

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
October 16, 2019
1:00 – 3:30 p.m.

- 1. Call Meeting to Order, Welcome, and Introductions**
 - 2. Public Comment (2 minutes each)**
 - 3. Approval of August 21, 2019 Meeting Minutes (Page 2)**
-

CONSENT AGENDA

No items this month.

ACTION ITEMS

No items this month.

PRESENTATIONS

No items this month.

DISCUSSION ITEM

- 1) Multimodal Options Fund (MMOF) (Page 6) Karasko

WORK SESSION

- 2) 10-Year Strategic List of Projects (Page 29) Karasko/Mallette

OUTSIDE PARTNER REPORTS

- 3) NoCo Bike & Ped Collaborative
- 4) Regional Air Quality Council (RAQC)
- 5) Regional Transit Agencies
- 6) Senior Transportation

REPORTS

- | | |
|-----------------------------------------------|------------------------------|
| 7) Bike & Ped Counter Updates (Page 34) | <i>Written Report</i> |
| 8) Mobility Committee Updates (Page 39) | <i>Written Report</i> |
| 9) Off-Cycle TIP Amendment (Page 41) | Bornhoft |
| 10) Q3 TIP Modifications (Page 42) | <i>Written Report</i> |
| 11) 2019 Public Involvement Summary (Page 55) | <i>Written Report</i> |
| 12) Federal Inactives Report (Page 57) | <i>Written Report</i> |
| 13) Roundtable | All |
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- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: November 20, 2019**

Town of Windsor Wi-Fi

Username: Windsor Rec Center Public Wi-Fi

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nfrmpo.org

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Windsor Public Works Service Facility - Conference Room
922 N. 15th Street
Windsor, CO
August 21, 2019
1:03 – 2:51 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Dawn Anderson – Weld County
Allison Baxter – Greeley
Amanda Brimmer – RAQC
Stephanie Brothers – Berthoud
Aaron Bustow – FHWA
Eric Fuhrman – Timnath
Omar Herrera – Windsor
Tim Kemp – Fort Collins
Randy Ready – Evans
Karen Schneiders – CDOT
Eric Tracy – Larimer County

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Alex Gordon
Becky Karasko
Suzette Mallette

TAC MEMBERS ABSENT:

Jeff Schreier – Eaton
Rick Coffin – CDPHE-APCD
Kim Meyer – Johnstown
Pepper McClenahan – Milliken
Ranae Tunison – FTA
Town of LaSalle

IN ATTENDANCE:

Darren Davis – GET
Jan Rowe – CDOT
Brad Buckman – Fort Collins
Matt Becker – CDOT
Bruce Coltharp – Navjoy
Candice Folkers – COLT
Tamara Keefe – FHU
Katrina Kloberdanz – CDOT
Scott Logan – Greeley
Annabelle Phillips – Transfort
Michael Snow – CDOT
Matt Ruder – Loveland
Katie Guthrie – Loveland

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:03 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE JULY 17, 2019 TAC MINUTES

Kemp moved to approve the July 17, 2019 TAC minutes. Nelson seconded the motion, which was approved unanimously.

CONSENT AGENDA

Readoption of FY2020-2023 Transportation Improvement Program (TIP) – Anderson moved to recommend Planning Council readopt the FY2020-2023 TIP. Baxter seconded the motion, which was approved unanimously.

ACTION ITEM

2045 Regional Transportation Plan (RTP) – Karasko stated the 2045 RTP was presented to Planning Council at their August 1 meeting and noted the feedback received. Klockeman commented there were still questions about the 2010 Land Use Allocation Model and stated it would be beneficial to have a follow up session to answer questions and refine the model. Nelson moved to recommend Planning Council adopt the 2045 RTP. Kemp seconded the motion, which was approved unanimously.

PRESENTATION

CDOT Video Sharing Alliance Project – Matt Becker, CDOT, and Bruce Coltharp, Navjoy, introduced the CDOT Video Sharing Alliance Project, a project to improve streaming traffic camera video sharing as CDOT prepares to sign a new contract for video sharing platforms. CDOT has faced challenges sharing video with entities requesting the data. In response CDOT is engaging the MPOs and Transportation Planning Regions (TPRs) to understand the needs of local stakeholders. CDOT will host various Stakeholder Workshops throughout the state, starting in September, for traffic engineers, IT staff, and transit agencies to provide information and allow all the agencies which are interested to participate in the project.

Klockeman noted there is a group of engineers that currently meet in the region and asked Kloberdanz to provide that contact information to Karasko to involve those individuals in the workshops. Klockeman asked whether being part of this program is voluntary and if there would be specifications for types of cameras cities would need to use in order to participate. Coltharp answered using the platform is voluntary but there may be specifications on cameras to interface with the platform and share the video. Mallette asked for clarification of what types of data requests CDOT receives. Becker noted any requests are for streaming, real-time video for news media, construction companies, or private businesses. Coltharp stated many more agencies may want the streaming video, but they are currently limited due to having to be physically connected via fiber to connect to CDOT's system. Karasko noted there are many people who are interested in this workshop and the NFRMPO's conference room would not be large enough to host the workshop. CDOT volunteered if they had the availability.

DISCUSSION ITEMS

Call for Projects Planning Council Work Session Follow-Up – Karasko summarized the Call for Projects Work Session held during the August 1 Planning Council meeting, noting the two themes from the discussion: whether funding was being allocated equitably among communities, specifically large and small, and whether the selected projects addressed regional priorities. TAC members discussed opportunities for improving the Call for Projects process. The group discussed how the Call for Projects could focus more on regional projects and how it could better address the needs of small communities. Klockeman asked what the needs of the small communities are that need to be met. Anderson noted the need for all the small communities, including ones who are not at the current meeting, to be part of the discussion to answer this question. Fuhrman noted the maximum request limit for Timnath is too low to make federalizing a project worthwhile. Klockeman suggested awarding additional points to projects with regional traffic impacts. Mallette commented on the

possibility of collaborating to decide what regional projects need to be addressed as well as small communities combining projects to be able to use federal funds.

Multimodal Options Fund – Karasko stated \$5.59M is available from the Multimodal Options Fund (MMOF) for the NFRMPO region. Michael Snow, CDOT, discussed the intent of the funds, project requirements, eligible project types, and match relief opportunities. The state funds have been budgeted for FY2019-2020, and there is no deadline for using the funds. Snow specified the funds are eligible to be used for both capital and operating expenses and may be spread out over several years if that is how the awardee decides to use the funds. Phillips asked for clarification on how CDOT will oversee the funds, if it will be similar to how FASTER funds or other state funding are overseen. Snow and Schneiders stated all fiscal rules will still apply unless they are combined with federal funds in which case federal rules will trump the state rules. The group discussed the options for how the funds could be distributed throughout the region and over different travel modes. Baxter pointed out the Non-Motorized Plan has a list of projects that should be taken into consideration. Mallette commented the One Call/One Click project the Larimer County Mobility Committee has been working on would also be an option to use the funds. Discussion will continue at the October 16, 2019 TAC meeting.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Written report was provided.

Regional Air Quality Council – Brimmer reported the Air Quality Control Commission (AQCC) passed the Zero Emission Vehicle (ZEV) rule the previous week with an 8-1 vote. The rule will go into effect in 2023.

EPA published the proposal to reclassify the Denver Metro-North Front Range 8-Hour Ozone Nonattainment Area from Moderate to Serious for the 2008 Ozone Standard. The State Implementation Plan (SIP) is due August 2020 and is anticipated to be submitted about six months late. The new motor vehicle emissions budgets for 2020 are anticipated to be set by the state in fall 2020. Current ozone values are still exceeding the 2008 standard for the three-year average.

As part of Senate Bill 181, the Air Pollution Control Division (APCD) is making revisions to Regulations 3 and 7, which focus on reducing emissions and additional reporting requirements for the oil and gas industry. The RAQC executive order should be signed on August 21 by the governor with appointments happening soon after. Brimmer will be presenting at the September 5, 2019 Planning Council meeting on what the Serious designation means for the region.

Regional Transit Agencies – Schneiders reported Bustang is providing service from Fort Collins to Broncos games, adding the Snowstang for trips to ski areas, and an eight-week pilot project from Denver to Estes Park. Gordon noted another North Line trip has been added Monday through Friday, leaving Fort Collins 7:00 a.m. and returning at 3:45 p.m.

Davis reported GET is continuing to work on fare reciprocity with Loveland and Fort Collins. Additionally, they have received six new buses, which will help with training for the Poudre Express.

Phillips reported in addition to the fare reciprocity, Transfort is also working on a Shared Resources agreement with COLT and GET. The City of Fort Collins is moving forward with the ADA bus stop upgrade project.

Folkers reported COLT started their youth ride free program on July 1, added one hour of service in the evenings which provides additional connections to FLEX, and extended peak service in the morning helping commuters get to school and work. Ridership in July was up 23 percent over the previous year.

Senior Transportation Items – Gordon reported the grant was extended through the end of October, meaning the rides will end at the end of August. As of the end of July, about 250 rides had been provided. Gordon estimates approximately 400 rides will be provided by the end of the program. The Senior Transportation Coalition is planning a Bustang Travel Training in Spanish in partnership with La Familia in Fort Collins.

REPORTS

Bike/Ped Counters Updates – Written report was provided.

ROUNDTABLE

Gordon reported he will be updating the NFRMPO's inventory of ADA Transition Plans and asked for TAC members to provide updated information.

Herrera reported the Town of Windsor completed a new roundabout at 7th Street and is in the process of building a second one at WCR 13 and Liberty Street.

Anderson reported Weld County is working on its first zoning map as part of the most recent Comprehensive Plan update and added a transportation model update. These two tasks will be completed by a consultant and the Transportation Plan update will be completed in-house.

Kemp reported he has resigned from the City of Fort Collins and Brad Buckman will now be serving as the new TAC representative for the City.

Snow added to the discussion of the MMOF that transit projects have a minimum of \$25,000 and that horizontal construction is a minimum of \$150,000.

Schneiders reported Heather Paddock is the new Regional Transportation Director (RTD) for Region 4, Kathleen Bracke is the new Transportation Commissioner for Larimer, Weld, and Morgan counties, and Katrina Klobberdanz is the new Region 4 Traffic Engineer.

Karasko noted the TAC meeting for September will be cancelled and the next meeting will be back in the Windsor Recreation Center on October 16.

Brothers reported the Berthoud Parkway project will go to bid in the fall.

Ready reported Evans is wrapping up the 35th Avenue widening project and the 31st Street Access Control project will finish in September.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko stated the agenda will include further discussion on the MMOF.

Meeting adjourned at 2:51 p.m.

Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, October 16th, 2019 at the Windsor Recreation Center, Pine Room.

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)
From: Becky Karasko
Date: October 16, 2019
Re: Multimodal Options Fund (MMOF)

Background

Senate Bill (SB) 18-001 included a provision which established a Multimodal Options Fund (MMOF). The MMOF has \$96.75M in dedicated revenue, of which \$2.5M is dedicated to the Southwest Chief & Front Range Passenger Rail Commission. The remaining \$94.25M is split between CDOT (15 percent or \$14.13M) and local governments (85 percent or \$80.12M).

As directed by the State Legislature, the Transportation Commission established a distribution formula for the local portion of the funds. CDOT convened a MMOF Committee, which developed the recommendations for the distribution of the funds. These were discussed by TAC at the August 21, 2019 meeting.

Of the \$76.12M designated for MPOs and TPRs, the NFRMPO has been allocated \$5.58M. The match required for these State funds is 50 percent.

The funds are FY2019 and have been rolled to FY2020, with the funds needing to be expended in State FY 2022. Allocating these funds to “shovel ready” projects in FY2020 allows them to be spent on multimodal projects benefiting the region sooner.

Staff is recommending opening the MMOF Call for Projects in December, following Planning Council approval of the guidelines and application for the Call. The Call would open Friday, December 6, 2019, with applications due Friday, January 31, 2020. The attached *Draft 2019 NFRMPO Multimodal Options Fund (MMOF) Call for Projects Guidelines* provides additional detail on eligible applicants, project size, request minimums and maximums, project pools, and scoring criteria.

Action

Staff requests TAC members review the information attached to this memo and come prepared to discuss the proposed Call for MMOF Projects process as well as potential projects.



COLORADO

Department of Transportation

4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: June 19, 2019
TO: Transportation Commission
FROM: Sophie Shulman, Chief - Office of Innovative Mobility (OIM)
David Krutsinger, Director - Division of Transit & Rail (DTR)
Rebecca White, Director - Division of Transportation Development (DTD)
RE: SB 18-001 Multimodal Options Fund Update

Purpose

The purpose of this memo is to review the recommendation prior to a proposed consent agenda vote.

Action

Consent agenda vote on Thursday, June 20, 2019

Background

SB 18-001 includes a provision that establishes a Multimodal Options Fund. The Multimodal Options Fund has \$96.75M in dedicated revenue. Of that \$96.75M, \$2.5M is dedicated to the Rail Commission. The remaining \$94.25M is split between CDOT (15% or \$14.13M) and local governments (85% or \$80.12M).

The legislation directs the TC to establish a distribution formula for the local portion. The distribution formula must be based on population and ridership. The legislation also states that recipients shall provide a match equal to the amount of the award. However, the Transportation Commission, per legislation, may create a formula for reducing or exempting the match requirement for local governments or agencies due to their size or any other special circumstance. An advisory committee ("MMOF Committee") to the TC was formed to work on and develop such recommendations. CDOT will use its share of the funds and seek to incentivize partnership projects such as mobility hubs.

The legislation mandates the distribution formula for the local portion be developed in consultation with the Transit and Rail Advisory Committee (TRAC), the Statewide Transportation Advisory Committee (STAC), transit advocacy organizations, and bicycle and pedestrian organizations. In addition to these groups, the legislation also states that the Multimodal Options Fund should promote a complete and integrated multimodal system that benefits seniors by making aging in place more feasible; benefits residents of rural areas by providing them with flexible public transportation services; provides enhanced mobility for persons with disabilities; and provides safe routes to school for children.

The MMOF Committee held three meetings and developed the following general recommendations.

- 5% off the top (or \$4 Million of \$80.12) for administration, reporting, environmental/design reviews. To be adjusted later based on actual project selection.
- 81% of remaining \$76.12 to the five urban areas (MPOs), 19% to the ten rural planning regions (TPRs).
- Two sub-allocation formulas, one urban, and the other rural, to each of the fifteen areas of the state, with particular population and employment factors relevant to urban and rural areas.
- Match "relief" or reduction to be decided at the fifteen regions (TPRs) of the state. CDOT provided data to support that decision-making.
- General expectation that minimum transit project size of \$25,000, and minimum capital project size of \$150,000 would be observed for project selections, with reasonable bundling of smaller projects encouraged to reach these minimums.

Details

Administrative Set-Aside

Based on CDOT and the experience of many local agencies, simple projects such as the purchase of transit buses have well-established procurement processes and existing bus price-agreements, requiring relatively little staff time or oversight time to make them happen, estimated at about 2%. In contrast, larger construction projects typically take time to go through environmental clearances / permitting, construction bidding, and then construction itself. This process, if on a Federal Highway, often requires 20% of the total project cost to deliver. Sidewalks and bike paths are somewhere in the middle. The administrative set-aside anticipated a range of projects between 2% and 20%, with an estimate that the “average” project might require 5%. The MMOF Committee agreed to 5% set-aside, with the expectation that the amount would be revisited after projects had been selected in each of the fifteen TPRs.

Urban & Rural Allocations

The sources and definition of the data used in the analysis are shown in Table 1. The raw data are shown in Table 2. Note that the transit agency “Revenue Miles” was the indicator measure with the proportional distribution most favoring the rural areas of the state. There was a great deal of compromise in using this one indicator measure as the basis for the urban-rural share definition. It recognizes the fact that many urban residents travel to the rural areas of the state to visit family, to recreate, and to obtain some goods and services. Table 3 is the recommended allocation for all 15 regions.

Table 1: Sources and Definitions of Data Used in the Analysis

Distribution Formula Factors				
Category	Criteria	Data	MEASURE:	INDICATOR FOR:
Population	Population 2016	2016 Population estimates	Percent of state's Population	Need
	Employment	2016 jobs count estimates	Percent of state's jobs	Need
	Disadvantaged Population	2016 population est. - Senior, Disability, and/or Low-income	Percent of state's population that is Disabled, Senior and/or Low-income	Need
	School Aged Children	2016 Population aged 5-18 years, by county	Percent of School-aged population	Need
	Bike Crashes	Total crashes involving a bicycle, 2008-2017, by county	Percent of Bike crashes	Safety
	Pedestrian Crashes	Total crashes involving a pedestrian, 2008-2017, by county	Percent of Pedestrian crashes	Safety
	Vehicle Access	2016 est. Households w/zero vehicles	Percent of state's zero-vehicle households	Need, Demand
Ridership	Revenue Miles	2016 Vehicle Revenue Miles (NTD)	Percent of Total Revenue Miles	Transit Demand
	Unlinked Trips	2016 Unlinked Passenger Trips (NTD)	Percent of Total unlinked passenger trips	Transit Demand
Other	Household Affordability "Burden" (pop adjusted by relative % housing & trans costs)	Percent of Household income required for housing & transportation costs, by county	Percent of population adjusted by the relative Household Affordability (HA) burden; Pop x HA/statewide mean	Need/economy

Table 2: Raw Data Used in the Analysis

TPR Name	Pop 2016	Jobs	Disadv Pop	Zero vehicles	Revenue Miles	Unlinked Trips	Bike Crash	Pedestrian Crash	School Aged Children	Household Affordability "Population-Burden" SW mean of 58.6% [income] relative burden (adjusted pop)
Pikes Peak Area	681,469	220,448	176,509	22,092	4,038,002	3,372,415	1,023	1,065	135,618	[48.3%] .82 (562,078)
Denver Area	3,194,552	1,423,872	793,646	139,306	63,897,171	103,706,782	9,018	10,699	572,799	[45.8%] .78 (2,498,285)
North Front Range	494,257	177,374	137,776	16,198	4,289,976	4,996,971	1,773	718	94,855	[48.1%] .82 (405,773)
Pueblo Area	164,447	51,821	66,761	10,710	1,087,426	924,304	351	443	30,403	[58.2%] .99 (163,369)
Grand Valley	150,258	57,501	54,280	6,324	968,921	792,946	459	291	27,827	[55.3%] .94 (141,683)
Eastern	83,711	22,588	25,572	3,306	68,869	36,282	30	51	14,274	[60.0%] 1.02 (85,727)
Southeast	45,877	12,879	19,765	2,180	116,227	41,717	17	25	8,080	[67.4%] 1.15 (52,799)
San Luis Valley	65,282	19,928	27,824	3,588	72,866	10,551	66	55	11,837	[64.4%] 1.10 (71,736)
Gunnison Valley	101,461	32,100	39,206	4,214	4,601,273	3,454,368	143	104	17,608	[60.8%] 1.04 (105,264)
Southwest	96,918	34,712	31,235	1,986	1,135,382	531,895	30	56	8,731	[57.5%] .98 (95,073)
Intermountain	168,963	76,758	37,313	3,768	7,204,028	8,233,278	375	377	35,743	[51.8%] .88 (149,323)
Northwest	60,750	25,432	15,178	1,700	1,089,777	1,660,293	91	73	10,898	[51.2%] .87 (53,110)
Upper Front Range	105,196	30,653	32,252	3,154	945,211	122,673	255	141	21,335	[50.4%] .86 (90,457)
Central Front Range	100,483	22,255	34,846	2,834	2,099,140	987,255	95	115	15,163	[55.0%] .94 (94,228)
South Central	20,616	5,972	9,144	1,666	145,790	29,072	11	29	3,120	[64.3%] 1.10 (22,625)
Total Statewide	5,534,240	2,214,293	1,501,307	223,026	91,760,059	128,900,802	13,737	14,242	1,008,292	
Rural Share	15.3%	12.8%	18.1%	12.7%	19.0%	11.7%	8.1%	7.2%	14.6%	
Urban Share	84.7%	87.2%	81.9%	87.3%	81.0%	88.3%	91.9%	92.8%	85.4%	

