content/uploads/draft-2019-CMP.pdf. 		
Committee Discussion		
<ul style="list-style-type: none"> • This is the second time the TAC is discussing the <u>2019 CMP</u>. TAC discussed elements of the <u>2019 CMP</u>, including performance measures, the definition of congestion, and draft strategies at the March 20, 2019 TAC meeting. • The draft CMP will go to Planning Council on May 2, 2019 for the first time for Discussion. 		
Supporting Information		
<ul style="list-style-type: none"> • Relevant Goals and Objectives from the 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) were incorporated into the <u>2019 CMP</u>. • Performance measures were adapted from the 2045 GOPMT and include: <ul style="list-style-type: none"> ○ Travel Time Index (TTI) ○ Vehicle Miles Traveled (VMT) ○ Travel Time Reliability (TTR) ○ Number of Crashes ○ Weekday Transit Ridership per Capita ○ Percent of commuter trips made via a non-Single Occupant Vehicle (SOV) mode ○ Percent National Highway System (NHS) miles covered by fiber • Following guidance provided by FHWA during the NFRMPO quadrennial review, the <u>2019 CMP</u> strategies Chapter was restructured from to the <u>2015 CMP</u>. • Strategies were grouped into six Tiers, structured generally from high-efficacy and/or low cost to low-efficacy and/or high cost. High-efficacy strategies are those with a large and lasting impact on VMT and congestion. Each strategy includes a description, example(s), pros and cons, and special considerations. • An implementation Chapter was added to the <u>2019 CMP</u> to conform with federal regulations. Chapter 5: Implementation identifies congested corridors, opportunities for managing congestion on these corridors, and parties responsible for implementation, per federal regulations. General 		

¹ https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm

recommendations for implementing the 2019 CMP and a brief discussion of funding opportunities are also included in **Chapter 5**.

- Congested Corridors are identified as any RSC with at least one segment with an average AM or PM peak period TTI greater than or equal to 1.5 in 2018 or 2030 and/or a TTR greater than or equal to 1.5 in 2018.

Advantages

- Incorporation of TAC input prior to Planning Council Discussion on May 2, 2019 will enable the 2019 CMP to be robust and comprehensive.

Disadvantages

- None.

Analysis/Recommendation

Staff requests TAC members review the Draft 2019 CMP, especially **Chapter 4: Identifying Strategies to Manage Congestion** and **Chapter 5: Implementation** and provide feedback on content, structure, and presentation.

Attachments

- Sample Congested Corridor: RSC #1: North I-25
- Draft 2019 CMP Presentation

RSC #1: North I-25 Corridor

RSC #1, North Interstate 25, runs through the center of the NFRMPO planning area, providing regional, inter-regional, and national connectivity. The corridor is currently two general-purpose lanes in each direction, passing through Fort Collins, Timnath, Windsor, Loveland, Johnstown, and Berthoud.

Opportunities:

- Implement ramp metering at all on ramps and off-ramps between Johnstown and Fort Collins
- ACST for all signals along US34 and Crossroads Boulevard within one mile of N I-25
- Increase Bustang Express Bus frequency
- Partner with COLT, Transfort, and GET on increasing service to Bustang stops and explore other feeder bus service options
- Complete on-road bicycle infrastructure gaps and develop grade-separated bike/ped crossings across N I-25 where feasible
- Add Park-n-Ride capacity where feasible
- Study commuter rail options on parallel corridors as identified in the N I-25 EIS

Parties Responsible:

- | | |
|------------------|-------------|
| • CDOT | • Timnath |
| • Larimer County | • Windsor |
| • Weld County | • Loveland |
| • Fort Collins | • Johnstown |
| • Timnath | • Berthoud |

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	5.0%	0.0%	2.5%
Percent of corridor with a TTR >= 1.5	0.0%	-	-
Population living within ¼ mile	7,357	29,828	67,014
Jobs located within ¼ mile	20,126	15,246	50,618

Source: NFRMPO 2045 Regional Travel Demand Model (RTDM), NFRMPO 2045 Land Use Allocation Model, INRIX, NPMRDS

	Imp	Plan
Tier 1: Reducing Trip Generation and Shortening Trips		
Efficient Land Use and Development Practices	X	X
Tier 2: Encouraging Shift to Alternative Modes of Transportation		
Bike Infrastructure		X
Bike Share Service		
Bus Rapid Transit		
Car Sharing		
Complete Streets Policies		
Mobility Hubs	X	X
Parking Pricing or Parking Restrictions		
Pedestrian Infrastructure		X
Transit Incentives		
Transit Service Quality Factors		X
Transit Service Quantity Factors	X	
Tier 3: Increasing Vehicle Occupancy and Shifting Travel Times		
Congestion Pricing		
High Occupancy Vehicle (HOV) Lanes		X
Tier 4: Improving Roadway Operations without Expansion		
Access Management	X	
Advanced Traveler Information System	X	
Automatic Road Enforcement		
Dynamic Parking Management		
Electronic Toll Collection		X
Fiber-Optic Communications	X	X
Maintenance Decisions and Support System (MDSS)	X	X
Ramp Metering	X	X
Signage Improvements	X	X
Traffic Operations Center	X	
Traffic Signal Timing Adjustments		
Transit Signal Priority		
Variable Speed Limits		
Tier 5: Traffic Incident Management		
Courtesy Patrol	X	
Traffic Incident Management Plan	X	
Tier 6: Road Capacity		
Auxiliary Lanes	X	X
Climbing Lanes	X	
Grade-Separated Crossings/Intersections	X	X
New Lanes/Roads		X
Roundabouts		
Toll/Express Lanes		X



Draft 2019 Congestion Management Process (CMP)

Technical Advisory Committee (TAC)

North Front Range
Metropolitan
Planning
Organization

April 17, 2019

1

Federal Requirements of CMP

North Front Range
Metropolitan
Planning
Organization

- Definition of congestion management **objectives** and appropriate performance measures
- Coordinated program for **data collection** and system performance monitoring
- Identification and evaluation of the anticipated performance and expected benefits of appropriate **congestion management strategies**
- Identification of an **implementation** schedule, responsibilities, and possible funding sources for each proposed strategies
- Periodic **assessment** of the effectiveness of implemented strategies

2

CMP

2

Structure of the 2019 CMP



Chapter 1: Background and Purpose

Chapter 2: Goals and Objectives

Chapter 3: Quantifying Congestion

Chapter 4: Identifying Strategies to Manage Congestion

Chapter 5: Implementation

3

CMP

3

Congestion-Related **GOPMT**



Goal Area 1: Economic Development and Quality of Life

- Conform to air quality requirements

Goal Area 2: Mobility

- Reduce number of severe traffic crashes
- Reduce congestion
- Improve travel time reliability

Goal Area 3: Multi-Modalism

- Increase mode share of non-Single Occupant Vehicles (SOV) modes
- Develop infrastructure that supports alternate modes and connectivity

Goal Area 4: Operations

- Enhance Transit Service in the NFR region

4

CMP

4

Congestion-Related GOPMT



Direct Measures of Congestion:

CMP Performance Measure	Description	Type of Congestion
Travel Time Index (TTI)	Ratio of average peak travel time to an off-peak (free-flow) standard. A value of 1.5 indicates that the average peak travel time is 50% longer than off peak travel times.	Recurring
Vehicle Miles Traveled (VMT) per Capita	Miles traveled by vehicles in a specified region over a specified time period. Calculated per person for all trips or for specific destinations including home, work, commercial, etc.	Recurring
Travel Time Reliability	Measures unexpected delay. A corridor may be congested, but reliable if the congestion is consistent.	Non-Recurring

5

CMP

5

Congestion-Related GOPMT



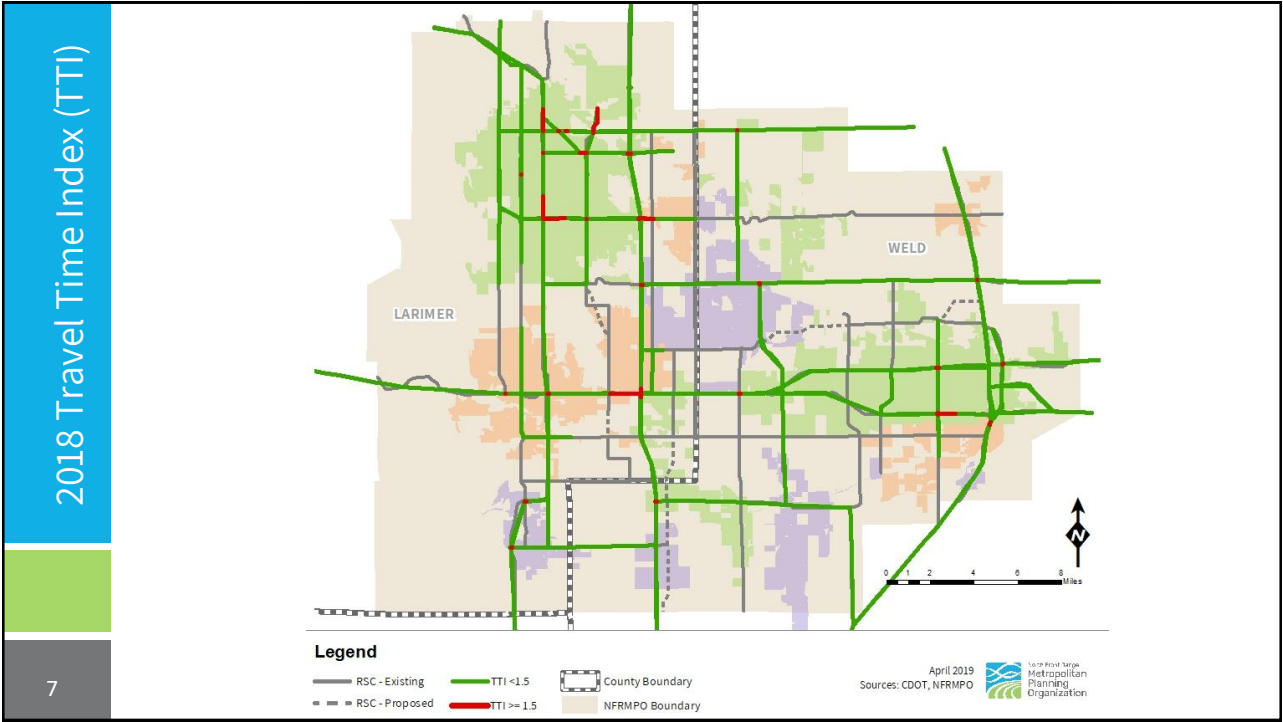
Direct Measures of Congestion:

CMP Performance Measure	Description	Type of Congestion
Number Crashes	Collisions involving one or more vehicles.	Non-recurring
Weekday transit ridership per Capita	The number of unlinked weekday trips per resident within each provider's service area. Measuring per capita helps account for continued population growth.	Recurring
Percent of non-single occupant vehicle (SOV) commute trips	Percent of all commute trips completed by any mode other than SOV, including by transit, bicycle, walking, or carpooling.	Recurring
Percent NHS miles covered by fiber	Percent of NHS miles with fiber-optic cables installed and used for transportation management purposes.	Recurring/Non-recurring

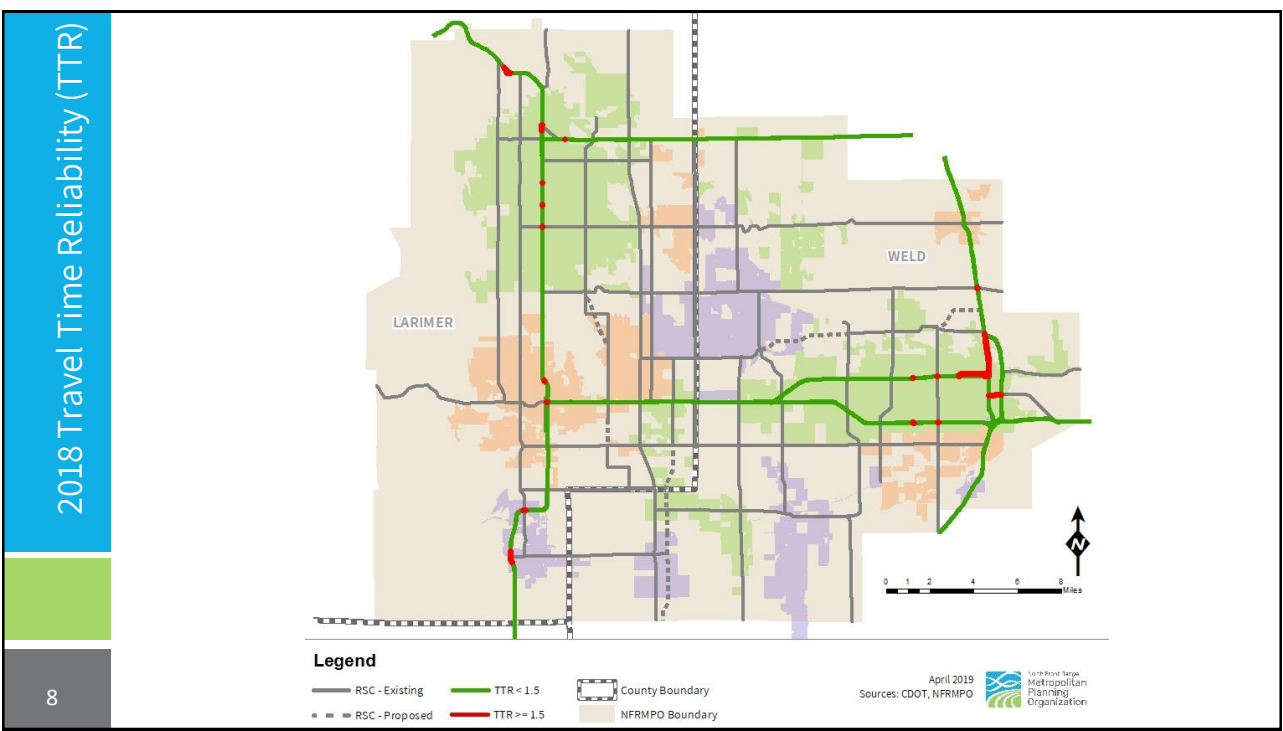
6

CMP

6



7



8

Strategy Tiers

High-Efficacy/Low-Cost

Low-Efficacy/High-Cost

Tier 1
Strategies that most directly reduce congestion by shortening, reducing, or circumventing the need for trips.

