

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
July 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 June 19, 2019 Meeting Minutes (Page 2)**
-

CONSENT AGENDA

No items this month.

ACTION ITEMS

- | | |
|---|----------|
| 1) July 2019 TIP Amendment (Page 7) | Bornhoft |
| 2) Freight Northern Colorado Plan (Page 11) | Dusil |

PRESENTATION

- | | |
|---|------------------|
| 3) Proposed Bustang Outrider Presentation | CDOT & HDR Staff |
|---|------------------|

DISCUSSION ITEMS

- | | |
|---|----------|
| 4) 2045 Regional Transportation Plan (RTP) (Page 12) | Karasko |
| 5) Readoption of FY2020-2023 Transportation Improvement Program (TIP) (Page 31) | Bornhoft |

OUTSIDE PARTNER REPORTS

- | | |
|----------------------------------|-----------------------|
| 6) NoCo Bike & Ped Collaborative | <i>Handout</i> |
| 7) Regional Air Quality Council | |
| 8) Regional Transit Agencies | |
| 9) Senior Transportation | |

REPORTS

- | | |
|--|------------------------------|
| 10) Mobility Committee Updates (Page 32) | <i>Written Report</i> |
| 11) Q2 TIP Modifications (Page 34) | <i>Written Report</i> |
| 12) Federal Inactives Report (Page 38) | <i>Written Report</i> |
| 13) Roundtable | All |

- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: August 21, 2019**

AUGUST TAC MEETING LOCATION CHANGE:
Windsor Public Works Service Facility
922 N. 15th Street—Conference Room
Windsor, Colorado 80550

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

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 221.6243 FAX: (970) 416.2406
nfrmpo.org

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

**Windsor Recreation Center - Pine Room
250 North 11th Street
Windsor, CO**

**June 19, 2019
1:05 – 2:25 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Allison Baxter – Greeley
Aaron Bustow – FHWA
Tim Kemp – Fort Collins
Elizabeth Relford – Weld County Alternate
Karen Schneiders – CDOT
Dennis Wagner – Windsor

NFRMPO STAFF:

Suzette Mallette
Becky Karasko
Medora Bornhoft
Ryan Dusil
Alex Gordon

TAC MEMBERS ABSENT:

Amanda Brimmer – RAQC
Stephanie Brothers – Berthoud
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Pepper McClenahan – Milliken
Kim Meyer – Johnstown
Rusty McDaniel – Larimer County
Randy Ready – Evans
Jeff Schreier – Eaton
Ranae Tunison – FTA
Town of LaSalle

IN ATTENDANCE:

Omar Herrera – Windsor
Tamara Keefe – FHU
Annabelle Phillips – Fort Collins/Transfort
Jan Rowe – CDOT
Jake Schuch – CDOT
Tara Sorrels – Severance

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE MAY 15, 2019 TAC MINUTES

Schneiders moved to approve the May 15, 2019 TAC minutes. The motion was seconded by Nelson and approved unanimously.

CONSENT AGENDA

None.

ACTION ITEMS

2045 Fiscally Constrained Plan – Bornhoft presented the 2045 Fiscally Constrained Plan for the 2045 Regional Transportation Plan (RTP), which had been updated following the June 7 TAC Work Session with additional data provided by TAC members. The additional data included project funding, roadway operations and maintenance cost estimates, intersection improvement cost estimates, and local revenue estimates. The deadline to TAC members for providing additional data was June 18, and a handout was provided with the latest revenue and expenditure estimates. The revenue estimates for the funding programs in orange in Table 1 of the handout were new or revised compared to the figures in the TAC packet. The new estimates account for discretionary grant awards reasonably anticipated based on past trends and reasonably anticipated developer contributions based on project sponsor estimates.

The funding programs were organized into five categories based on the types of projects funded in the Transportation Improvement Program (TIP). The five categories included Roadway Operations & Maintenance, Intersection Improvements, Transit, Bike/Ped, and Discretionary.

Project sponsors had until June 18 to update the fiscal constraint status for their projects. Projects identified as unconstrained or without an identified constraint status were considered unconstrained in the Fiscally Constrained Plan.

The Plan identifies a total need of \$10.636M and total revenue estimate of \$9.080M. The reasonably available revenues cover the full anticipated cost of roadway operations and maintenance, transit operations and maintenance, local transit system expansion, Regional Transit Element (RTE) corridors, and Regional Non-Motorized Corridor (RNMC) buildout. There is not enough funding for all of the identified roadway projects, so only those projects identified as fiscally constrained by project sponsors are included in the fiscally constrained plan. The constrained expenditures total \$8.996M, leaving \$84M in discretionary revenue unassigned. Bornhoft asked if TAC concurred with the proposed allocation of revenues to expenditures and asked if TAC would prefer to assign the \$84M to unconstrained RSC capacity projects or unconstrained non-RSC capacity projects. Mallette asked if the Plan needs to specify how the \$84M will be programmed. Bustow stated the funds can be assigned to unspecified RSCs instead of specific projects. TAC members agreed to assign the funds to unspecified RSC projects.

Mallette asked if Front Range Passenger Rail should be included. Karasko stated the RFP has been released and more information will be known about the cost and service plan within the next year, at which point information can be included in a subsequent 2045 RTP Amendment.

Klockeman emphasized the fiscal plan is a planning estimate based on current knowledge, and a lot of work went into revising and updating the estimates.

Baxter asked why Table 5 did not include Greeley sales tax as a funding source. Bornhoft stated she would review the data and update the table.

Schneiders asked why only \$1.2M of STBG funding was identified as constrained in Table 5. TAC members noted not all of the STBG funds were awarded to capacity projects. Bornhoft said she would compare the TIP and RTP project listing to ensure all capacity STBG funds are correctly reflected in the fiscal plan. Bornhoft will notify TAC of any major changes to the fiscal plan prior to the Planning Council meeting on July 11.

Karasko noted the fiscal plan will need to be re-evaluated once the 2045 revenue projections from CDOT are determined and distributed. Karasko stated if anyone had comments the deadline for incorporating edits to the fiscal plan is June 28.

Kemp moved to recommend approval of the methodology of the Fiscally Constrained Plan. The motion was seconded by Baxter and approved unanimously.

2019 Congestion Management Process (CMP) – Dusil presented the 2019 CMP, including several updates based on requests from Planning Council and additional data. The 2019 CMP includes revised alignments to the 2045 RSC network based on Planning Council’s requests to retain the 2040 RSC extents for RSC 19 and RSC 21 contingent on functional classification requests being submitted to NFRMPO staff by local agencies. To allow time for those requests, Planning Council opted to not act on the 2045 RSCs at their June 6 meeting. Instead, the 2045 RSC network will be approved as part of the 2019 CMP at their July 11 meeting.

Staff removed the 2030 Travel Time Index (TTI) from the definition of a congested corridor due to the delay in completion of the 2015 Base Year Regional Travel Demand Model (RTDM).

Congested corridor profiles were finalized for each corridor with a congested segment. The corridor inset maps on the profiles identify locations of congestion strategies that can readily be mapped, including bike share stations, transit stops, non-motorized facilities, and Park-n-Rides.

Klockeman asked about the status of the functional classification requests. Karasko stated they are waiting on a signature from CDOT. Bustow stated FHWA approval would take place after CDOT’s approval.

Karasko stated the 2045 RSC network in the 2019 CMP assumes all functional classification requests will be approved. The RSCs can be revisited if not all requests are approved.

Nelson moved to recommend Planning Council adoption of the 2019 CMP. The motion was seconded by Relford and approved unanimously.

PRESENTATION

None.

DISCUSSION

2045 Regional Transportation Plan (RTP) Draft Safety & Resiliency and Implementation Sections and Schedule – Karasko stated these are the final sections of the 2045 RTP. The Plan is scheduled to be approved by Planning Council in September with air quality conformity concurrence from the Air Quality Control Commission (AQCC) in September.

The Safety and Resiliency section covers the NFRMPO’s role, analysis of crash data, an overview of the CMP, hazards, and security. Baxter stated the map of crash locations is useful. Bornhoft will send the geocoded crash data to Baxter.

The Implementation Chapter covers the RTP Amendment process, which is new, with two types of revisions: Administrative Modifications for minor editorial edits and Amendments for changes to projects or funding. RTP Amendments will generally be processed on an annual basis. Schneiders stated an annual cycle could be too limiting. Karasko noted Amendments take around six months to process, so they should not occur more frequently. However, the exact schedule of the Amendments is not identified in the Chapter and an Amendment cycle could be started if warranted by funding changes.

Karasko requested submission of high-level comments by July 3 and will send out a calendar reminder.

2045 Regional Transportation Plan (RTP) Draft Scenarios Section – Bornhoft stated the Scenarios section includes the regional household and jobs forecast, the baseline land use scenario, and a high density in urban cores alternative scenario. The travel model forecast and scenarios section will be developed once the travel model is delivered by the consultant. The completed scenarios section will be included in the Draft 2045 RTP which will be a Discussion item at the July TAC meeting. Comments on the section are due July 3. Mallette asked what geography the land use density maps use. Bornhoft stated she would add a note identifying the geography.

FY2019 & FY2020 Additional Funding Allocations Process – Bornhoft stated there are unprogrammed Congestion Mitigation and Air Quality Improvement (CMAQ) funds and Surface Transportation Block Grant (STBG) funds in fiscal year (FY) 2019 and 2020 that can be allocated to projects this fall. An allocation will not occur in state FY19, which ends June 30, because CDOT is in the process of confirming the amount of unprogrammed CMAQ funds. There are eligible projects from both the FY16-19 Call for Projects and the FY20-21 Call for Projects. Since the unprogrammed funds will become FY20 funding once the state FY starts July 1, staff is requesting TAC guidance on whether the allocation should be distributed among projects from both Calls or just from the FY20-21 Call for Projects.

Kemp stated the Fort Collins' unfunded STBG project from FY16-19 does not need additional funding. Baxter stated she would find out if Greeley's partially funded STBG project from FY16-19 could receive additional funds. Offline, Fort Collins and Greeley will discuss their agreement set in 2018 on exchanging funds between projects.

Freight Northern Colorado (FNC) – Dusil identified the major components of the FNC, the first regional freight plan for the NFRMPO, and asked for feedback on the existing conditions, trends, and recommendations. The comment deadline is June 27 for incorporation in the Planning Council packet for the July Planning Council Discussion. Dusil will send out a calendar appointment for the comment deadline that includes the feedback questions.

Bustow noted DRCOG is kicking off their freight plan and asked about coordination. Dusil stated he spoke with DRCOG staff and is also using the same commodity flow data from Cambridge Systematics (CS). CS is planning to send survey results and crash hot spot analysis. If the data arrives in time it will improve consistency between the state's freight plan, DRCOG's freight plan, and the FNC.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Dusil provided a handout summarizing the facilitated discussion held June 12 to identify the essential functions of the Collaborative. The discussion will continue at the July 10 meeting.

Regional Transit Agencies – Baxter reported the Poudre Express is moving forward and GET is updating bus stop design standards. Phillips stated the local transit agencies are holding monthly meetings to discuss logistics and an IGA for the shared transit pass.

Senior Transit Items – Gordon stated the Call Center project is moving forward and the stakeholder meetings are well-attended. A call will be held tomorrow with Senior Resource Services (SRS) and CDOT to determine if the NFRMPO can apply on behalf of SRS to CDOT for operations and vehicle funding.

Dusil noted the 2nd annual Ride and Revel fundraising event will be held July 20, 2019 to benefit SRS.

REPORTS

None.

ROUNDTABLE

Karasko stated the Southwest Chief & Front Range Passenger Rail Commission met in Fort Collins on Friday with high turnout. She provided the handout created by Randy Grauberger identifying the Commission's mission. Karasko reported the NFRMPO intern started May 31 and a new transportation planner starts July 8.