Table 3: Recommended Allocation by Transportation Planning Region

TPR Name	Pop 2016	Jobs	Disadv Pop	Zero vehicles	Revenue Miles	Unlinked Trips	Bike Crash	Pedestrian Crash	School Aged Children	Household Affordability "Population-Burden" (pop adjusted by relative % housing & trans costs)	Alloc%	Allocation\$
Urban	Pikes Peak Area	12.3%	10.0%	11.8%	4.4%	2.6%	7.4%	7.5%	13.5%	12.2%	9.5%	\$6,865,226
	Denver Area	57.7%	64.3%	52.9%	69.6%	80.5%	65.6%	75.1%	56.8%	54.4%	62.4%	\$45,292,984
	North Front Range	8.9%	8.0%	9.2%	4.7%	3.9%	12.9%	5.0%	9.4%	8.8%	7.7%	\$5,591,491
	Pueblo Area	3.0%	2.3%	4.4%	1.2%	0.7%	2.6%	3.1%	3.0%	3.6%	2.9%	\$2,128,884
	Grand Valley	2.7%	2.6%	3.6%	1.1%	0.6%	3.3%	2.0%	2.8%	3.1%	2.4%	\$1,773,755
	Eastern	1.5%	1.0%	1.7%	0.1%	0.0%	0.2%	0.4%	0.4%	1.4%	1.9%	1.1%
Rural	Southeast	0.8%	0.6%	1.3%	0.1%	0.0%	0.1%	0.2%	0.8%	1.1%	0.7%	\$664,017
	San Luis Valley	1.2%	0.9%	1.9%	0.1%	0.0%	0.5%	0.4%	1.2%	1.6%	1.0%	\$961,989
	Gunnison Valley	1.8%	1.4%	2.6%	1.9%	2.7%	1.0%	1.0%	0.7%	1.7%	2.3%	\$2,355,869
	Southwest	1.8%	1.6%	2.1%	0.9%	0.4%	0.2%	0.4%	0.9%	2.1%	1.3%	\$1,247,368
	Intermountain	3.1%	3.5%	2.5%	1.7%	6.4%	2.7%	2.6%	3.5%	3.3%	3.9%	\$3,751,566
	Northwest	1.1%	1.1%	1.0%	0.8%	1.3%	0.7%	0.5%	1.1%	1.2%	1.0%	\$993,003
	Upper Front Range	1.9%	1.4%	2.1%	1.4%	0.1%	1.9%	1.0%	2.1%	2.0%	1.6%	\$1,492,904
	Central Front Range	1.8%	1.0%	2.3%	1.3%	0.8%	0.7%	0.8%	1.5%	2.1%	1.7%	\$1,617,326
	South Central	0.4%	0.3%	0.6%	0.7%	0.0%	0.1%	0.2%	0.3%	0.5%	0.4%	\$345,780
	Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Urban Formula wt	20.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	100.0%	
Rural Formula wt	20.0%	15.0%	15.0%	10.0%	15.0%	10.0%	5.0%	5.0%	10.0%	10.0%		
										CDOT Region 1	53.0%	\$ 40,347,649
										CDOT Region 2	15.3%	\$ 11,621,234
										CDOT Region 3	10.9%	\$ 8,285,226
										CDOT Region 4	17.2%	\$ 13,061,567
										CDOT Region 5	3.7%	\$ 2,798,324
										Administrative	N/A	\$ 4,006,000

SubAllocations

The urban areas (MPOs) wanted funds allocated with 20% based on population, and 10% each based on all the other factors listed in Table 3, but not inclusive of the “affordability” data. The rural areas did not see jobs as being as relevant a factor, but did include “affordability” as a factor due to the high cost of housing in resort counties. Bicycle and pedestrian crash data were de-emphasized, compared to the urban formula, because there is less total data, and of the total, less reliable data in rural areas. The previously mentioned Table 3 shows the conclusions for each TPR, and the MMOF Committee agreed to these amounts.

Match Relief

Most of the available data to analyze need, poverty vs. wealth, ability to pay, disadvantaged, and similar factors are available at the County level. See Table 4. While there are some truly poor & deserving Counties, the Committee for the Multimodal Option Fund discussion felt that many of the “need” and “ability to pay” distinctions might occur at the city/town level, and would be less likely compelling at the County Level. Further some of the “deserving counties” are clustered in single TPRs, which meant at the TPR level “need” and “ability to pay” could be rendered useless for making decisions within TPRs. Some “wealthy” counties would, similarly, be skewed by towns that are wealthy within them, while many other parts of such counties, if taken alone, might easily be as “deserving” as nearby counties. Fixing the inconsistencies and vagaries of the data could easily take many more months to resolve, which would, in turn, delay the distribution of the funds. Finally some TPRs/MPOs have already done a call for projects, anticipating these MMOF funds, so formulating the match relief decision appeared to be moot and irrelevant for about 50 percent of the dollars. Given all of these reasons, the MMOF Committee recommended that match relief be delegated to the TPR decision makers themselves. The legal opinion from the Colorado Attorney General’s office, however, was that the CDOT Transportation Commission may not delegate such a decision. The formula is therefore:

Eligibility

- Counties of 50,000 or smaller population (as of 2015), and poverty rate of 12% (median) or higher; or
- Cities/Towns of 20,000 or smaller population (as of 2015), and poverty rate of 12% (median) or higher; or
- A County or City/Town which meets the population threshold of either of the above, but not the poverty threshold, but can document other extraordinary circumstances (some other indicator of high need or highly disadvantaged population)

Decision Approved by Transportation Commission

Transportation Planning Region decisions which intend to award such match relief must also have the match relief decisions for those projects approved by the CDOT Transportation Commission.

Minimum Project Size

The discussion on project size revolved around the ease of administration and reporting for the funding. CDOT is responsible for reporting on how the funding is spent, in all cases. By simple math, if many small projects of \$10,000 were awarded, the number of projects could be overwhelming (\$81 Million x 100 projects per Million\$ = 8,100 projects). Limiting the funds to only large projects of half a million or more (\$0.5 M → 162 projects), especially with match requirements, ran the risk of biasing the distribution of funds toward wealthier cities, counties, or transit agencies, and disadvantaging smaller ones. Members of the Committee argued that while there are expensive bicycle, pedestrian, and transit projects, a \$0.5 Million minimum size would have obstructed the implementation of many worthy projects of smaller size: buying a single transit van (\$40,000 - 80,000 each), repairing pedestrian/wheelchair ramps (\$6,000 each), striping bicycle lanes (\$5,000 to \$10,000 per mile), and so forth. The compromise position was to set the minimums at \$25,000 for transit (existing and accepted CDOT standard for transit pass-through funding) and \$150,000 for infrastructure projects, with bundled projects strongly encouraged. Thus maybe 15 miles of bike lanes in a county or region is bundled as a single \$150,000 contract. This compromise position was helped by the administrative set-aside above. If there are a high number of projects or the projects require lots of environmental clearance work, the administrative percentage could go up. If the projects are bundled, ready-to-go, and don’t require as much environmental work, then less administrative set-aside might be required.

Table 4: Economic Need/Risk Factors and Match "Relief" Data

County	INDICATORS									Total Percentile Rank	Graduated Match
	Population Change (1990-2017) SDO	Pop. change Labor Force Age (2010-17) SDO	Single Large Employer (in 2017) QCEW	Local Government Emp Share (in 2017) QCEW	Agriculture % of total emp (in 2017) SDO	Employment Growth (2002-17) SDO	%Bachelors+ ACS13-17	%Poverty + %65+ ACS13-17 and SDOV17			
MIN	-1.0%	-4.6%	1.8%	3.7%	0.0%	-23.8%	9.5%	15.0%	0%		
1st Quartile	0.2%	-1.1%	5.2%	12.0%	1.1%	0.5%	20.0%	25.5%	25%	0%	
2nd Quartile	1.2%	0.3%	7.5%	17.4%	5.8%	10.9%	26.5%	31.1%	50%	10%-40%	
3rd Quartile	2.3%	1.4%	11.6%	25.0%	15.8%	19.2%	41.2%	38.4%	75%	50%	
MAX	6.5%	4.9%	29.0%	57.6%	47.2%	81.2%	60.4%	57.0%	100%	50%	
Adams County	2.4%	1.6%	4.0%	9.1%	0.8%	46.8%	22.4%	22.3%	90.4%	50.0%	
Alamosa County	0.7%	0.8%	7.1%	12.3%	7.8%	9.6%	25.8%	41.3%	46.0%	40.0%	
Arapahoe County	1.8%	1.5%	2.4%	8.7%	0.2%	22.5%	40.7%	22.6%	98.4%	50.0%	
Archuleta County	3.4%	1.4%	5.8%	17.9%	5.4%	21.9%	34.9%	36.9%	69.8%	50.0%	
Baca County	-0.9%	1.9%	18.1%	57.6%	35.1%	-6.8%	21.8%	44.6%	3.1%	0.0%	
Bent County	-0.6%	-1.6%	21.8%	38.5%	17.6%	-23.8%	9.5%	42.2%	0.0%	0.0%	
Boulder County	1.3%	0.3%	5.4%	9.1%	0.5%	18.4%	59.3%	26.7%	82.5%	50.0%	
Broomfield County	2.8%	3.3%	5.8%	3.7%	0.1%	53.7%	52.5%	18.4%	100.0%	50.0%	
Chaffee County	1.7%	1.1%	5.7%	18.4%	2.5%	25.8%	34.4%	34.2%	68.2%	50.0%	
Cheyenne County	-1.0%	1.4%	8.4%	39.7%	31.8%	-0.5%	23.3%	31.6%	25.3%	0.0%	
Clear Creek County	0.8%	-1.4%	11.1%	17.3%	0.3%	0.6%	44.6%	26.0%	52.3%	50.0%	
Conejos County	0.3%	0.5%	12.8%	34.2%	21.1%	3.8%	18.3%	40.1%	14.2%	0.0%	
Costilla County	0.6%	4.9%	20.7%	37.5%	25.3%	24.2%	20.0%	57.0%	31.7%	10.0%	
Crowley County	0.0%	-2.0%	28.0%	16.2%	20.4%	0.6%	10.2%	38.1%	4.7%	0.0%	
Custer County	3.3%	1.7%	9.8%	19.8%	10.3%	0.3%	29.4%	46.6%	44.4%	30.0%	
Delta County	1.4%	-1.4%	9.3%	24.4%	10.0%	10.1%	19.6%	41.6%	28.5%	0.0%	
Denver County	1.5%	2.3%	2.6%	7.9%	0.2%	19.5%	45.7%	26.8%	96.8%	50.0%	
Dolores County	1.2%	-0.9%	16.8%	39.2%	21.8%	8.3%	20.3%	39.3%	12.6%	0.0%	
Douglas County	6.5%	0.0%	6.4%	10.6%	0.8%	81.2%	57.5%	15.0%	93.6%	50.0%	
Eagle County	3.4%	0.8%	7.7%	9.3%	0.7%	22.1%	45.0%	18.5%	85.7%	50.0%	
Elbert County	3.6%	1.1%	10.1%	25.0%	13.3%	12.9%	32.8%	20.6%	63.4%	50.0%	
El Paso County	2.2%	1.2%	1.8%	10.0%	0.4%	20.1%	36.6%	23.5%	92.0%	50.0%	
Fremont County	1.2%	-3.4%	15.1%	12.9%	3.0%	1.5%	16.4%	36.9%	33.3%	10.0%	
Garfield County	2.6%	-0.8%	4.3%	17.0%	2.0%	30.1%	29.1%	21.8%	79.3%	50.0%	
Gilpin County	2.5%	-1.1%	20.2%	8.6%	0.6%	-11.2%	34.4%	21.4%	58.7%	50.0%	
Grand County	2.4%	0.0%	11.2%	15.3%	3.0%	11.7%	37.2%	29.9%	57.1%	50.0%	
Gunnison County	2.0%	1.5%	6.3%	15.3%	2.5%	15.9%	52.6%	26.8%	77.7%	50.0%	
Hinsdale County	1.7%	1.0%	13.5%	29.2%	5.5%	-3.7%	40.9%	40.8%	38.0%	20.0%	
Huerfano County	0.3%	-1.6%	22.3%	23.2%	13.0%	-13.5%	26.0%	45.8%	6.3%	0.0%	
Jackson County	-0.5%	-1.5%	9.4%	19.4%	24.1%	0.7%	19.1%	35.5%	9.5%	0.0%	
Jefferson County	1.0%	1.6%	4.9%	9.5%	0.3%	14.5%	42.2%	23.9%	84.1%	50.0%	
Kiowa County	-0.7%	1.3%	18.4%	46.2%	47.2%	12.1%	20.2%	34.4%	11.1%	0.0%	
Kit Carson County	0.0%	-1.9%	5.1%	24.5%	23.1%	-3.6%	13.8%	30.5%	19.0%	0.0%	
Lake County	0.9%	2.7%	16.0%	25.0%	0.4%	19.7%	30.9%	26.6%	61.9%	50.0%	
La Plata County	2.1%	0.1%	3.3%	15.2%	2.7%	22.6%	43.0%	26.1%	80.9%	50.0%	
Larimer County	2.3%	1.9%	5.1%	9.2%	1.0%	30.7%	45.3%	27.6%	87.3%	50.0%	
Las Animas County	0.0%	-2.0%	5.2%	20.1%	8.4%	-8.1%	18.9%	40.8%	17.4%	0.0%	
Lincoln County	0.0%	1.0%	14.6%	27.1%	14.5%	1.1%	13.7%	32.1%	22.2%	0.0%	
Logan County	0.3%	2.0%	9.6%	13.7%	9.7%	-6.3%	16.7%	33.7%	36.5%	20.0%	
Mesa County	1.8%	-0.7%	5.0%	9.6%	2.9%	18.9%	26.1%	34.3%	66.6%	50.0%	
Mineral County	1.1%	3.9%	29.0%	16.9%	3.6%	19.0%	42.5%	44.6%	53.9%	50.0%	
Moffat County	0.5%	-1.4%	7.3%	15.5%	7.5%	0.2%	18.9%	25.1%	39.6%	20.0%	
Montezuma County	1.2%	0.2%	4.8%	24.3%	6.5%	6.2%	27.0%	38.1%	49.2%	40.0%	
Montrose County	2.0%	-1.0%	5.9%	17.6%	6.0%	13.9%	23.8%	40.2%	47.6%	40.0%	
Morgan County	0.9%	-0.2%	16.8%	14.5%	9.8%	9.6%	16.1%	24.8%	41.2%	30.0%	
Otero County	-0.4%	-0.1%	5.4%	19.1%	8.5%	-10.9%	17.1%	42.8%	23.8%	0.0%	
Ouray County	2.7%	-3.1%	4.9%	19.2%	6.8%	33.9%	54.5%	37.2%	65.0%	50.0%	
Park County	3.4%	0.4%	9.2%	28.0%	3.5%	13.8%	30.5%	26.0%	60.3%	50.0%	
Phillips County	0.1%	-1.9%	9.2%	34.1%	26.9%	6.0%	20.4%	30.5%	15.8%	0.0%	
Pitkin County	1.3%	-1.6%	4.4%	13.6%	0.7%	6.6%	60.4%	25.6%	73.0%	50.0%	
Prowers County	-0.4%	0.0%	5.4%	22.8%	15.3%	-16.7%	15.4%	35.5%	20.6%	0.0%	
Pueblo County	1.1%	-0.1%	4.7%	10.9%	1.5%	12.1%	21.2%	37.9%	55.5%	50.0%	
Rio Blanco County	0.2%	-4.6%	5.7%	33.9%	12.6%	0.9%	21.8%	26.9%	30.1%	10.0%	
Rio Grande County	0.2%	-1.5%	6.1%	15.6%	23.1%	-5.2%	22.6%	37.8%	26.9%	0.0%	
Routt County	2.1%	1.3%	7.7%	10.3%	3.6%	13.0%	49.4%	25.3%	76.1%	50.0%	
Saguache County	1.4%	2.3%	8.8%	29.4%	32.0%	0.6%	25.5%	42.9%	34.9%	10.0%	
San Juan County	-0.1%	-0.2%	8.0%	19.1%	0.0%	11.8%	28.4%	27.9%	50.7%	50.0%	
San Miguel County	2.9%	-1.1%	10.7%	14.3%	1.5%	16.5%	55.1%	24.1%	74.6%	50.0%	
Sedgwick County	-0.6%	-0.6%	15.3%	40.0%	32.0%	-3.3%	19.8%	43.2%	1.5%	0.0%	
Summit County	3.2%	4.3%	6.0%	10.5%	0.3%	17.4%	49.9%	23.3%	95.2%	50.0%	
Teller County	2.5%	0.5%	5.5%	15.4%	1.2%	12.2%	32.6%	28.3%	71.4%	50.0%	
Washington County	0.0%	0.2%	10.7%	36.1%	34.0%	-9.4%	16.0%	30.0%	7.9%	0.0%	
Weld County	3.2%	3.0%	3.2%	11.3%	4.7%	46.3%	26.8%	23.1%	88.8%	50.0%	
Yuma County	0.4%	0.6%	4.7%	23.4%	32.1%	7.9%	21.4%	33.2%	42.8%	30.0%	

Policy Options

1. Accept the recommendations of the MMOF Committee and approve the distribution process. This is the staff recommendation, and is also supported by a review of the STAC and TRAC.
2. Largely accept the recommendations of the MMOF Committee, with minor supporting and/or clarifying language. This runs the risk of overriding some of the work done by the MMOF Committee.
3. Refer questions back to the MMOF Committee and delay the approval of the funding. This would not run the risk of overriding the work done by the MMOF Committee, but would delay the distribution of the funds by at least several months. Not recommended.