Tier 2
Strategies that increase the availability and access to non-motorized modes and transit.

Tier 3
Auto-oriented TDM strategies that limit SOV trips during peak travel times.

Tier 4
Improving roadway operations without expansion, including ITS.

Tier 5
Traffic Incident Management (TIM) strategies.

Tier 6
Roadway capacity projects.

9

9

Strategy Pages

Bicycle Share Service
A system in which shared bicycles are made available to individuals for trips around town. Bicycles can be checked out from designated locations for designated amounts of time.

Example
Pace Bicycle Share in Fort Collins has a system of 250 bicycles across 42 stations around the City. Bicycles can be located and rented using a smartphone at both pay-as-you-go and plan rates. Bicycles can be returned to the designated stations or public bicycle racks. The University of Northern Colorado (UNC) in Greeley operates a Blue Cruiser Bicycle Program for students to check out bicycles free of charge for a week at a time from the Campus Recreation Center.

Pros	Cons
<ul style="list-style-type: none"> Offers a comfortable and accessible entry for people unfamiliar with biking Allows users to access bicycles without buying their own Bicycle fleets are maintained and repaired professionally 	<ul style="list-style-type: none"> Systems have geographic limitations Requires a certain level of population and employment density to make the system sustainable If the system is not managed well, bicycles may be neglected and can obstruct public rights-of-way

Other Factors or Considerations

- The appropriate system model depends on the user base (students, tourists, residents, etc.).
- Public and private partnerships and advertisement opportunities can help kickstart and maintain the system.

10

10

New to the 2019 CMP - Implementation



- Identifies congested corridors
- Draft recommendations for each congested corridor
- Parties responsible for implementation
- General recommendations for implementation
- Preliminary identification of funding sources

11

CMP

11

Congested Corridor Selection Process



One or more conditions met for any segment on RSC:

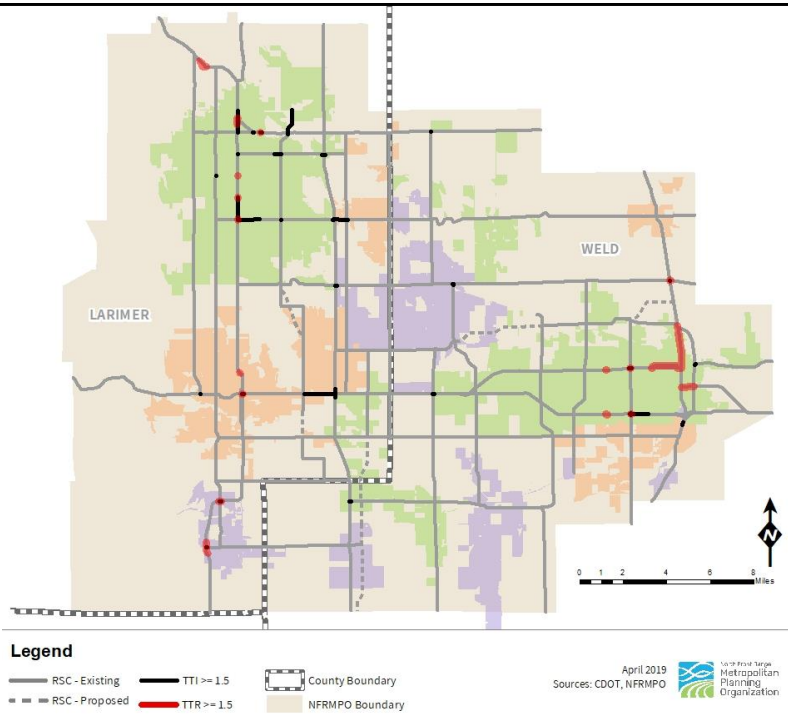
- **Travel Time Index (TTI) > 1.5** in 2018 or 2030
 - Measured using INRIX data, local data (BlueTOAD, Acyclica), or Regional Travel Demand Model data
- **Travel Time Reliability (TTR) > 1.5** in 2018
 - Measured using NPMRDS data (NHS system only)

12

CMP

12

Congested Corridors



13

13

Congested Corridors

RSC #1: I-25 Corridor

RSC 1, North Interstate 25, runs through the center of the North Front Range planning area, providing regional, inter-regional, and national connectivity. The corridor is currently two general-purpose lanes in each direction, passing through Fort Collins, Timnath, Windsor, Loveland, Johnstown, and Berthoud.

Opportunities:

- Implement ramp metering at all on ramps and off-ramps between Johnstown and Fort Collins
- ACST for all signals along US 34 and Crossroads Boulevard within one mile of North I-25
- Increase **Bustang** Express Bus frequency
- Partner with COLT, Transport, and GET on increasing service to **Bustang** stops and explore other feeder bus service options
- Complete on-road bicycle infrastructure gaps and develop grade-separated bike/ped crossings across I-25 where feasible
- Add Park-n-Ride capacity where feasible
- Study commuter rail options on parallel corridors as identified in the North I-25 EIS

Parties Responsible:

- CDOT
- Larimer
- Weld
- Fort Collins
- Timnath
- Timnath
- Windsor
- Loveland
- Johnstown
- Berthoud

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	5.0%	0.0%	2.5%
Percent of corridor with a TTR >= 1.5	0.0%	-	-
Population living within 1/4 mile	7,357	29,828	67,014
Jobs located within 1/4 mile	20,126	15,246	50,618

Source: NFRMPO 2045 Regional Travel Demand Model (RTDM), NFRMPO 2045 Land Use Allocation Model, INRIX, NPMRDS

	Imp	Plan
Tier 1: Reducing Trip Generation and Shortening Trips		
Efficient Land Use and Development Practices	X	X
Tier 2: Encouraging Shift to Alternative Modes of Transportation		
Bike Infrastructure		X
Bike Share Service		
Bus Rapid Transit		
Car Sharing		
Complete Streets Policies		
Mobility Hubs	X	X
Parking Pricing or Parking Restrictions		
Pedestrian Infrastructure		X
Transit Incentives		
Transit Service Quality Factors		X
Transit Service Quantity Factors	X	
Tier 3: Increasing Vehicle Occupancy and Shifting Travel Times		
Congestion Pricing		
High Occupancy Vehicle (HOV) Lanes		X
Tier 4: Improving Roadway Operations without Expansion		
Access Management	X	
Advanced Traveler Information System	X	
Automatic Road Enforcement		
Dynamic Parking Management		
Electronic Toll Collection		X
Fiber-Optic Communications	X	X
Maintenance Decisions and Support System (MDSS)	X	X
Ramp Metering		X
Signage Improvements		X
Traffic Operations Center	X	
Traffic Signal Timing Adjustments		
Transit Signal Priority		
Variable Speed Limits		
Tier 5: Traffic Incident Management		
Courtesy Patrol	X	
Traffic Incident Management Plan	X	
Tier 6: Road Capacity		
Auxiliary Lanes	X	X
Climbing Lanes	X	
Grade-Separated Crossings/Intersections	X	X
New Lanes/Roads		X
Roundabouts		
Toll/Express Lanes		X

14

14

Recommendations

NFRMPO Responsibilities

- Standardize reporting process for general-purpose projects to be included in the TIP to ensure all relevant TDM and Operational Improvements were considered prior to the general-purpose project.
- Modify scoring criteria for the Call for Projects to reflect the Strategy Tiers and/or the Corridor recommendations.
- Encourage NFRMPO planning partners to use evaluation tools to better understand the costs and benefits of expanding or creating new TDM programs.
- Track progress of the 2019 CMP by reporting on metrics outlined in **Chapter 3**.
- Conduct education and outreach during community events to encourage residents to consider implementing congestion-mitigating strategies at home.
- Partner with Regional Air Quality Council (RAQC) through Simple Steps. Better Air campaign to leverage educational materials.

NFRMPO Planning Partners Responsibilities

- Identify local funding sources and additional grant opportunities to fund strategies identified for their jurisdiction.
- Work with community partners to identify opportunities for more efficient land use planning and development.
- Coordinate with private entities within their jurisdiction to encourage the implementation of organization-specific strategies.
- Explore tools designed to measure the costs and benefits of existing or planned TDM programs to develop data in support of expanding or creating new TDM programs.

15

15

Key Pieces



- Strategies: pros, cons, special considerations
- Definition of congestion: TTI and/or TTR ≥ 1.5
- Strategies implemented and planned along congested corridors
- Corridor-specific opportunities for managing congestion
- General recommendations for implementation

16

CMP

16

Next Steps



- **May 2, 2019 Planning Council Meeting**– Draft CMP Discussion
- **May 15, 2019 TAC Meeting** – CMP Recommendation
- **June 6, 2019 Planning Council Meeting** – CMP Adoption

17

CMP

17

Questions?



Medora Bornhoft

Transportation Planner II

mbornhoft@nfrmpo.org

(970) 416-2293

Ryan Dusil

Transportation Planner

rdusil@nfrmpo.org

(970) 224-6191

Sarah Martin

Transportation Planner

smartin@nfrmpo.org

(970) 416-2309

18

CMP

18

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
April 17, 2019	Draft 2045 Regional Land Use Scenarios	Sarah Martin
Objective/Request Action		
To provide an overview of the 2045 Regional Land Use Model socioeconomic outputs for the base-case and high-density scenarios and to discuss the methodology used to develop the high-density scenario requested by TAC.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • The 2045 Land Use Allocation Model (LUAM) is an update to the 2012 LUAM. • 2045 LUAM inputs were developed in closer partnership with the Model Steering Team (MST), which included TAC members and land use planning partners from each community in the NFRMPO. • The 2045 LUAM base-case socioeconomic outputs went through three rounds of review and revision with the help of the MST. • TAC recommended developing a high-density land use scenario for the purposes of scenario planning. 		
Committee Discussion		
<ul style="list-style-type: none"> • This is the second time TAC is discussing Land Use Scenarios and the first time TAC is seeing the 2045 LUAM socioeconomic outputs, both for the base-case scenario and the proposed high-density scenario. • The 2045 LUAM base-case socioeconomic outputs, methodology for developing a high-density scenario, and the high-density socioeconomic outputs will go to the Model Steering Team on April 18, 2019 for approval. 		
Supporting Information		
<ul style="list-style-type: none"> • The 2045 LUAM is a foundational input to the 2045 Regional Travel Demand Model, since land use (especially households and jobs) is the major driver of trip generation. • TAC recommended comparing several transportation investments using both a “base-case” land use development pattern and a “high-density” development pattern, to better understand how transportation investment may need to change depending on future, external factors. • A high-density scenario was developed by identifying the region’s “urban core” and scaling up the maximum allowable density in the urban core by a factor of 0.5. This factor can be readily changed to test different density assumptions for future years. • The urban core was identified by selecting Traffic Analysis Zones (TAZs) with jobs or households greater than the mean value for the region in 2015, based on 2045 LUAM outputs. • The base-case outputs are attached to this AIS. The high-density scenario outputs will be provided to TAC members prior to the meeting 		
Advantages		
<ul style="list-style-type: none"> • Soliciting TAC input prior to the incorporation of 2045 LUAM outputs into the <u>2045 RTP</u> and 2045 Regional Travel Demand Model (RTDM) will ensure both the RTDM outputs and scenario discussion best reflect the collective interest of TAC members. 		
Disadvantages		
<ul style="list-style-type: none"> • None. 		
Analysis/Recommendation		
Staff requests TAC reviews the base-case and high-density socioeconomic outputs produced by the 2045 LUAM and provides feedback regarding both sets of outputs and the methodology used to develop the high-density scenario.		
Attachments		
<ul style="list-style-type: none"> • Figure 1. Land Use Allocation Model Base-Case: Households 2015 and 2045 • Figure 2. Land Use Allocation Model Base-Case: Jobs 2015 and 2045 • Table 1. Population and Job Growth by GMA 		