Schneiders reported there is no Region 4 Regional Transportation Director (RTD) yet, Olson is retiring from CDOT on June 28, and Region 4 and CDOT Headquarters staff are holding the 4P meetings on June 24 in Weld County and June 25 in Larimer County.

Kemp stated Fort Collins is recruiting for the Director of Planning, Development, and Transportation.

Wagner stated Windsor started construction of the first of two roundabouts on New Liberty Road (7th and WCR13). Wagner is retiring in August after which Herrera, a project manager, will represent Windsor on the TAC.

Baxter reported the 10th Street construction project is delayed due to a 6-inch vertical surveying error.

Relford stated the WCR 13 & US34 intersection is under construction.

Bustow reported the Advanced Transportation and Congestion Management Technologies Deployment Initiative grant program was just announced with applications due July 19. He noted the FAST Act will expire December 5, 2020 and conversations on the next transportation funding will begin soon.

Malette stated Finance Director Crystal Hedberg is retiring at the end of August and the NFRMPO will be looking to hire someone part-time to fill the position.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko stated the agenda will include the July TIP Amendment and FNC as Action Items, a Bustang Outrider presentation, and the Full 2045 RTP and re-adoption of FY20-23 TIP for Discussion.

Meeting adjourned at 2:25 p.m.

Meeting minutes submitted by:

Medora Bornhoft, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, July 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																				
July 17, 2019	July 2019 TIP Amendment	Medora Bornhoft																				
Objective/Request Action																						
To recommend Planning Council approval of the July 2019 TIP Amendment to the FY2019-FY2022 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																				
Key Points																						
NFRMPO staff received five Amendment requests for the July 2019 TIP Amendment cycle.																						
The NFRMPO is requesting to delete one project:																						
<ul style="list-style-type: none"> Deleting the <i>MPO Vehicle</i> project with \$14K Federal Consolidated Planning Grant (CPG) funding, \$0.5K Federal FTA \$5310 funding, \$1K Federal Surface Transportation Block Grant (STBG) funding, and \$9K local funding. The vehicle will be purchased with VanGo funding instead. 																						
<table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$16</td> <td>\$0</td> <td>(\$16)</td> <td>\$0</td> </tr> <tr> <td>Local</td> <td>\$9</td> <td>\$0</td> <td>(\$9)</td> <td>\$0</td> </tr> <tr> <td>Total</td> <td>\$25</td> <td>\$0</td> <td>(\$25)</td> <td>\$0</td> </tr> </tbody> </table>			Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$16	\$0	(\$16)	\$0	Local	\$9	\$0	(\$9)	\$0	Total	\$25	\$0	(\$25)	\$0
Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total																		
Federal	\$16	\$0	(\$16)	\$0																		
Local	\$9	\$0	(\$9)	\$0																		
Total	\$25	\$0	(\$25)	\$0																		
Transfort is requesting to revise one project and add two projects:																						
<ul style="list-style-type: none"> Revising the <i>Transfort CNG and eBus Replacement</i> project by removing \$776K Federal Congestion Mitigation & Air Quality Improvement (CMAQ) funds awarded for an eBus and \$314K local funds and revising the project name to <i>Transfort CNG Bus Replacement</i>. 																						
<table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$3,965</td> <td>\$0</td> <td>(\$776)</td> <td>\$3,189</td> </tr> <tr> <td>Local</td> <td>\$987</td> <td>\$0</td> <td>(\$324)</td> <td>\$663</td> </tr> <tr> <td>Total</td> <td>\$4,952</td> <td>\$0</td> <td>(\$1,100)</td> <td>\$3,852</td> </tr> </tbody> </table>			Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$3,965	\$0	(\$776)	\$3,189	Local	\$987	\$0	(\$324)	\$663	Total	\$4,952	\$0	(\$1,100)	\$3,852
Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total																		
Federal	\$3,965	\$0	(\$776)	\$3,189																		
Local	\$987	\$0	(\$324)	\$663																		
Total	\$4,952	\$0	(\$1,100)	\$3,852																		
<ul style="list-style-type: none"> Adding the <i>eBus & Charger Purchase</i> project with \$776K Federal CMAQ funds, \$1,138K State Settlement funds, and \$324K local funds in FY19 and FY20. 																						
<table border="1"> <thead> <tr> <th>Funding Source</th> <th>Requested Additions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$776</td> <td>\$776</td> </tr> <tr> <td>State</td> <td>\$1,138</td> <td>\$1,138</td> </tr> <tr> <td>Local</td> <td>\$324</td> <td>\$324</td> </tr> <tr> <td>Total</td> <td>\$2,238</td> <td>\$2,238</td> </tr> </tbody> </table>			Funding Source	Requested Additions	Request Total	Federal	\$776	\$776	State	\$1,138	\$1,138	Local	\$324	\$324	Total	\$2,238	\$2,238					
Funding Source	Requested Additions	Request Total																				
Federal	\$776	\$776																				
State	\$1,138	\$1,138																				
Local	\$324	\$324																				
Total	\$2,238	\$2,238																				
<ul style="list-style-type: none"> Adding the <i>LPG FX Cutaway Replacement</i> project with \$197K State FASTER funding, \$116K State Settlement funding, and \$49K local funding in FY20. 																						
<table border="1"> <thead> <tr> <th>Funding Source</th> <th>Requested Additions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>State</td> <td>\$313</td> <td>\$313</td> </tr> <tr> <td>Local</td> <td>\$49</td> <td>\$49</td> </tr> <tr> <td>Total</td> <td>\$362</td> <td>\$362</td> </tr> </tbody> </table>			Funding Source	Requested Additions	Request Total	State	\$313	\$313	Local	\$49	\$49	Total	\$362	\$362								
Funding Source	Requested Additions	Request Total																				
State	\$313	\$313																				
Local	\$49	\$49																				
Total	\$362	\$362																				

Key Points, Continued

Greeley-Evans Transit (GET) is requesting to add one project:

- Adding the *GET Cutaway Vehicle Replacement and CNG Regional Bus Expansion* project with \$517K Federal FTA \$5339a funds and \$129K local funds in FY20.

Funding Source	Requested Additions	Request Total
Federal	\$517	\$517
Local	\$129	\$129
Total	\$646	\$646

Committee Discussion

This is the first and only time TAC is scheduled to see the July 2019 TIP Amendment.

Supporting Information

The 30-day Public Comment period for the July 2019 TIP Amendment begins on July 10, 2019 and concludes on August 8, 2019.

An environmental justice analysis is not required. The three new projects to the TIP do not impact a specific location.

Following adoption, the July 2019 Amendment will be carried forward to the FY20-23 TIP once the TIP becomes effective by action from the State.

Funding Types and Uses

Congestion Mitigation & Air Quality Improvement (CMAQ) funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.

Consolidated Planning Grant (CPG) funds combine FTA metropolitan or statewide planning funds with FHWA Planning (PL) funds for highway and transit planning activities.

Surface Transportation Block Grant Program (STBG) provides flexible funding for projects to preserve and improve any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

FASTER Transit Local funds are awarded competitively by CDOT regional offices for projects such as purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.

FTA \$5310, the Enhanced Mobility of Seniors and Individuals with Disabilities Program, funds projects to remove barriers to transportation service and expand mobility options. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

FTA \$5339, the Bus and Bus Facilities Program, provides federal funds to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Within \$5339, \$5339(a) is a formula grant, \$5339(b) is a competitive grant for buses and bus facilities, and \$5339(c) is a competitive grant for low or no emission vehicles.

Advantages

TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2019-2022 TIP remains fiscally constrained.

Disadvantages

None noted.

Analysis/Recommendation

Staff supports the July 2019 TIP Amendment to the FY2019-2022 TIP.

Attachments

- July 2019 Policy Amendment Form

Rev. 11/28/2018

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Policy Amendment #2019-A7

Prepared by: Medora Bornhoft

DATE: 7/10/2019

Submitted to: CDOT

Dollars Listed in Thousands

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
Strategic													
PREVIOUS ENTRY SST5274.010	2018-17	MPO Vehicle	NFRMPO	Capital	Federal	Consolidated Planning Grant	-	3.5	3.5	3.5	3.5	-	14.11
					Federal	FTA 5310	-	0.1	0.1	0.1	0.1	-	0.50
					Federal	Surface Transportation Block Grant	-	0.3	0.3	0.3	0.3	-	1.00
					Local	Local	-	2.3	2.3	2.3	2.3	-	9.39
					Total		-	6.2	6.2	6.2	6.2	-	25.00
Project Description: Sport Utility Vehicle for MPO planning activities													
Reason: Delete project from the TIP.													

Congestion Mitigation & Air Quality (CMAQ)													
PREVIOUS ENTRY SST7007.005	2016-005	Transfort CNG and eBus Replacement	Fort Collins	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	3,189	776	-	-	-	3,965
					Local	Local	-	663	161	-	-	-	824
					Local Overmatch	Local Overmatch	-	-	163	-	-	-	163
					Total		-	3,852	1,100	-	-	-	4,952
Project Description: Purchase of low floor compressed natural gas fueled heavy-duty vehicles or electric bus (eBus) and associated infrastructure to replace existing heavy-duty vehicles.													
REVISED ENTRY SST7007.005	2016-005	Transfort CNG Bus Replacement	Fort Collins	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	3,189	-	-	-	-	3,189
					Local	Local	-	663	-	-	-	-	663
					Local Overmatch	Local Overmatch	-	-	-	-	-	-	-
					Total		-	3,852	-	-	-	-	3,852
Project Description: Purchase of low floor compressed natural gas fueled heavy duty vehicles.													
Reason: Separating the Transfort CNG and eBus Replacement project (STIP ID SST7007.005) into two projects based on bus type (eBus and CNG). Updating the project name and scope to CNG buses only. The CNG project is retaining the CMAQ awards prior to Amendment #2018-A5.													

NEW ENTRY	2020-015	eBus & Charger Purchase	Transfort	Rolling Stock Purchase	Federal	CMAQ	-	-	776	-	-	-	776
					State	Settlement	-	-	-	1,138	-	-	1,138
					Local		-	-	161	-	-	-	161
					Local Overmatch		-	-	163	-	-	-	163
					Total		-	-	1,100	1,138	-	-	2,238
Project Description: Purchase of low floor heavy duty electric vehicles and associated charging infrastructure to replace existing heavy-duty diesel vehicles													
Reason: Separating the Transfort CNG and eBus Replacement project (STIP ID SST7007.005) into two projects based on bus type (eBus and CNG). The eBus project is retaining the CMAQ additional award from Amendment #2018-A5. Adding \$1,138K state settlement funding in FY20.													

FTA 5339 - Bus and Bus Facilities Program													
NEW ENTRY	2020-016	GET Cutaway Vehicle Replacement and CNG Regional Bus Expansion	Greeley-Evans		Federal	FTA 5339a	-	-	-	517	-	-	517
					Local	Local	-	-	-	129	-	-	129
					Total		-	-	-	646	-	-	646
Project Description: One (1) ADA Diesel BOC Replacement + One (1) 40' ADA CNG Regional Bus Expansion (Poudre Express)													
Reason: Adding new project with \$517K federal FTA 5339a funding and \$129K local funding in FY20.													

FASTER Transit													
NEW ENTRY	2020-017	LPG FX Cutaway Replacement	Transfort	Rolling Stock Purchase	State	FASTER	-	-	-	197	-	-	197
					State	Settlement	-	-	-	116	-	-	116
					Local	Local	-	-	-	49	-	-	49
					Total		-	-	-	362	-	-	362
Project Description: Purchase three (3) LPG fuel cutaway vehicles.													
Reason: Adding new project with \$197K state FASTER funding, \$116K state settlement funding, and \$49K local funding in FY20.													