Next Steps

- TC Meeting vote on Consent Agenda, or if Policy Option #2, with additional discussion.
- If approved, CDOT would begin the contracting process to get the funds flowing for selected projects.
- If approved, for areas where the call-for-projects has not been completed, CDOT Engineering Region Staff, and/or other CDOT staff, would facilitate the call-for-project process.

Resolution #TC-19-X-XX

Approving the distribution of local pass-through SB 18-001 Multi-Modal Transportation Options Fund monies to be administered by CDOT Staff.

Approved by the Transportation Commission on June 20, 2019.

WHEREAS, SB 18-001 includes a provision that establishes a Multimodal Options Fund with \$80.12 Million of that fund specified as pass-through monies for projects selected by local governments; and

WHEREAS, SB 18-001 required consultation with consultation with the Transit and Rail Advisory Committee (TRAC), the Statewide Transportation Advisory Committee (STAC), transit advocacy organizations, and bicycle and pedestrian organizations in developing a distribution; and

WHEREAS, SB 18-001 requires a local match equal to the amount of the award, excepting that Transportation Commission may create a formula for reducing or exempting the match requirement for local governments or agencies due to their size or any other special circumstances; and

WHEREAS, the Transportation Commission agreed to a MMOF Committee comprised of the consultative representatives; and

WHEREAS, the MMOF Committee did work to recommend, by consensus, a distribution methodology for the local portion, as required by law to be based on population and ridership; and

WHEREAS, the STAC and TRAC members did further review the work of the MMOF Committee and agree that the MMOF Committee's recommendation was sound; and

WHEREAS, Transit & Intermodal Committee (T&I) of the Transportation Commission did also have a brief opportunity to review the recommendations at the May 2019 meeting; and

WHEREAS, Transportation Commission did also review this information further at a workshop of the whole on June 19th 2019 meeting;

NOW THEREFORE BE IT RESOLVED, that the distribution of \$80.12 Million is guided by a formula reserving approximately 5% (\$4 Million) for administration, oversight, and reporting purposes, and 81% (\$61.65 M) is thereafter is allocated to the five urbanized metropolitan planning organizations (MPOs), and 19% (\$14.46 M) is also thereafter allocated to the ten rural transportation planning regions (TPRs).

NOW THEREFORE BE IT FURTHER RESOLVED, that the Transportation Commission approved sub-allocation formulas among MPOs to MPOs, and among TPRs to TPRs, attached;

NOW THEREFORE BE IT FURTHER RESOLVED, that the Transportation Commission, allows MPOs and TPRs to consider match relief for counties under 50,000 population, or individual cities/towns under 20,000 population, and for which poverty is 12% (median) or higher; OR meeting those population criteria, some other extraordinary need/disadvantage can be clearly shown, AND all such match relief recommendations are ultimately approved by the Transportation Commission.

Allocation by Transportation Planning Region

TPR Name	Pop 2016	Jobs	Disadv Pop	Zero vehicles	Revenue Miles	Unlinked Trips	Bike Crash	Pedestrian Crash	School Aged Children	Household Affordability "Population-Burden" (pop adjusted by relative % housing & trans costs)	Alloc%	Allocations\$
Pikes Peak Area	12.3%	10.0%	11.8%	9.9%	4.4%	2.6%	7.4%	7.5%	13.5%	12.2%	9.5%	\$6,865,226
Denver Area	57.7%	64.3%	52.9%	62.5%	69.6%	80.5%	65.6%	75.1%	56.8%	54.4%	62.4%	\$45,292,984
North Front Range	8.9%	8.0%	9.2%	7.3%	4.7%	3.9%	12.9%	5.0%	9.4%	8.8%	7.7%	\$5,591,491
Pueblo Area	3.0%	2.3%	4.4%	4.8%	1.2%	0.7%	2.6%	3.1%	3.0%	3.6%	2.9%	\$2,128,884
Grand Valley	2.7%	2.6%	3.6%	2.8%	1.1%	0.6%	3.3%	2.0%	2.8%	3.1%	2.4%	\$1,773,755
Eastern	1.5%	1.0%	1.7%	1.5%	0.1%	0.0%	0.2%	0.4%	1.4%	1.9%	1.1%	\$1,031,838
Southeast	0.8%	0.6%	1.3%	1.0%	0.1%	0.0%	0.1%	0.2%	0.8%	1.1%	0.7%	\$664,017
San Luis Valley	1.2%	0.9%	1.9%	1.6%	0.1%	0.0%	0.5%	0.4%	1.2%	1.6%	1.0%	\$961,989
Gunnison Valley	1.8%	1.4%	2.6%	1.9%	5.0%	2.7%	1.0%	0.7%	1.7%	2.3%	2.5%	\$2,355,869
Southwest	1.8%	1.6%	2.1%	0.9%	1.2%	0.4%	0.2%	0.4%	0.9%	2.1%	1.3%	\$1,247,368
Intermountain	3.1%	3.5%	2.5%	1.7%	7.9%	6.4%	2.7%	2.6%	3.5%	3.3%	3.9%	\$3,751,566
Northwest	1.1%	1.1%	1.0%	0.8%	1.2%	1.3%	0.7%	0.5%	1.1%	1.2%	1.0%	\$993,003
Upper Front Range	1.9%	1.4%	2.1%	1.4%	1.0%	0.1%	1.9%	1.0%	2.1%	2.0%	1.6%	\$1,492,904
Central Front Range	1.8%	1.0%	2.3%	1.3%	2.3%	0.8%	0.7%	0.8%	1.5%	2.1%	1.7%	\$1,617,326
South Central	0.4%	0.3%	0.6%	0.7%	0.2%	0.0%	0.1%	0.2%	0.3%	0.5%	0.4%	\$345,780
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	\$76,114,000
Urban Formula wt	20.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	
Rural Formula wt	20.0%		15.0%	10.0%	15.0%	10.0%	5.0%	5.0%	10.0%	10.0%	10.0%	
									CDOT Region 1		53.0%	\$ 40,347,649
									CDOT Region 2		15.3%	\$ 11,621,234
									CDOT Region 3		10.9%	\$ 8,285,226
									CDOT Region 4		17.2%	\$ 13,061,567
									CDOT Region 5		3.7%	\$ 2,798,324
									Administrative		N/A	\$ 4,006,000

Resolution #TC-19-06-05

Approving the distribution of local pass-through SB 18-001 Multi-Modal Transportation Options Fund monies to be administered by CDOT Staff.

Approved by the Transportation Commission on June 20, 2019.

WHEREAS, SB 18-001 includes a provision that establishes a Multimodal Options Fund with \$80.12 Million of that fund specified as pass-through monies for projects selected by local governments; and

WHEREAS, SB 18-001 required consultation with consultation with the Transit and Rail Advisory Committee (TRAC), the Statewide Transportation Advisory Committee (STAC), transit advocacy organizations, and bicycle and pedestrian organizations in developing a distribution; and

WHEREAS, SB 18-001 requires a local match equal to the amount of the award, excepting that Transportation Commission may create a formula for reducing or exempting the match requirement for local governments or agencies due to their size or any other special circumstances; and

WHEREAS, the Transportation Commission agreed to a MMOF Committee comprised of the consultative representatives; and

WHEREAS, the MMOF Committee did work to recommend, by consensus, a distribution methodology for the local portion, as required by law to be based on population and ridership; and

WHEREAS, the STAC and TRAC members did further review the work of the MMOF Committee and agree that the MMOF Committee's recommendation was sound; and

WHEREAS, Transit & Intermodal Committee (T&I) of the Transportation Commission did also have a brief opportunity to review the recommendations at the May 2019 meeting; and

WHEREAS, Transportation Commission did also review this information further at a workshop of the whole on June 19th 2019 meeting;

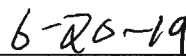
NOW THEREFORE BE IT RESOLVED, that the distribution of \$80.12 Million is guided by a formula reserving approximately 5% (\$4 Million) for administration, oversight, and reporting purposes, and 81% (\$61.65 M) is thereafter is allocated to the five urbanized metropolitan planning organizations (MPOs), and 19% (\$14.46 M) is also thereafter allocated to the ten rural transportation planning regions (TPRs).

NOW THEREFORE BE IT FURTHER RESOLVED, that the Transportation Commission approved sub-allocation formulas among MPOs to MPOs, and among TPRs to TPRs, attached;

NOW THEREFORE BE IT FURTHER RESOLVED, that the Transportation Commission, allows MPOs and TPRs to consider match relief for counties under 50,000 population, or individual cities/towns under 20,000 population, and for which poverty is 12% (median) or higher; OR meeting those population criteria, some other extraordinary need/disadvantage can be clearly shown, AND all such match relief recommendations are ultimately approved by the Transportation Commission.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date

Revised Transit Development Program (TDP) List

Sponsors/Partners	Plan Source(s)	Project Name	Project Description	Location	Capital Funding Need	Capital Funding Total	Total Cost (Cap+Oper)	TYPE: Planning, Facility, Infrastructure, Equip, Service	Included in 2045 Plan (RTE/RTP)	Service Type (Intercity, Interegional, Regional, Local)	General Notes
CDOT	Statewide Transit Plan; Intercity and Regional Bus Plan	Harmony Rd. Park-n-Ride Expansion	Expansion of existing Harmony Rd. Park-n-Ride at I-25.	Fort Collins	\$ 2.50	\$ 2.50	\$ 2.50	F		IR, R, L	at 95% capacity already
CDOT	Statewide Transit Plan; Intercity and Regional Bus Plan	SH 402 Park-n-Ride Improvements	Rehab and expansion of existing Park-n-Ride at SH 402 and I-25.		\$ 2.00	\$ 2.00	\$ 2.00	F	X	IR, R, L	FUNDED - Completed as part of the I-25 North Express Lanes project.
CDOT, Loveland, Greeley	Intercity and Regional Bus Plan	Loveland-Kendall Parkway Park-n-Ride	Relocation of the US34 Park & Ride north to Kendall Parkway in conjunction with Bus-Only Slip Ramps	Kendall Pkwy	\$ 15.00	\$ 20.00	\$ 20.00	F	X	IR, R, L	FUNDED - McWhinney possibly to own/maintain with permanent easement to CDOT covered ramps; Fiber included, VMS to be determined; Needs long-term commitment for convenient access should capacity needs expand (vertically); High Priority - Bustang stop to replace US34& I-25 park & Ride which is at 100% capacity
CDOT	Intercity and Regional Bus Plan	Hwy 56 / Berthoud Park-n-Ride		Hwy56	\$ 10.00	\$ 10.00	\$ 10.00	F		IR, R, L	FUNDED - Needed for next phase of Bustang expansion
City of Loveland/COLT		COLT North Transfer Station	for FLEX service	Loveland	\$ 2.00	\$ 2.86	\$ 2.86	F		R, L	DESIGN COMPLETED
Transfort	West Elizabeth Enhanced Travel Corridor Plan	Foothills Station	Construction of a transfer center on the CSU Foothills Campus to provide more efficient service and facilitate transfers along a high ridership corridor.	Fort Collins	\$ 1.50	\$ 2.50	\$ 2.50	F		L	APPLIED FOR FUNDING
Transfort	West Elizabeth Enhanced Travel Corridor Plan	West Elizabeth Corridor BRT	Implement highest-priority, high demand corridor with Bus Rapid Transit service	Fort Collins	\$ 17.00	\$ 20.00	\$ 27.31	I		L	
Transfort	Transfort Strategic Operating Plan	North College High Frequency Service	Implement high frequency service and enhanced stops in the North College corridor.	Fort Collins	\$ 10.00	\$ 10.00	\$ 11.90	S		L	INCLUDED IN NEW TRANSFORT TRANSIT MASTER PLAN
Transfort	Mason Corridor Plan	MAX Harmony Station Park-n-Ride	Construction of a new 100-200 space Park-n-Ride along the MAX BRT at Harmony Station.	Fort Collins	\$ 2.50	\$ 5.00	\$ 5.00	F		L	
Transfort	Mason Corridor Plan	MAX Drake Station Park-n-Ride	Construction of a new 250 space Park-n-Ride structure along the MAX BRT at the Drake Station.	Fort Collins	\$ 2.75	\$ 6.25	\$ 6.25	F		L	
Transfort	Mason Corridor Plan	MAX Horsetooth Park-n-Ride	Construction of a new 200 space Park-n-Ride along the MAX BRT at the Horsetooth Station.	Fort Collins	\$ 2.50	\$ 5.00	\$ 5.00	F		L	
Transfort	Transfort Strategic Operating Plan	Wellington to Fort Collins Regional Service	Essential Bus Service from Wellington to Fort Collins 2 days per week, 5 trips per day	Fort Collins	\$ 0.45	\$ 0.50	\$ 0.78	S	X	L	INCLUDED IN NEW TRANSFORT TRANSIT MASTER PLAN
Transfort	Downtown Plan; Transfort Strategic Operating Plan; Lincoln Corridor Plan	Downtown Circulator	Route to provide service between Downtown, Lincoln Corridor, and CSU.	Fort Collins	\$ 0.50	\$ 0.75	\$ 3.21	S		L	INCLUDED IN NEW TRANSFORT TRANSIT MASTER PLAN
Transfort	Transfort Strategic Operating Plan	Berthoud FLEX Park-n-Ride	Provide a Park-n-Ride along US 287 for FLEX regional service	Berthoud	\$ 0.45	\$ 0.50	\$ 0.50	F		L	
Transfort	Transfort Strategic Operating Plan	Transfort Electric Bus Depot	Depot charger and electric buses	Fort Collins	\$0.37	\$ 0.37	\$ 0.37	E		L	FUNDED - Will also include purchase of electric vehicles
BATS	Upper Front Range Regional Transit Plan	Berthoud Bus Facility	Berthoud Area Transit System (BATS)	Berthoud	\$ 0.40	\$ 0.40	\$ 0.40	F	X	L	
GET	2016 GET Strategic Plan	GET Fleet Alternative Fuel Conversion		Greeley	\$ 2.00	\$ 2.00	\$ 2.00	S		L	NEW BUSES HAVE BEEN CNG
GET	2016 GET Strategic Plan	Loveland to Greeley Service	Regional Service From Loveland to Greeley 6 days/week, 16 trips/day	Loveland-Greeley	\$2.00	\$2	\$ 9.37	S	X	R, L	
GET	2016 GET Strategic Plan	Fort Collins to Greeley Service	Regional Service From Fort Collins to Windsor to Greeley, 5 days/week, 16 trips/day	Fort Collins-Greeley	\$2.00	\$2.00	\$ 9.20	S	X	R, L	FUNDED, BEGINNING JAN 2020
GET	2016 GET Strategic Plan	Greeley West Transfer Center	Construction of a transit station in West Greeley	Greeley	\$3.50	\$3.50	\$ 3.50	F		R, L	
GET	2016 GET Strategic Plan	GET Facility Expansion	Expansion of existing GET Facility	Greeley	\$10	\$10	\$ 10.00	F		L	
GET	2016 GET Strategic Plan	HWY 34 Park-n-Ride Facilities	Park-n-Ride construction along US 34 based on recommendations in US 34 PEL	Greeley			\$ -	F		R, L	

Other Projects - NOT currently on the TDP

CDOT	North I-25 Final Environmental Impact Statement ROD	Greeley Commuter Bus	Denver-Greeley Commuter Bus	Denver-Greeley			\$ -	S	X	IR, R, L	(detailed stop locations included in plan), updated to Eaton to Denver in 2045 RTE
CDOT	Eastern Regional Transit Plan	Wray to Fort Collins Service	Essential Bus Service from Wray to Fort Morgan/Greeley/Loveland/Fort Collins 3 days per week, 2 trips per day				\$ -	S	X	IC	CDOT STUDYING STERLING TO GREELEY - Bustang Outrider potential route to start in 2020-2021, possibly connecting Greeley and Loveland
CDOT	Statewide Transit Plan	Evans to Berthoud Service	Regional Service From Evans to Johnstown, to Berthoud 5 days/week, 8 trips/day	Evans-Berthoud			\$ -	S		IC	
NFR, Fort Collins	2045 Regional Transportation Plan, Transfort Transit Master Plan	Fort Collins to Boulder Service	Provide additional service on existing US287/FLEX services	Fort Collins-Boulder	\$ 9.00	\$ 9.00	\$ 94.80	S	X	IR	ADDED (10/8)
NFR, Fort Collins	Transfort Transit Master Plan	Fort Collins to LaPorte Service	Regional service from Laporte to Fort Collins 5 days/week, 2 trips per day	Fort Collins-Laporte							ADDED (10/8)
CDOT	Statewide Transit Plan	Estes Park to Loveland Service	Regional Service From Estes Park to Loveland 5 days/week, 4 trips/day	Estes Park-Loveland			\$ -	S	X	IC	Recommended route in the 2045 RTE draft

DRAFT 2019 NFRMPO Multimodal Options Fund (MMOF) Call for Projects Guidelines

October 9, 2019

Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) will select projects to receive State funding from the Multimodal Options Fund (MMOF), a funding source established with Senate Bill (SB) 18-001. A total of \$5.58M in State funding is available for projects within the North Front Range (NFR) metropolitan planning area.

The guidelines provide information to assist project sponsors in completing project applications, including the schedule, application requirements, scoring process and criteria, and planning reference information.

Schedule

The schedule for the MMOF Call for Projects is shown in **Table 1**.

Applicants with projects that impact a State Highway must submit a draft application to CDOT by January 13, 2020 and submit a CDOT letter of support with their final application. As all awards will be administered through CDOT, it is encouraged, but not required, for sponsors of all other projects to submit a draft application to CDOT to receive feedback on the proposal.

The key dates highlighted in gray include the opening and closing dates of the Call, the deadline for submitting a draft application to CDOT for review, and the potential date of the scoring meeting.

Table 1. MMOF Call for Projects Schedule

Activity	Date
TAC Discussion on MMOF Availability	August 21, 2019
TAC Discussion on MMOF Call Process	October 16, 2019
Planning Council Discussion on MMOF Call Process	November 7, 2019
TAC Recommendation on MMOF Call Process	November 20, 2019
Planning Council Action on MMOF Call Process	December 5, 2019
Call for Projects Opens	December 6, 2019
Draft Applications due to CDOT (Required for some projects; encouraged for all others)	January 13, 2020
CDOT provides responses to applicants	January 24, 2020
Applications Due to NFRMPO	January 31, 2020
Scoring Meeting	TBD February 10-12, 2020
TAC Discussion of Recommended Projects – Staff Presentation	February 19, 2020
Council Discussion of Recommended Projects – Applicant Presentations	March 5, 2020
TAC Recommendation on MMOF Awards	March 18, 2020
Council Action on MMOF Awards	April 2, 2020

Application Requirements

Eligible Applicants

Eligible recipients include NFRMPO local government members and the NFRMPO. Other entities such as human service providers, school districts, and other sponsors of eligible multimodal projects may apply via an NFRMPO local government member and would count against the maximum funding request for that local government member.

Eligible Project Types

Per SB 18-001, eligible project types include:

- Operating and capital costs for fixed-route transit;
- Operating and capital costs for on-demand transit;
- Transportation Demand Management (TDM) programs;
- Multimodal mobility projects enabled by new technology;
- Multimodal transportation studies; and
- Bicycle and pedestrian projects.