Figure 1. Land Use Allocation Model Base-Case: Households 2015 and 2045

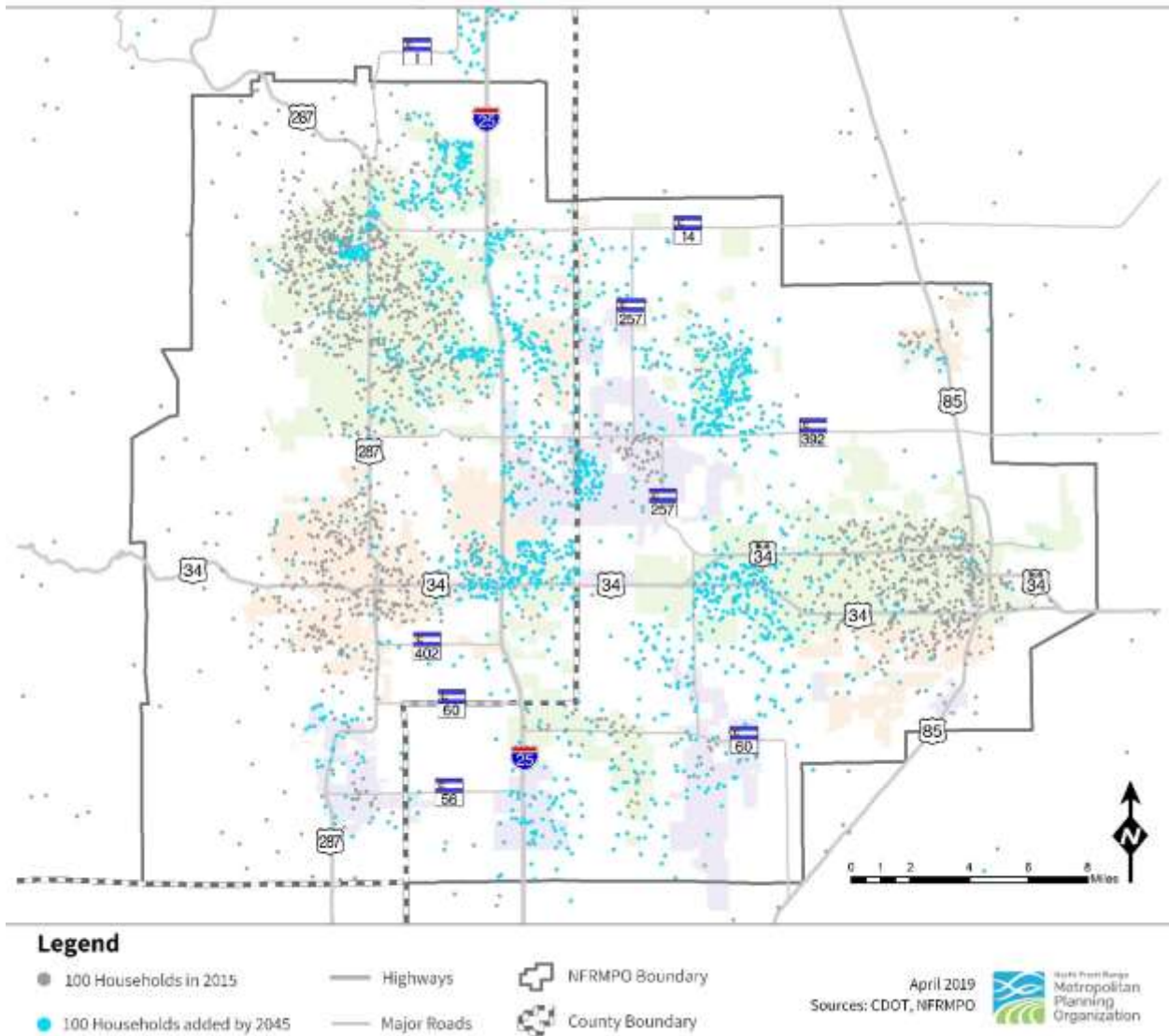


Figure 2. Land Use Allocation Model Base-Case: Jobs 2015 and 2045

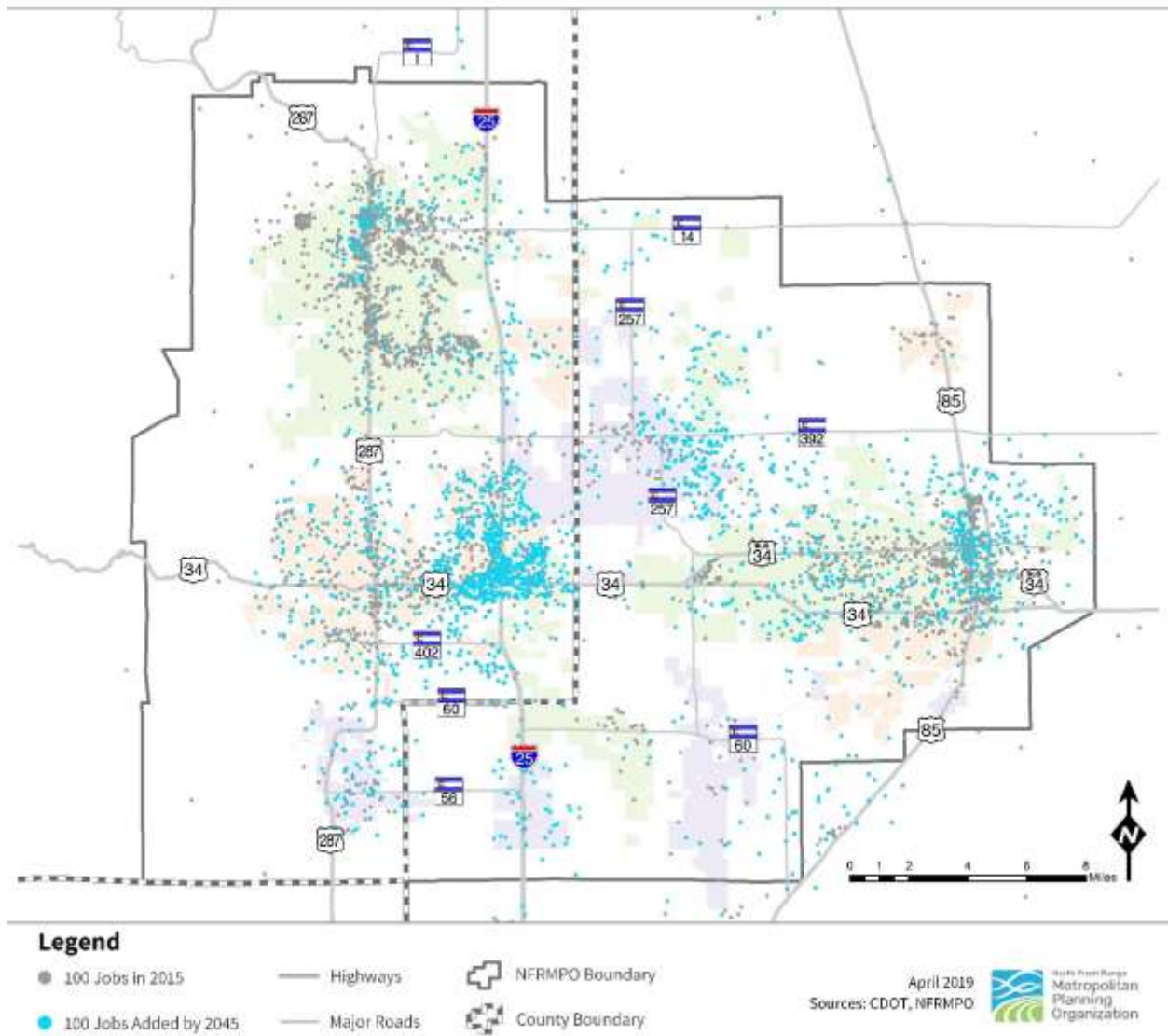


Table 1. Population and Job Growth by GMA

GMA	Population and Jobs by Model Year				Annual Growth Rate (CAGR)	
	Pop 2015	Jobs 2015	Pop 2045	Jobs 2045	Pop (2015-2045)	Jobs (2015-2045)
Berthoud	8209	4551	28607	14481	4.2%	3.9%
Eaton	5243	2301	9661	2393	2.1%	0.1%
Estes Park	9881	4936	14233	5138	1.2%	0.1%
Evans	23782	5241	32839	9904	1.1%	2.1%
Fort Collins	173998	112570	256679	127076	1.3%	0.4%
Greeley	96348	71841	163506	114571	1.8%	1.6%
Johnstown	17086	6220	44303	16321	3.2%	3.3%
LaSalle	2390	1023	2696	1068	0.4%	0.1%
Loveland	80043	53582	128710	125165	1.6%	2.9%
Mead	4890	1885	9398	4293	2.2%	2.8%
Milliken	7181	2481	29326	4514	4.8%	2.0%
Severance	4918	1050	66625	8617	9.1%	7.3%
Timnath	3289	1164	37436	6258	8.4%	5.8%
Wellington	7063	910	21358	2943	3.8%	4.0%
Windsor	25158	9446	60751	27346	3.0%	3.6%
Non-GMA Larimer	28922	4921	37145	6385	0.8%	0.9%
Non-GMA Weld	20411	7105	27365	12073	1.0%	1.8%

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
April 17, 2019	2045 Regional Transportation Plan (RTP) Draft Vision Plans Section	Becky Karasko
Objective/Request Action		
Staff is providing the third of six groups of Chapters and Sections for the 2045 Regional Transportation Plan (RTP) for TAC review and discussion.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • MPO staff is developing the 2045 RTP, scheduled for September 2019 Planning Council adoption. • The 2045 RTP includes a long-term transportation vision for the region. • The DRAFT 2045 RTP Vision Plans Section for TAC member's review may be accessed here: https://nfrmpo.org/wp-content/uploads/Vision-Plans.pdf 		
Committee Discussion		
This is the first time TAC will discuss this Section of the 2045 RTP.		
Supporting Information		
The RTP is a federally-mandated plan for MPOs and includes a long-term transportation vision for the region. The 2045 RTP summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes a fiscally-constrained corridor plan for the future.		
Advantages		
Providing the chapters as they are drafted allows TAC to maximize their time and input in reviewing the 2045 RTP chapters. Staff will provide presentations on the changes to the RTP to summarize changes to assist TAC in their review.		
Disadvantages		
None noted.		
Analysis/Recommendation		
Staff requests TAC members review the portions of the 2045 RTP Draft Sections applicable to their jurisdictions for accuracy and content.		
Attachments		
None.		

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Medora Bornhoft

Date: April 17, 2019

Re: 2045 Regional Transportation Plan (RTP) Projects

Background

The 2045 Regional Transportation Plan (RTP) will identify fiscally constrained roadway capacity projects along 2045 Regionally Significant Corridors (RSCs) as well as fiscally constrained transit projects planned through 2045.

Roadway projects were carried forward from the 2040 RTP and reviewed by local agency staff. Additional projects were added from local agency transportation plans and the Larimer County Regional Needs Assessment. **Figure 1** displays the roadway capacity projects by implementation year and labeled by Project ID. **Table 1** includes information on each project sorted by community, with multi-community projects listed last. The fiscal constraint analysis will be applied to these projects to determine if projects are fiscally constrained in the timeframe identified. The results of the fiscal constraint analysis will be presented at the May TAC meeting.

Fiscally constrained transit projects will be presented at the May TAC meeting as part of the 2045 Fiscally Constrained Plan.

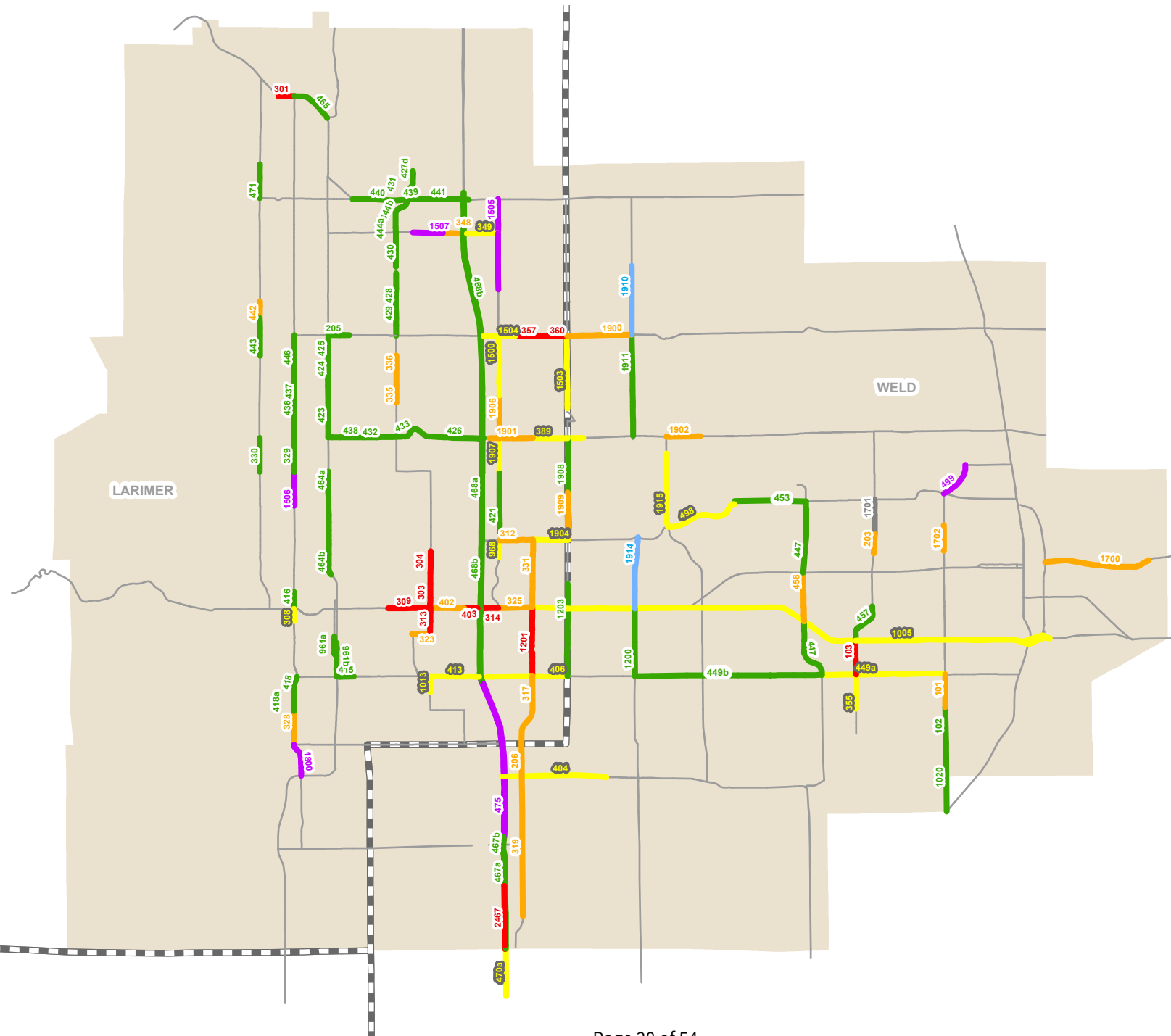
Action

Staff requests TAC review the 2045 RTP roadway capacity projects and provide comments by Friday, April 26.