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
July 17, 2019	<u>Freight Northern Colorado (FNC) Plan</u>	Ryan Dusil
Objective/Request Action		
To recommend Planning Council adoption of <u>FNC</u> .		<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"> • <u>FNC</u> is the first regionwide freight plan for the NFRMPO region. • The purpose of <u>FNC</u> is to provide a guide for the improvement of the overall freight system within the NFRMPO region. <u>FNC</u> serves as the freight component of the <u>2045 Regional Transportation Plan (RTP)</u>, providing a holistic view of freight and industry in the region and positions the region to pursue funds for freight-benefitting projects. • Creating a regional freight plan was a recommended action by the Federal Highway Administration (FHWA) in the NFRMPO quadrennial review in 2014. • <u>FNC</u> is organized into five chapters: 1 – Introduction, 2 – Plans, Studies, and Programs, 3 – Existing Conditions, 4 – Emerging Trends and Opportunities, and 5 – Implementation. • The <u>FNC</u> can be found at the following link: https://nfrmpo.org/wp-content/uploads/draft-for-adoption-2019-fnc.pdf 		
Committee Discussion		
This is the third time the TAC is discussing <u>FNC</u> .		
Supporting Information		
<ul style="list-style-type: none"> • It is anticipated the <u>Colorado Freight Plan (CFP)</u>, Colorado’s first comprehensive multimodal freight planning effort to integrate policies and strategies across freight modes, will be adopted by the Colorado Transportation Commission (TC) in 2019. • Following the June 19, 2019 TAC meeting, NFRMPO staff incorporated TAC member feedback and region-specific data from development of the <u>CFP</u>, including: freight-industry stakeholder survey responses, truck crash “hot spot” analysis results, and truck bottleneck data. 		
Advantages		
<ul style="list-style-type: none"> • Identifying freight-related needs and constraints as well as potential solutions and action steps allows the NFRMPO and its member agencies to improve their planning processes and remain competitive for freight-related funding opportunities. • <u>FNC</u> allows the NFRMPO and its member agencies to reaffirm the regional importance of recommendations and implementation steps identified in other recent and ongoing statewide planning efforts such as the <u>Colorado Freight Plan (2019)</u>, the <u>Colorado Truck Parking Assessment (2019)</u> the <u>Statewide Freight and Passenger Rail Plan (2018)</u>, and local agency plans with freight-related components. 		
Disadvantages		
None noted.		
Analysis/Recommendation		
Staff requests TAC recommend Planning Council adoption of <u>FNC</u> .		
Attachments		
None.		

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
July 17, 2019	DRAFT 2045 Regional Transportation Plan (RTP)	Becky Karasko
Objective/Request Action		
<p>Staff is providing the final draft version of the <i>2045 Regional Transportation Plan (RTP)</i> for TAC review and discussion. This document has been developed with input from the public and TAC members. This document will be going to the Planning Council for discussion at their August 1, 2019 meeting. At the August 21, 2019 it is anticipated TAC will make a recommendation for Planning Council approval at their September 5, 2019 meeting.</p>		<ul style="list-style-type: none"> <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 <i>2045 RTP</i>, scheduled for September 5, 2019 Planning Council adoption. • The <i>2045 RTP</i> includes a long-term transportation vision for the region. • The Draft Fiscally Constrained Plan and Plan Projects Sections are attached. • Comments are due to NFRMPO staff by 5:00 p.m. on July 31, 2019. 		
Committee Discussion		
<p>This is the first time TAC will discuss the final DRAFT <i>2045 RTP</i>. TAC began their review of the 2045 RTP chapters in February 2019 and will complete them in July 2019.</p>		
Supporting Information		
<p>The RTP is a federally-mandated plan for MPOs and includes a long-term transportation vision for the region. The <i>2045 RTP</i> summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes a fiscally-constrained corridor plan for the future.</p> <p>The full DRAFT 2045 RTP can be accessed here: https://nfrmpo.org/wp-content/uploads/2045-rtp-draft-combined.pdf</p>		
Advantages		
<p>Having TAC review the full Draft 2045 RTP prior to Council discussion allows TAC to maximize their time and input for review prior to final 2045 RTP recommendation at the August 21, 2019 TAC meeting for Council adoption at their September 5, 2019 meeting.</p>		
Disadvantages		
<p>None noted.</p>		
Analysis/Recommendation		
<p>Staff requests TAC members review the portions of the DRAFT <i>2045 RTP</i> applicable to their jurisdictions for accuracy and content.</p>		
Attachments		
<ul style="list-style-type: none"> • Section 3-4: Fiscally Constrained Plan 		



3

Section 4

Fiscally- Constrained Plan

The 2045 RTP is a fiscally constrained plan, which means the total estimated cost of operating, maintaining, and improving the transportation system does not exceed the forecasted revenue over the horizon of the Plan. The estimated costs for operating and maintaining the transportation system were developed by extrapolating current operations and maintenance costs. The cost of improving the system is based on the roadway, transit, and non-motorized project costs identified by member communities and in local plans. The forecasted revenue represents the amount of public and private funding for transportation that is reasonably anticipated from 2020 through 2045.

The fiscally constrained plan was cooperatively developed by the North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC), the NFR Technical Advisory Committee (TAC), the Colorado Department of Transportation (CDOT), local communities, and NFRMPO staff to project anticipated revenues used for transportation operations, maintenance, and improvements throughout the region from 2020 through 2045. All revenues and costs are presented in year of expenditure (YOE) dollars using a two percent inflation factor.

A. Revenue Estimates

The revenue estimates use current information and reasonable assumptions about future funding to forecast transportation revenue over the time horizon of the Plan. The revenue estimates are based on a variety of sources, including the CDOT 2045 Long Range Revenue Projections; the CDOT 2040 Program Distribution; the fiscal year (FY) 2019-2022 Transportation Improvement Program (TIP); and Figure 3- displays the revenue estimates by the entity that controls the funds, which is distinct from the funding source. While most of the entities control their own funding, both the NFRMPO and the State control funding from other sources. The NFRMPO controls and awards funds from federal sources and the State controls and awards funding from both state and federal sources. Two-thirds of the funding is controlled by local entities, with the next highest

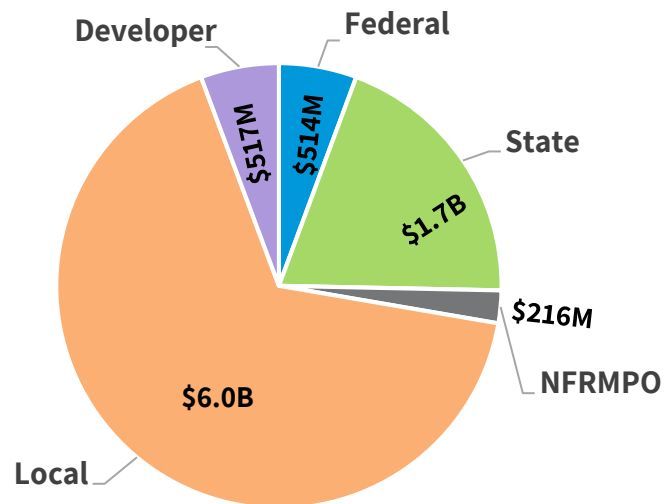
forecasted discretionary grants, developer contributions, local revenue, and transit revenue. Overall, an estimated \$9.1B in funding is reasonably anticipated for transportation projects within the North Front Range region.

The funding sources controlled by each entity are identified in the following sections.

share controlled by the State at 20 percent. Developers control six percent of the funding, as do federal agencies including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The NFRMPO controls the smallest share at two percent.

The funding sources controlled by each entity are identified in the following sections.

Figure 3-29: Revenue Estimates by Controlling Entity in YOE Dollars, 2020-2045



Locally Controlled Revenue Sources

Local communities derive revenue for transportation from a variety of sources, including, taxes, fees, and fares.

- ▶ **Highway Users Tax Fund:** The HUTF provides funding to the state and local governments to fund the transportation system, including transit. The fund is comprised primarily of motor fuel taxes and motor vehicle license fees along with other fees and fines. HUTF funds are allocated to the state highway fund, counties, and municipalities based on statutory formulas.
- ▶ **Other State-collected Funds:** In addition to the HUTF, local communities receive a share of the FASTER funds collected by the State from motor vehicle registration surcharges, rental vehicle fees, and oversize/overweight vehicle surcharges. With SB 2018-001, local communities will also receive a share of the funding transferred to transportation purposes from the State’s General Fund.
- ▶ **Impact Fees:** Impact fees are development charges imposed to fund capital projects intended to offset the impacts caused by a proposed development.
- ▶ **General Funds:** Local General funds typically are the primary operating funds for municipalities. The general funds represented in the 2045 RTP are specifically directed towards transportation system maintenance and improvements.
- ▶ **Local Tax:** Funds generated by sales, use, specific ownership, and property taxes can be transferred to general funds or directed towards capital projects.
 - **Sales Tax:** Fort Collins began implementing a capital improvement tax in 1973 as part of the general election cycle. The current improvement tax, an extension of the 2005 Building on Basics (BOB) initiative, is a 0.25 percent sales tax for the construction

of certain capital projects. BOB 2.0 was approved by voters on April 7, 2015 and covers a 10-year period, including FY2016-2025.

- **Use Tax:** A use tax can be charged on the use or consumption of a taxable item that is not subject to a sales tax. The Town of Windsor collects a 3.95% construction use tax on new construction permits. The majority of the construction use tax is dedicated to the Capital Improvement Fund, which funds capital projects including transportation projects.
- **Specific Ownership Tax:** This tax is collected annually during vehicle registration and is based on the

vehicle's age and value. Local governments may choose to use this revenue for transportation improvements.

- **Property Tax:** Property taxes in Larimer and Weld counties from a dedicated mill levy are used to fund projects on county roads. In addition, 50 percent of the mill levy collected by the county on properties within municipalities is allocated to municipalities for their road and street projects.
- ▶ **Transit Fares and Directly Generated Funds:** Transit systems generate revenue through fares, passes, and other directly generated revenue such as advertising.

State Controlled Funding Programs

The State awards funding from state and federal sources for roadway, transit, and bicycle and pedestrian projects. Projects may be selected by the Colorado Transportation Commission (CTC), the regional CDOT office, CDOT Headquarters, or by other state-approved entities.

- ▶ **Regional Priorities Program (RPP):** The goal of this program is to implement regionally significant projects identified through the transportation planning process. These funds are flexible in use and are allocated to the regions by the CTC on an annual basis. The allocations are based on regional population, CDOT on-system lane miles, and CDOT on-system truck Vehicle Miles Traveled (VMT).
- ▶ **FASTER Funds:** In the spring of 2009, the State of Colorado passed legislation to impose fees to generate revenue for transportation within the State. The fees are assessed on vehicle registration, rental cars, and an increase to oversize and overweight

vehicle permits. For CDOT, Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) funds are broken into three programs: Bridge, Safety, and Transit.

- **FASTER Safety:** Created by the Colorado General Assembly, funds roadway safety projects including construction, reconstruction, or maintenance of projects needed to enhance the safety of the State and federal highway system. Collected fees are distributed by CDOT to cities, towns, and counties based on crash data weighted by the National Safety Council. Estimates include cost per fatality, injury, or other crash types.

- **FASTER Bridge Enterprise:** This program was formed in 2009 to finance, repair, reconstruct and replace bridges designated as structurally deficient or functionally obsolete. FASTER Bridge is administered through the Colorado Bridge Enterprise, which targets funding to address Colorado’s deficient bridges.
- **FASTER Transit:** A CDOT-administered, statewide program implemented to promote, plan, design, finance, operate, maintain, and contract for transit services such as passenger rail, buses, and advanced guideway systems.