Pools and Project Sizes

Project size minimums are set to reduce administrative burden. Bundling of projects is encouraged to reach the minimum project size. The minimums apply to total project size, not the MMOF funding request, and vary based on project type:

- \$150,000 for non-transit capital/infrastructure projects
- \$50,000 for all other project types

The minimums for the NFR MMOF Call are higher than those recommended by CDOT's MMOF Committee to the Transportation Commission, which recommended a minimum project size of \$25,000 for transit and \$150,000 for capital/infrastructure projects.

Three project pools will be used in the NFRMPO MMOF Call, with each pool receiving \$1,858,336 in MMOF funding. The three pools include:

- Transit,
- Bicycle and pedestrian, and
- Mobility/multimodal/other.

The maximum amount of MMOF funding each applicant may apply for within each pool is the pool total (\$1,858,336). Applicants may submit several applications to each pool as long as the total request does not exceed the total pool funding amount.

MMOF Funding Years and Expenditure Timeline

The \$5.58M MMOF funds allocated to the NFR metropolitan planning area are from FY2019 and are currently available. The State deadline for expending the funds is June 30, 2023; however, to promote timely use of funds the NFRMPO Call is requiring the funds to be allocated no later than FY 2022 (which concludes June 30, 2022). Applicants are strongly encouraged to submit "shovel-ready" projects that can use the funds quickly. Applicants are required to specify the year(s) of each funding source for the project, including the year(s) they would expend the MMOF funding, as well as anticipated project milestone dates.

MMOF Goals

There are four goals of the MMOF as identified in SB 18-001. Each application must specify the MMOF goal(s) supported by the project. The goals include building a complete and integrated multimodal system that:

- Benefits seniors by making aging in place more feasible;
- Benefits residents of rural areas by providing them with flexible public transportation services;
- Provides enhanced mobility for persons with disabilities; and
- Provides safe routes to school for children.

Match Requirements

SB 18-001 requires a match of 50 percent for every MMOF project. The matching funds may be from any source other than the MMOF, including local, federal, private, or other state sources.

The 50 percent match requirement may be reduced or exempted if the applicant is eligible to apply for match relief and their request is approved by the Colorado Transportation

Commission. Eligibility to apply for match relief was determined by CDOT based on population and poverty rate thresholds. Local governments are classified as eligible, eligible with additional evidence, or ineligible for match relief as shown in **Table 2**. Applicants classified as eligible with additional evidence must provide evidence of “extraordinary need or disadvantage” with their application.

Table 2. Match Relief Eligibility

Local Government	Eligible	Eligible with Additional Evidence	Ineligible
Berthoud		X	
Eaton		X	
Evans	X		
Fort Collins			X
Garden City	X		
Greeley			X
Johnstown		X	
LaSalle		X	
Loveland			X
Milliken		X	
Severance		X	
Timnath		X	
Windsor			X
Larimer County			X
Weld County			X

Source: CDOT

Project Requirements

All project submissions must include a complete application, project location map, detailed cost estimate, and a letter of support from the mayor or town administrator. All applications must meet the following requirements:

- If the project impacts a State Highway, sponsor must submit a CDOT letter of support even if CDOT does not provide funding.
- Projects impacting a Regionally Significant Corridor (RSC), Regional Non-Motorized Corridor (RNMC), or Regional Transit Corridor (RTC) must be consistent with the 2045 RTP Corridor Visions
- Roadway projects must be on an RSC as identified in the 2045 RTP
- Non-motorized projects must impact an RNMC from the 2016 NFRMPO Non-Motorized Plan (NMP) OR provide a safe route to school

- Match of 50 percent, unless requesting match relief
- Address at least one MMOF Goal
- Address at least one 2045 RTP Goal
- Address at least one 2045 RTP Performance Measure
- Complies with applicable local land use plans, local or regional transportation plans, and corridor studies
- Project is within the NFRMPO Boundary (attach project location map to application)
- Total funding requested may not exceed \$1,858,336 per funding pool per applicant
- Minimum project size of \$150,000 for non-transit capital/infrastructure projects and \$50,000 for all other project types
- ITS projects must conform to the Region 4 ITS Architecture¹ and supporting Region 4 ITS Strategic Implementation Plan² as required by 23 CFR 940⁶

Scoring Process and Criteria

Scoring Committee

Membership on the scoring committee is open to any member of the TAC, NoCo Bike & Ped Collaborative, Larimer County Mobility Committee, and/or Weld County Mobility Committee. Each local government applying for funding is strongly encouraged to have a representative on the scoring committee. Submitted applications will be sent to committee members for review prior to the scoring meeting. The scoring committee consists of voting and non-voting members:

- Voting members of the scoring committee include up to one representative from each NFR member local government.
- Non-voting members of the scoring committee include NFRMPO staff, representatives from agencies other than local governments, and any additional scoring committee members from a particular NFR member local government.

Scoring Criteria

The submitted applications will be scored using the scoring criteria identified in **Table 3**. Projects will be scored within each of the three pools:

- Transit,
- Bicycle and pedestrian, and

¹ CDOT Region 4 Intelligent Transportation Systems Architecture Plan, http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Architecture_08-31-2011.pdf, August 2011.

² CDOT Region 4 Intelligent Transportation Systems Strategic Implementation Plan, http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Strategic%20Implementation%20Plan_06-30-11.pdf, June 2011.

- Mobility/multimodal/other.

Table 3. NFRMPO MMOF Scoring Criteria

Evaluation Criterion	Possible Points
Maximize Transportation Investment / Network Connectivity Improvement	20
Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health	10
Provide Transportation Equity	10
Enhance Safety	10
Project Readiness	20
Integration with Plans and Community Documented Support	10
Support 2045 RTP Goals and Performance Measures	10
Partnerships	10
TOTAL	100

Planning References

2045 RTP Corridors

Applications impacting an RSC, RNMC, or RTC identified in the 2045 RTP must demonstrate consistency with the corridor vision in the Plan. The 2045 RTP corridor visions are found in Chapter 3, Section 2 (<https://nfrmpo.org/wp-content/uploads/2045-rtp-chapter-3-section-2.pdf>).

2045 RTP Goals and Performance Measures

Project applications must identify at least one goal from the 2045 RTP supported by the project. The 2045 RTP goals include:

- **Economic Development / Quality of Life:** Foster a transportation system that supports economic development and improves residents' quality of life
- **Mobility:** Provide a transportation system that moves people and goods safely, efficiently, and reliably
- **Multi-Modal:** Provide a multi-modal system that improves accessibility and transportation system continuity
- **Operations:** Optimize operations of transportation facilities

Applications must also identify the 2045 RTP performance measure(s) for which the project would contribute toward target achievement. **Table 4** identifies the 2045 RTP performance measures and the applicable coverage area of the measure.

Table 4. 2045 RTP Performance Measures

Performance Area	Performance Measure	Coverage
Highway Safety	Number of Fatalities	All Public Roads
	Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	
	Number of Serious Injuries	
	Rate of Serious Injuries per 100M VMT	
	Number of Non-motorized Fatalities and Serious Injuries	
Pavement Condition	Percentage of pavement on the Interstate System in Good condition ³	National Highway System (NHS)
	Percentage of pavement on the Interstate System in Poor Condition	
	Percentage of pavement on the non-Interstate NHS in Good Condition	
	Percentage of pavement on the non-interstate NHS in Poor Condition	
Bridge Condition	Percentage of NHS bridges classified as in Good Condition ⁴	NHS
	Percentage of NHS bridges classified as in Poor Condition	
System Reliability	Percent of person-miles traveled on the Interstate System that are reliable ⁵	NHS
	Percent of person-miles traveled on the non-Interstate NHS that are reliable	
Freight Movement	Truck Travel Time Reliability Index ⁶	Interstate
CMAQ Emissions	VOC Reduction	Non-attainment areas
	Carbon Monoxide Reduction	
	Nitrogen Oxides Reduction	

³ Good and poor pavement conditions are based on the International Roughness Index (IRI), Cracking, Rutting, Faulting, and/or Present Serviceability Rating (RSC) as described in [23 CFR Part 490 Subpart C](#).

⁴ Good and poor bridge conditions are assessed based on the National Bridge Inventory (NBI) condition ratings as described in [23 CFR Part 490 Subpart D](#).

⁵A segment is considered reliable if its Level of Travel Time Reliability (LOTTR) is less than 1.5. LOTTR is a comparison, expressed as a ratio, of the 80th percentile travel time of a reporting segment to the “normal” (50th percentile) travel time of a reporting segment occurring throughout a full calendar year.

⁶ The Truck Travel Time Reliability (TTTR) Index measures the 95th percentile truck travel time against the 50th percentile truck travel time.

Performance Area	Performance Measure	Coverage
Transit Asset Management	Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	System-wide
	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB	
	Percentage of assets with condition rating below 3.0 on FTA TERM Scale	
MPO-Specific	Population and essential destinations within paratransit and demand response service area within the MPO boundary	System-wide
	Non-motorized facility miles	
	Percent of non-single occupant vehicle commute trips	
	Fixed-route revenue hours per capita within service areas	
	Daily VMT per capita	
	Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters	
	Miles of fiber for connected roadways	
Travel Time Index on RSCs	RSCs	

DRAFT

DRAFT 2019 NFRMPO Multimodal Options Fund (MMOF) Call for Projects Application



Applicant Information

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

Project Description

Project Name (60-character limit):	Jurisdiction(s):								
Project Limits (to and from):	Project Length (miles):								
Is this part of an ongoing project? If so, please describe:									
Project Type (select all that apply): <table style="width: 100%; margin-top: 10px;"> <tr> <td><input type="checkbox"/> Operating cost for fixed-route transit</td> <td><input type="checkbox"/> Transportation Demand Management (TDM) program</td> </tr> <tr> <td><input type="checkbox"/> Capital cost for fixed-route transit</td> <td><input type="checkbox"/> Multimodal mobility project enabled by new technology</td> </tr> <tr> <td><input type="checkbox"/> Operating cost for on-demand transit</td> <td><input type="checkbox"/> Multimodal transportation study</td> </tr> <tr> <td><input type="checkbox"/> Capital cost for on-demand transit</td> <td><input type="checkbox"/> Bicycle and pedestrian project</td> </tr> </table>		<input type="checkbox"/> Operating cost for fixed-route transit	<input type="checkbox"/> Transportation Demand Management (TDM) program	<input type="checkbox"/> Capital cost for fixed-route transit	<input type="checkbox"/> Multimodal mobility project enabled by new technology	<input type="checkbox"/> Operating cost for on-demand transit	<input type="checkbox"/> Multimodal transportation study	<input type="checkbox"/> Capital cost for on-demand transit	<input type="checkbox"/> Bicycle and pedestrian project
<input type="checkbox"/> Operating cost for fixed-route transit	<input type="checkbox"/> Transportation Demand Management (TDM) program								
<input type="checkbox"/> Capital cost for fixed-route transit	<input type="checkbox"/> Multimodal mobility project enabled by new technology								
<input type="checkbox"/> Operating cost for on-demand transit	<input type="checkbox"/> Multimodal transportation study								
<input type="checkbox"/> Capital cost for on-demand transit	<input type="checkbox"/> Bicycle and pedestrian project								
Project Pool (select one): <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle and Pedestrian <input type="checkbox"/> Mobility/Multimodal/Other									

Project Description:

Project Impact

The MMOF is for projects that contribute to a complete and integrated multimodal system. Does this project:

Benefit seniors (60+) by making aging in place more feasible for them?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Benefit residents of rural areas by providing them with flexible public transportation services?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Provide enhanced mobility for persons with disabilities?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Provide safe routes to school for children?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Increase access to and/or usage of transit or mixed-use trails?	<input type="checkbox"/> Yes	<input type="checkbox"/> No

2045 Regional Transportation Plan (RTP)

Which, if any, 2045 RTP corridor(s) is(are) impacted by the project?

If applicable, how does the project fit with the 2045 RTP Corridor Vision(s)?

2045 Goals, Objectives, Performance Measures, and Targets

MPO Goal(s)	Project Impact (Please attach any relevant data)
Performance Measure(s)	Project Impact (Please attach any relevant data)

Other Plans

List any planning documents that identify the project:

Partnerships

If other agencies or organizations are partnering with you on this project, please list and describe each agency's role and the status of any agreements (e.g. ROW donations or easements):

Intelligent Transportation System (ITS)

If this project is ITS, is the ITS Equipment identified in the Region 4 ITS Architecture Plan and Region 4 ITS Strategic Implementation Plan? Yes No N/A

If this project is ITS, identify how the equipment will be operated/maintained, the entity responsible for operations/maintenance, and how the equipment will interface with other ITS equipment:

Funding and Phase by Year

	Source	FY 2020	FY 2021	FY 2022	FY 2023	Total
MMOF Request	MMOF				N/A	
Match/Overmatch Funding* *Match is 50% unless requesting match relief						
Phase(s) Initiated (Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other)						N/A
If requesting match relief, identify eligibility: <input type="checkbox"/> N/A <input type="checkbox"/> Eligible <input type="checkbox"/> Eligible with evidence of extraordinary need or disadvantage (attach evidence)			Total Project Cost			
			Total Match			
			Total Match Percentage			

Operations and Maintenance

If the completed project will generate the need for operational and/or maintenance funds, please describe the estimated annual cost and the status and source of funding:

Environmental Considerations

Which type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment, Environmental Impact Statement):

Anticipated Project Milestone Dates

	Month-Year (or N/A)
Advertisement Date or Notice to Proceed	
Project Completion	

Attachments

Required for all projects:

Required for some projects:

Optional:

- Project location map
- Detailed cost estimate per unit and by phase
- Letter of support from mayor/town administrator*

- CDOT letter of support
- Evidence of extraordinary need or disadvantage

- Project impact data for MPO Goals and Performance Measures

*Resolutions from the local government council may be submitted in lieu of a letter if preferred by the project sponsor.

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Becky Karasko

Date: October 16, 2019

Re: 10-Year Strategic Pipeline of Projects Work Session

Background

CDOT is in the process of developing a 10-Year Strategic Pipeline of Projects to create a list of the State's top transportation priorities and provide a living list of projects to incorporate into CDOT's Statewide Transportation Improvement Program (STIP) as the four active fiscal years change.

Like the CDOT STIP, the NFRMPO has the Planning Council-adopted Transportation Improvement Program (TIP) for Fiscal Years (FY) 2020-2023, which will be included in the first four years of CDOT's new 10-Year Strategic Pipeline of Projects. The creation of a prioritized list of projects for the NFRMPO region for FY2024-2029 is the focus of this TAC Work Session.

Additionally, SB17-267 and SB18-001 funds are available to be allocated to transportation projects for FY2019 and FY2020 funding. Projects selected for SB17-267 funding must have a reasonable expectation of being able to expend 85 percent of the funding within three years of award.

At the October 3 Planning Council meeting a Work Session on the 10-Year Strategic List of Projects was held. During this Work Session, NFRMPO staff received direction from Planning Council to focus on I-25 and the US highways of statewide significance in the region (US34, US287, and US85) and to use the potential criteria the Transportation Commission discussed at their September meeting (**Attachment 1**) to create a list of projects for the NFRMPO region for incorporation into CDOT's 10-Year Strategic List of Projects. Additionally, projects on statewide significant corridors and Regionally Significant Corridors (RSCs) within the region should be included.

On October 4, a request for project information on their community's top priority projects on the corridors listed above and any other projects, including transit projects within their communities, that fit the criteria in **Attachment 1** was sent to TAC members. Project information submitted by the October 8 deadline is included in the attached spreadsheet (**Attachment 2**). TAC members who were not able to submit project information by the deadline are encouraged to bring their community's top project priorities to the TAC meeting.



Summary

This TAC Work Session will focus on both the selection of a project(s) for submission to the Transportation Commission for the SB 17-267 and SB 18-001 funding as well as the creation of a 10-year Strategic Pipeline of Projects for the NFRMPO region. The goal of this Work Session is to create two lists of recommendations for Planning Council for discussion and review at their November 7, 2019 meeting.

CDOT Project List	TAC Meeting Dates	Planning Council Meeting Dates	Transportation Commission Meeting Dates
SB 17-267 & SB 18-001	October 16, 2019 (Discussion) November 20, 2019 (Recommendation)	November 7, 2019 (Discussion) December 5, 2019 (Action)	November 20 & 21, 2019 (Discussion) December 18 & 19, 2019 (Action)
10-Year Strategic Pipeline of Projects List	October 16, 2019 (Discussion) November 20, 2019 (Recommendation)*	November 7, 2019 (Discussion) December 5, 2019 (Action)*	February 19 & 20, 2020 (Discussion) March 18 & 19, 2020 (Action)

**If additional Discussion is required by TAC following the November Planning Council meeting, TAC Recommendation would move to the December 18, 2019 TAC meeting with Planning Council Action at the January 9, 2020 meeting.*

Action

Staff requests TAC members review the information attached to this memo and come prepared to provide feedback and input on the process described above.