Figure 1. Draft 2045 RTP Roadway Projects

Legend

- RSC
- Projects by Year**
- Undetermined
- 2020
- 2025
- 2030
- 2035
- 2040
- 2045
- NFRMPO Boundary



0 1 2 4 6 8 Miles

North
N

Table 1. Draft 2045 RTP Roadway Projects

Project ID	Facility Type	AB Lane	BA Lane	Year	Community	Project Name	Street Name	Extent N/W	Extent S/E	Base Condition	Forecast Condition	Project Source	Type
301		2	2	2019	CDOT	US287	I-25	LaPorte Bypass	Shields St	2 Lanes	4 Lanes	CDOT	Widening
468b		3		2035	CDOT	I-25 GP Widening Segment 7&8	I-25	SH14	SH402	4 GP Lanes	6 GP Lanes	CDOT	Widening
475		3		2045	CDOT	I-25 GP Widening Segment 6	I-25	SH402	SH56	4 GP Lanes	6 GP Lanes	CDOT	Widening
467a		3		2035	CDOT	I-25 GP Widening Segment 5 NFR	I-25	SH56	WCR 38	4 GP Lanes	6 GP Lanes	CDOT	Widening
467b			3	2035	CDOT	I-25 GP Widening Segment 5 NFR	I-25	SH56	WCR 38	4 GP Lanes	6 GP Lanes	CDOT	Widening
468a			3	2035	CDOT	I-25 GP Widening Segment 7&8	I-25	SH14	SH402	4 GP Lanes	6 GP Lanes	CDOT	Widening
470a		3		2030	CDOT	I-25 GP Widening Segment 5 DRCOG	I-25	WCR 38	SH 66	4 GP Lanes	6 GP Lanes	CDOT	Widening
2467		3		2017	CDOT	I-25 Climbing Lane	I-25	MM249	MM247	2 Lanes	3 Lanes	CDOT	Widening
449a		2	2	2028	Evans	WCR 54 Widening	WCR 54/ 37th St	77th Ave / Two Rivers Parkway	35th Ave. / WCR-35	2 Lanes	4 Lanes	Evans	Widening
101		2	2	2025	Evans	35th Ave Widening	35th Ave	37th St / WCR 54	49th St	2 Lanes	4 Lanes	Evans	Widening
355		2	2	2026	Evans	65th Avenue Widening	65th Ave	WCR-54/37th St	42nd St	2 Lanes	4 Lanes	Evans	Widening
102	4	2	2	2031	Evans	35th Ave New Road	35th Avenue	49th Street	WCR 35 / WCR 394	0 Lanes	4 Lanes	Evans	New Road
436	4	2	2	2035	Fort Collins	Shields St Widening 1	Shields	Carpenter	Trilby	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
465		2	2	2035	Fort Collins	US 287 Widening	US 287	SH 1	Shields	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
471		2	2	2035	Fort Collins	Taft Hill Widening 2	Taft Hill	Mulberry	Vine	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
440		3	3	2035	Fort Collins	Mulberry St Widening 2	Mulberry	Riverside	Timberline	4 Lanes	6 Lanes	Fort Collins 2040 Model	Widening
439		3	3	2035	Fort Collins	Mulberry St Widening 1	Mulberry	Timberline	Summit View	4 Lanes	6 Lanes	Fort Collins 2040 Model	Widening
441		3	3	2035	Fort Collins	Mulberry St Widening 3	Mulberry	Summit View	I-25	4 Lanes	6 Lanes	Fort Collins 2040 Model	Widening
430		3	3	2035	Fort Collins	Timberline Rd Widening 8	Timberline	Prospect	Drake	4 Lanes	6 Lanes	Fort Collins 2040 Model	Widening
348		2	2	2025	Fort Collins	Prospect Rd Widening 1	Prospect	Summit View	I-25	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
442	2	2	2	2023	Fort Collins	Taft Hill Widening 1	Taft Hill	Harmony	Horsetooth	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
429		3	3	2035	Fort Collins	Timberline Rd Widening 7	Timberline	Horsetooth	Harmony	4 Lanes	6 Lanes	Fort Collins 2040 Model	Widening
446	4	2	2	2035	Fort Collins	Shields St Widening 3	Shields	Fossil Creek	Harmony	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
425	3	3	3	2035	Fort Collins	College Ave Widening 5	College	Fossil Creek	Harmony	4 Lanes	6 Lanes	Fort Collins 2040 Model	Widening
205		3	3	2035	Fort Collins	Harmony Road Widening 2	Harmony	College	Boardwalk	4 Lanes	6 Lanes	Fort Collins 2040 Model	Widening
335		2	2	2021	Fort Collins	Timberline Rd Widening 1	Timberline	Kechter	Trilby	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
433		2	2	2035	Fort Collins	Carpenter Road Widening 3	Carpenter	Timberline	County Road 9	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening

Table 1. Draft 2045 RTP Roadway Projects

Project ID	Facility Type	AB Lane	BA Lane	Year	Community	Project Name	Street Name	Extent N/W	Extent S/E	Base Condition	Forecast Condition	Project Source	Type
432		2	2	2035	Fort Collins	Carpenter Road Widening 2	Carpenter	Lemay	Timberline	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
426		2	2	2035	Fort Collins	Carpenter Road Widening 1	Carpenter	County Road 9	I-25	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
424	3	3	3	2035	Fort Collins	College Ave Widening 3	College	Trilby	Fossil Creek	4 Lanes	6 Lanes	Fort Collins 2040 Model	Widening
423	3	3	3	2035	Fort Collins	College Ave Widening 1	College	Carpenter	Trilby	4 Lanes	6 Lanes	Fort Collins 2040 Model	Widening
438		2	2	2035	Fort Collins	Carpenter Road Widening 4	Carpenter	College	Lemay	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
431	3	2	2	2035	Fort Collins	Timberline Rd Widening 9	Timberline	Vine	Mulberry	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
444b		2	2	2035	Fort Collins	Timberline Rd Widening 10	Timberline	Prospect	Mulberry	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
428		3	3	2035	Fort Collins	Timberline Rd Widening 6	Timberline	Custer	Horsetooth	4 Lanes	6 Lanes	Fort Collins 2040 Model	Widening
1507		2	2	2045	Fort Collins	Prospect Widening	Prospect	Sharp Point	Summit View	2 Lanes	4 Lanes	Larimer Funding Task Force	Widening
336		2	2	2021	Fort Collins	Timberline Rd Widening 2	Timberline	Battlecreek	Kechter	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
443		2	2	2035	Fort Collins	Taft Hill Widening 3	Taft Hill	GMA	Harmony	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
427d	3	2	2	2035	Fort Collins	Timberline Rd Widening 5	Timberline	Realigned Vine	Vine	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
444a		2	2	2035	Fort Collins	Timberline Rd Widening 10	Timberline	Prospect	Mulberry	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
437	4	2	2	2035	Fort Collins	Shields St Widening 2	Shields	Trilby	Fossil Creek	2 Lanes	4 Lanes	Fort Collins 2040 Model	Widening
1701		2	2	0	Greeley	59th Ave Widening 3	59th Ave.	F St.	CR 64	2 Lanes	4 Lanes	Greeley	Widening
1702		2	2	2023	Greeley	35th Ave Widening	35th Ave	4th St	F St.	2 Lanes	4 Lanes	Greeley	Widening
203		2	2	2025	Greeley	59th Ave Widening 1	59th Ave.	4th St.	C St.	2 Lanes	4 Lanes	Greeley	Widening
1700		2	2	2025	Greeley	8th St Widening	E 8th St	SH 85	Weld County Parkway	2 (3) Lanes	4 Lanes	Greeley	Widening
457		2	2	2035	Greeley	59th Ave Widening 2	59th Ave.	20th St	US 34 Bypass	2 (3) Lanes	4 Lanes	Greeley	Widening
447				2035	Greeley	83rd Ave Widening	83rd Ave.	CR 54	CR 64	2 Lanes	2 (3) Lanes	Greeley	Check
458		2	2	2023	Greeley	83rd Ave Widening	83rd Ave	18th St	34 Bypass	2 Lanes	4 Lanes	Greeley	Widening
449b		2	2	2035	Greeley	WCR-54 Widening	WCR-54 / 37th St	WCR 17	77th Ave / Two Rivers Parkway	2 Lanes	4 Lanes	2035 Transportation Plan	Widening
103		2	2	2017	Greeley	65th Ave Widening	65th Ave	US34 Bypass	37th Street	2 Lanes	4 Lanes	Greeley	Widening
453	4	1	1	2035	Greeley	O St New Road	O St. /Crossroads	83rd Ave.	SH 257	0 Lanes	2 Lanes	Greeley	New Road
499	3	1	1	2045	Greeley	O Street New Alignment	O Street	WCR-35 / 35th Ave	WCR-66 / AA St	0 Lanes	2 Lanes	Greeley	New Road
1200		2	2	2035	Johnstown	WCR-17	WCR-17 Widening	WCR-56	WCR-54	2 Lanes	4 Lanes	Johnstown Plan	Widening
406		2	2	2030	Johnstown	LCR-18 Widening	LCR-18	I-25	WCR-13	2 Lanes	4 Lanes	Johnstown	Widening

Table 1. Draft 2045 RTP Roadway Projects

Project ID	Facility Type	AB Lane	BA Lane	Year	Community	Project Name	Street Name	Extent N/W	Extent S/E	Base Condition	Forecast Condition	Project Source	Type
1201				2020	Johnstown	LCR-3 Paving	LCR-3	US-34	LCR-18	Unpaved	Paved	Johnstown Plan	Paving
1203		2	2	2035	Johnstown	WCR-13 Widening	WCR-13	WCR-60	WCR-54	2 Lanes	4 Lanes	Johnstown Plan	Widening
404		2	2	2030	Johnstown	SH-60 Widening	SH-60	I-25	WCR-15	2 Lanes	4 Lanes	Johnstown	Widening
329	4	2	2	2035	Larimer	LCR 17 Widening	LCR 17	LCR 32	LCR 30	2 Lanes	4 Lanes	Larimer	Widening
328	3	2	2	2025	Larimer	LCR 17 Widening	LCR-17	CR 16/28th St SW	CR 14/SH 60	2 Lanes	4 Lanes	Larimer	Widening
330		2	2	3035	Larimer	LCR 19 Widening	LCR 19	LCR 32	LCR 30	2 Lanes	4 Lanes	Larimer	Widening
464a	3	3	3	2035	Loveland	US 287 Widening 1	US 287	29th St.	71st St.	4 Lanes	6 Lanes	Loveland	Widening
416				2035	Loveland	Taft Ave Widening 1	Taft Ave.	US 34	22nd St.	4 Lanes (arterial)	4 Lanes (arterial)	Loveland	Check
308				2030	Loveland	Taft Ave Widening 3	Taft Ave.	Arkins Branch	US 34	4 Lanes	4 Lanes	Loveland	Check
402		3	3	2025	Loveland	US 34 Widening 5	US 34	Boyd Lake Ave.	Rocky Mountain Ave.	4 Lanes	6 Lanes	Loveland	Widening
309		3	3	2020	Loveland	US 34 Widening 3	US 34	Denver Ave.	Boyd Lake Ave.	4 Lanes	6 Lanes	Loveland	Widening
303	3	2	2	2020	Loveland	Boyd Lake Widening	Boyd lake Ave.	US 34	Canal	2 Lanes	4 Lanes	Loveland	Widening
313	3	2	2	2020	Loveland	Boyd Lake Widening 3	Boyd Lake Ave.	LCR 20C	US 34	2 Lanes	4 Lanes	Loveland	Widening
961a		3		2035	Loveland	US 287 Widening 2	US 287	1st St / 2nd St	SH 402	4 Lanes	6 Lanes	Loveland	Widening
961b		3	3	2035	Loveland	US 287 Widening 2	US 287	1st St / 2nd St	SH 402	4 Lanes	6 Lanes	Loveland	Widening
415		2	2	2035	Loveland	SH 402 Widening 2	SH 402	US 287	St. Louis	2 Lanes	4 Lanes	Loveland	Widening
418				2035	Loveland	Taft Ave Widening 2	Taft Ave.	28th St. SW	14th St. SW	4 Lanes	4 Lanes	Loveland	Check
464b		3	3	2035	Loveland	US 287 Widening 1	US 287	29th St.	71st St.	4 Lanes	6 Lanes	Loveland	Widening
323	4			2025	Loveland	LCR 20C (5th St) Widening	LCR 20C (5th St)	LCR 9E	Boyd Lake Ave.	2 Lanes	2 Lanes	Loveland	Check
312	3	2	2	2025	Loveland	Crossroads Blvd Widening	Crossroads Blvd.	Centerra	LCR 3	2 Lanes	4 Lanes	Loveland	Widening
403		3	3	2020	Loveland	US 34 Widening 6	US 34	Rocky Mountain Ave.	I-25	4 Lanes	6 Lanes	Loveland	Widening
331				2025	Loveland	LCR 3 Paving	LCR 3	US 34	Crossroads Blvd.	Unpaved	Paved	Loveland	Paving
325		3	3	2025	Loveland	US 34 Widening 1	US 34	Centerra Pkwy.	Centerra TBD (#324)/Larimer Pkwy. (LCR 3E)	4 Lanes	6 Lanes	Loveland	Widening
413	3	2	2	2030	Loveland	SH 402 Widening 3	SH 402	Loveland CR9 / Name TBD (Alt #420) -to I-25	I-25	2 Lanes	4 Lanes	Loveland	Widening
304	3	2	2	2020	Loveland	Boyd Lake Widening 2	Boyd Lake Ave.	Plum Creek Dr.	37th St.	2 Lanes	4 Lanes	Loveland	Widening
1013		2	2	2030	Loveland	Boyd Lake Widening 5	Boyd Lake Extension	Hwy 402	E County Rd 16	2 Lanes	4 Lanes	Loveland	Widening
314		3	3	2020	Loveland	US 34 Widening 4	US 34	I-25	Centerra Pkwy.	4 Lanes	6 Lanes	Loveland	Widening
421		2	2	2035	Loveland	N Fairgrounds Ave Widening	N. Fairground Ave/LCR 5	Rodeo Rd.	71st St. (CR 30)	2 Lanes	4 Lanes	Loveland	Widening
968		2	2	2030	Loveland	Soaring Albatross Ave Widening	Soaring Albatross Ave	Cross Roads Blvd	0.5 miles south	2 Lanes	4 Lanes	Loveland	Widening
418a	3			2035	Loveland	Taft Ave Widening 2	Taft Ave.	28th St. SW	14th St. SW	4 Lanes	4 Lanes	Loveland	Check
1504		3	3	2030	Timnath	Harmony Widening 2	Harmony	I-25	RR tracks	2 or 4 Lanes	6 Lanes	2015 Timnath Plan	Widening
1500		2	2	2030	Timnath	Main St Widening	Main St	Harmony Rd	South GMA	2 Lanes	4 Lanes	2015 Timnath Plan	Widening
360		2	2	2018	Timnath	Harmony Widening 2	Harmony	Three Bell (CR3)	Lathem Pkwy (CR1)	2 Lanes	4 Lanes	2040 List	Widening
1503		2	2	2030	Timnath	LCR 1 Widening	LCR 1	Harmony Rd	South GMA	2 Lanes	4 Lanes	2015 Timnath Plan	Widening
357		2	2	2016	Timnath	Harmony Widening 1	Harmony	RR tracks	Three Bell (CR3)	2 Lanes	4 Lanes	2040 List	Widening