▶ **Asset Management**

- **Maintenance:** This program evaluates maintenance levels of service on the State Highway system. The CTC has established specific grade levels as objectives for the various activities associated with the maintenance program.
- **Surface Treatment:** This program identifies the remaining service life of the State Highway system to determine where the surface treatment funding should be used in meeting the CTC’s goals. In 2013, the Transportation Commission set an objective of having 80 percent of the State Highway system rated as high-drivability (10+ years) or moderate-drivability (four to 10 years) remaining life.
- **Bridge Program (Structures On-System and Structures Off-System):** This program identifies the condition of every bridge on public roads to determine where bridge funding should

be allocated. The purpose of the Bridge Program is to finance, repair, reconstruct, and replace bridges designated as structurally deficient

- ▶ **Transportation Alternatives (TA):** provides funding for programs and projects defined as transportation alternatives. These programs include, but are not limited to, on-road and off-road bicycle and pedestrian facilities, infrastructure for non-driver access to public transportation, recreational trail program projects, and Safe Routes to School projects. A portion of TA funding is controlled by the regional CDOT offices, while another portion is controlled by MPOs.
- ▶ **Highway Safety Improvement Program (HSIP):** This program addresses safety improvements on all public roads using a mixture of state and federal funds.
- ▶ **Great Outdoors Colorado (GOCO):** Funding from the Colorado Lottery is awarded to a variety of project types, including trail projects, across the state by the GOCO Board. GOCO Board members are appointed by the Governor and confirmed by the Colorado State Senate.
- ▶ **New Funding Source:** The CDOT 2045 Long Range Revenue Projections assume an increase in the HUTF of \$300M per year beginning in 2026. The increase could come as a result of a State sales tax increase for transportation, an increase in State gas tax, or another equivalent mechanism.
- ▶ **FTA Funds:** The state controls and awards funding from two FTA funding programs that fund transit operations, maintenance,

and/or capital for small urban areas, including Greeley, as well as rural areas.

- **FTA §5310 Transportation for Elderly Persons and Persons with Disabilities Program:** This program supports the purchase of vehicles for transportation of the elderly and individuals with disabilities. It is used by a variety of non-profit and public agencies. In Colorado,

Federally Controlled Funding Programs

The US Department of Transportation (USDOT) awards discretionary funding through competitive processes to projects across the nation. Currently there are two major grant programs, Better Utilizing Investments to Leverage Development (BUILD) and Infrastructure for Rebuilding America (INFRA). BUILD, formerly known as TIGER, is a national program funding investment in roads, bridges, transit, rail, ports, or intermodal transportation to improve regional connectivity and facilitate economic growth and competitiveness. The INFRA program, formerly known as FASTLANE, is designed to address critical issues facing the nation's highway and bridges to align with national and regional economic vitality goals and leverage additional non-federal funding.

FTA allocates funding directly to certain transit agencies and awards discretionary grants. The total amount available for a program is based on funding authorized under the FAST Act and is apportioned according to population and other reported data. There are two transit providers that receive FTA funds based on population in the region: the City of Fort Collins (Transfort) and Greeley-Evans Transit (GET):

§5310 funds can also be used for mobility management programs and project implementation.

- **FTA §5339 Bus and Bus Facilities Program:** This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

- ▶ **Transfort** receives funds based on an urbanized area formula program for areas with a population between 200,000 and 999,999. Transfort receives FTA funds on behalf of the Fort Collins – Loveland – Berthoud Transportation Management Area (TMA), which also includes the VanGo™ vanpool program.
- ▶ **GET** receives funds based on an urbanized area formula program for areas with a population between 50,000 and 199,999. GET uses the FTA funds to provide services to the Greeley – Evans area.

The two transit providers produce a program of projects each fiscal year based on FTA apportionments as published annually in the Federal Register. The program includes projects to be carried out using funds made available based on the urbanized area formulas. These projects include capital transit improvements, bus purchase and rehabilitation, bus facility upgrades, maintenance, and operations. As discussed in the state controlled funding section, CDOT also administers some FTA funding programs through a competitive process.

The following federally controlled programs are anticipated to continue to be available for transit funding in the region:

- ▶ **FTA §5307 Urbanized Area Formula Program:** This program makes federal resources available to urbanized areas for transit capital and operating assistance. Urbanized areas those areas with a population of 50,000 or more as designated by the U.S. Census Bureau.

NFRMPO Controlled Funding Programs

The NFRT&AQPC selects projects to receive funding through an approved call for projects process. Two calls for projects were held to award funding in the FY2020-2023 TIP. These projects represent the first four years of the 2045 RTP.

- ▶ **Congestion Mitigation and Air Quality (CMAQ) Improvements:** CMAQ funds are FHWA funds restricted to improvements which contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS). CMAQ funds may be used for air quality improvement projects, including operation improvements, ITS, transportation demand management (TDM) strategies, alternative fuel vehicles and vehicle retrofitting, non-motorized

- ▶ **FTA §5310 Transportation for Elderly Persons and Persons with Disabilities Program:** See program description on previous page. FTA controls §5310 funds for large urban areas, including Fort Collins.
- ▶ **FTA §5339 Bus and Bus Facilities Program:** See program description on previous page. FTA controls §5339 funds for large urban areas, including Fort Collins. The §5339 program includes a formula funding component under §5339(a) and a competitive grant component under §5339(b) and §5339(c).

improvements, and alternative fuel bus purchases and replacements. CMAQ funds used for transit purposes can be flexed from FHWA to FTA funds, including limited transit operations.

- ▶ **Surface Transportation Block Grant (STBG):** These FHWA funds are sub-allocated to urbanized areas with populations over 200,000. The sub-allocation is based on each area's share of the urbanized areas in the U.S. Funds may be used on a wide variety of highway transportation improvement projects, as defined in 23 U.S.C. 123.¹ This is one of the most flexible federal funding sources available for transportation.
- ▶ **Transportation Alternatives (TA):** See program description on page X.

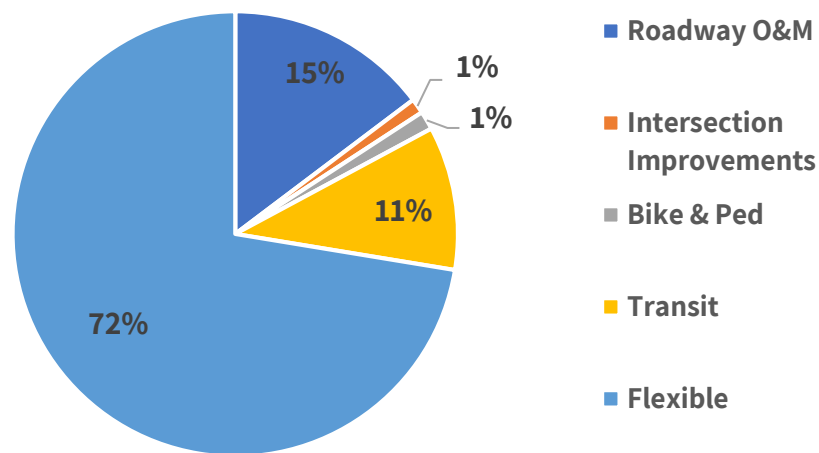
1

<http://www.fhwa.dot.gov/map21/docs/title23usc.pdf>

Funding Estimates by Category

Estimates of available federal, state, local, and private funding by funding program and expenditure category for 2020 through 2045 are identified in **Table 3-**. These are considered by CDOT and local communities to be reasonable estimates of what will be available for the timeframe of the 2045 RTP. Revenues were classified as dedicated or flexible based on how the funds are typically used. Dedicated funds are those that are typically used for one of four categories: roadway operations and maintenance, intersection improvements, transit, or bicycle and pedestrian. Flexible funds are those that could be assigned to a variety of project types.

Figure 3-30: Revenue Estimates by Expenditure Category, 2020-2045



As shown in **Figure 3-30**, the majority of the revenue for the 2045 RTP is flexible, meaning it can be spent on a variety of project types. Approximately 15 percent of revenue is from funding programs that fund roadway operations and maintenance while 11 percent is from funding programs for transit systems. Only one percent of revenue is dedicated to intersection improvement projects, with another one percent is dedicated to bicycle and pedestrian projects.

Table 3-13: Revenue Estimates by Funding Program and Expenditure Category in Millions of YOE Dollars, 2020-2045

Funding Program	Roadway O&M	Intersection Improvements	Bike & Ped	Transit	Flexible	Total
Maintenance	\$617	\$0	\$0	\$0	\$0	\$617
Surface Treatment	\$447	\$0	\$0	\$0	\$0	\$447
Structures On-System	\$67	\$0	\$0	\$0	\$0	\$67
Structures Off-System	\$66	\$0	\$0	\$0	\$0	\$66
Highway Safety Investment Program (HSIP)	\$0	\$61	\$0	\$0	\$0	\$61
FASTER Safety	\$80	\$39	\$0	\$0	\$0	\$119
Transportation Alternatives (TA)	\$0	\$0	\$19	\$0	\$0	\$19
Surface Transportation Block Grant (STBG)	\$0	\$0	\$0	\$0	\$96	\$96
Congestion Mitigation/Air Quality (CMAQ)	\$60	\$0	\$1	\$51	\$0	\$112
Regional Priority Program (RPP)	\$0	\$0	\$0	\$0	\$88	\$88
New Funding Source	\$0	\$0	\$0	\$0	\$189	\$189
Federal Discretionary Grants	\$0	\$0	\$0	\$0	\$258	\$258
FASTER Transit - Transit and Rail Grants	\$0	\$0	\$0	\$14	\$0	\$14
FASTER Transit - Bustang	\$0	\$0	\$0	\$42	\$0	\$42
FTA §5307	\$0	\$0	\$0	\$236	\$0	\$236
FTA §5310	\$0	\$0	\$0	\$5	\$0	\$5
FTA §5339	\$0	\$0	\$0	\$64	\$0	\$64
Local - Transit	\$0	\$0	\$0	\$538	\$0	\$538
Local - Roadway	\$0	\$0	\$0	\$0	\$5,438	\$5,438
Local - Bike/Ped	\$0	\$0	\$85	\$0	\$0	\$85
State Discretionary Bike/Ped Grants	\$0	\$0	\$18	\$0	\$0	\$18
Developer Contributions	\$0	\$0	\$0	\$0	\$517	\$517
TOTAL	\$1,339	\$99	\$122	\$951	\$6,586	\$9,097

B. Operations and Maintenance Expenses

The cost of operating and maintaining the transportation system over the time horizon of the 2045 RTP was developed using information provided by NFR member communities.

Roadway operations costs include the cost of lighting, traffic control, and snow and ice removal. The roadway operations estimate in 2020 dollars is \$8,057 per lane mile on municipal roads, \$1,691 per lane mile on county roads, and \$6,784 per lane mile on state highways. The roadway maintenance estimate, which represents resurfacing costs, is \$12,800 per lane mile on municipal roads, \$5,606 per lane mile on county roads, and \$11,631 per lane mile on state highways in 2020 dollars. The cost of intersection improvements system-wide is estimated at \$531M over the time horizon of the Plan.

C. System Expansion Expenses

To adequately support the forecasted growth of the NFR region, investment in the transportation system beyond operations and maintenance is required. The NFRMPO solicited capacity projects from member agencies and compiled capacity projects from local transportation plans and the most up-to-date planning studies to identify the total need for transportation system expansion over the time horizon of the 2045 RTP.

A total of 212 roadway capacity projects, 17 transit capacity projects, and 9 non-motorized capacity projects were identified, as shown in

Operations and maintenance costs for the transit system include vehicle operations and maintenance, general administration, facility maintenance, and state of good repair.

Operations and maintenance costs for the existing transit system are estimated at \$24.8M per year in 2020 dollars. To develop forecasted operations and maintenance costs, the planned local system expansion and capital purchases identified in the [2019 Transfort Transit Master Plan](#), the [2017 Greeley Evans Transit 5-10 Year Strategic Plan](#), and by CDOT for Bustang were incorporated as identified in the Transit Plan.

The operations and maintenance costs for the Regional Non-Motorized Corridors (RNMCS) is \$6K per mile per year in 2020 dollars.

Table 3-14. The cost of roadway capacity projects on Regionally Significant Corridors (RSCs) totals \$3.6B and the cost of roadway capacity projects on non-RSCs totals \$0.7B. The capital and operating costs of the [2045 Regional Transit Element \(RTE\)](#) buildout projects and Front Range Passenger Rail are \$2.0B. The cost of transit system expansion planned by local agencies is incorporated into the local transit system cost of \$1.3B over the time horizon of the Plan. The cost of RNMC buildout is \$231M with an estimated maintenance cost of \$42M over the time horizon of the Plan.