Potential Criteria

Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria
<p>Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues</p>	<p>Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities</p>	<p>Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers</p>	<p>Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures</p>	<p>Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.</p>	<p>Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans</p>
TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle
<p>Safety</p>	<p>Mobility</p> <p>Programs and projects leveraging new technology development</p> <p>Integrated System Impacts and Benefits</p>	<p>Economic Impacts</p> <p>Statewide Equity</p>	<p>Asset Management / Preservation Benefits</p> <p>Impact of Asset Management decision on asset life and function</p>	<p>Financial Leverage, Financial innovation, and Partnerships</p> <p>Short term projects vs. Accommodating Long-Term Projects trends</p> <p>How does the system look in 30 years and how does this project fit in?</p>	<p>Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these?</p> <p>Regional flexibility / related smaller scale projects</p>

NFRMPO Priority Project Candidates on Interstates and US Highways

Sources: 2045 RTP, TAC Member Submittals by 10/8/2019, and CDOT 10-Year Development Program

Project Information						2045 RTP			TAC Member Submittal	CDOT 10-Year Development Program (Adopted July 19, 2018)		
RSC	Facility	Project Limits	Improvement Type	Length (Mi)	Sponsor	Remaining Project Cost (\$M, YOY)*	Fiscal Status	Staging Period		Project Cost	Funding Expected to be Available	SB1/SB267
1	I-25	SH402 to SH14 (Segments 7 & 8)	Add tolled express lane in each direction, improve the US34 interchange, and other interchange reconstructions	14.0	CDOT	\$360.0	Constrained	2021-2030	--	\$330M	\$80M	\$250M
1	I-25	SH56 to SH402 (Segment 6)	Add tolled express lane in each direction and interchange reconstructions	5.0	CDOT	\$0.6	Constrained	2021-2030	--	\$653M	\$100M	\$553M
1	I-25	WCR38 to SH56 (NFR portion of Segment 5)	Add tolled express lane in each direction and interchange reconstructions	3.0	CDOT	\$236.9	Constrained	2031-2040	--			
1	I-25	SH402 to SH14 (Segments 7 & 8)	Widen from 4 to 6 general purpose lanes	14.0	CDOT	\$119.0	Unconstrained	2031-2040	--	Not Included		
1	I-25	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	5.0	CDOT	\$27.8	Unconstrained	2041-2045	--	Not Included		
1	I-25	WCR38 to SH56 (NFR portion of Segment 5)	Widen from 4 to 6 general purpose lanes	3.0	CDOT	\$17.9	Unconstrained	2031-2040	--	Not Included		
2	US34	LCR3E to Centerra Pkwy	Widen from 4 lanes to 6 lanes	1.0	Loveland	\$5.6	Constrained	2021-2030	X - \$10.6M	\$195M	\$0M	\$90M
2	US34	Centerra Pkwy to Rocky Mountain Ave	Widen from 4 lanes to 6 lanes	1.0	Loveland	\$6.8	Constrained	2020	--			
2	US34	Rocky Mountain Ave to Boyd Lake Ave	Widen from 4 lanes to 6 lanes	1.0	Loveland	\$5.6	Constrained	2021-2030	X - \$19.2M			
2	US34	Boyd Lake Ave to Boise Ave	Widen from 4 lanes to 6 lanes	1.7	Loveland	\$8.6	Constrained	2020				
2	US34	US34 and 35 th Ave	New interchange	N/A	Greeley	\$34.5	Constrained	2021-2030	X			
2	US34	US34 and 47 th Ave	New interchange	N/A	Greeley	\$34.5	Constrained	2021-2030	X			
2	US34	Greeley to Loveland	Other improvements identified in the PEL	27.0	Various	\$632.0	Unconstrained	2041-2045	--			
2	US34	MP 113.65 to LCR3	Widen from 4 to 6 lanes	15.4	Multiple	\$215.6	Unconstrained	2021-2030	--			

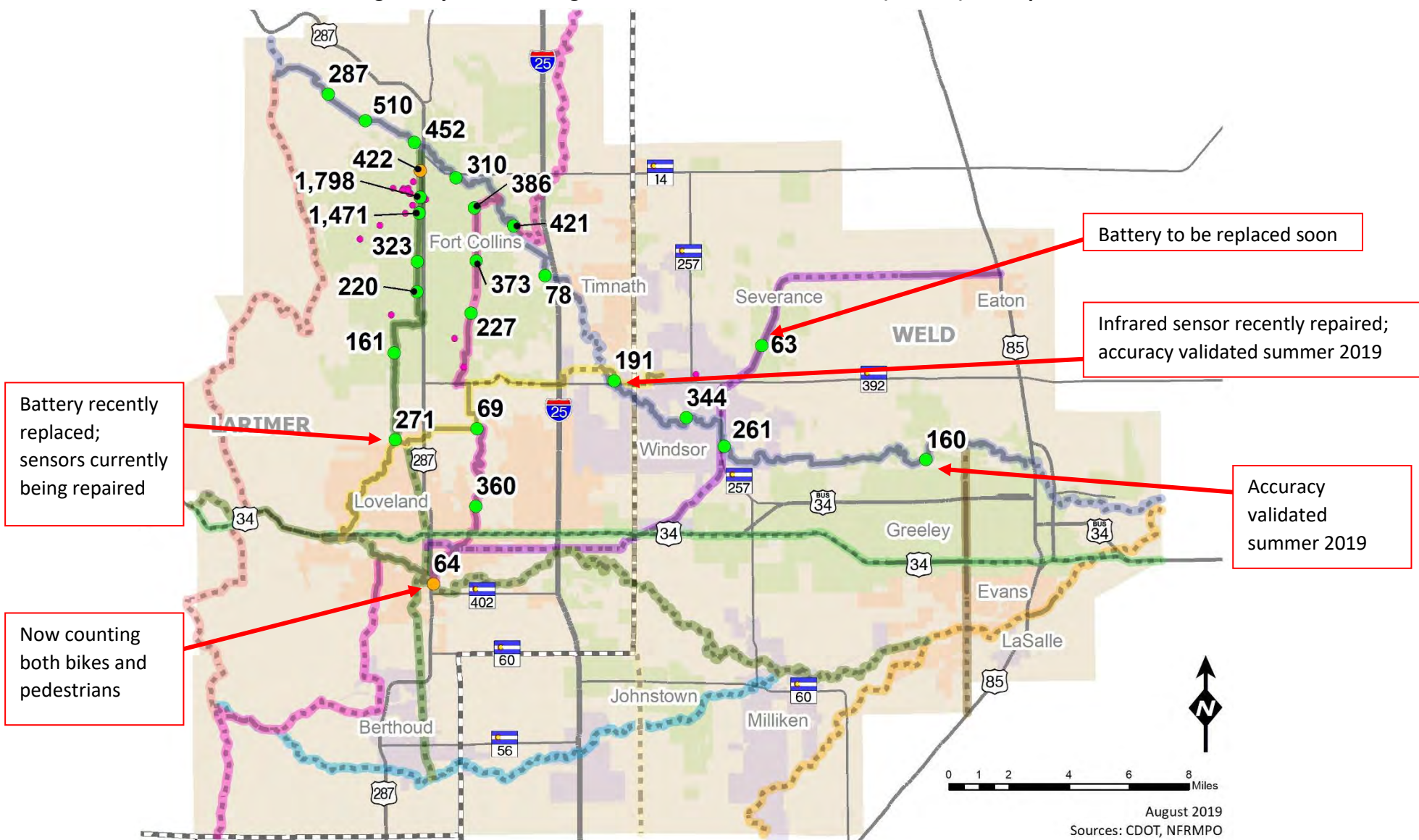
* Remaining project cost for transit service projects represents costs through 2045 and are listed as capital / operating.

Project Information						2045 RTP			TAC Member Submittal	CDOT 10-Year Development Program (Adopted July 19, 2018)		
RSC	Facility	Project Limits	Improvement Type	Length (Mi)	Sponsor	Remaining Project Cost (\$M, YOY)*	Fiscal Status	Staging Period		Project Cost	Funding Expected to be Available	SB1/SB267
2 / 6	US34 / US287	Intersection	Intersection improvement	N/A	Loveland	Not Included			X - \$8.1M	Not Included		
2 / 4	US34 / US85	Interchange	Interchange reconfiguration	N/A	Greeley	Not Included			X	\$113M	\$0M	\$113M
4	US85	Unidentified	US85 PEL corridor improvements	N/A	Various	Not Included			--	\$101.8M	\$58.4M	\$43.4M
6	US287	Trilby to Harmony	Widen from 4 to 6 lanes	2.0	Fort Collins	\$27.3	Unconstrained	2031-2040	--	Not Included		
6	US287	SH402 to 1 st St	Widen from 4 lanes to 6 lanes	1.4	Loveland	\$23.8	Constrained	2031-2040	--	Not Included		
6	US287	LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	1.0	Fort Collins	\$14.7	Constrained	2031-2040	--	Not Included		
6	US287	LCR30 to LCR32	Widen from 4 lanes to 6 lanes	1.0	Larimer / CDOT	\$7.0	Constrained	2031-2040	--	Not Included		
6	US287	29 th St to LCR30	Widen from 4 lanes to 6 lanes	3.1	Loveland	\$12.8	Constrained	2031-2040	--	Not Included		
1, 4, or 6	I-25, US85, or US287	Front Range Passenger Rail (within the NFR)	New rail service	22	Unidentified	\$1041.8 / \$0	Unconstrained	Not Identified	--	Not Included		
2 (RTC 5)	US34	Greeley to Fort Morgan	New bus service	55	CDOT	\$2.9 / \$1.6	Unconstrained	Not Identified	--	Not Included		
2 (RTC 7)	US34	Loveland to Estes Park	New bus service	30	CDOT	\$2.9 / \$1.2	Unconstrained	Not Identified	--	Not Included		
6 (RTC 9)	US287	Fort Collins to Longmont/Boulder	Increased bus frequency	45	Transfort	\$9.0 / \$85.8	Constrained	2021-2030	--	Not Included		
2 (RTC 10)	US34	Loveland to Greeley	New bus service	24	Unidentified	\$2.5 / \$1.9	Constrained	2041-2045	--	Not Included		
4 (RTC 11)	US85	Eaton to Denver Region	New bus service	69	Unidentified	\$5.3 / \$4.0	Constrained	2041-2045	--	Not Included		
6	US287	US287 and 37th St	COLT North Transit Center	N/A	COLT	Not Included			X - \$2.86M	Not Included		

* Remaining project cost for transit service projects represents costs through 2045 and are listed as capital / operating.

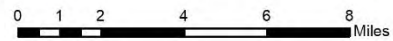
Bike & Ped Counter Updates

2018 Average Daily Users on Regional Non-Motorized Corridors (RNMCs) and Updates



Legend

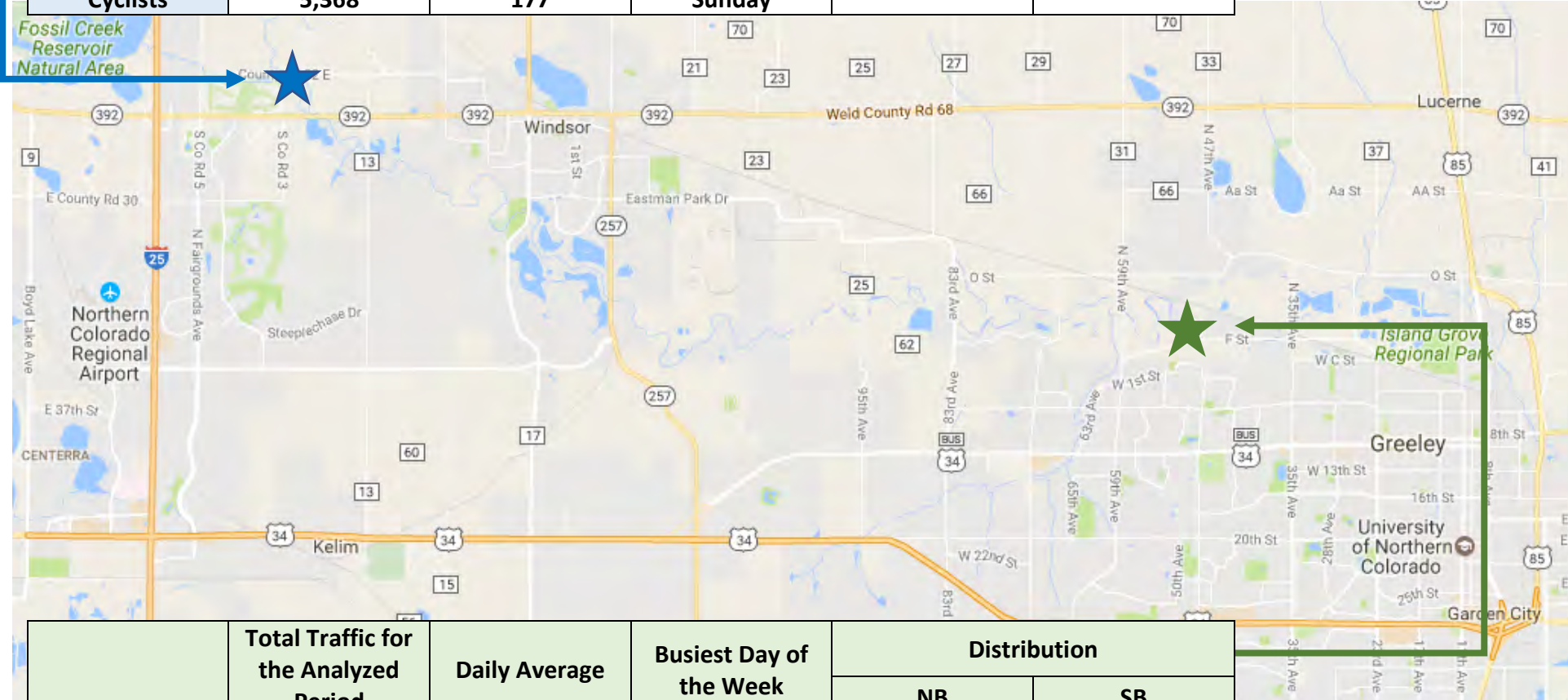
- RNMC Counter - All Users
- RNMC Counter - Bicycles Only
- Other Permanent Counter
- Existing RNMC
- - - Proposed RNMC
- 1: South Platte/American Discovery Trail
- 2: Little Thompson River
- 3: Big Thompson River
- 4: Great Western/Johnstown/Loveland
- 5: North Loveland/Windsor
- 6: Poudre River Trail
- 7: Front Range Trail (West)
- 8: BNSF Fort Collins/Berthoud
- 9: Johnstown/Timnath
- 10: Greeley/LaSalle
- 11: US 34 Non-motorized
- 12: Carter Lake/Horsetooth Foothills Corridor
- County Boundary
- NFRMPO Boundary



August 2019
Sources: CDOT, NFRMPO

September 2019 Statistics for Permanent Counters Purchased by the NFRMPO

	Total Traffic for the Analyzed Period	Daily Average	Busiest Day of the Week	Distribution	
				NB	SB
Pedestrians	18,370	614	Saturday	40%	60%
Cyclists	5,368	177	Sunday		



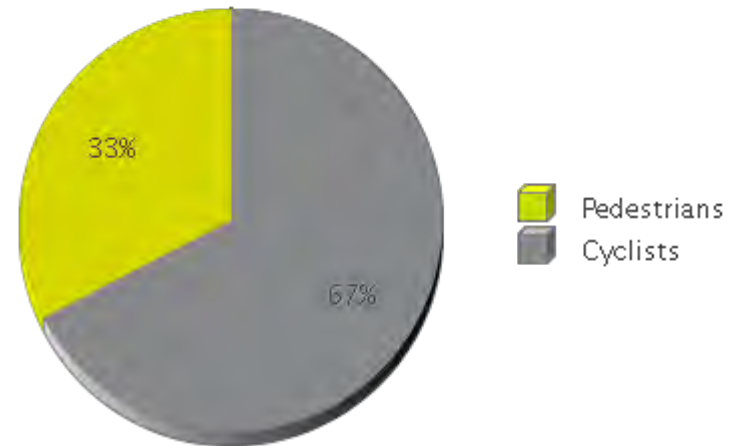
	Total Traffic for the Analyzed Period	Daily Average	Busiest Day of the Week	Distribution	
				NB	SB
Pedestrians	1,496	49	Sunday	50%	50%
Cyclists	3,245	106	Sunday		

Loveland Rec Trail @Fairgrounds Park

Period Analyzed: Sunday, September 01, 2019 to Monday, September 30, 2019



	Total Traffic for the Analyzed Period	Daily Average	Busiest Day of the Week	Distribution	
				EB	WB
Pedestrians	2,206	74	Sunday	61%	39%
Cyclists	4,556	152	Sunday	48%	52%

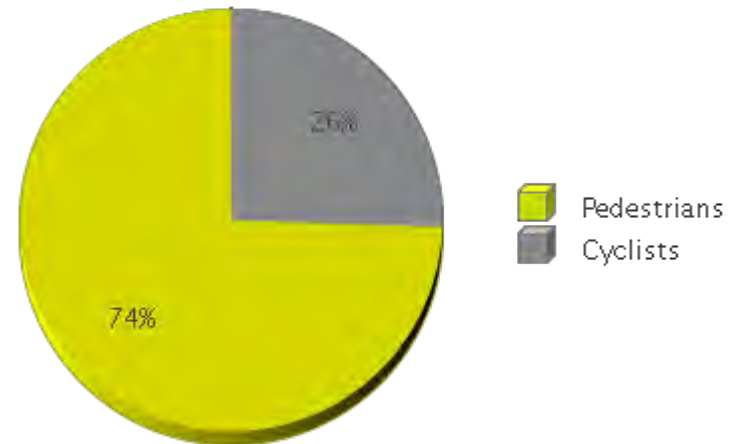


Great Western Trail

Period Analyzed: Sunday, September 01, 2019 to Monday, September 30, 2019



	Total Traffic for the Analyzed Period	Daily Average	Busiest Day of the Week	Distribution	
				NB	SB
Pedestrians	1,072	36	Wednesday	60%	40%
Cyclists	367	12	Sunday	54%	46%



NFRMPO Mobile Count Program

Four mobile counters are available to NFRMPO member agencies upon request. NFRMPO staff can assist with setup, maintenance, and data analysis.

Contact Ryan Dusil at 970-224-6191 or rdusil@nfrmpo.org if interested.

Eco-Counter - Mobile Multi (1)	Jamar Trax - Cycles Plus (2)	Roadsys - Hi-Trac (1)
<ul style="list-style-type: none"> • Validated by NFRMPO staff in late summer in Windsor • Will be deployed in Timnath and possibly Loveland this fall • Currently deployed in Windsor 	<ul style="list-style-type: none"> • Validated this summer in Greeley, Fort Collins, and Larimer County • Currently deployed in Loveland 	<ul style="list-style-type: none"> • Validated this summer in Greeley, Fort Collins, and Larimer County • Validation to continue this fall in Timnath



Figure 1: The Mobile Multi is a tube/infrared combination counter that can be set up in various configurations to count bikes alone, pedestrians alone, or bikes and pedestrians together.



Figure 2: The Trax Cycles Plus tube counters that can be set up in various configurations to distinguish between mixed traffic on roads, or bike traffic alone on trails.



Figure 3: The Hi-Trac infrared counter can be set up to count all traffic by direction on shared-facilities, or can be paired with the Trax Cycles Plus to distinguish bikes from pedestrians.



Transfort inaugurates new e-ticketing app

Transfort introduced an e-ticketing app, allowing riders to buy tickets with one-touch on a new mobile ticketing application, Transfort E-ticket. The app can be used on all fixed-route Transfort routes. Existing fare media such as paper tickets will continue to be offered. Single, round trip, 1-Day Passes, 7-Day Passes, 31-Day Passes, and Annual Adult Passes are available through the app. Passengers who qualify for discounted Senior or Disabled Passes may also use the app by purchasing their passes from a customer service agent at one of Transfort's three transit centers. Riders then simply scan their mobile barcode tickets on the new electronic validation devices when boarding the bus. For more information regarding the Transfort E-Ticket app visit ridetransfort.com or download the Transfort E-Ticket in your app store.



Image credit: Masabi

Loveland adds additional service

City of Loveland Transit (COLT) has upgraded its transit services. Service was extended by an extra hour in the evenings, running through 7:48 p.m. Monday through Friday. Youth (17 and under) ride free for the 2019-2020 school year. Additional AM peak service was added on Routes 1, 2, 4, and 5. A new Live Tracking website allows riders to see where their bus is, giving more freedom to riders: <http://coltpublic.etaspot.net/>

Bustang continues to grow in Colorado

The Bustang service operated by the Colorado Department of Transportation (CDOT) has grown significantly since its introduction in July 2015.