Table 1. Draft 2045 RTP Roadway Projects

Project ID	Facility Type	AB Lane	BA Lane	Year	Community	Project Name	Street Name	Extent N/W	Extent S/E	Base Condition	Forecast Condition	Project Source	Type
1902		2	2	2025	Windsor	SH 392 Widening 2	SH 392	WCR-19	WCR-21	2 Lanes	4 Lanes	Windsor	Widening
1911		2	2	2035	Windsor	SH-257 Widening	SH-257	WCR-74	SH-392	2 Lanes	4 Lanes	Windsor	Widening
389		2	2	2030	Windsor	SH-392 Widening	SH-392	LCR-3	17th St	2 Lanes	4 Lanes	Windsor	Widening
1915		2	2	2030	Windsor	SH-257 Widening	SH-257	Garden Dr	Crossroads	2 Lanes	4 Lanes	Windsor	Widening
1914		2	2	2040	Windsor	WCR-17 Widening	WCR-17	WCR-62 / Crossroads	US-34	2 Lanes	4 Lanes	Windsor	Widening
1900	0	2	2	2025	Windsor	Harmony Road Widening	Harmony / WCR-74	WCR-13 / County Line Rd	WCR-15	2 Lanes	4 Lanes	Windsor	Widening
1910		2	2	2040	Windsor	SH-257 Widening	SH-257	WCR-78	WCR-74	2 Lanes	4 Lanes	Windsor	Widening
1906		2	2	2025	Windsor	LCR 5 Widening	LCR 5	SH 392	Windsor N GMA	2 Lanes	4 Lanes	Windsor	Widening
1901		2	2	2025	Windsor	SH 392 Widening 1	SH 392	Westgate Dr	LCR 3	2 Lanes	4 Lanes	Windsor	Widening
1907		2	2	2030	Windsor	LCR 5 Widening	LCR 5/Fairgrounds	LCR 30	SH 392	2 Lanes	4 Lanes	Windsor	Widening
1908		2	2	2035	Windsor	WCR-13 Widening	WCR-13	SH-392	Kaplan Dr	2 Lanes	4 Lanes	Windsor	Widening
1904		2	2	2030	Windsor	Crossroads Widening	Crossroads	WCR 13	WCR-21	2 Lanes	4 Lanes	Windsor	Widening
1909		2	2	2025	Windsor	WCR-13 Widening	WCR-13	Kaplan Dr	Crossroads	2 Lanes	4 Lanes	Windsor	Widening
498	5	1	1	2030	Windsor	Crossroads Blvd New Road	Crossroads Blvd	SH 257	WCR 23	0 Lanes	2 Lanes	Windsor	New Road
1800		2	2	2045	Berthoud/Larimer	LCR 17 Widening	LCR 17	LCR 14	US 287	2 Lanes	4 Lanes	2014 Berthoud Plan	Widening
1505		2	2	2045	Timnath/ Larimer	LCR-5 Widening	LCR-5	SH-14	Realigned Main Street	2 Lanes	4 Lanes	Larimer Funding Task Force	Widening
349		2	2	2030	Timnath/FoCo	Propect Widening	Prospect	West Timnath GMA	Main St	2 Lanes	4 Lanes	2015 Timnath Plan	Widening
206	5	1	1	2024	Johnstown/CDOT	WCR-9.5 New Road	WCR-9.5	LCR-14 / WCR-50	SH 60 / 1st St	0 Lanes	2 Lanes	CDOT	New Road
319	5	1	1	2024	Johnstown/CDOT	WCR-9.5 New Road	WCR-9.5	SH 60 / 1st Street	WCR 44 / SH 56	0 lanes	2 lanes	CDOT	New Road
1005		3	3	2030	Loveland/ Johnstown/ Greeley/ Evans/ Weld	US 34 Widening	US-34	LCR 3 (MP 97.8)	MP 113.65	4 Lanes	6 Lanes	CDOT 10-Year Development	Widening
1506		2	2	2045	Loveland/ Larimer	LCR-17 Widening	LCR-17/Taft	LCR-30	LCR-28/57th Street	2 Lanes	4 Lanes	Larimer Funding Task Force	Widening
1020	4	2	2	2035	Evans / Weld County	35th Ave New Road	35th Avenue	WCR-394	US-85	0 Lanes	4 Lanes	Evans	New Road
317	5	1	1	2024	CDOT/Johnstown	WCR-9.5 New Road	WCR-9.5	SH 402/LCR 18 / WCR 54	LCR 14 / WCR 50	0 Lanes	2 Lanes	CDOT	New Road
1505		2	2	2045	Timnath/ Larimer	LCR-5 Widening	LCR-5	SH-14	Realigned Main Street	2 Lanes	4 Lanes	Larimer Funding Task Force	Widening
349		2	2	2030	Timnath/FoCo	Propect Widening	Prospect	West Timnath GMA	Main St	2 Lanes	4 Lanes	2015 Timnath Plan	Widening



MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Medora Bornhoft and Ryan Dusil
Date: April 10, 2019
Re: 2045 Regionally Significant Corridor (RSC) Changes

Background

The proposed Regionally Significant Corridor (RSC) criteria for the 2045 Regional Transportation Plan (RTP) were discussed by TAC at the April 18, 2018, May 16, 2018, and August 15, 2018 TAC meetings. The NFRMPO identifies RSCs to focus limited transportation funding dollars and planning efforts on the corridors most significant to the region. This Discussion Item provides a recommended 2045 RSC network based on updated criteria. The RSC network is required for the 2045 RTP and the 2019 Congestion Management Process (CMP).

The following are the proposed 2045 RSC criteria:

1. Include all Interstates, US Highways, and State Highways.
2. Include all other roadways that meet the following criteria:
 - a. The roadway is eligible to receive federal aid.
 - b. The roadway goes through more than one governmental jurisdiction or connects to an activity center by 2045.
 - c. Segments of roadway that do not yet exist or are not currently federal-aid eligible have improvements planned by 2045.
 - d. The roadway serves regional traffic as determined by local knowledge.

Roadways eligible for federal aid include the National Highway System, the Interstate System, and all other public roads not classified by the State DOT as local roads or rural minor collectors, as defined in [23 Part 470](#). In January 2019, the NFRMPO and several communities jointly submitted functional classification change requests to CDOT to make portions of WCR 13 and Two Rivers Parkway federal-aid eligible. The requests are still pending approval; however, all requested segments are included in the proposed 2045 RSC network based on the assumption these requests will be approved. In April 2019, Loveland confirmed they will submit a reclassification request for Centerra Parkway (LCR 5), therefore that segment is also included in the proposed 2045 RSC network.

Table 1 describes the rationale for segments from the 2040 RSC network proposed for removal.

The attached map (**Figure 1**) identifies the proposed 2045 RSC network based on the aforementioned criteria. Segments in blue represent the current and/or future RSC alignment, while red segments are proposed for removal because they do not meet at least one of the criteria. **Table 2** identifies the proposed numbering and naming convention for the 2045 RSC network.



Table 1: Proposed 2040 RSC Segment Removals		
Corridor	Segment Proposed for Removal	Rationale
RSC 9: SH 56	Meadowlark Alignment parallel to US 287	No longer SH 56
RSC 9: SH 56	Proposed WCR 9.5 to WCR 17	Not a State Highway. Majority is not federal-aid eligible and no improvements planned
RSC 18: WCR 13	SH 402 to WCR 38	Not federal-aid eligible and no improvements planned
RSC 24: 83 rd Avenue	WCR 80 to WCR 64.5	Not federal-aid eligible and improvements planned for minority of corridor
RSC 28: Timberline	SH 60 to WCR 38	Not federal-aid eligible and no improvements planned

Action

Staff requests TAC review and discuss the proposed criteria for RSCs in the 2045 RTP and the proposed 2045 RSCs. The proposed criteria and 2045 RSCs will return to TAC as an Action Item in May.