Table 3-14: System Expansion Expenses in Millions of YOE Dollars, 2020-2045

Project Type	Project Sub-Type	Number of Projects	Cost* (\$M, YOE)
Roadway Capacity Projects	RSC Roadway	104	\$3,638
	Non-RSC Roadway	108	\$687
	Total	212	\$5,359
Transit Capacity Projects	Planned local system expansion on local routes	5	\$134
	Planned local system expansion on RTE Recommended Corridors	3	\$134
	Proposed regional routes	9	\$2,029
	Total	17	\$2,297
Non-Motorized Capacity Projects	Total	9	\$231

*Costs for roadway capacity projects include capital expenses only. Costs for transit capacity projects include capital and operating expenses.

D. Resource Allocation

The total identified need for operating, maintaining, and improving the transportation system from 2020 through 2045 is \$13.6B, well **Table 3-15**. Due to the importance of operating and maintaining the system, the financial plan for the 2045 RTP fully funds the operations and maintenance costs for roadways, including the costs of intersection improvements, as well as the operations and maintenance costs for transit and RNMCs. In addition, the financial plan fully funds the transit system expansion planned by the local transit agencies and the cost of building out the RNMCs. These expenditures are funded through a combination of dedicated and flexible funding sources.

The 2045 RTP fiscally constrains a portion of the roadway capacity and regional transit projects

beyond the forecasted revenue of \$9.1B, as shown in

based on project-based funding and feasibility submitted by project sponsors. Flexible funding is assigned for the recommended RTE corridors at a total cost of \$14M, leaving \$2B in unfunded regional transit projects for the buildout RTE corridors and Front Range Passenger Rail. The roadway capacity projects for RSCs and non-RSCs are assigned \$1.9B in flexible funding, which provides funding for 139 projects, leaving \$2.4B in unfunded roadway capacity projects for a total of 73 projects. The fiscally constrained transit and roadway capacity projects are identified in **Section 3-5: Plan Projects**.

Table 3-15: Resource Allocation by Expenditure Category in Millions of YOE Dollars, 2020-2045

Expenditure Category	Cost	Dedicated Funding	Flexible Funding	Total Funded	Unfunded
Roadway Operations & Maintenance	\$5,070	\$1,339	\$3,731	\$5,070	\$0
Intersection Improvement Projects	\$531	\$99	\$432	\$531	\$0
Regional Non-Motorized Corridor (RNMC) Operations, Maintenance, and Expansion	\$273	\$122	\$151	\$273	\$0
Transit Operations, Maintenance, and Local System Expansion	\$1,339	\$950	\$390	\$1,339	\$0
Regional Transit Expansion: Regional Transit Element Corridors (RTE) and Front Range Passenger Rail	\$2,043	\$0	\$14	\$14	\$2,029
Regionally Significant Corridor (RSC) Capacity Projects	\$3,638	\$0	\$1,392	\$1,392	\$2,247
Non-RSC Capacity Projects	\$678	\$0	\$477	\$477	\$200
TOTAL	\$13,573	\$2,510	\$6,586	\$9,097	\$4,476

E. Transit Plan

The NFRMPO transit systems are explored in **Chapter 2**, with the future transit network based on the [2017 Greeley Evans Transit 5-10 Year Strategic Plan](#), [2019 Transfort Transit Master Plan](#), the [2045 Regional Transit Element](#) (RTE), and other input from local and state agencies. Funding is estimated based on current trends at the local, state, and federal levels, and expenses are estimated based on data reported to the National Transit Database (NTD) and long-range transit plans. Funding sources which can be used across multiple transportation modes are explained in the previous section.

Transit Funding Trends

Identification of long-term and consistent transit funding has been part of local, state, and national conversations for many years. These funding sources are explained in further detail in this Chapter, but some major trends to note as part of the planning process include:

- The FAST Act increased funding for bus maintenance and replacement due to the USDOT’s focus on asset management. Transit Asset Management (TAM) is a requirement for all transit agencies.
- State efforts have led to guaranteed transportation funding, including a multimodal pool. Multimodal funds can be used for bicycle, pedestrian, and transit projects. Sales tax initiatives to raise funds have not passed the Statewide electorate as of 2019.
- Communities in the NFRMPO region have come together on issues like North I-25 and on the Larimer County Senior Transportation project to successfully apply for national and State grants. Partnerships can increase the funding options for the region.

Potential Funding Sources

Currently, only Fort Collins and Greeley have sales tax going toward transportation and only Fort Collins provides sales tax funding to transit. In the future, there is the potential for other communities to pass sales tax initiatives.

Transfort's [Transit Master Plan](#) identifies the following potential funding sources:

- Utility fees
- Transportation Capacity Expansion Fee/Street Oversizing Fund
- Public-Private Partnerships
- Payroll or Business Head Tax
- Improvement Districts
- Additional Advertising
- Increasing farebox recovery

Non-USDOT Funding

In addition to funding from the USDOT, funding for transit-related activities can come from multiple other federal agencies. These funds can be used to varying degrees as local match for FTA funding, but also may be (and are currently) used for funding for vulnerable populations like older adults and individuals with disabilities.

Department of Health and Human Services

Funding sources distributed by the federal Department of Health and Human Services include Temporary Assistance for Needy Families (TANF), Older Americans Act Funds (OAA), Development Disabilities Assistance and Bill of Rights, and Medicaid.

Department of Housing & Urban Development

Community Development Block Grants can be used to support transit and transit-related infrastructure.

Veterans Administration

The Veterans Administration (VA) provides funding to transport veterans to VA hospitals, including from Larimer and Weld counties to the hospital in Cheyenne.

Intercity Bus Expenses

The NFRMPO region does not directly support intercity bus services using federal or local dollars; however, CDOT operates the Bustang service which connects Fort Collins and Loveland to Denver and has planned expansions benefitting the region. A new Park-n-Ride at SH56, a mobility hub at Kendall Parkway including bus slip ramps and non-motorized trail connections, and the creation of a Bustang Outrider route connecting Fort Collins, Greeley, and Fort Morgan to points farther east are anticipated. Additional service may be provided in the future, but current Bustang projects focus predominantly on capital projects. The new Kendall Parkway Park-n-Ride is being funded as part of the I-25 North Express Lanes: Johnstown to Fort Collins project.

Projected Expenditures

Operating expenses fluctuate year to year for each transit agency. Estimates in this Section were done using data from NTD, the [2019 Transfort Transit Master Plan](#), and the [2017 Greeley Evans Transit 5-10 Year Strategic Plan](#). These expenditures were discussed with each transit agency for feedback.

TIP-Identified Expenditures

GET and Transfort complete Programs of Projects (POP) each year to identify projects using FTA funding. Based on these POPs, the NFRMPO Call for Projects, and the CDOT

Consolidated Call for Projects, the following expenditures have been identified for transit projects in the FY2020-2023 TIP including local match, **Figure 3-##**.

Table 3-16 FY2020-23 TIP Transit Projects

Funding Source	Amount
CMAQ	\$9,861,000
\$5307	\$50,696,000
\$5310	\$1,156,000
\$5339	\$4,090,000
FASTER	\$1,600,000
Total	\$67,403,000

Source: NFRMPO FY2020-2023 TIP

Short-Term Expenditures

Both long-range transit plans identify projects through approximately 2025-2026, which is considered the short-range financial plan of the 2045 RTP.

- Security upgrades (\$650,000)
- Fleet and facility needs (\$9M)
- Alternative fuel vehicles and infrastructure (\$2M)

Capital Expenditures

Transfort proposed the following capital expenditures as part of its long-range plan. These total costs are estimated to be approximately \$51M based on 2019 dollars.

City of Loveland Transit (COLT) is undertaking a long-range planning effort, which will not be complete by the adoption of the 2045 RTP. The expected proposed project is a North Transfer Center at US287 and 37th Street (\$3.8M).

- New Bus Rapid Transit (BRT) on West Elizabeth Street (\$28M)
- Mobility Innovation Zone in the southeast area of the City
- Mobility hub on the Harmony corridor (\$3M)
- Capital investments to expand the fleet and maintenance facility, bus stop improvements (\$20M)

Based on the Useful Life Benchmarks (ULB) identified in the Transfort TAM Plan, the GET TAM Plan, and the Statewide Tier II TAM Plan, the following is expected to be replaced between 2019 and 2025:

GET proposed the following capital expenditures as part of its long-range plan. These total costs are estimated to be approximately \$11.6M in 2019 dollars.

- COLT: 11 vehicles (approximately \$2.1M)
- GET: 21 vehicles (approximately \$1.2M)
- Transfort: 16 vehicles (approximately \$5.9M)
- Bustang: 10 vehicles (approximately \$8.2M)

CDOT proposed the following projects in the Intercity and Regional Bus Plan, which are also included in the NFRMPO region’s Transit Development Program (TDP):

- Harmony Transfer Center Expansion (\$2.5M)
- SH402 Park-n-Ride improvements (\$2.0M)
- SH56 Park-n-Ride (\$10M)

Operating Expenditures

Route expansion, upgrades, and efficiencies are proposed in each of the identified long-range plans.

- The proposed 2025 Transfort network would require an additional \$5.2M (in 2019 dollars) per year to operate.
- The proposed 2026 GET network would require an additional \$5.6M (in 2017 dollars) per year to operate.
- Future COLT expenditures were calculated using a two percent compound annual growth rate (CAGR) based on 2017 data reported to NTD. Using this method, COLT operational costs will be approximately \$3.2M between 2024 and 2025.

Long-Term Expenditures

The 2045 RTE and the 2019 Transfort Transit Master Plan identify projects and expected expenditures through at least 2040.

Building out the BRT system, additional Mobility Hubs, and Operations and Maintenance facilities, transit fleet expansion and renewal, bus stops and bus stop enhancements, and other items to complete the Transfort Transit Master Plan is estimated to cost \$300M (including the \$51M identified in the short-range plan) in 2019 dollars.

Extrapolating from the 5-10 Year Strategic Plan, GET would need \$112.3M between 2026 and 2045 to operate its planned network.

Using the same method identified in the short-term expenditures, COLT would need an estimated \$40.1M between 2026 and 2045 to operate.

The 2045 RTE identified investments along the following corridors, **Table 3-17**. The NFRMPO Technical Advisory Committee (TAC) identified SH1, the Poudre Express, US287, US34, and US85 as the key corridors for investment. TAC members asked to keep all RTE corridors as potential routes to study should funding arise. The Poudre Express, SH1 route, and US287 are identified in Transfort's 2019 Transit Master Plan and the GET 5-10 Year Strategic Plan as corridors for investment and are included in the Short-Term and Long-Term Expenditures.

Table 3-17: 2045 RTE Routes and Recommendations

Route	Recommended	Buildout
Fort Collins to Wellington (SH1)	X	
Poudre Express	X	
US287/FLEX	X	
US34	X	
US85	X	
WCR74		X
Greeley to Fort Morgan		X
Loveland to Estes Park		X
Loveland to Windsor		X
Regional Rail (Greeley to Loveland, Greeley to Fort Collins)		X
Front Range Passenger Rail		X

The remainder of routes have not been studied beyond the 2045 RTE or await further study. The following assumptions were used to calculate the operating and capital costs of proposed routes. A two-percent annual average growth rate was used to extrapolate future years.

- For intraregional services like US34 between Loveland and Greeley, an estimate of \$116.08 per vehicle revenue hour was used to estimate operating costs. This number is based on the 2016 estimate to run FLEX as reported to NTD. Vehicle revenue hours were estimated using distance and frequency.
- For capital costs, cost estimates were based on previous purchases or estimates. Interregional buses, like the ones used on Bustang, were estimated based on CDOT's 2015 purchase of 13

buses for \$7.0M. Intraregional buses, like the ones used on FLEX or the Poudre Express, were based on GET's purchase of five buses for \$2.8M in 2018. NFRMPO staff assumed at least two buses were needed per route but estimated the number of buses based on vehicle revenue hours and comparisons to existing service.