- A new roundtrip was added on the North Line from Fort Collins Downtown Transit Center (DTC) to Denver's Union Station. The trip leaves the DTC at 7:00 a.m. and returns from Union Station at 3:30 p.m. This brings the total number of roundtrips on the North Line to eight.
- Bustang operated a pilot route from Denver to Estes Park along US36 on weekends in August and September. The pilot route offered two roundtrips per weekend day.
- *Bustang to Broncos* will return this season, leaving four hours prior to home games and returning half an hour after the end of the game. Roundtrip tickets cost \$30 and tickets can be purchased in advance.
- *Snowstang* will expand to Arapahoe Basin and Loveland ski areas in addition to Eldora Mountain ski area. There will be 40 days of weekend and holiday service between December and April. Cost is \$25 for the round-trip ride.

Larimer County asks for sales tax increase

Larimer County Commissioners voted to place a sales tax proposal on the November 2019 ballot to fund transportation and facilities improvements. The proposal increases the County sales tax by 0.5 percent, from 0.8 percent to 1.3 percent, for the next 20 years.

The tax would bring in roughly \$39M in its first year, with increases over the years as the County grows. The first \$10M would be spent on I-25 between Loveland and Mead. Other road improvements would include bicycle and pedestrian components. Between 15 and 20 percent of the transportation funding would go to regional transit projects.

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 475 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

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

Committee Members

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

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

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Medora Bornhoft

Date: October 16, 2019

Re: Off-Cycle TIP Amendment

Background

At the October 3, 2019 Planning Council meeting the Council approved the off-cycle TIP Amendment to the FY2019-2022 Transportation Improvement Program (TIP). Due to the time-sensitive nature of the TIP Amendment and the cancellation of the September TAC meeting, the Amendment did not receive TAC review prior to the Council Action.

Action

Attached are the materials provided to the Planning Council for the Off-Cycle TIP Amendment for information purposes only. No action is required.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By																																																												
October 3, 2019 Loveland	Off-Cycle TIP Amendment	Medora Bornhoft																																																												
Objective/Request Action																																																														
To approve the off-cycle September 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																																																														
<p>On September 10, 2019 NFRMPO staff received two off-cycle Amendment requests from CDOT Region 4. Both requests were submitted due to an additional federal award of \$6.97M for I-25 Segments 7 and 8, which extends from SH402 to SH14. According to the US Department of Transportation (USDOT) the \$6.97M federal funds are from Fiscal Year (FY) 2016 and require incorporation into the Statewide TIP (STIP) prior to the close of the financial system before the end of September 2019.</p> <p>Since the requests are time sensitive, they are being processed with the emergency policy outlined in the TIP, which allows additional federal funds to be included in the STIP prior to completing the TIP Amendment process. If Planning Council chooses to disapprove the TIP Amendment, the additional federal funds will be removed from the STIP.</p> <p>The two requests from CDOT Region 4 include:</p> <ul style="list-style-type: none"> Revising the <i>North I-25: Design Build</i> project by adding \$6.97M federal TIGER Grant funding in FY19 and reducing 7PX/SB228 (Senate Bill 228) previous state funding by \$6.97M. <table border="1" data-bbox="272 1087 1172 1373"> <thead> <tr> <th>Funding Source</th> <th>Currently & Previously Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$19,240K</td> <td>\$6,970K</td> <td>\$0</td> <td>\$26,210K</td> </tr> <tr> <td>Federal/State</td> <td>\$41,235K</td> <td>\$0</td> <td>\$0</td> <td>\$41,235K</td> </tr> <tr> <td>State</td> <td>\$161,493K</td> <td>\$0</td> <td>\$6,970K</td> <td>\$154,523K</td> </tr> <tr> <td>Local</td> <td>\$102,360K</td> <td>\$0</td> <td>\$0</td> <td>\$102,360K</td> </tr> <tr> <td>Total</td> <td>\$324,328K</td> <td>\$6,970K</td> <td>\$6,970K</td> <td>\$324,328K</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Revising the <i>North I-25: WCR38 to SH402</i> project by adding \$6.97M 7PX/SB228 state funding in FY19. <table border="1" data-bbox="272 1444 1172 1730"> <thead> <tr> <th>Funding Source</th> <th>Currently & Previously Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$22,000K</td> <td>\$0</td> <td>\$0</td> <td>\$22,000K</td> </tr> <tr> <td>Federal/State</td> <td>\$90,035K</td> <td>\$0</td> <td>\$0</td> <td>\$90,035K</td> </tr> <tr> <td>State</td> <td>\$122,470K</td> <td>\$6,970K</td> <td>\$0</td> <td>\$122,470K</td> </tr> <tr> <td>Local</td> <td>\$500K</td> <td>\$0</td> <td>\$0</td> <td>\$500K</td> </tr> <tr> <td>Total</td> <td>\$228,035K</td> <td>\$6,970K</td> <td>\$0</td> <td>\$235,005K</td> </tr> </tbody> </table>			Funding Source	Currently & Previously Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$19,240K	\$6,970K	\$0	\$26,210K	Federal/State	\$41,235K	\$0	\$0	\$41,235K	State	\$161,493K	\$0	\$6,970K	\$154,523K	Local	\$102,360K	\$0	\$0	\$102,360K	Total	\$324,328K	\$6,970K	\$6,970K	\$324,328K	Funding Source	Currently & Previously Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$22,000K	\$0	\$0	\$22,000K	Federal/State	\$90,035K	\$0	\$0	\$90,035K	State	\$122,470K	\$6,970K	\$0	\$122,470K	Local	\$500K	\$0	\$0	\$500K	Total	\$228,035K	\$6,970K	\$0	\$235,005K
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Committee Discussion																																																														
<p>Due to the time-sensitive nature of the requests and the cancellation of the September Technical Advisory Committee (TAC) meeting, the September TIP Amendment has not been reviewed by the TAC. The September TIP Amendment will be an informational report item at the October 16, 2019 TAC meeting.</p> <p>This is the first and only time Planning Council is scheduled to see the September 2019 TIP Amendment.</p>																																																														

Supporting Information

On September 13, 2019 the USDOT reported the approval of the \$6.97M award contingent on obligating the funds before the closure of the Federal financial systems at the end of September 2019:

“Secretary of Transportation Elaine L. Chao yesterday approved the allocation of \$6.97 million in unobligated Fiscal Year 2016 National Infrastructure Investments, known as Transportation Investment Generating Economic Recovery (TIGER), funds made available under the Consolidated Appropriations Act, 2016, to the Colorado Department of Transportation for the North Interstate 25 Phase 1 project. Funding allocation is contingent on the TIGER-funded project continuing to meet applicable Federal statutory and regulatory requirements, all programmatic milestones and conditions imposed by the Department, and execution of amendments to the pertinent financial assistance agreement already in place for the project. *Timely approval is necessary to fully obligate funds before the financial systems close at the end of the fiscal year. Given time constraints and administrative steps necessary to obligate funds, there is a risk that these TIGER 2016 funds may not be allocated despite efforts to obligate them* [emphasis added].”

Source: “TIGER 2016 Project Fact Sheets.” USDOT, 9/13/2019, <https://www.transportation.gov/tiger-2016-project-fact-sheets>.

The 30-day Public Comment period for the September 2019 TIP Amendment began on September 10, 2019 and concludes on October 9, 2019. No comments have been received as of September 24, 2019.

An environmental justice analysis is not required as the Amendment does not revise the scope of either project.

Following adoption, the September 2019 Amendment will be carried forward to the FY2020-2023 TIP once the TIP becomes effective by action from the State.

Funding Types and Uses

7PX/228 funds, available due to Senate Bill 228, are used to implement the Strategic Transportation Project Investment Program, with no more than 90 percent for highway purposes and no less than 10 percent for transit purposes or transit capital improvements.

Transportation Investment Generating Economic Recovery (TIGER) is a discretionary grant program for capital investments in surface transportation infrastructure that have a significant impact on the nation, a metropolitan area, or a region.

Advantages

Approval of the September 2019 TIP Amendment 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 recommends Planning Council approve the September 2019 TIP Amendment to the FY2019-2022 TIP. The approval is contingent on no public comment being submitted by October 9, 2019.

Attachments

- September 2019 Policy Amendment Form
- **Resolution No. 2019-25**

Rev. 11/28/2018

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Draft Policy Amendment #2019-A9

Prepared by: Medora Bornhoft

DATE: 9/10/2019

Submitted to: Planning Council

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands							
							Previous Funding	FY19 Rolled Funding	FY 19	FY20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
Strategic														
PREVIOUS ENTRY SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity	Federal	TIGER	-	-	5,000	5,000	5,000	-	-	15,000
				Modify & Reconstruct	Federal	ITI	600	-	-	-	-	-	-	-
					Federal	Congestion Mitigation & Air Quality	-	-	-	3,256	-	384	-	3,640
					Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
					Federal/State	RAMP/NHPP	26,888	-	-	-	-	-	-	-
					Federal/State	Permanent Water Quality	2,000	-	2,000	-	3,347	-	-	5,347
					Federal/State	Surface Treatment/NHPP	-	-	-	-	-	-	-	-
					Federal/State	Strategic Projects - Transit	5,000	-	-	-	-	-	-	-
					State	FASTER Safety	4,000	-	4,500	-	-	-	-	4,500
					State	SB267	-	-	2,000	-	5,000	5,000	-	12,000
					State	7PX/228	140,000	-	-	-	-	-	-	-
					State	SB1/HUTF	-	-	993	-	-	-	-	993
					Local	Private	-	-	-	-	18,000	32,000	-	50,000
					Local	Local	18,875	-	12,860	-	20,625	-	-	33,485
						Total	199,363	-	27,353	8,256	51,972	37,384	-	124,965
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements														
REVISED ENTRY SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity	Federal	TIGER	-	-	11,970	5,000	5,000	-	-	21,970
				Modify & Reconstruct	Federal	ITI	600	-	-	-	-	-	-	-
					Federal	Congestion Mitigation & Air Quality	-	-	-	3,256	-	384	-	3,640
					Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
					Federal/State	RAMP/NHPP	26,888	-	-	-	-	-	-	-
					Federal/State	Permanent Water Quality	2,000	-	2,000	-	3,347	-	-	5,347
					Federal/State	Surface Treatment/NHPP	-	-	-	-	-	-	-	-
					Federal/State	Strategic Projects - Transit	5,000	-	-	-	-	-	-	-
					State	FASTER Safety	4,000	-	4,500	-	-	-	-	4,500
					State	SB267	-	-	2,000	-	5,000	5,000	-	12,000
					State	7PX/228	133,030	-	-	-	-	-	-	-
					State	SB1/HUTF	-	-	993	-	-	-	-	993
					Local	Private	-	-	-	-	18,000	32,000	-	50,000
					Local	Local	18,875	-	12,860	-	20,625	-	-	33,485
						Total	192,393	-	34,323	8,256	51,972	37,384	-	131,935
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements														
Reason: Adding \$6,970K in FY19 of federal TIGER Grant funding as a result of additional available funding from the FY16 TIGER Grant award. Reducing 7PX/SB228 previous state funding by \$6,970K to transfer to TIP ID 2019-014 (STIP ID SSP4428.014).														
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/SHF	-	-	-	88,800	-	-	-	88,800
					Federal/State	Permanent Water Quality	-	-	-	-	-	1,235	-	1,235
					State	ITM	-	-	1,300	-	-	-	-	1,300
					State	SB1	-	-	22,500	16,500	-	-	-	39,000
					State	SB267	-	-	2,870	72,330	-	-	-	75,200
					Local	Local	-	-	-	-	500	-	-	500
						Total	-	-	26,670	199,630	500	1,235	-	228,035
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/SHF	-	-	-	88,800	-	-	-	88,800
					Federal/State	Permanent Water Quality	-	-	-	-	-	1,235	-	1,235
					State	7PX/228	-	-	6,970	-	-	-	-	6,970
					State	ITM	-	-	1,300	-	-	-	-	1,300
					State	SB1	-	-	22,500	16,500	-	-	-	39,000
					State	SB267	-	-	2,870	72,330	-	-	-	75,200
					Local	Local	-	-	-	-	500	-	-	500
						Total	-	-	33,640	199,630	500	1,235	-	235,005
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 \$6,970K of state 7PX/228 funding in FY19 transferred from TIP ID 2019-032 (STIP ID SSP4428.012).														

RESOLUTION NO. 2019-25
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE SEPTEMBER 2019 AMENDMENT TO THE FY2019-2022 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, transportation projects programmed in the current TIP for FY2019-2022 are consistent with the previously adopted 2040 Regional Transportation Plan (RTP), adopted September 3, 2015 and amended February 2, 2017 and June 1, 2017; and

WHEREAS, transportation projects programmed in the upcoming TIP for FY2020-2023 are consistent with the adopted 2045 RTP, adopted September 5, 2019; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2019-2022 TIP and FY2020-2023 were positive and this TIP Amendment does not change the positive conformity findings on the FY2019-2022 TIP or FY2020-2023 TIP;

WHEREAS, the FY2019-2022 TIP and FY2020-2023 TIP remain fiscally constrained;

WHEREAS, revisions made to the FY2019-2022 TIP will be carried forward to the FY2020-2023 TIP upon incorporation of the FY2020-2023 TIP into the Statewide TIP (STIP); and

WHEREAS, this action is contingent on no public comment being submitted by October 9, 2019;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2019-2022 TIP by adding or revising the following projects and funding:

- TIGER Funds
 - Revising the *North I-25: Design Build* project by adding \$6.97M federal TIGER Grant funding in FY19.
- Senate Bill 228 Funds
 - Revising the *North I-25: Design Build* project by reducing 7PX/SB228 (Senate Bill 228) previous state funding by \$6.97M.
 - Revising the *North I-25: WCR38 to SH402* project by adding \$6.97M 7PX/SB228 state funding in FY19.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3rd day of October 2019.

ATTEST:



Suzette Mallette, Executive Director



Kristie Melendez, Chair

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M7

Prepared by: Medora Bornhoft

DATE: 7/29/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands							
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
Bridge - Off State System														
PREVIOUS ENTRY SR46601	P-5	Region 4 Bridge - Off System Pool	CDOT Region 4	Bridge	Federal	Bridge Replacement	-	-	2,492	-	-	-	-	2,492
			Various Below	Reconstruct	Local	Local	-	-	623	-	-	-	-	623
		For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Local Overmatch	Local Overmatch	-	-	1,377	-	-	-	-	1,377
					Total		-	-	4,492	-	-	-	-	4,492
Pool Projects: SR46601.027 SR46601.031 SR46601.032	- - -	Spring Ck at Riverside (FCRVSD-E-S.2PRST) 8th St Bridge (LOV1825W.8th St) Little Thompson (WEL019.0-046.5A)	Fort Collins Loveland Weld			Project Description: Bridge Rehab/replace Project Description: Bridge Rehab/replace Project Description: Bridge Rehab/replace								
Project Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming														
REVISED ENTRY SR46601	P-5	Region 4 Bridge - Off System Pool	CDOT Region 4	Bridge	Federal	Bridge Replacement	-	-	1,155	1,337	-	-	-	2,492
			Various Below	Reconstruct	Local	Local	-	-	289	334	-	-	-	623
		For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Local Overmatch	Local Overmatch	-	-	1,377	-	-	-	-	1,377
					Total		-	-	2,821	1,671	-	-	-	4,492
Pool Projects: SR46601.027 SR46601.031 SR46601.032	- - -	Spring Ck at Riverside (FCRVSD-E-S.2PRST) 8th St Bridge (LOV1825W.8th St) Little Thompson (WEL019.0-046.5A)	Fort Collins Loveland Weld			Project Description: Bridge Rehab/replace Project Description: Bridge Rehab/replace Project Description: Bridge Rehab/replace								
Project Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming														
Reason: Roll \$1,337K federal Bridge Replacement and \$334K local funding from FY19 to FY20 rolled for two pool projects (SR46601.031 & SR46601.032).														
Strategic														
PREVIOUS ENTRY SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity	Federal	TIGER	5,000	-	5,000	-	5,000	-	-	10,000
				Modify & Reconstruct	Federal	ITI	600	-	-	-	-	-	-	-
					Federal	Congestion Mitigation & Air Quality	-	1,285	1,971	-	-	384	-	3,640
					Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
					Federal/State	RAMP/NHPP	26,888	-	-	-	-	-	-	-
					Federal/State	Permanent Water Quality	2,000	-	2,000	-	3,347	-	-	5,347
					Federal/State	Surface Treatment/NHPP	-	-	-	-	-	-	-	-
					Federal/State	Strategic Projects - Transit	5,000	-	-	-	-	-	-	-
					State	FASTER Safety	4,000	-	4,500	-	-	-	-	4,500
					State	SB267	-	-	2,000	-	5,000	5,000	-	12,000
					State	7PX/228	140,000	-	-	-	-	-	-	-
					State	SB1/HUTF	-	-	993	-	-	-	-	993
					Local	Private	-	-	-	-	18,000	32,000	-	50,000
					Local	Local	18,875	-	12,860	-	20,625	-	-	33,485
					Total		204,363	1,285	29,324	-	51,972	37,384	-	119,965
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements														
REVISED ENTRY SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity	Federal	TIGER	-	-	5,000	5,000	5,000	-	-	15,000
				Modify & Reconstruct	Federal	ITI	600	-	-	-	-	-	-	-
					Federal	Congestion Mitigation & Air Quality	-	-	-	3,256	-	384	-	3,640
					Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
					Federal/State	RAMP/NHPP	26,888	-	-	-	-	-	-	-
					Federal/State	Permanent Water Quality	2,000	-	2,000	-	3,347	-	-	5,347
					Federal/State	Surface Treatment/NHPP	-	-	-	-	-	-	-	-
					Federal/State	Strategic Projects - Transit	5,000	-	-	-	-	-	-	-
					State	FASTER Safety	4,000	-	4,500	-	-	-	-	4,500
					State	SB267	-	-	2,000	-	5,000	5,000	-	12,000
					State	7PX/228	140,000	-	-	-	-	-	-	-
					State	SB1/HUTF	-	-	993	-	-	-	-	993
					Local	Private	-	-	-	-	18,000	32,000	-	50,000
					Local	Local	18,875	-	12,860	-	20,625	-	-	33,485
					Total		199,363	0	27,353	8,256	51,972	37,384	-	124,965
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements														
Reason: Roll \$1,285K federal CMAQ from FY19 rolled and \$1,971K federal CMAQ from FY19 to FY20 rolled. Roll \$5M TIGER from previous funding to FY20 rolled.														