Figure 1: Proposed 2045 RSC Network

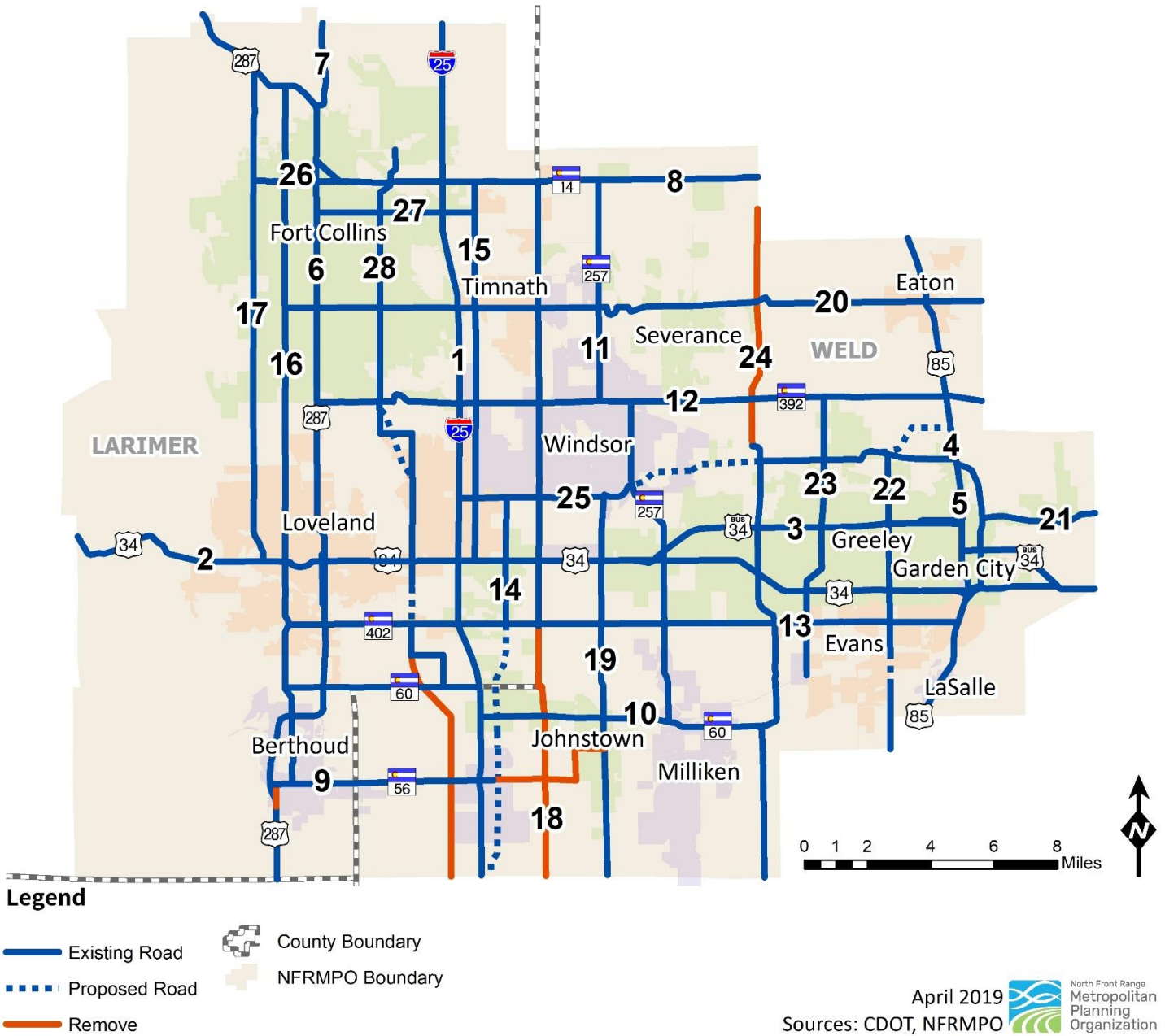




Table 2: Proposed 2045 RSC Numbering and Naming Convention

RSC	Name	Centerline Miles		Description
		Current	Buildout	
1	I-25	27.1	27.1	Northern MPO boundary to southern MPO boundary
2	US 34	34.4	34.4	Western MPO boundary to eastern MPO boundary
3	US 34 Business Route	15.5	15.5	US 34 MP 102 on the west to US 34 MP 115.5 on the east
4	US 85	16.3	16.3	Weld CR 70 on the north to Weld CR 48 on the south
5	US 85 Business Route	4.4	4.4	US 34 on the south to US 85 on the north
6	US 287	32.5	32.5	Northern MPO boundary to southern MPO boundary, includes Berthoud Bypass
7	SH 1	2.8	2.8	Northern MPO boundary to US 287 on the south
8	SH 14	14.2	14.2	US 287 on the west to eastern MPO boundary
9	SH 56	7.0	7.0	US 287 on the west to the RSC 14 extension on the east
10	SH 60	19.8	19.8	US 287 on the west to the southern MPO boundary
11	SH 257	18.6	18.6	SH 14 on the north to SH 60 on the south, includes offset in Windsor
12	SH 392	21.3	21.3	US 287 on the west to US 85 on the east
13	SH 402 / Freedom Parkway	21.2	21.2	Larimer CR 17 on the west to US 85 on the east
14	Larimer CR 3	4.0	12.1	Crossroads Boulevard on the north to southern MPO boundary
15	Larimer CR 5	12.0	12.0	SH 14 on the north to US 34 on the south
16	Larimer CR 17	22.2	22.2	US 287 on the north to SH 56 on the south
17	Larimer CR 19	15.7	15.7	US 287 on the north to US 34 on the south
18	Weld CR 13	14.1	14.1	SH 14 on the north to US 34 on the south
19	Weld CR 17	12.1	12.1	Crossroads Boulevard Extension on the north to southern MPO boundary
20	Weld CR 74 / Harmony Road	22.6	22.6	Larimer CR 17 on the west to the eastern MPO boundary
21	8th Street	3.6	3.6	US 85 on the west to the eastern MPO boundary
22	35th Avenue	9.4	9.4	O Street on the north to US 85 on the south
23	59th Avenue / 65th Avenue	9.1	9.1	SH 392 on the north to 54th Street on the south
24	83rd Avenue / Two Rivers Parkway	9.8	9.8	Weld CR 64.5 on the north to SH 60 on the south
25	Crossroads Boulevard / O Street	12.0	18.8	I-25 on the west to US 85 on the east
26	Mulberry Street	2.7	2.7	Larimer CR 19 on the west to Riverside Avenue (SH 14) on the east
27	Prospect Road	5.0	5.0	US 287 on the west to Larimer CR 5 on the east
28	Timberline Road	18.0	21.7	Vine Drive on the north to SH 60 on the south



MOBILITY COORDINATION

SPRING 2019 NEWSLETTER

Larimer Receives NADTC grant for Phase II –

The Larimer County Senior Transportation Work Group has received funding from the National Aging and Disability Transportation Center (NADTC) for Phase II of the Project MILES (Mobility Inclusiveness; Locations Everywhere; Simple.) Project. Phase II will be led by the Partnership for Age-Friendly Communities in Larimer County (PAFC) and the Larimer County Office on Aging (LCOA) in partnership with the NFRMPO, ride providers, RouteMatch, and Via Mobility Services.



The focus of Phase II is to test a working call center for ride providers in southern Larimer County. Via Mobility Services, a non-profit transportation provider based in Boulder County and providing demand-response services in Estes Park, currently operates a large call center. Via has agreed to join the project and to provide staff support from the call center.

The grant was awarded in March 2019 and is expected to be complete by August 2019. The Senior Transportation Work Group will draft a report about successes and lessons learned, which will be incorporated into the Larimer County Senior Transportation Implementation Plan.

Bustang fares to increase

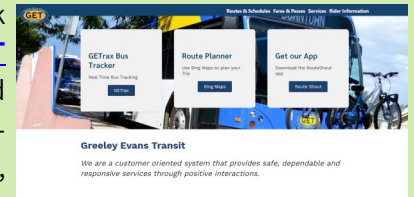
Starting in May 2019, Bustang will implement a fare increase on all lines. Fares from downtown Fort Collins and Harmony Transfer Center will increase from \$10 to \$11, while fares from Loveland will increase from \$9 to \$10. Senior and disabled fares will not be impacted by this increase.

The fare increase is scheduled to become effective Sunday, May 19, 2019.

Comments are currently being accepted on the ridebustang.com website.

Greeley Evans Transit website updated

Based on feedback from riders, [the GET website](http://theGETwebsite.com) was updated to be more user-friendly. Specifically, the GET team



updated the website to be more accessible to e-readers and other devices allowing visually-impaired individuals better access to the website.

CASTA Initiates Certified Transit Driver Program

The Colorado Association of Transit Agencies (CASTA) initiated a Certified Transit Driver Program (CTDP) to provide additional training, networking opportunities, and additional skills, and set transit drivers up for career advancement. The CASTA Board of Director appointed an advisory board with input from CASTA staff to oversee the program.

To be eligible, the driver must have driven at least 2,100 hours, have no preventable accidents in the past 1,300 driving hours, have a stellar attendance record, and completed an application form.

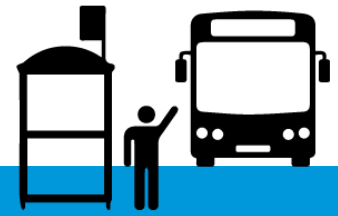
The program consists of qualified training electives, maintain no preventable accidents and an acceptable attendance record while in the program, and attend in-person training. These requirements can be met over time because there is currently no time limit.

For more information, visit the CASTA website: <https://coloradotransit.com/>



MOBILITY COORDINATION

PROGRAM UPDATES



What is the Mobility Coordination Program?— Mobility Coordination program activities are centered on education and cooperative resource-sharing to use existing transportation dollars most efficiently. NFRMPO Examples include travel training, cooperative research, public forums, program implementation, FTA grant administration and public education. The NFRMPO Mobility Coordination Program is funded with Federal Transit Administration (FTA) \$5310 funds. 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.

Rider's Guide Updates—More than 110 users have logged onto the online service to find potential service matches since January 1, 2019, with 99.1 percent of users being new. To request printed Rider's Guides, contact Alex Gordon at agordon@nfrmpo.org or (970) 416-2023. The online Rider's Guide is available at noco.findmyride.info.

Upcoming Meeting Schedule

April 2019							May 2019							June 2019						
Su	M	T	W	Th	F	Sa	Su	M	T	W	Th	F	Sa	Su	M	T	W	Th	F	Sa
	1	2	3	4	5	6				1	2	3	4							1
7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8
14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15
21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22
28	29	30					26	27	28	29	30	31		23	24	25	26	27	28	29
LCMC Meeting			STC Meeting				WCMC Meeting													
														30						

Committee Members

Larimer County Mobility Committee	
Arc of Larimer County	Berthoud Area Transportation System
Rural Alternative for Transportation	City of Loveland Transit
CO Division of Voc. Rehab	Elderhaus
Foothills Gateway	Heart&SOUL Paratransit
LC Department of Health and Environment, Built Environment	LC Office on Aging
LC Workforce Center	SAINT
Transfort	

Weld County Mobility Committee	
Meets the fourth Thursday of every other month.	
Arc of Weld County	CO Division of Voc. Rehab
Connections for Independent Living/WAND	Envision Colorado
Greeley Evans Transit	North Range Behavioral Health
Senior Resource Services	Sunrise Community Health
United Way of Weld County	

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

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M1A

Prepared by: Medora Kealy

DATE: 1/30/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands					FY 19-22 TIP TOTAL	
							Previous Funding	Rolled Funding	FY 19	FY 20	FY 21		FY 22
Bridge - On State System													
PREVIOUS ENTRY SR46601	P-5	Region 4 Bridge - Off System Pool	CDOT Region 4 Various Below	Bridge Reconstruct	Federal Local	Bridge Replacement Local	-	-	1,992	-	-	-	1,992
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf							-	-	498	-	-	-	498
							-	-	1,377	-	-	-	1,377
							-	-	3,867	-	-	-	3,867
Pool Projects: SR46601.027 - Spring Ck at Riverside (FCRVSD-S.2PRST) Fort Collins SR46601.031 - 8th St Bridge (LOV1825W.8th St) Loveland													
Project Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming							Project Description: Bridge Rehab/replace						
REVISED ENTRY SR46601	P-5	Region 4 Bridge - Off System Pool	CDOT Region 4 Various Below	Bridge Reconstruct	Federal Local	Bridge Replacement Local	-	-	2,492	-	-	-	2,492
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf							-	-	623	-	-	-	623
							-	-	1,377	-	-	-	1,377
							-	-	4,492	-	-	-	4,492
Pool Projects: SR46601.027 - Spring Ck at Riverside (FCRVSD-S.2PRST) Fort Collins SR46601.031 - 8th St Bridge (LOV1825W.8th St) Loveland SR46601.032 - Little Thompson (WEL019.0-046.5A) Weld													
Project Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming							Project Description: Bridge Rehab/replace						
Reason: Add new project (STIP SR46601.031 Little Thompson WEL019.0-046.5A) with \$500K federal and \$125K Local funding in FY19.													
Strategic													
PREVIOUS ENTRY	2019-017	I-25 Parallel Road - WCR 9.5	CDOT Region 4	Pre-construction	State	SB1	-	-	900	-	-	-	900
Project Description: Up to 30% Design for future I-25 parallel road on WCR 9.5, construction TBD.							-	-	900	-	-	-	900
REVISED ENTRY SR46600.081	2019-017	I-25 Parallel Road - WCR 9.5	CDOT Region 4	Pre-construction	State	SB1	-	-	900	-	-	-	900
Project Description: Up to 30% Design for future I-25 parallel road on WCR 9.5, construction TBD.							-	-	900	-	-	-	900
Reason: Add STIP ID. No change in funding.													
Surface Transportation Block Grant (STBG)													
PREVIOUS ENTRY SNF5788.042	2019-001	10th Street Access Control Implementation	Greeley	Intersection Improvements Bike/Ped Facility	Federal Local	STP Metro Local	-	-	2,011	-	-	-	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.							-	-	418	-	-	-	418
							-	-	2,429	-	-	-	2,429
REVISED ENTRY SNF5788.042	2019-001	10th Street Access Control Implementation	Greeley	Intersection Improvements Bike/Ped Facility	Federal Local	STP Metro Local	-	-	2,011	-	-	-	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.							-	-	418	-	-	-	418
							-	-	1,236	-	-	-	1,236
							-	-	3,665	-	-	-	3,665
Reason: Adding \$1236K Local Overmatch in FY19.													
Congestion Mitigation and Air Quality (CMAQ)													
PREVIOUS ENTRY SNF5788.035	NF1010	Greeley 10th Street Phase I Construction	Greeley	Access Modify Construct	Federal Local	Congestion Mitigation Air Quality Local	1,000	-	-	-	-	-	-
Project Description: Greeley 10th Street Phase I Construction.							208	-	-	-	-	-	-
							1,208	-	-	-	-	-	-
REVISED ENTRY SNF5788.035	NF1010	Greeley 10th Street Phase I Construction	Greeley	Access Modify Construct	Federal Local	Congestion Mitigation Air Quality Local	663	337	-	-	-	-	337
Project Description: Greeley 10th Street Phase I Construction.							138	70	-	-	-	-	70
							801	407	-	-	-	-	407
Reason: Rolling project from FY16-19 TIP. \$337k federal and \$70k local are rolling from FY16 to FY19.													