- Rail costs were based on the 2015 I-25 Environmental Impact Statement (EIS) North Commuter Rail Update for capital costs. Track upgrade costs were estimated at \$13.0M per mile and trains were estimated at \$4.4M (2015 dollars). Operating costs were based on the Denver Regional Transportation District's (RTD) vehicle revenue hour estimates reported to NTD.

F. Transportation Improvement Program (TIP)

The NFRMPO is responsible for the creation and adoption of a [Transportation Improvement Program \(TIP\)](#) for the region at least every four years. The TIP presents a four-year program of multi-modal projects using a combination of federal, state, and local funds, and identifies the type of improvement, the funding source(s), the sponsoring entity(ies), and an implementation schedule. Projects in the TIP must come from an approved RTP, follow the regional Congestion Management Process (CMP), provide all interested parties with a reasonable opportunity to provide comment on the proposed TIP, and within nonattainment areas, it must show conformity according to air quality budgets outlined in the Statewide Implementation Plan (SIP). The TIP is fiscally constrained by program and year.

FHWA and Federal Transit Administration (FTA) determine if the TIP is consistent with the adopted RTP and if it was produced through the 3C transportation planning process. The TIP is included without changes in the Statewide Transportation Improvement Program (STIP), developed by CDOT and approved by the Governor.

MAP-21 required, and the FAST Act carried forward, that the TIP include:

- To the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the *2045 RTP*, linking investment priorities to those performance targets.
- A priority list of proposed federally supported projects and strategies to be carried out within each four-year period after the initial adoption of the TIP.
- A financial plan which demonstrates how the TIP can be implemented, indicating resources from public and private sources reasonably expected to be available to carry out the program, and identifying innovative financing techniques to finance projects, programs, and strategies.
- In air quality nonattainment and maintenance areas, the TIP shall give priority to timely implementation of Transportation Control Measures (TCMs) contained in the applicable SIP in accordance with the Environmental Protection Agency's (EPA) transportation conformity regulations.

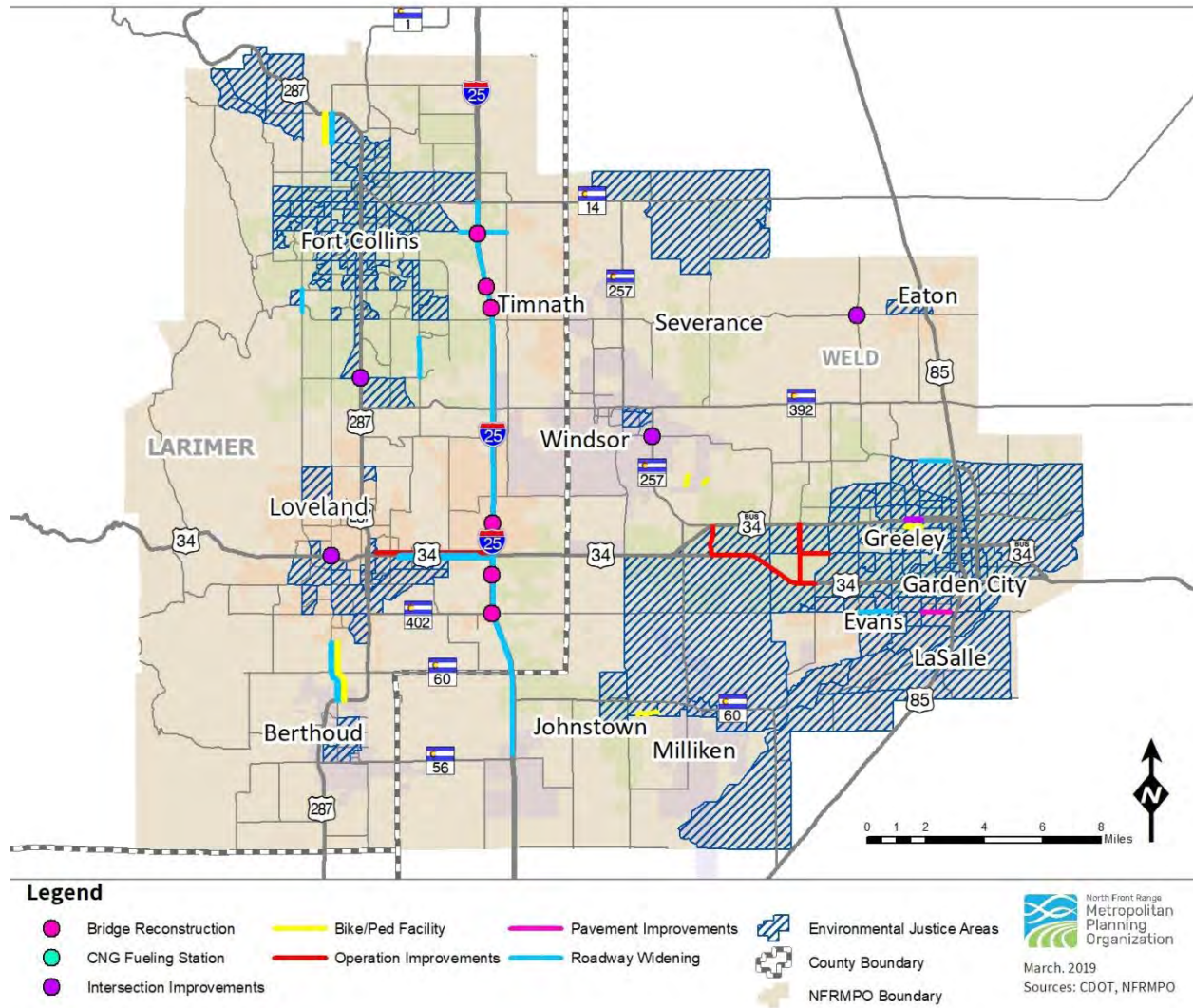
As of the adoption of the [2045 RTP](#), the current TIP is the FY2019-2022 TIP which identifies projects for fiscal years 2019 through 2022. The FY2020-2023 TIP, adopted by the NFRT&AQPC on

June 6, 2019, will become effective upon action by the state.

programmed projects for the 2045 RTP. **Figure 3-31** shows the location of projects included in the FY2020-2023 TIP.

The FY2020-2023 Transportation Improvement Program (TIP) provides the first four years of

Figure 3-31: FY2020-2023 TIP Projects



AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
July 17, 2019	FY2020-2023 Transportation Improvement Program (TIP) Readoption	Medora Bornhoft
Objective/Request Action		
To review and discuss the readoption of the FY2020-2023 TIP.		<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 FY2020-2023 TIP must be readopted to be fiscally constrained under the <u>2045 Regional Transportation Plan (RTP)</u>. The NFRMPO Planning Council is scheduled to readopt a final version of the FY2020-2023 TIP, pending final public comment, at their September 5, 2019 meeting. 		
Committee Discussion		
<ul style="list-style-type: none"> The Planning Council adopted the FY2020-2023 TIP as fiscally constrained under the <u>2040 RTP</u> on June 6, 2019. 		
Supporting Information		
<ul style="list-style-type: none"> The FY2020-2023 is available at https://nfrmpo.org/wp-content/uploads/fy20-23tip-for-readoption.pdf. The projects in the TIP are based on information as of March 13, 2019. TIP Amendments and Modifications completed between March 13, 2019 and the effective date of the FY2020-2023 TIP will be incorporated into TIP following the completion of the TIP approval process by the State. 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 opens on August 1, 2019 and closes on August 30, 2019. 		
Advantages		
<ul style="list-style-type: none"> Approval of the TIP will ensure the timely merger of projects into the CDOT STIP. 		
Disadvantages		
<ul style="list-style-type: none"> None. 		
Analysis/Recommendation		
Staff requests TAC review and discuss the FY2020-2023 TIP Narrative and Tables.		
Attachments		
<ul style="list-style-type: none"> None. 		



Statewide Transportation Plan to be multimodal

The Colorado Department of Transportation (CDOT) is undertaking the long-range Statewide Transportation Plan (STP), which will include the Statewide Transit Plan and discussions of bicycle and pedestrian needs throughout the State.

This summer, CDOT is taking a fresh look at the Statewide investment priorities. CDOT is bringing planning efforts together to create the Plan, which will identify a 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input.

A survey to provide feedback on priorities is available at <https://yourtransportationplan.metroquest.com/>.



Travel Trainings Update

On June 18, Transfort and the NFRMPO teamed up to host a small Regional Travel Training. Four people attended the training, which saw the group meeting at the Downtown Transit Center in Fort Collins before proceeding to Denver Union Station via Bustang. In



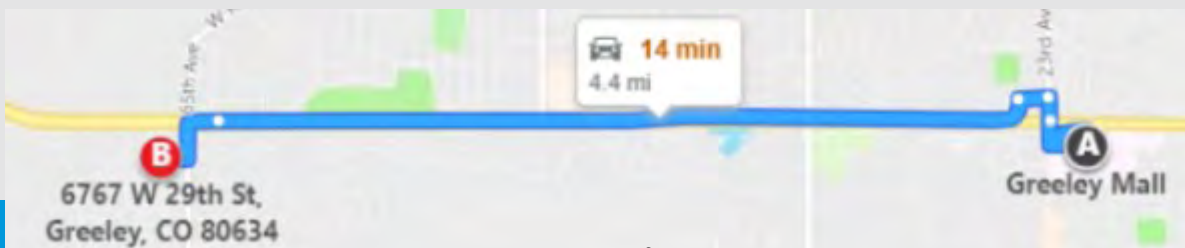
Fort Collins, the group learned how to read the bus schedules, plan a trip on different Transfort Routes, and fares. In Denver, RTD Travel Trainer Farrah Champliss met the group and provided a tour of Union Station, including ticket vending machines (TVM) to purchase fares. The Senior Transportation Coalition expects to continue the trainings, including hosting one in Spanish with the Family Center/La Familia.

City of Loveland Transit (COLT) is teaming up with the Chilson Senior Center and Transfort to host regional travel trainings. The group meets at the Chilson Senior Center, takes COLT to the FLEX, and then transfers to the MAX. In Downtown Fort Collins, the group has lunch at Austin's before heading back to Loveland. More information is available in the Loveland Parks and Recreation Summer and Fall 2019 Activity Guide.

GET serving UC Health Campus in west Greeley with Call-n-Ride Service

The new UC Health Greeley Hospital is located outside of the Greeley Evans Transit (GET) service area. GET has initiated a shuttle service for paratransit users and for the general public. For paratransit users, the service will be a door-to-door service to go to the doctor or meet other medical needs. For the general public, a standardized curb-to-curb service is offered from the Greeley Mall Transfer Center to the main entrance of the hospital. Customers wishing to use the service may call GET dispatch at least a day and up to 14 days in advance. Same day service may be available, depending on vehicle and seating availability.

Each shuttle can accommodate 11 passengers per trip, including three wheelchairs. Standing room only will not be available on the Call-n-Ride service. The trip will cost \$3 per person, each way, and bulk tickets can be purchased for \$48 for 20 rides. More information is available at <https://greeleyevanstransit.com/services/#uhealth>.