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M7

Prepared by: Medora Bornhoft

DATE: 7/29/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands									
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL		
PREVIOUS ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal Federal Federal/State State State State Local	BUILD STP-Metro NHPP ITM SB1 SB267 Local	- - - - - - -	- 2,000 - - - - -	20,000 - 88,800 1,300 39,000 75,300 -	- - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -	20,000 2,000 88,800 1,300 39,000 75,300 500 226,900	
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.							-	2,000	224,400	-	500	-	-	-	226,900	
REVISED ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal Federal Federal/State Federal/State State State Local	BUILD STP-Metro NHPP Permanent Water Quality ITM SB1 SB267 Local	- - - - - - -	- - - - 1,300 22,500 2,870 -	20,000 2,000 88,800 - - 16,500 72,330 -	- - - - - - -	- - - 1,235 - - -	- - - - - - -	- - - - - - -	- - - - - - -	20,000 2,000 88,800 1,235 1,300 39,000 75,200 500 228,035	
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.							-	0	26,670	199,630	500	1,235	-	-	228,035	
Reason: Decrease state SB267 funding by \$100K in FY19. Roll the following funds from FY19 to FY20 rolled: \$20M BUILD, \$88.8M NHPP, \$16.5M SB1, and \$72.33M SB267. Roll \$2M STP-Metro from FY19 rolled to FY20 rolled. Add \$1,235K state Permanent Water Quality funding in FY21.																
PREVIOUS ENTRY SR46600.081	2019-017	I-25 Parallel Road - WCR 9.5	CDOT Region 4	Pre-construction	State	7PX	-	-	900	-	-	-	-	-	900	
Project Description: Up to 30% Design for future I-25 parallel road on WCR 9.5, construction TBD.							-	-	900	-	-	-	-	-	-	900
REVISED ENTRY SR46600.081	2019-017	I-25 Parallel Road - WCR 9.5	CDOT Region 4	Pre-construction	State	7PX	-	-	1,000	-	-	-	-	-	1,000	
Project Description: Up to 30% Design for future I-25 parallel road on WCR 9.5, construction TBD.							-	-	1,000	-	-	-	-	-	-	1,000
Reason: Add \$100K state 7PX funding in FY19.																
CDOT Region 4 Transportation Alternatives (TA)																
PREVIOUS ENTRY SR47020	P-14	Region 4 Transportation Alternatives Program 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	Bike/Ped Facility	Federal Local Local Overmatch	Transportation Alternatives Program Local Local Overmatch	987 463 -	1,250 312 849	393 143 849	- 1,727 546	1,340 700 -	700 175 -	700 175 -	700 175 -	4,383 2,532 1,395 8,310	
Pool Projects:																
SR47020.025	-	US287 Gap Project - Bike/Ped Improvements	Larimer County	Project Description:	US287: Larimer Weld Canal to SH1											
SR47020.026	-	Power Trail Grade Separation at Harmony Rd	Fort Collins	Project Description:	Harmony Rd west of Timberline											
SR47020.028	-	Namaqua Ave Trail Underpass	Loveland	Project Description:	Namaqua Ave South of US34											
SR47020.019	-	Secure Bicycle Parking	Ft Collins	Project Description:	Downtown Transit Center and University MAX Station											
SR47020.016	-	Sheep Draw Trail 2015 Project	Greeley	Project Description:	Along Sheep Draw from 71st Ave West and south to 20th St											
SR47020.017	-	LCR 17 Expansion & Bike Lanes (Larimer/Berthou	Berthoud	Project Description:	LCR 17 between LCR 16 & US287											
SR47020.029	-	West Alice & Inez Blvd Ped Improvements	Milliken	Project Description:	SH60 & Dorothy Ave, Forrest Street & Alice Blvd, Alice Ave & CR25											
Project Description: Summary of CDOT Region 4 Bridge - On System Pool Programming																
REVISED ENTRY SR47020	P-14	Region 4 Transportation Alternatives Program 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	Bike/Ped Facility	Federal Local Local Overmatch	Transportation Alternatives Program Local Local Overmatch	987 463 -	144 40 849	393 143 849	1,106 272 546	1,340 1,727 -	700 175 -	700 175 -	700 175 -	4,383 2,532 1,395 8,310	
Pool Projects:																
SR47020.025	-	US287 Gap Project - Bike/Ped Improvements	Larimer County	Project Description:	US287: Larimer Weld Canal to SH1											
SR47020.026	-	Power Trail Grade Separation at Harmony Rd	Fort Collins	Project Description:	Harmony Rd west of Timberline											
SR47020.028	-	Namaqua Ave Trail Underpass	Loveland	Project Description:	Namaqua Ave South of US34											
SR47020.019	-	Secure Bicycle Parking	Ft Collins	Project Description:	Downtown Transit Center and University MAX Station											
SR47020.016	-	Sheep Draw Trail 2015 Project	Greeley	Project Description:	Along Sheep Draw from 71st Ave West and south to 20th St											
SR47020.017	-	LCR 17 Expansion & Bike Lanes (Larimer/Berthou	Berthoud	Project Description:	LCR 17 between LCR 16 & US287											
SR47020.029	-	West Alice & Inez Blvd Ped Improvements	Milliken	Project Description:	SH60 & Dorothy Ave, Forrest Street & Alice Blvd, Alice Ave & CR25											
Project Description: Summary of CDOT Region 4 Bridge - On System Pool Programming																
Reason: Roll \$1,106K federal TAP and \$272K local FY19 rolled funding to FY20 rolled for 3 pool projects (SR47020.028, SR47020.019, SR47020.017).																

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M7

Prepared by: Medora Bornhoft

DATE: 7/29/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands							
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
Congestion Mitigation & Air Quality (CMAQ)														
PREVIOUS ENTRY SST7007.010	2016-004	GET CNG Bus Replacement	Greeley-Evans	Rolling Stock Replacement	Federal Local	Congestion Mitigation Air Quality Local	1,689 348	929 193	2,008 417	-	-	-	2,937 610	
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.							Total	2,037	1,122	2,425	-	-	-	3,547
REVISIED ENTRY SST7007.010	2016-004	GET CNG Bus Replacement	Greeley-Evans	Rolling Stock Replacement	Federal Local	Congestion Mitigation Air Quality Local	1,689 348	-	-	2,937 610	-	-	2,937 610	
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.							Total	2,037	-	-	3,547	-	-	3,547
Reason: Roll forward \$2,937K federal CMAQ and \$610K local FY19 & FY19 rolled funding to FY20 rolled.														
PREVIOUS ENTRY SNF5173.053	2020-004	CNG Fast Fill Stations	Loveland	Operations	Federal Local Local Overmatch	Congestion Mitigation Air Quality Local Local Overmatch	- - -	- - -	499 101 -	- -	- -	329 71 200	828 172 200	
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.							Total	-	-	600	-	-	600	1,202
REVISIED ENTRY SNF5173.053	2020-004	CNG Fast Fill Stations	Loveland	Operations	Federal Local Local Overmatch	Congestion Mitigation Air Quality Local Local Overmatch	- - -	- - -	- - -	499 103 -	- -	329 71 200	828 174 200	
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.							Total	-	-	-	602	-	600	1,202
Reason: Roll forward \$499K federal CMAQ and \$101K local FY19 funding to FY20 rolled. Add \$2K local funding in FY20 rolled.														
PREVIOUS ENTRY SNF5173.049	NF1103	US 287 & US 34 VMS Signs	Loveland	Multi-Modal Traveler Information	Federal Local	Congestion Mitigation Air Quality Local	- -	497 103	- -	- -	- -	- -	497 103	
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.							Total	-	600	-	-	-	600	
REVISIED ENTRY SNF5173.049	NF1103	US 287 & US 34 VMS Signs	Loveland	Multi-Modal Traveler Information	Federal Local	Congestion Mitigation Air Quality Local	- -	- -	497 103	- -	- -	- -	497 103	
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.							Total	-	-	600	-	-	600	
Reason: Roll forward \$497K federal CMAQ and \$103K local FY19 funding rolled to FY20 rolled.														
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 Local	STP Metro Local Local Overmatch	- - -	1,099 228 -	1,221 254 2,623	- -	- -	- -	2,320 482 2,623	
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.							Total	-	1,327	4,098	-	-	5,426	
REVISIED ENTRY SNF5788.040	2018-002	US34 Widening Loveland: Denver Ave to Boyd Lake Ave	Loveland	Highway Added Capacity Bike/Ped Facility	Federal Local Local	STP Metro Local Local Overmatch	- - -	- - -	- - 2,623	2,320 482 -	- -	- -	2,320 482 2,623	
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.							Total	-	-	-	5,426	-	-	5,426
Reason: Roll forward \$2,320K federal STP Metro, \$482K local, and \$2,623K local overmatch FY19 & FY19 rolled funding to FY20 rolled.														
PREVIOUS ENTRY SNF57020.017	2018-003	LCR 17 Expansion	Larimer County Berthoud	Added Capacity Bike/Ped Facility	Federal Local	STP Metro Local	532 111	- -	1,334 277	- -	- -	- -	1,334 277	
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.							Total	643	-	1,611	-	-	1,611	
REVISIED ENTRY SNF57020.017	2018-003	LCR 17 Expansion	Larimer County Berthoud	Added Capacity Bike/Ped Facility	Federal Local	STP Metro Local	532 111	- -	- -	1,334 277	- -	- -	1,334 277	
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.							Total	643	-	-	1,611	-	-	1,611
Reason: Roll forward \$1,334K federal STP-Metro and \$277K local FY19 funding to FY20 rolled.														
PREVIOUS ENTRY SNF5788.044	2020-012	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	Loveland	Modify & Reconstruct	Federal Local	Surface Transportation Block Grant Local	- -	- 74	350 -	- 70	335 82	400 -	1,085 226	
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.							Total	-	424	-	405	482	1,311	
REVISIED ENTRY SNF5788.044	2020-012	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	Loveland	Modify & Reconstruct	Federal Local	Surface Transportation Block Grant Local	- -	- -	- 74	350 70	335 82	400 -	1,085 226	
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.							Total	-	-	424	405	482	1,311	
Reason: Roll forward \$350K federal STBG and \$74K local FY19 funding to FY20 rolled.														

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M7

Prepared by: Medora Bornhoft

DATE: 7/29/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands							
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
FTA 5307 - Urbanized Area Formula Program														
PREVIOUS ENTRY SST6741.112	2017-023	Greeley-GET Operating Assistance 50/50	Greeley	Operations	Federal Local Total	FTA 5307 L	1,246 1,246 2,492	1,777 1,777 3,554	- - -	- - -	- - -	- - -	1,777 1,777 3,554	
Project Description: FY 2018 5307 Operating Assistance 50/50														
REVISED ENTRY SST6741.112	2017-023	Greeley-GET Operating Assistance 50/50	Greeley	Operations	Federal Local Total	FTA 5307 L	1,246 1,246 2,492	- - -	- - -	1,206 1,206 2,412	975 975 1,950	994 994 1,988	1,014 1,014 2,028	4,189 4,189 8,378
Project Description: FY 2018 5307 Operating Assistance 50/50														
Reason: Roll \$1,777K federal FTA 5307 and \$1,777K local from FY19 rolled to FY20 rolled and correct amounts to \$1,206K federal and \$1,206K local. Add \$2,983K Federal FTA 5307 and \$2,983K local funding in years FY20, FY21, and FY22 from the adopted FY20-23 TIP.														
PREVIOUS ENTRY SST6741.113	2017-025	Greeley-GET ADA Operations 80/20	Greeley	Operations	Federal Local Total	FTA 5307 L	216 54 270	286 72 358	- - -	- - -	- - -	- - -	286 72 358	
Project Description: FY 2018 5307 ADA Operations 80/20														
REVISED ENTRY SST6741.113	2017-025	Greeley-GET ADA Operations 80/20	Greeley	Operations	Federal Local Total	FTA 5307 L	216 54 270	- - -	- - -	250 63 313	351 179 530	358 182 540	365 186 551	1,324 610 1,934
Project Description: FY 2018 5307 ADA Operations 80/20														
Reason: Roll \$286K federal FTA 5307 and \$72K local from FY19 rolled to FY20 rolled and correct amounts to \$250K federal and \$63K local. Add \$1,074K Federal FTA 5307 and \$547K local funding in years FY20, FY21, and FY22 from the adopted FY20-23 TIP.														
PREVIOUS ENTRY SST6741.114	2017-024	Greeley-GET Preventative Maintenance 80/20	Greeley	Operations	Federal Local Total	FTA 5307 L	691 173 864	925 231 1,156	- - -	- - -	- - -	- - -	925 231 1,156	
Project Description: FY 2018 5307 PM 80/20														
REVISED ENTRY SST6741.114	2017-024	Greeley-GET Preventative Maintenance 80/20	Greeley	Operations	Federal Local Total	FTA 5307 L	691 173 864	- - -	- - -	1,044 264 1,308	969 242 1,211	989 247 1,236	1,008 252 1,260	4,010 1,005 5,015
Project Description: FY 2018 5307 PM 80/20														
Reason: Roll \$925K federal FTA 5307 and \$231K local from FY19 rolled to FY20 rolled and correct amounts to \$1,044K federal and \$264K local. Add \$2,966K Federal FTA 5307 and \$741K local funding in years FY20, FY21, and FY22 from the adopted FY20-23 TIP.														
FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program														
PREVIOUS ENTRY SST6731.024	2017-041	Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	Operations	Federal Local Total	FTA 5310 Local	- - -	- - -	195 49 244	- - -	207 52 259	207 52 259	207 52 259	816 205 1,021
Project Description: Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility														
REVISED ENTRY SST6731.024	2017-041	Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	Operations	Federal Local Total	FTA 5310 Local	- - -	- - -	- - -	425 95 520	220 55 275	220 55 275	220 55 275	1,085 260 1,345
Project Description: Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility														
Reason: Rolling \$195K federal FTA 5310 and \$49K local FY19 funds to FY20 rolled. Correcting FY20 rolled by adding \$230K federal FTA 5310 from FY18 and FY19 apportionments and adding \$46K local, increasing estimated Federal funding in FY20, FY21, and FY22 by \$13K each and \$3K local each based on recent apportionments.														
PREVIOUS ENTRY SST6732.013	2017-057	Vehicle Replacement: Cutaway	Greeley	Vehicle Replacement	Federal Local Total	FTA 5310 Local	- - -	83 21 104	- - -	- - -	- - -	- - -	83 21 104	
Project Description: Vehicle Replacement using 5310 funding														
REVISED ENTRY SST6732.013	2017-057	Vehicle Replacement: Cutaway	Greeley	Vehicle Replacement	Federal Local Total	FTA 5310 Local	- - -	- - -	- - -	83 21 104	- - -	- - -	83 21 104	
Project Description: Vehicle Replacement using 5310 funding														
Reason: Roll forward \$83K federal FTA 5310 and \$21K local FY19 rolled funding to FY20 rolled.														
FTA 5339 - Bus and Bus Facilities Program														
PREVIOUS ENTRY SST7064.026	2019-008	2019 NFR - GET 40' Bus Replacement	Greeley	Replacement	Federal Local Total	FTA 5339 Local	- - -	- - -	459 115 574	- - -	- - -	- - -	459 115 574	
Project Description: GET Bus Replacement														
REVISED ENTRY SST7064.026	2019-008	2019 NFR - GET 40' Bus Replacement	Greeley	Replacement	Federal Local Total	FTA 5339 Local	- - -	- - -	- - -	459 115 574	- - -	- - -	459 115 574	
Project Description: GET Bus Replacement														
Reason: Roll forward \$459K federal FTA 5339 and \$115K local FY19 funding to FY20 rolled.														

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M7

Prepared by: Medora Bornhoft

DATE: 7/29/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Dollars Listed in Thousands					FY 19-22 TIP TOTAL	
								FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21		FY 22
PREVIOUS ENTRY SST7064.024	2017-058	Bus Replacement	Greeley-Evans	Replacement	Federal Local Total	FTA 5339 Local	- - -	460 115 575	- - -	- - -	- - -	- - -	460 115 575	
Project Description:		Bus Replacement												
REVISED ENTRY SST7064.024	2017-058	Bus Replacement	Greeley-Evans	Replacement	Federal Local Total	FTA 5339 Local	- - -	- - -	- - -	460 115 575	- - -	- - -	460 115 575	
Project Description:		Bus Replacement												
Reason:		Roll forward \$460K federal FTA 5339 and \$115K local FY19 funding to FY20 rolled.												
PREVIOUS ENTRY SST7066.030	2019-016	Bus Stop ADA Upgrades	Fort Collins	Capital Improvements	Federal Local Total	FTA 5339(b) Local	- - -	- - -	507 127 634	- - -	507 127 634	506 126 632	- - -	1,520 380 1,900
Project Description:		Upgrade Bus Stops throughout Transfort system to meet ADA standards, including amenities												
REVISED ENTRY SST7066.030	2019-016	Bus Stop ADA Upgrades	Fort Collins	Capital Improvements	Federal Local Total	FTA 5339(b) Local	- - -	- - -	- - -	1,520 380 1,900	- - -	- - -	- - -	1,520 380 1,900
Project Description:		Upgrade Bus Stops throughout Transfort system to meet ADA standards, including amenities												
Reason:		Rolling \$507K federal FTA 5339(b) and \$127K local funding from FY19 to FY20 rolled. Advancing 100% of FY20 and FY21 to FY20 rolled to accurately reflect the year of obligation.												
PREVIOUS ENTRY SST7073.001	2019-018	GET 2017 Vehicle Replacement	Greeley	Vehicle Replacement	Federal Local Total	FTA 5339(b) Local	- - -	- - -	759 190 949	- - -	- - -	- - -	- - -	759 190 949
Project Description:		Vehicle Replacements using 2017 5339(b) Competitive Grant Award												
REVISED ENTRY SST7073.001	2019-018	GET 2017 Vehicle Replacement	Greeley	Vehicle Replacement	Federal Local Total	FTA 5339(b) Local	- - -	- - -	- - -	759 190 949	- - -	- - -	- - -	759 190 949
Project Description:		Vehicle Replacements using 2017 5339(b) Competitive Grant Award												
Reason:		Roll forward \$759K federal FTA 5339(b) and \$190K local FY19 funding to FY20 rolled.												
FASTER Transit														
PREVIOUS ENTRY SST7035.315	2019-019	GET 2019 Operating	Greeley	Operating	State Local Total	FASTER Local	- - -	- - -	40 10 50	- - -	- - -	- - -	- - -	40 10 50
Project Description:		GET 2019 FASTER Award												
REVISED ENTRY SST7035.315	2019-019	GET 2019 Operating	Greeley	Operating	State Local Total	FASTER Local	- - -	- - -	- - -	40 10 50	- - -	- - -	- - -	40 10 50
Project Description:		GET 2019 FASTER Award												
Reason:		Roll forward \$40K state FASTER and \$10K local FY19 funding to FY20 rolled.												