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M3

Prepared by: Medora Bornhoft

DATE: 3/14/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands					FY 19-22 TIP TOTAL		
							Previous Funding	Rolled Funding	FY 19	FY 20	FY 21		FY 22	
Bridge - On State System														
PREVIOUS ENTRY SR46598	P-4	Region 4 Bridge - On System Pool	CDOT Region 4	Bridge	Federal State Local Overmatch	National Highway Performance Program State Highway Fund Local Overmatch	- - -	- - -	956 199 54	483 100 -	719 150 -	719 150 -	2,877 598 54	
Pool Projects:									1,209	583	869	869	3,529	
SR45218.183	-	SH14C: Ft Collins East Lemay to I-25 mp135.7-139.5	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR45218.179	-	US34D: (C-18-J) Bridge Preventative Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR46598.054	-	I-25 RR Bridge Preventative Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace								
Pool Description: Summary of CDOT Region 4 Bridge - On System Pool Programming in the North Front Range region.														
REVISED ENTRY SR46598	P-4	Region 4 Bridge - On System Pool	CDOT Region 4	Bridge	Federal State Local Overmatch	National Highway Performance Program State Highway Fund Local Overmatch	- - -	- - -	956 470 54	483 100 -	719 150 -	719 150 -	2,877 870 54	
Pool Projects:									1,480	583	869	869	3,801	
SR45218.183	-	SH14C: Ft Collins East Lemay to I-25 mp135.7-139.5	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR45218.179	-	US34D: (C-18-J) Bridge Preventative Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR46598.054	-	I-25 RR Bridge Preventative Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace								
Pool Description: Summary of CDOT Region 4 Bridge - On System Pool Programming in the North Front Range region.														
Reason: Increase \$271K state funding in FY19.														
Strategic														
PREVIOUS ENTRY SSP4428	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	State	SB1	-	-	39,000	-	-	-	39,000	
									165,000	-	-	-	165,000	
									204,000	-	-	-	204,000	
Project Description: One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.														
REVISED ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	State	SB1	-	-	39,000	-	-	-	39,000	
									165,000	-	-	-	165,000	
									204,000	-	-	-	204,000	
Project Description: One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.														
Reason: Correct STIP ID SSP4428 to SSP4428.014.														
PREVIOUS ENTRY SR45218.129	2017-M4	US 34 & US 85 Interchange	CDOT Region 4	Interchange Improvements	Federal State State	NHPP SHF RDP	800 200 1,500	- - -	- - -	- - -	- - -	- - -	- - -	
									2,500	-	-	-	-	
REVISED ENTRY SR45218.129	2017-M4	US34 & US85 Interchange	CDOT Region 4	Interchange Improvements	Federal State State State	NHPP SHF RDP SB1	800 200 1,500 -	- - - -	- - - 500	- - - -	- - - -	- - - -	- - - 500	
									2,500	-	500	-	-	500
Reason: Roll forward project from FY2016-FY2019 TIP to FY19-FY22 TIP. Add \$500K SB1 funding in FY19 for design.														
FASTER (North Front Range Listings of State Highway Locations)														
PREVIOUS ENTRY SR46606	P-7	Region 4 FASTER Safety Pool 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 Safety	State Local	FASTER Safety Local	1,000 -	- -	1,900 -	3,000 -	- -	- -	4,900 -	
									1,000	-	1,900	3,000	-	4,900
Pool Projects:														
SR46606.073	-	I-25: Fort Collins North Cable Rail	CDOT Region 4			Project Description: Safety Improvement								
SR46606.083	-	SH-60 and WCR-40 Intersection	CDOT Region 4			Project Description: Safety Improvement								
SR46606.089	-	College & Troutman Signal Upgrades	CDOT Region 4			Project Description: Safety Improvement								
SR46606.070	-	Intersection Safety Improvements Pool	CDOT Region 4			Project Description: Safety Improvement								
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range region.														
REVISED ENTRY SR46606	P-7	Region 4 FASTER Safety Pool 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 Safety	State Local	FASTER Safety Local	1,000 -	- -	1,900 -	3,000 -	- -	- -	4,900 -	
									1,000	-	1,900	3,000	-	4,900
Pool Projects:														
SR46606.073	-	I-25: Fort Collins North Cable Rail	CDOT Region 4			Project Description: Safety Improvement								
SR46606.083	-	SH-60 and WCR-40 Intersection	CDOT Region 4			Project Description: Safety Improvement								
SR46606.089	-	College & Troutman Signal Upgrades	CDOT Region 4			Project Description: Safety Improvement								
SR46606.070	-	Intersection Safety Improvements Pool	CDOT Region 4			Project Description: Safety Improvement								
SR46606.070	-	US 287 and Foothills Parkway	CDOT Region 4			Project Description: Safety Improvement								
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range region.														
Reason: Add project to pool: US287 and Foothills Parkway. No change to pool total.														

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M3

Prepared by: Medora Bornhoft

DATE: 3/14/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands					FY 19-22 TIP TOTAL	
							Previous Funding	Rolled Funding	FY 19	FY 20	FY 21		FY 22
Surface Treatment													
PREVIOUS ENTRY SR45218	P-13	Region 4 Surface Treatment 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	Surface Treatment	Federal State Local Total	STBG / NHPP State Highway Fund Local Overmatch	6,432 - 877 7,309	- - - -	19,601 3,849 - 23,449	16,545 5,284 - 21,829	8,757 1,668 - 10,425	8,757 1,668 - 10,425	53,659 12,469 - 66,128
Pool Projects:													
SR45218.114	-	SH60: I-25 to Milliken	CDOT Region 4			Project Description: Minor Rehab							
SR45218.183	-	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							
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 Parkway)	CDOT Region 4			Project Description: Surface Treatment							
Pool Description: Summary of CDOT Region 4 Surface Treatment Project Programming in the North Front Range region.													
REVISED ENTRY SR45218	P-13	Region 4 Surface Treatment 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	Surface Treatment	Federal State State Local Local Total	STBG / NHPP State Highway Fund SB1 Local Local Overmatch	6,432 - - - 877 7,309	- - - 1,975 1,500 -	19,601 3,849 - - - 26,924	16,545 5,284 - - - 21,829	8,757 1,668 - - - 10,425	8,757 1,668 - - - 10,425	53,659 12,469 1,975 1,500 - 69,603
Pool Projects:													
SR45218.114	-	SH60: I-25 to Milliken	CDOT Region 4			Project Description: Minor Rehab							
SR45218.183	-	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							
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 Parkway)	CDOT Region 4			Project Description: Surface Treatment							
SR45218.208	-	US 34 & WCR 17	CDOT Region 4			Project Description: Interchange Improvements							
SR45218.209	-	US 34 & 35th Ave Interchange	CDOT Region 4			Project Description: Interchange Improvements							
SR45218.210	-	US 34 & 47th Ave Interchange	CDOT Region 4			Project Description: Interchange Improvements							
Pool Description: Summary of CDOT Region 4 Surface Treatment Project Programming in the North Front Range region.													
Reason: Add 3 pool projects: SR45218.208, SR45218.209, and SR45218.210. Increase pool total by \$1,975K state SB1 in FY19 and \$1,500K local in FY19.													
NFRMPO Transportation Alternatives (TA)													
PREVIOUS ENTRY SNF5095.002	2017-001	Great Western Trail	Windsor Severance Eaton	Bike/Ped Facility	Federal Local Local Local Overmatch Total	Transportation Alternatives Program - NFR Local Local Overmatch	300 75 - - 375	415 - 9 - 425	250 - - - -	- - - - -	- - - - -	- - - - -	665 166 9 - 840
Project Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.													
REVISED ENTRY SNF5095.002	2017-001	Great Western Trail	Windsor Severance Eaton	Bike/Ped Facility	Federal Local Local Local Overmatch Total	Transportation Alternatives Program - NFR Local Local Overmatch	300 75 - - 375	415 - 270 - 686	250 - - - -	- - - - -	- - - - -	- - - - -	665 166 270 - 1,101
Project Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.													
Reason: Add \$261K in FY19 local overmatch due to construction estimate.													
Congestion Mitigation & Air Quality (CMAQ)													
SST7007.010	2016-004	GET CNG Bus Replacement	Greeley-Evans	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	974 203 1,177	929 193 1,122	2,008 417 2,425	- - -	- - -	- - -	2,937 610 3,547
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.													
SST7007.010	2016-004	GET CNG Bus Replacement	Greeley-Evans	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	1,689 348 2,037	929 193 1,122	2,008 417 2,425	- - -	- - -	- - -	2,937 610 3,547
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.													
Reason: Correct previous funding column by adding the \$715K federal and \$145K local funds from FY16/17 incorrectly removed with Modification 2016-M10.													

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M3

Prepared by: Medora Bornhoft

DATE: 3/14/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands					FY 19-22 TIP TOTAL	
							Previous Funding	Rolled Funding	FY 19	FY 20	FY 21		FY 22
Grants: Safe Routes to Schools													
PREVIOUS ENTRY SR47001	P-24	Safe Routes to School	Various Below	Safety	Federal Local	Surface Transportation Block Grant Local	256 21	299 75	- -	- -	- -	- -	299 75
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf							0	153	48	-	-	-	201
							Total	277	527	48	-	-	575
Pool Projects: SR47001.027 - West 4th Street Bicycle & Pedestrian Safety Imp City of Loveland Project Description: Bike/Ped													
Project Description: Summary of CDOT Region 4 Safe Routes to School Pool Programming in the North Front Range Region.													
REVISED ENTRY SR47001	P-24	Safe Routes to School	Various Below	Safety	Federal Local	Surface Transportation Block Grant Local	256 21	299 75	- -	1,296 333	- -	- -	1,595 408
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf							0	153	48	221	-	-	422
							Total	277	527	48	1,850	-	2,425
Pool Projects: SR47001.027 - West 4th Street Bicycle & Pedestrian Safety Imp City of Loveland Project Description: Bike/Ped SR47001.029 - Hampshire Bikeway Arterial Cross City of Fort Collins Project Description: Bike/Ped SR47001.030 - N Wilson Ave Sidewalk City of Loveland Project Description: Bike/Ped SR47001.031 - Berthoud Safe Routes Phase 1 Town of Berthoud Project Description: Bike/Ped													
Project Description: Summary of CDOT Region 4 Safe Routes to School Pool Programming in the North Front Range Region.													
Reason: Add 3 pool projects - SR47001.029, SR47001.030, and SR47001.031. Increase pool by \$1,296K federal in FY20, \$333K local in FY20, and \$221K local overmatch in FY20.													
FTA 5307 - Urbanized Area Formula Program													
PREVIOUS ENTRY SST6741.086	2019-013	Paratransit Bus Replacement	Greeley	Replacement	Federal Local	FTA 5307	- -	- -	324 -	157 -	157 -	101 -	739 -
Project Description: GET Paratransit Bus Replacement							0	-	324	157	157	101	739
REVISED ENTRY SST6741.130	2019-013	Paratransit Bus Replacement	Greeley	Replacement	Federal Local	FTA 5307	- -	- -	324 -	157 -	157 -	101 -	739 -
Project Description: GET Paratransit Bus Replacement							0	-	324	157	157	101	739
Reason: Correct STIP ID SST6741.086 to SST6741.130.													

Status	Level	TPR	Local	PNum	Project Name	Phase	Budget	Expend	Balance	FHWA Date	FHWA Day	Last Date	Spend Day
WARNING!!	Under \$50k	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	Design	\$4,777,094	(\$4,777,044)	\$50	01-Jan-99	7395	21-Mar-16	1106
WARNING!!	Over \$200k	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	ROW	\$7,006,777	(\$6,638,325)	\$368,452	12-Jul-05	5011	30-Sep-07	4201
WARNING!!	Over \$200k	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	Utility	\$3,462,624	(\$2,967,624)	\$495,000	19-Sep-12	2385	30-Mar-18	367
WARNING!!	Under \$50k	NFR	Loveland	ER M830-084	PRLA Roosevelt Rd @ BNSF	Misc.	\$91,324	(\$91,323)	\$1	10-Mar-14	1848	12-Jun-15	1389
WARNING!!	Under \$200k	NFR	Milliken	TAP M887-006	West Alice + Inez Blvd Ped Impmnt	Design	\$130,219	\$0	\$130,219	31-Oct-17	517		0
WARNING!!	Over \$200k	NFR	Loveland	SHO M830-062	US287 & Orchards Shopping Center HES	Const.	\$250,000	\$0	\$250,000	17-Jan-18	439		0
WARNING!!	Under \$50k	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	Design	\$4,777,094	(\$4,777,044)	\$50			21-Mar-16	1106
WARNING!!	Over \$200k	NFR	Fort Collins	STU M455-118	Horsetooth & College Intersection Impv	Design	\$670,000	(\$321,885)	\$348,115			11-Jun-18	294
						Sub-Total	\$21,165,132	(\$19,573,244)	\$1,591,888				

Projects with unexpended balances of more than \$200k with activity in the last year (FHWA §630.106 (5)(i))