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 300 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

July 2019							August 2019							September 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	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28	29	30	31	29	30					
LCMC Meeting			STC Meeting				WCMC Meeting													

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	NADTC Expert Panel

Weld County Mobility Committee	
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-M4 & #2019-M4.2

Prepared by: Medora Bornhoft

DATE: 4/30/2019

Submitted to: CDOT

							<i>Dollars Listed in Thousands</i>						
Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
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 Total	FASTER Safety Local	1,000 - 1,000	- - -	1,900 - 1,900	3,000 - 3,000	- - -	- - -	4,900 - 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.													
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 Total	FASTER Safety Local	1,000 - 1,000	- - -	1,900 - 1,900	5,350 - 5,350	- - -	- - -	7,250 - 7,250
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: Adding \$2.350K state funds in FY20 to I-25: Fort Collins North Cable Rail.													
Regional Priority Program (RPP) - North Front Range Listings													
PREVIOUS ENTRY SSP4428.001	2016-036	NFR I-25: Post EIS Design & ROW	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal State Total	Surface Transportation Program State Highway Fund - HUTF	6,568 1,470 8,038	- - -	- 1,260 1,260	2,298 478 2,776	2,590 256 2,846	1,629 775 2,405	6,517 2,769 9,286
Project Description: Pre-construction activities													
REVISED ENTRY SSP4428.001	2016-036	NFR I-25: Post EIS Design & ROW	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal State Total	Surface Transportation Program State Highway Fund - HUTF	6,568 1,470 8,038	- - -	2,298 1,738 4,036	- - -	2,590 256 2,846	1,629 775 2,405	6,517 2,769 9,286
Project Description: Pre-construction activities													
Reason: Shift \$2,298K federal and \$478K state funding from FY20 to FY19.													
PREVIOUS ENTRY SNF3392.999	NF3392	SH 402: US 287 to I-25 (Loveland)	CDOT Region 4	ROW	Federal State Total	Surface Transportation Program State Highway Fund - HUTF	2,362 508 2,870	- - -	- - -	- - -	- - -	- - -	- - -
Project Description: Preconstruction activities.													
REVISED ENTRY SNF3392.999	NF3392	SH 402: US 287 to I-25 (Loveland)	CDOT Region 4	ROW	Federal State State Total	Surface Transportation Program State Highway Fund - HUTF Regional Priority Program	2,362 508 - 2,870	- - 1,800 -	- - - -	- - - -	- - - -	- - - -	- - 1,800 1,800
Project Description: Preconstruction activities.													
Reason: #2019-M4.2 - Roll forward project from 2008-2013 TIP (STIP ID SNF3392); add \$1,800K state funding for ROW Purchase in FY19.													
FTA 5307 - Urbanized Area Formula Program													
PREVIOUS ENTRY SST6741.130	2019-013	Paratransit Bus Replacement	Greeley	Replacement	Federal Local Total	FTA 5307	- - -	- - -	324 - 324	157 - 157	157 - 157	101 - 101	739 - 739
Project Description: GET Paratransit Bus Replacement													
REVISED ENTRY SST6741.130	2019-013	Paratransit Bus Replacement	Greeley	Replacement	Federal Local Total	FTA 5307	- - -	- - -	324 65 389	157 31 188	157 31 188	101 20 121	739 147 886
Project Description: GET Paratransit Bus Replacement													
Reason: Correct local match from \$0 to \$147K across FY19-FY22													

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M5

Prepared by: Medora Bornhoft

DATE: 5/22/2019

Submitted to: CDOT

Dollars Listed in Thousands

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
Surface Transportation Block Grant (STBG)													
PREVIOUS ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal Federal State State Total	BUILD STP-Metro SB1 SB267	- - - - - 2,000	- 2,000 - - - -	20,000 - 39,000 76,200 135,200	- - - - -	- - - - -	- - - - -	20,000 2,000 39,000 76,200 137,200
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	Federal Federal State State Local Total	BUILD STP-Metro SB1 SB267 Local	- - - - - - 2,000	- 2,000 - - - -	20,000 - 39,000 76,200 - 500 135,200	- - - - 500 500	- - - - -	- - - - -	20,000 2,000 39,000 76,200 500 137,700
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: Adding \$500K in Local funding in 2020.													
PREVIOUS ENTRY SR46600.081	2019-017	I-25 Parallel Road - WCR 9.5	CDOT Region 4	Pre-construction	State Total	SB1	- -	- -	900 900	- -	- -	- -	900 900
Project Description: Up to 30% Design for future I-25 parallel road on WCR 9.5, construction TBD.													
REVISED ENTRY SR46600.081	2019-017	I-25 Parallel Road - WCR 9.5	CDOT Region 4	Pre-construction	State Total	7PX	- -	- -	900 900	- -	- -	- -	900 900
Project Description: Up to 30% Design for future I-25 parallel road on WCR 9.5, construction TBD.													
Reason: Change in fund type from state SB1 to state 7PX (SB267).													
Surface Transportation Block Grant (STBG)													
PREVIOUS ENTRY SNF5788.040	2018-002	US34 Widening Loveland: Denver Ave to Boyd Lake Ave	Loveland	Highway Added Capacity Bike/Ped Facility	Federal Local Total	STP Metro Local	- - -	1,099 228 1,327	1,221 254 1,475	- -	- -	- -	2,320 482 2,803
Project Description: Widening of existing 4 lane arterial to 6 lanes, including bike lanes and sidewalks.													
REVISED ENTRY SNF5788.040	2018-002	US34 Widening Loveland: Denver Ave to Boyd Lake Ave	Loveland	Highway Added Capacity Bike/Ped Facility	Federal Local Local Total	STP Metro Local Local Overmatch	- - - -	1,099 228 - 1,327	1,221 254 2,623 4,098	- -	- -	- -	2,320 482 2,623 5,426
Project Description: Widening of existing 4 lane arterial to 6 lanes, including bike lanes and sidewalks.													
Reason: Adding \$2,623K Local Overmatch in FY19.													
PREVIOUS ENTRY SNF5788.048	2020-011	O Street Widening - 11th Avenue to WCR 37	Greeley	Modify & Reconstruct Bike/Ped Facility	Federal Local Local Overmatch Total	Surface Transportation Block Grant Local Local Overmatch	- - - -	- - - -	- - 4,547 7,222	1,432 1,243 -	- -	- -	1,432 1,243 4,547 7,222
Project Description: Widen road from 2-lanes to 4-lanes to improve capacity. Project includes improvements to the WCR-37/O Street intersection, bike lanes, and pedestrian ways.													
REVISED ENTRY SNF5788.048	2020-011	59th Avenue and O Street Roundabout	Greeley Weld County	Modify & Reconstruct	Federal Local Local Overmatch Total	Surface Transportation Block Grant Local Local Overmatch	- - - -	- - - -	- - 5,308 6,913	1,329 276 -	- -	- -	1,329 276 5,308 6,913
Project Description: Construct roundabout with center refuge medians.													
Reason: Revising project name, description, improvement type, project sponsor, and funding as approved by Planning Council on May 2, 2019 with Resolution #2019-09.													
FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program													
PREVIOUS ENTRY SST6732.007	2016-030	NFRMPO Mobility Management	NFRMPO	Capital	Federal Local Total	FTA5310 Local	10 3 13	27 7 34	27 7 34	- -	- -	- -	54 14 68
Project Description: Capitalized operating of the Mobility Management Program.													
REVISED ENTRY SST6732.007	2016-030	NFRMPO Mobility Management	NFRMPO	Capital	Federal Local Total	FTA5310 Local	10 3 13	27 7 34	27 7 34	27 7 34	27 7 34	27 7 34	135 35 170
Project Description: Capitalized operating of the Mobility Management Program.													
Reason: Adding reasonably anticipated revenue of \$27K federal 5310 and \$7K local per year for FY20-FY22.													

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M6

Prepared by: Medora Bornhoft

DATE: 6/17/2019

Submitted to: CDOT

							<i>Dollars Listed in Thousands</i>						
Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
Strategic													
PREVIOUS ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal	BUILD	-	-	20,000	-	-	-	20,000
					Federal	STP-Metro	-	2,000	-	-	-	-	2,000
					Federal/State	NHPP	-	-	88,800	-	-	-	88,800
					State	SB1	-	-	39,000	-	-	-	39,000
					State	SB267	-	-	75,300	-	-	-	75,300
					Local		-	-	-	500	-	-	500
					Total		-	2,000	223,100	500	-	-	225,600
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	Federal	BUILD	-	-	20,000	-	-	-	20,000
					Federal	STP-Metro	-	2,000	-	-	-	-	2,000
					Federal/State	NHPP	-	-	88,800	-	-	-	88,800
					State	ITM	-	-	1,300	-	-	-	1,300
					State	SB1	-	-	39,000	-	-	-	39,000
					State	SB267	-	-	75,300	-	-	-	75,300
					Local		-	-	-	500	-	-	500
					Total		-	2,000	224,400	500	-	-	226,900
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: Add \$1,300K ITM state funding in FY19 for ITS improvements.													
Surface Treatment													
PREVIOUS ENTRY SR45218	P-13	Region 4 Surface Treatment	CDOT Region 4	Surface Treatment	Federal	STBG / NHPP	6,432	-	19,601	16,545	8,757	8,757	53,659
					State	State Highway Fund	-	-	3,849	5,284	1,668	1,668	12,469
					State	SB1	-	-	1,975	-	-	-	1,975
					Local	Local	-	-	1,500	-	-	-	1,500
					Local Overmatch	Local Overmatch	877	-	-	-	-	-	-
					Total		7,309	-	26,924	21,829	10,425	10,425	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 F 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.													
REVISED ENTRY SR45218	P-13	Region 4 Surface Treatment	CDOT Region 4	Surface Treatment	Federal	STBG / NHPP	6,432	-	19,601	16,545	8,757	8,757	53,659
					State	State Highway Fund	-	-	6,849	2,284	1,668	1,668	12,469
					State	SB1	-	-	1,975	-	-	-	1,975
					Local	Local	-	-	1,500	-	-	-	1,500
					Local Overmatch	Local Overmatch	877	-	-	-	-	-	-
					Total		7,309	-	29,924	18,829	10,425	10,425	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 F 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: Advance \$3,000K SHF state funding from FY20 to FY19 for STIP ID: SR4218.187 SH263: US 85 to Greeley Airport Devolution.													
Surface Transportation Block Grant (STBG)													
PREVIOUS ENTRY SNF5788.044	2020-012	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	Loveland	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	350	335	400	-	1,085
					Local	Local	-	-	70	156	-	-	226
					Total		-	-	350	405	556	-	1,311
Project Description: Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.													
REVISED ENTRY SNF5788.044	2020-012	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	Loveland	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	350	335	400	-	1,085
					Local	Local	-	-	74	70	82	-	226
					Total		-	-	424	405	482	-	1,311
Project Description: Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.													
Reason: Advance \$74K FY21 local funds to FY19 to compliment the advancement of FY21 federal funds to FY19 per Modification #2018-M3.													

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2019-M6
Prepared by: Medora Bornhoft

Submitted to: CDOT

DATE: 6/17/2019

							<i>Dollars Listed in Thousands</i>						
Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
FTA 5304 - Statewide Planning													
PREVIOUS ENTRY SST6728.005	2019-015	Larimer County Senior Transportation Implementation Plan	NFRMPO	Mobility	Federal	FTA 5304	-	-	40	-	-	-	40
					Local	Local	-	-	10	-	-	-	10
					Local	NADTC	-	-	20	-	-	-	20
					Local Overmatch		-	-	11	-	-	-	11
					Total		-	-	81	-	-	-	81
Project Description: Create an Implementation Plan with pilot projects for a One Call/One Click Call Center serving Larimer County													
REVISED ENTRY SST6728.005	2019-015	Larimer County Senior Transportation Implementation Plan	NFRMPO	Mobility	Federal	FTA 5304	-	-	40	-	-	-	40
					Local	Local	-	-	10	-	-	-	10
					Local	NADTC	-	-	90	-	-	-	90
					Local Overmatch		-	-	11	-	-	-	11
					Total		-	-	151	-	-	-	151
Project Description: Create an Implementation Plan with pilot projects for a One Call/One Click Call Center serving Larimer County													
Reason: Adding \$70K NADTC local funding grant in FY19.													

Status	Level	TPR	Local	PNum	Project Name	Phase	Budget	Expend	Balance	FHWA Date	Days	Last Date	Days
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	7486	21-Mar-16	1197
WARNING!!	Under \$50k	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	ROW	\$6,642,325	(\$6,638,325)	\$4,000	12-Jul-05	5102	30-Sep-07	4292
WARNING!!	Over \$200k	NFR	Loveland	SAR M830-095	West 4th St Bike + Ped Safety Improve	Const.	\$374,000	\$0	\$374,000	06-Aug-18	329		0
WARNING!!	Under \$50k	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	Design	\$4,777,094	(\$4,777,044)	\$50		0	21-Mar-16	1197
WARNING!!	Over \$200k	NFR	CDOT	C R400-361	Region 4 Traffic Mgmt. Center	Design	\$320,000	(\$7,899)	\$312,101		0	20-Aug-18	315
						Sub-total	\$16,890,513	(\$16,200,311)	\$690,202				

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.	\$28,916,200	(\$27,595,603)	\$1,320,597	18-Sep-15	1382	07-Jun-19	24
FHWA OK	Over \$200k	NFR	CDOT	NH 0853-089	US34/85 Interchange Reconstruction	Design	\$3,000,000	(\$1,279,492)	\$1,720,508	11-Apr-16	1176	25-Jun-19	6
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-242	Crossroads Bridge Replacement @ I-25	Const.	\$28,295,281	(\$28,084,347)	\$210,934	15-Jun-16	1111	02-May-19	60
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	881	14-Dec-18	199
FHWA OK	Over \$200k	NFR	CDOT	ER R400-322	PR SH60 & SH257 Structures	Const.	\$8,312,039	(\$8,007,368)	\$304,671	09-Aug-17	691	10-Jun-19	21
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-255	I-25 North: SH 402 to SH 14	Const.	\$284,307,737	(\$55,054,009)	\$229,253,728	08-Sep-17	661	20-Jun-19	11
FHWA OK	Over \$200k	NFR	CDOT	ER 0342-058	PR US 34D MP 13.75 to MP 14.71	Const.	\$3,332,847	(\$2,932,718)	\$400,129	21-Nov-17	587	31-May-19	31
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	340	19-Dec-18	194
FHWA OK	Over \$200k	NFR	Evans	STU M415-015	35th Ave: Prairie View to 37th St.	Const.	\$1,346,781	(\$570,402)	\$776,379	10-Aug-18	325	08-May-19	54
FHWA OK	Over \$200k	NFR	Fort Collins	AQC M455-088	Jefferson Street/SH14 Improvements	ROW	\$526,100	(\$54,239)	\$471,861	27-Aug-18	308	10-Jun-19	21
FHWA OK	Over \$200k	NFR	Greeley	TAP M570-050	Sheep Draw Trail 2016	Const.	\$523,750	\$0	\$523,750	20-Nov-18	223		0
FHWA OK	Over \$200k	NFR	Loveland	AQC M830-086	Loveland Traffic Optimization	Const.	\$380,000	(\$59,600)	\$320,400	21-Dec-18	192	04-Jun-19	27
FHWA OK	Over \$200k	NFR	Fort Collins	AQC M455-111	US287: Willox to SH 1 & Ped Bridge	Const.	\$892,565	\$0	\$892,565	09-Jan-19	173		0
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	150		0
FHWA OK	Over \$200k	NFR	Evans	STU M415-013	US85 Access Control at 31st	Const.	\$777,283	\$0	\$777,283	08-Apr-19	84		0
FHWA OK	Over \$200k	NFR	Windsor	TAP M377-006	Great Western Trail - Windsor	Const.	\$1,010,974	\$0	\$1,010,974	19-Apr-19	73		0
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	Utility	\$451,707	(\$39,965)	\$411,742		0	21-May-19	41
FHWA OK	Over \$200k	NF&UF	CDOT	C 0853-110	US85 ROW Settlement Agreement	ROW	\$26,887,374	(\$1,745,000)	\$25,142,374		0	30-May-19	32
FHWA OK	Over \$200k	NFR	CDOT	BR R400-354	Little-T Channel Work and SH 60 Resurf	Const.	\$542,100	(\$186,680)	\$355,420		0	10-Jun-19	21
FHWA OK	Over \$200k	NFR	Fort Collins	STU M455-118	Horsetooth & College Intersection Impv	Design	\$670,000	(\$321,885)	\$348,115		0	13-Jun-19	18
FHWA OK	Over \$200k	DR&NF	CDOT	C C030-077	I-25 E Parallel Arterial DES: SH66-US34	Design	\$1,000,000	(\$6,331)	\$993,669		0	13-Jun-19	18
FHWA OK	Over \$200k	NFR	CDOT	NHPP 0253-270	I-25 Express Lanes SH7 to SH1	ROW	\$2,000,000	(\$9,800)	\$1,990,200		0	17-Jun-19	14
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-255	I-25 North: SH 402 to SH 14	Utility	\$2,062,914	(\$309,505)	\$1,753,409		0	20-Jun-19	11
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-261	I-25 North: Prospect - Bridge Enterprise	Const.	\$18,483,675	(\$1,281,697)	\$17,201,978		0	20-Jun-19	11
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-263	I-25 North: Hillsboro-Bridge Enterprise	Const.	\$3,537,600	(\$1,499,690)	\$2,037,910		0	20-Jun-19	11
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	Const.	\$6,971,536	(\$3,250)	\$6,968,286		0	21-Jun-19	10
FHWA OK	Over \$200k	NFR	CDOT	FBR 060A-022	SH 60 Over the South Platte River	Const.	\$8,765,272	(\$6,253,772)	\$2,511,500		0	21-Jun-19	10
FHWA OK	Over \$200k	NFR	CDOT	C 2873-192	Loveland ADA Curb Ramps Phase 1	Const.	\$606,012	\$0	\$606,012		0	21-Jun-19	10
FHWA OK	Over \$200k	NFR	CDOT	NHPP 0253-270	I-25 Express Lanes SH7 to SH1	Design	\$21,250,000	(\$3,670,184)	\$17,579,816		0	21-Jun-19	10
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	26-Jun-19	5
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	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	NF&UF	CDOT	FSA 0253-258	I-25: SH 14 North Cable Rail	Const.	\$6,400,000	\$0	\$6,400,000		0		0
FHWA OK	Over \$200k	NFR	CDOT	FSA 2873-190	US 287 and Foothills Parkway	Const.	\$672,150	\$0	\$672,150		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	STU M830-094	US 34 Widening Boise Ave to I25	Const.	\$3,224,443	\$0	\$3,224,443		0		0

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	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 0853-111	WCR 30 Closure Supplemental Impr.	Misc.	\$7,000,000	\$0	\$7,000,000		0	0
FHWA OK	Over \$200k	NFR	CDOT	NHPP 0253-270	I-25 Express Lanes SH7 to SH1	Utility	\$550,000	\$0	\$550,000		0	0
FHWA OK	Over \$200k	NFR	CDOT	C 2571-013	SH257 & 392:Windsor Curb Ramps	Const.	\$753,026	\$0	\$753,026		0	0
FHWA OK	Over \$200k	NFR	CDOT	C 0341-102	SH34 & WCR17 Interchange	Design	\$475,000	\$0	\$475,000		0	0
FHWA OK	Over \$200k	NFR	CDOT	C 0341-103	US34 & 35th Ave. Interchange	Design	\$1,500,000	\$0	\$1,500,000		0	0
FHWA OK	Over \$200k	NFR	CDOT	C 0341-104	US34 & 47TH Ave Interchange	Design	\$1,500,000	\$0	\$1,500,000		0	0
FHWA OK	Over \$200k	DR&NF	CDOT	NHPP 0253-273	I-25 Express Lanes Segment 5 & 6 CP1	Const.	\$500,000	\$0	\$500,000		0	0
FHWA OK	Over \$200k	NFR	CDOT	C 402A-012	SH402: Advanced ROW Purchase	ROW	\$1,800,000	\$0	\$1,800,000		0	0
FHWA OK	Over \$200k	DR&NF	CDOT	NHPP 0253-277	I-25 Express Lanes Segment 5 & 6 CP0	Const.	\$2,869,482	\$0	\$2,869,482		0	0

Sub-Total \$549,259,435 (\$165,615,812) \$383,643,623

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	CDOT	NH 0341-091	US 34 PEL Glade Road to Kersey	Design	\$2,512,000	(\$2,385,821)	\$126,179	09-Sep-16	1025	31-May-19	31
FHWA OK	Under \$200k	NFR	Loveland	SHO M830-062	US287 & Orchards Shopping Center HES	Const.	\$250,000	(\$83,634)	\$166,367	17-Jan-18	530	02-May-19	60
FHWA OK	Under \$200k	NFR	Loveland	SHO M830-092	Various Loveland Left Turn Signals	Design	\$54,000	\$0	\$54,000	01-May-18	426		0
FHWA OK	Under \$200k	NFR	CDOT	FBR 060A-022	SH 60 Over the South Platte River	ROW	\$253,200	(\$140,467)	\$112,733		0	31-May-19	31
FHWA OK	Under \$200k	NF&UF	CDOT	FSA 0253-258	I-25: SH 14 North Cable Rail	Design	\$150,000	(\$74,797)	\$75,203		0	10-Jun-19	21
FHWA OK	Under \$200k	NFR	CDOT	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	\$67,100	\$0	\$67,100		0		0

Sub-Total \$3,468,359 (\$2,684,719) \$783,640

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

FHWA OK	Under \$50k	NFR	Fort Collins	AQC M455-111	US287: Willox to SH 1 & Ped Bridge	Design	\$492,879	(\$490,417)	\$2,461	03-Jan-14	2005	10-Jun-19	21
FHWA OK	Under \$50k	NFR	CDOT	IM 0253-242	Crossroads Bridge Replacement @ I-25	Utility	\$279,601	(\$262,686)	\$16,915	04-Apr-16	1183	29-Aug-18	306
FHWA OK	Under \$50k	NFR	CDOT	ER 0342-058	PR US 34D MP 13.75 to MP 14.71	ROW	\$200,000	(\$156,618)	\$43,382	02-Aug-16	1063	13-Jun-19	18
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	1027	16-May-19	46
FHWA OK	Under \$50k	NFR	CDOT	ER R400-322	PR SH60 & SH257 Structures	Utility	\$86,580	(\$59,501)	\$27,079	23-Sep-16	1011	21-Feb-19	130
FHWA OK	Under \$50k	NFR	Windsor	TAP M377-006	Great Western Trail - Windsor	Design	\$195,276	(\$186,123)	\$9,153	21-Jun-17	740	08-May-19	54
FHWA OK	Under \$50k	NFR	Milliken	TAP M887-006	West Alice + Inez Blvd Ped Impmnt	Design	\$130,219	(\$86,802)	\$43,417	31-Oct-17	608	04-Jun-19	27
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	366
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	335
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	297
FHWA OK	Under \$50k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	Design	\$418,009	(\$395,277)	\$22,732		0	31-Mar-19	92
FHWA OK	Under \$50k	NFR	CDOT	STA 0853-101	US 85 Resurfacing Eaton to Ault	Utility	\$218,113	(\$193,744)	\$24,369		0	25-Apr-19	67
FHWA OK	Under \$50k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	ROW	\$234,190	(\$215,019)	\$19,171		0	06-May-19	56
FHWA OK	Under \$50k	NFR	CDOT	C 2571-013	SH257 & 392:Windsor Curb Ramps	Design	\$104,235	(\$81,981)	\$22,254		0	08-May-19	54
FHWA OK	Under \$50k	NFR	CDOT	IM 0253-246	I-25: Preventative Bridge Maint.	Design	\$26,000	(\$2,445)	\$23,555		0	31-May-19	31
FHWA OK	Under \$50k	NFR	CDOT	C 2873-192	Loveland ADA Curb Ramps Phase 1	ROW	\$55,000	(\$24,383)	\$30,617		0	10-Jun-19	21

Sub-Total \$9,217,033 (\$8,820,003) \$397,030

Grand Total \$578,835,340 (\$193,320,845) \$385,514,495