FHWA OK	Over \$200k	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	Const.	\$28,920,200	(\$26,117,253)	\$2,802,947	18-Sep-15	1291	28-Mar-19	4
FHWA OK	Over \$200k	NFR	Fort Collins	AQC M455-088	Jefferson Street/SH14 Improvements	ROW	\$526,100	(\$399)	\$525,701	27-Aug-18	217	16-Jan-19	75
FHWA OK	Over \$200k	NFR	Evans	STU M415-013	US85 Access Control at 31st	Const.	\$777,283	\$0	\$777,283		0		0
FHWA OK	Over \$200k	NFR	CDOT	NH 0853-089	US34/85 Interchange Reconstruction	Design	\$2,500,000	(\$1,214,258)	\$1,285,742	11-Apr-16	1085	14-Mar-19	18
FHWA OK	Over \$200k	NFR	Fort Collins	AQC M455-111	US287: Willox to SH 1 & Ped Bridge	Design	\$696,863	(\$467,757)	\$229,106	03-Jan-14	1914	04-Dec-18	118
FHWA OK	Over \$200k	NFR	Fort Collins	AQC M455-111	US287: Willox to SH 1 & Ped Bridge	ROW	\$810,000	(\$332,879)	\$477,121	10-Jun-14	1756	04-Dec-18	118
FHWA OK	Over \$200k	NFR	Fort Collins	AQC M455-111	US287: Willox to SH 1 & Ped Bridge	Const.	\$211,460	\$0	\$211,460	09-Jan-19	82		0
FHWA OK	Over \$200k	NFR	Evans	STU M415-015	35th Ave: Prairie View to 37th St.	Const.	\$1,346,781	\$0	\$1,346,781	10-Aug-18	234		0
FHWA OK	Over \$200k	NFR	CDOT	ER 0342-058	PR US 34D MP 13.75 to MP 14.71	Const.	\$3,332,847	(\$2,890,654)	\$442,193	21-Nov-17	496	27-Mar-19	5
FHWA OK	Over \$200k	NFR	CDOT	ER R400-322	PR SH60 & SH257 Structures	Const.	\$8,312,039	(\$7,931,128)	\$380,911	09-Aug-17	600	28-Feb-19	32
FHWA OK	Over \$200k	NFR	Greeley	AQC M570-048	10th Street in Greeley: Phase II	Const.	\$2,835,446	\$0	\$2,835,446	01-Feb-19	59		0
FHWA OK	Over \$200k	NFR	Weld Co	ER C030-068	PRLA WCR54 CR 13A Bridge over Big Thomps	Const.	\$422,432	\$0	\$422,432	21-Sep-17	557	25-Mar-19	7
FHWA OK	Over \$200k	NFR	Larimer Co	ER C060-076	PRLA CR15 @ Little T Bridge Mp 1.91	Const.	\$2,264,164	(\$1,968,975)	\$295,189	19-Sep-17	559	07-Feb-19	53
FHWA OK	Over \$200k	NFR	Loveland	ER M830-084	PRLA Roosevelt Rd @ BNSF	Const.	\$4,116,624	(\$2,673,420)	\$1,443,204	12-Apr-18	354	22-Mar-19	10
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-242	Crossroads Bridge Replacement @ I-25	Const.	\$28,295,281	(\$28,079,498)	\$215,783	15-Jun-16	1020	18-Mar-19	14
FHWA OK	Over \$200k	NFR	Fort Collins	STU M455-118	Horsetooth & College Intersection Impv	Const.	\$3,228,901	\$0	\$3,228,901		0		0
FHWA OK	Over \$200k	NFR	Loveland	AQC M830-086	Loveland Traffic Optimization	Const.	\$380,000	\$0	\$380,000	21-Dec-18	101		0
FHWA OK	Over \$200k	NFR	Greeley	TAP M570-050	Sheep Draw Trail 2016	Const.	\$523,750	\$0	\$523,750	20-Nov-18	132		0
FHWA OK	Over \$200k	NFR	Fort Collins	BRO M455-121	Spring Ck at Riverside (FCRVSDE-S.2PRST)	Const.	\$1,444,500	(\$678,800)	\$765,700	26-Jul-18	249	19-Dec-18	103
FHWA OK	Over \$200k	NFR	CDOT	STA 0853-101	US 85 Resurfacing Eaton to Ault	Utility	\$218,113	(\$7,085)	\$211,028		0	30-Jan-19	61
FHWA OK	Over \$200k	NFR	CDOT	STA 0853-101	US 85 Resurfacing Eaton to Ault	Const.	\$22,568,375	(\$21,397,438)	\$1,170,937	31-Jan-17	790	14-Dec-18	108
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	Utility	\$451,707	\$0	\$451,707		0		0
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	Const.	\$6,971,536	(\$294)	\$6,971,242		0	28-Feb-19	32
FHWA OK	Over \$200k	NFR	CDOT	FBR 060A-022	SH 60 Over the South Platte River	Const.	\$8,765,272	(\$3,730,849)	\$5,034,422		0	21-Mar-19	11
FHWA OK	Over \$200k	NFR	Loveland	C M830-089	Byrd Dr Const for I-25 Frontage Removal	Misc.	\$1,100,000	\$0	\$1,100,000		0		0
FHWA OK	Over \$200k	NFR	CDOT	BR R400-354	Little-T Channel Work and SH 60 Resurf	Const.	\$542,100	(\$182,565)	\$359,535		0	15-Oct-18	168
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-255	I-25 North: SH 402 to SH 14	Utility	\$2,062,914	(\$301,486)	\$1,761,428		0	08-Jan-19	83
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-255	I-25 North: SH 402 to SH 14	Const.	\$276,853,088	(\$26,398,661)	\$250,454,427	08-Sep-17	570	28-Mar-19	4
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-255	I-25 North: SH 402 to SH 14	ROW	\$32,418,419	(\$4,574,037)	\$27,844,382		0	28-Mar-19	4
FHWA OK	Over \$200k	NF&UF	CDOT	FSA 0253-258	I-25: SH 14 North Cable Rail	Design	\$1,200,000	(\$51,451)	\$1,148,549		0	06-Mar-19	26
FHWA OK	Over \$200k	NFR	CDOT	FSA 2873-190	US 287 and Foothills Parkway	Const.	\$672,000	\$0	\$672,000		0		0
FHWA OK	Over \$200k	NFR	Milliken	TAP M887-006	West Alice + Inez Blvd Ped Impmnt	Const.	\$416,746	\$0	\$416,746		0		0
FHWA OK	Over \$200k	NFR	Loveland	SAR M830-095	West 4th St Bike + Ped Safety Improve	Const.	\$374,000	\$0	\$374,000	06-Aug-18	238		0
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-261	I-25 North: Prospect - Bridge Enterprise	Const.	\$18,483,675	(\$854,450)	\$17,629,225		0	28-Mar-19	4
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-261	I-25 North: Prospect - Bridge Enterprise	ROW	\$1,758,700	\$0	\$1,758,700		0		0
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-261	I-25 North: Prospect - Bridge Enterprise	Utility	\$1,144,500	\$0	\$1,144,500		0		0
FHWA OK	Over \$200k	NFR	CDOT	C R400-361	Region 4 Traffic Mgmt. Center	Design	\$320,000	(\$7,899)	\$312,101		0	20-Aug-18	224

Status	Level	TPR	Local	PNum	Project Name	Phase	Budget	Expend	Balance	FHWA Date	FHWA Day	Last Date	Spend Day
FHWA OK	Over \$200k	NFR	CDOT	C 2873-192	Loveland ADA Curb Ramps Phase 1	Const.	\$606,012	\$0	\$606,012		0		0
FHWA OK	Over \$200k	NFR	Fort Collins	FSA M455-126	College & Troutman Signal Upgrades	Misc.	\$250,000	\$0	\$250,000		0		0
FHWA OK	Over \$200k	NF&UF	CDOT	C 0853-110	US85 ROW Settlement Agreement	ROW	\$3,537,280	\$0	\$3,537,280		0		0
FHWA OK	Over \$200k	NF&UF	Weld Co	C 0853-111	WCR 30 Closure Supplemental Improvements	Misc.	\$1,000,000	\$0	\$1,000,000		0		0
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-263	I-25 North: Hillsboro-Bridge Enterprise	Const.	\$3,526,600	(\$707,463)	\$2,819,137		0	28-Mar-19	4
FHWA OK	Over \$200k	NFR	CDOT	NHPP 0253-270	I-25 Express Lanes SH7 to SH1	Design	\$17,000,000	(\$1,723,737)	\$15,276,263		0	21-Mar-19	11
FHWA OK	Over \$200k	NFR	CDOT	NHPP 0253-270	I-25 Express Lanes SH7 to SH1	ROW	\$2,000,000	(\$5,475)	\$1,994,525		0	26-Mar-19	6
FHWA OK	Over \$200k	DR&NF	CDOT	C C030-077	I-25 E Parallel Arterial DES: SH66-US34	Design	\$900,000	\$0	\$900,000		0		0
FHWA OK	Over \$200k	NFR	CDOT	0341-102	SH34 & WCR17 Interchange	Design	\$475,000	\$0	\$475,000		0		0
							Sub-total	\$496,560,707	(\$132,297,913)	\$364,262,794			

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

FHWA OK	Under \$200k	NFR	Loveland	ER M830-084	PRLA Roosevelt Rd @ BNSF	Design	\$624,994	(\$568,386)	\$56,608	01-May-14	1796	21-Aug-18	223
FHWA OK	Under \$200k	NFR	CDOT	NH 0341-091	US 34 PEL Glade Road to Kersey	Design	\$2,512,000	(\$2,320,527)	\$191,473	09-Sep-16	934	15-Mar-19	17
FHWA OK	Under \$200k	NFR	CDOT	BR 2873-187	US287 - Spring Creek	Design	\$107,000	(\$46,071)	\$60,929	22-Feb-17	768	28-Feb-19	32
FHWA OK	Under \$200k	NFR	Evans	STU M415-019	65th Ave Widening - Evans	Const.	\$1,720,015	(\$1,643,052)	\$76,963	28-Apr-17	703	04-Jun-18	301
FHWA OK	Under \$200k	NFR	CDOT	STA 0342-060	US 34D Overlay and Bridge Work	Const.	\$3,751,164	(\$3,572,685)	\$178,479	21-Nov-17	496	14-Feb-19	46
FHWA OK	Under \$200k	NFR	Loveland	SHO M830-092	Various Loveland Left Turn Signals	Design	\$54,000	\$0	\$54,000	01-May-18	335		0
FHWA OK	Under \$200k	NFR	Weld Co	TAP C030-071	Poudre Trail Flood Damage	Const.	\$447,890	(\$308,316)	\$139,574	29-May-18	307	22-Mar-19	10
FHWA OK	Under \$200k	NFR	CDOT	FBR 060A-022	SH 60 Over the South Platte River	ROW	\$253,200	(\$138,836)	\$114,364		0	28-Feb-19	32
FHWA OK	Under \$200k	NFR	CDOT	C 2571-013	SH257 & 392:Windsor Curb Ramps	Design	\$94,461	(\$29,907)	\$64,554		0	25-Mar-19	7
FHWA OK	Under \$200k	NFR	Loveland	CC 402A-011	SH 402 Access Control Plan	Misc.	\$182,059	\$0	\$182,059		0		0
FHWA OK	Under \$200k	NFR	CDOT	FBR 0253-263	I-25 North: Hillsboro-Bridge Enterprise	ROW	\$78,100	\$0	\$78,100		0		0
							Sub-Total	\$9,824,883	(\$8,627,780)	\$1,197,103			

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

FHWA OK	Under \$50k	NFR	Weld Co	ER C030-068	PRLA WCR54 CR 13A Bridge over Big Thomps	Design	\$119,000	(\$107,782)	\$11,218	20-Mar-15	1473	22-Feb-19	38
FHWA OK	Under \$50k	NFR	Larimer Co	ER C060-076	PRLA CR15 @ Little T Bridge Mp 1.91	Design	\$381,141	(\$348,344)	\$32,797	15-Apr-15	1447	27-Oct-17	521
FHWA OK	Under \$50k	NFR	CDOT	IM 0253-242	Crossroads Bridge Replacement @ I-25	Utility	\$279,601	(\$262,686)	\$16,915	04-Apr-16	1092	29-Aug-18	215
FHWA OK	Under \$50k	NFR	CDOT	ER 0342-058	PR US 34D MP 13.75 to MP 14.71	ROW	\$200,000	(\$156,363)	\$43,637	02-Aug-16	972	11-Mar-19	21
FHWA OK	Under \$50k	NFR	CDOT	IM 0253-255	I-25 North: SH 402 to SH 14	Design	\$5,846,667	(\$5,797,005)	\$49,662	07-Sep-16	936	31-Aug-18	213
FHWA OK	Under \$50k	NFR	CDOT	ER R400-322	PR SH60 & SH257 Structures	Utility	\$86,580	(\$59,501)	\$27,079	23-Sep-16	920	21-Feb-19	39
FHWA OK	Under \$50k	NFR	Windsor	TAP M377-006	Great Western Trail - Windsor	Design	\$195,276	(\$182,176)	\$13,100	21-Jun-17	649	04-Mar-19	28
FHWA OK	Under \$50k	NFR	Loveland	ER M830-084	PRLA Roosevelt Rd @ BNSF	ROW	\$50,000	(\$31,206)	\$18,794	22-May-18	314	21-Aug-18	223
FHWA OK	Under \$50k	NF&UF	CDOT	C 0853-110	US85 ROW Settlement Agreement	Misc.	\$50,000	(\$12,596)	\$37,404		0	30-Jun-18	275
FHWA OK	Under \$50k	NFR	CDOT	FBR 060A-022	SH 60 Over the South Platte River	Design	\$860,264	(\$849,938)	\$10,326		0	31-Jul-18	244
FHWA OK	Under \$50k	NFR	CDOT	NH 0853-104	US 85 Signal at WCR 76 N. of Eaton	Design	\$20,000	(\$5,467)	\$14,533		0	07-Sep-18	206
FHWA OK	Under \$50k	NFR	CDOT	C 2873-192	Loveland ADA Curb Ramps Phase 1	ROW	\$50,000	(\$3,504)	\$46,496		0	31-Dec-18	91
FHWA OK	Under \$50k	NFR	CDOT	IM 0253-246	I-25: Preventative Bridge Maint.	Design	\$26,000	(\$356)	\$25,644		0	31-Jan-19	60
FHWA OK	Under \$50k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	ROW	\$234,190	(\$211,960)	\$22,231		0	28-Feb-19	32
FHWA OK	Under \$50k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	Design	\$418,009	(\$395,303)	\$22,706		0	28-Feb-19	32
FHWA OK	Under \$50k	NFR	CDOT	FSA 2873-190	US 287 and Foothills Parkway	Design	\$88,000	(\$73,732)	\$14,268		0	28-Feb-19	32
FHWA OK	Under \$50k	NFR	CDOT	C 2571-013	SH257 & 392:Windsor Curb Ramps	ROW	\$47,539	\$0	\$47,539		0		0
							Sub-Total	\$8,952,267	(\$8,497,917)	\$454,350			

Grand Total \$536,502,989 (\$168,996,854) \$367,506,135