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M8

Prepared by: Medora Bornhoft

DATE: 8/9/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands							
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	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
					Federal/State	Permanent Water Quality	-	-	-	-	-	1,235	-	1,235
					State	ITM	-	-	1,300	-	-	-	-	1,300
					State	SB1	-	-	22,500	16,500	-	-	-	39,000
					State	SB267	-	-	2,870	72,330	-	-	-	75,200
					Local	Local	-	-	-	-	500	-	-	500
					Total		-	-	26,670	199,630	500	1,235	-	228,035
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/SHF	-	-	-	88,800	-	-	-	88,800
					Federal/State	Permanent Water Quality	-	-	-	-	-	1,235	-	1,235
					State	ITM	-	-	1,300	-	-	-	-	1,300
					State	SB1	-	-	22,500	16,500	-	-	-	39,000
					State	SB267	-	-	2,870	72,330	-	-	-	75,200
					Local	Local	-	-	-	-	500	-	-	500
					Total		-	-	26,670	199,630	500	1,235	-	228,035
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: STIP correction: clarifying funding type as NHPP/SHF instead of just NHPP. Source of fund type remains Federal/State. No change to total project funding.														
CDOT Region 4 Transportation Alternatives (TA)														
PREVIOUS ENTRY SR47020	P-14	Region 4 Transportation Alternatives Program Pool	CDOT Region 4	Bike/Ped Facility	Federal	Transportation Alternatives Program	987	144	393	1,106	1,340	700	700	4,383
					Local	Local	463	40	143	272	1,727	175	175	2,532
					Local Overmatch	Local Overmatch	-	-	849	-	546	-	-	1,395
					Total		1,450	184	1,385	1,378	3,613	875	875	8,310
Pool Projects: SR47020.025 - US287 Gap Project - Bike/Ped Improvements Larimer County Project Description: US287: Larimer Weld Canal to SH1 SR47020.026 - Power Trail Grade Separation at Harmony Rd Fort Collins Project Description: Harmony Rd west of Timberline SR47020.028 - Namaqua Ave Trail Underpass Loveland Project Description: Namaqua Ave South of US34 SR47020.019 - Secure Bicycle Parking Ft Collins Project Description: Downtown Transit Center and University MAX Station SR47020.016 - Sheep Draw Trail 2015 Project Greeley Project Description: Along Sheep Draw from 71st Ave West and south to 20th St SR47020.017 - LCR 17 Expansion & Bike Lanes (Larimer/Berthou Berthoud Project Description: LCR 17 between LCR 16 & US287 SR47020.029 - West Alice & Inez Blvd Ped Improvements Milliken Project Description: SH60 & Dorothy Ave, Forrest Street & Alice Blvd, Alice Ave & CR25														
Project Description: Summary of CDOT Region 4 Bridge - On System Pool Programming														
REVISED ENTRY SR47020	P-14	Region 4 Transportation Alternatives Program Pool	CDOT Region 4	Bike/Ped Facility	Federal	Transportation Alternatives Program	987	144	59	1,440	1,340	700	700	4,383
					Local	Local	463	40	59	356	1,727	175	175	2,532
					Local Overmatch	Local Overmatch	-	-	849	-	546	-	-	1,395
					Total		1,450	184	967	1,796	3,613	875	875	8,310
Pool Projects: SR47020.025 - US287 Gap Project - Bike/Ped Improvements Larimer County Project Description: US287: Larimer Weld Canal to SH1 SR47020.026 - Power Trail Grade Separation at Harmony Rd Fort Collins Project Description: Harmony Rd west of Timberline SR47020.028 - Namaqua Ave Trail Underpass Loveland Project Description: Namaqua Ave South of US34 SR47020.019 - Secure Bicycle Parking Ft Collins Project Description: Downtown Transit Center and University MAX Station SR47020.016 - Sheep Draw Trail 2015 Project Greeley Project Description: Along Sheep Draw from 71st Ave West and south to 20th St SR47020.017 - LCR 17 Expansion & Bike Lanes (Larimer/Berthou Berthoud Project Description: LCR 17 between LCR 16 & US287 SR47020.029 - West Alice & Inez Blvd Ped Improvements Milliken Project Description: SH60 & Dorothy Ave, Forrest Street & Alice Blvd, Alice Ave & CR25														
Project Description: Summary of CDOT Region 4 Bridge - On System Pool Programming														
Reason: Roll forward \$334K federal and \$84K local FY19 funds to FY20 for STIP ID SR47020.029.														
Congestion Mitigation & Air Quality (CMAQ)														
PREVIOUS ENTRY SST7007.011	2018-001	COLT CNG Bus Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	363	-	363	-	-	-	-	363
					Local	Local	75	-	75	-	-	-	-	75
					Total		438	-	438	-	-	-	-	438
Project Description: Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.														
REVISED ENTRY SST7007.011	2018-001	COLT CNG Bus Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	726	-	-	-	726
					Local	Local	-	-	-	150	-	-	-	150
					Total		-	-	-	876	-	-	-	876
Project Description: Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.														
Reason: Roll forward all FY18 and FY19 funding (\$726K federal and \$150K local) to FY20 rolled.														

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M8

Prepared by: Medora Bornhoft

DATE: 8/9/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	<i>Dollars Listed in Thousands</i>							
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
FASTER Transit														
PREVIOUS ENTRY SR47005.018	2018-16	Bus Yard Concrete Maintenance	Greeley-Evans	Capital Maintenance	State Local	FASTER Transit Local Local	160 40	- -	- -	- -	- -	- -	- -	
					Total		200	-	-	-	-	-	-	
REVISED ENTRY SR47005.018	2018-16	Bus Yard Concrete Maintenance	Greeley-Evans	Capital Maintenance	State Local	FASTER Transit Local Local	- -	- -	- -	160 40	- -	- -	- -	160 40
					Total		-	-	-	200	-	-	-	200
<i>Project Description:</i> Project awarded for FASTER local funds.														
<i>Reason:</i> Roll forward project from FY18-21 TIP to FY19-FY22 TIP. Roll all project funding from FY18 to FY20 rolled.														

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M9

Prepared by: AnnaRose Cunningham

DATE: 9/18/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Dollars Listed in Thousands					FY 19-22 TIP TOTAL	
								FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21		FY 22
Strategic														
PREVIOUS ENTRY	2019-014	North I-25: WCR38 to SH402	CDOT Region 4	Modify & Reconstruct	Federal	BUILD	-	-	-	20,000	-	-	-	20,000
SSP4428.014		MP 247 - 255.23			Federal	STP-Metro	-	-	-	2,000	-	-	-	2,000
					Federal/State	NHPP/SHF	-	-	-	88,800	-	-	-	88,800
					Federal/State	Permanent Water Quality	-	-	-	-	-	1,235	-	1,235
					State	ITM	-	-	1,300	-	-	-	-	1,300
					State	SB1	-	-	22,500	16,500	-	-	-	39,000
					State	SB267	-	-	2,870	72,330	-	-	-	75,200
					Local	Local	-	-	-	-	500	-	-	500
					Total		-	-	26,670	199,630	500	1,235	-	228,035
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	2019-014	North I-25: WCR38 to SH402	CDOT Region 4	Modify & Reconstruct	Federal	BUILD	-	-	-	20,000	-	-	-	20,000
SSP4428.014		MP 247 - 255.23			Federal	STP-Metro	-	-	-	2,000	-	-	-	2,000
					Federal/State	NHPP/SHF	-	-	-	88,800	-	-	-	88,800
					Federal/State	Permanent Water Quality	-	-	-	-	-	1,235	-	1,235
					State	ITM	-	-	1,300	-	-	-	-	1,300
					State	SB1	-	-	22,500	16,500	-	-	-	39,000
					State	SB267	-	-	2,870	72,330	-	-	-	75,200
					State	SBT	-	-	-	-	700	-	-	700
					Local	Local	-	-	-	-	500	-	-	500
					Total		-	-	26,670	199,630	1,200	1,235	-	228,735
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 \$700K of state SBT (Senate Bill Transit) funding in FY20 approved by the Transportation Commission in July 2019.														
FASTER (North Front Range Listings of State Highway Locations)														
PREVIOUS ENTRY	P-7	Region 4 FASTER Safety Pool	CDOT Region 4	FASTER Safety	State	FASTER Safety	1,000	-	1,900	-	5,350	-	-	7,250
SR46606		For the most current project funding information, please see CDOT's STIP at			Local	Local	-	-	-	-	-	-	-	-
					Total		1,000	-	1,900	-	5,350	-	-	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.														
REVISED ENTRY	P-7	Region 4 FASTER Safety Pool	CDOT Region 4	FASTER Safety	State	FASTER Safety	1,000	-	1,900	-	3,350	2,000	-	7,250
SR46606		For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Local	Local	-	-	-	-	-	-	-	-
					Total		1,000	-	1,900	-	3,350	2,000	-	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: Shifting \$2,000K state funding from FY20 to FY21 for STIP ID SR46606.073 I-25: Fort Collins North Cable Rail.														

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M9

Prepared by: AnnaRose Cunningham

DATE: 9/18/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands							
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
Safety														
PREVIOUS ENTRY SR46666	P-20	Region 4 Hazard Elimination Pool (HSIP)	CDOT Region 4	Safety	Federal	Surface Transportation Program - HSIP	3,630	2,557	690	-	725	2,245	-	6,217
		Various Below			Local	Local	750	504	43	-	81	249	-	877
		For the most current project funding information, please see CDOT's STIP at			Local Overmatch	Local Overmatch	-	-	-	-	-	-	-	-
					Total		4,380	3,061	733	-	806	2,494	-	7,094
Pool Projects:														
SR45218.174	-	US85 Resurf & SH392 Intersection	CDOT Region 4			Project Description: Safety Improvements								
SR46666.059	-	Loveland Left Turn Signals Various	City of Loveland			Project Description: Various Left Turn Signals								
SR46666.060	-	US287 (College Ave) & Trilby Rd	City of Fort Collins			Project Description: Turn Lanes								
SR46666.062	-	SH1 & CR54 Intersection Improvements	Larimer County			Project Description: New Signals								
SR46666.070	-	Intersection Prioritization Study PH II	CDOT Region 4			Project Description: Safety Improvement Study								
Pool Description: Summary of CDOT Region 4 Hazard Elimination Pool Programming in the North Front Range region.														
REVISED ENTRY SR46666	P-20	Region 4 Hazard Elimination Pool (HSIP)	CDOT Region 4	Safety	Federal	Surface Transportation Program - HSIP	3,630	2,557	690	-	770	2,245	-	6,262
		Various Below			Local	Local	750	504	43	-	86	249	-	882
		For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Local Overmatch	Local Overmatch	-	-	-	-	-	-	-	-
					Total		4,380	3,061	733	-	856	2,494	-	7,144
Pool Projects:														
SR45218.174	-	US85 Resurf & SH392 Intersection	CDOT Region 4			Project Description: Safety Improvements								
SR46666.053	-	US287 & Orchards Shopping Center	City of Loveland			Project Description: Safety Improvements								
SR46666.059	-	Loveland Left Turn Signals Various	City of Loveland			Project Description: Various Left Turn Signals								
SR46666.060	-	US287 (College Ave) & Trilby Rd	City of Fort Collins			Project Description: Turn Lanes								
SR46666.062	-	SH1 & CR54 Intersection Improvements	Larimer County			Project Description: New Signals								
SR46666.070	-	Intersection Prioritization Study PH II	CDOT Region 4			Project Description: Safety Improvement Study								
Pool Description: Summary of CDOT Region 4 Hazard Elimination Pool Programming in the North Front Range region.														
Reason: Adding new pool project STIP ID SR46666.053 (US287 & Orchards Shopping Center) with \$45K Federal and \$5K State in FY20 funding.														

NFRMPO 2019 Summer Outreach Summary



16 Events in 12 Communities



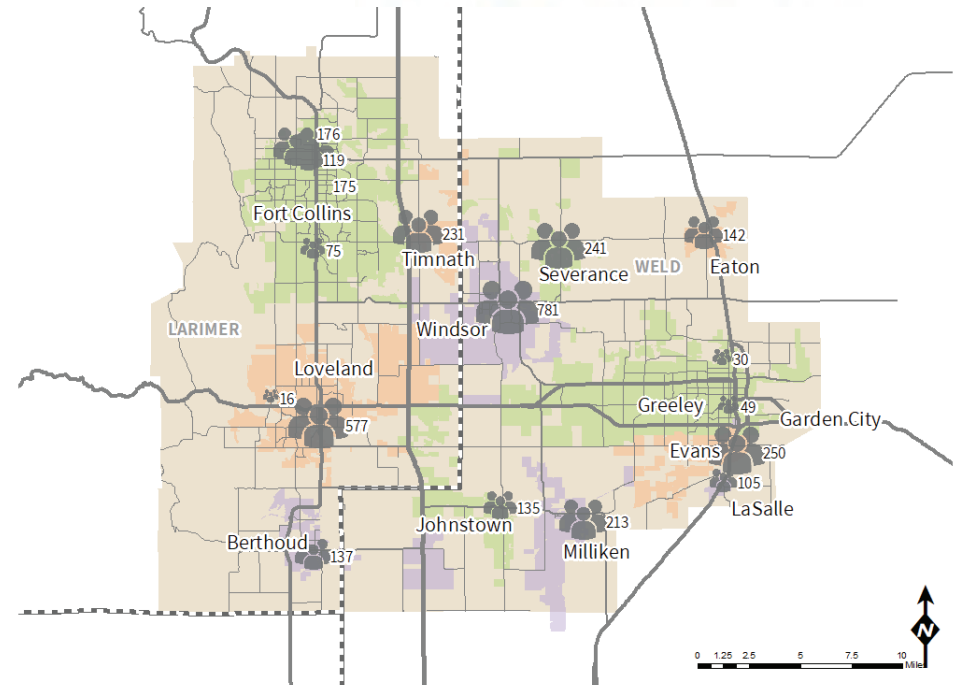
3 Bike to Work Stations in 3 Cities



+3,000 Community Interactions

Each year, NFRMPO staff attend community events across the region to help communicate the goals and services of the North Front Range MPO, while providing the public an opportunity to tell staff their priorities for the transportation system and to educate residents about air quality.

Transportation topics that staff discussed with community members varied within the region but there were many recurring themes. Topics that were brought up at many events included the need for more intercity transit, concerns about congestion along major corridors including I-25, and excitement about the Poudre Express and new bike and pedestrian trails.



Legend

- County Boundary
- NFRMPO Boundary

October 2019
Sources: CDOT, NFRMPO



Transportation Trivia at Windsor Harvest Days



Bike to Work Day Booth at Loveland







Trivia Prizes at Taste in Timnath

NFRMPO 2019 Public Outreach Summary



Social Media Reach

NFRMPO staff engage with communities through several social media platforms including Twitter, Instagram, the NFRMPO Blog, and Facebook.

 <p>14,313 Post Impressions 825 Engaged Users</p>	 <p>58 Engagements</p>
 <p>29,200 Post Impressions 140 Link Clicks 92 Re-tweets 74 Likes 7 Replies</p>	 <p>45 Posts 2,613 Views</p>

Totals from 1/1/19-9/30/19

Presentations

Over the course of the year, NFRMPO staff present at various meetings across the region to update community members and organizations about the work that is being completed in the region. This year staff presented at six separate meetings.

Loveland Transportation Advisory Board	January 7
Fort Collins Commission on Disabilities	January 10
Greeley Commission on Disabilities	February 5
Regional Air Quality Council	April 5
International Urban Cooperation Program	June 27
NoCo Transportation Discussion	July 31

Outreach Event Breakdown

NFRMPO staff saw an increase in community interactions at each event this year. The total number of interactions was more than in 2017 and 2018 combined.

Fort Collins Earth Day	175	April 20
Transfort MAX 5-year Anniversary	75	May 11
Berthoud Day	137	June 1
Johnstown BBQ Day	135	June 1
Fort Collins Open Streets	176	June 16
Bike to Work Day (Greeley, Fort Collins, Loveland)	165	June 26
Greeley Stampede	30	July 3
Eaton Days	142	July 13
LaSalle Days	105	July 20
Milliken Beef N Bean Day	213	August 10
Severance Days	241	August 17
Loveland Corn Roast Festival	577	August 23-24
Windsor Harvest Festival	781	Sept. 1-2
Evans Heritage Day	250	Sept. 14
Taste in Timnath	231	Sept. 28
Total	3,452	



NoCo Transportation Discussion in Windsor, CO

FHWA Inactive Projects NFRMPO

Status	Level	TPR	Local	PNum	Project Name	Phase	Budget	Expend	Balance	FHWA Date	FHWA-Day	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	7584	21-Mar-16	1295
WARNING!!	Under \$50k	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	ROW	\$6,642,325	(\$6,642,247)	\$78	12-Jul-05	5200	30-Sep-07	4390
WARNING!!	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	979	14-Dec-18	297
WARNING!!	Under \$200k	NFR	Loveland	SHO M830-092	Various Loveland Left Turn Signals	Design	\$54,000	\$0	\$54,000	01-May-18	524		0
WARNING!!	Over \$200k	NFR	Fort Collins	BRO M455-121	Spring Ck at Riverside (FCRVSD-S.2PRST)	Const.	\$1,444,500	(\$678,800)	\$765,700	26-Jul-18	438	19-Dec-18	292
WARNING!!	Over \$200k	NFR	Fort Collins	AQC M455-111	US287: Willox to SH 1 & Ped Bridge	Const.	\$892,565	\$0	\$892,565	09-Jan-19	271		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	1295
WARNING!!	Over \$200k	NFR	CDOT	C R400-361	Region 4 Traffic Mgmt. Center	Design	\$320,000	(\$7,899)	\$312,101		0	20-Aug-18	413

						Sub-Total	\$41,475,953	(\$38,280,470)	\$3,195,483				
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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	NH 0853-089	US34/85 Interchange Reconstruction	Design	\$3,000,000	(\$1,356,589)	\$1,643,411	11-Apr-16	1274	30-Sep-19	7
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	1209	02-May-19	158
FHWA OK	Over \$200k	NFR	CDOT	ER R400-322	PR SH60 & SH257 Structures	Const.	\$8,312,039	(\$8,039,457)	\$272,582	09-Aug-17	789	30-Sep-19	7
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-255	I-25 North: SH 402 to SH 14	Const.	\$290,216,265	(\$93,294,194)	\$196,922,071	08-Sep-17	759	01-Oct-19	6
FHWA OK	Over \$200k	NFR	CDOT	ER 0342-058	PR US 34D MP 13.75 to MP 14.71	Const.	\$3,332,847	(\$2,945,413)	\$387,434	21-Nov-17	685	08-Aug-19	60
FHWA OK	Over \$200k	NFR	Loveland	SHO M830-062	US287 & Orchards Shopping Center HES	Const.	\$300,000	(\$83,634)	\$216,367	17-Jan-18	628	02-May-19	158
FHWA OK	Over \$200k	NFR	Loveland	SAR M830-095	West 4th St Bike + Ped Safety Improve	Const.	\$374,000	(\$52,581)	\$321,419	06-Aug-18	427	12-Sep-19	25
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	423	25-Jul-19	74
FHWA OK	Over \$200k	NFR	Fort Collins	AQC M455-088	Jefferson Street/SH14 Improvements	ROW	\$526,100	(\$104,041)	\$422,059	27-Aug-18	406	09-Aug-19	59
FHWA OK	Over \$200k	NFR	Greeley	AQC M570-048	10th Street in Greeley: Phase II	Const.	\$2,835,446	(\$211,912)	\$2,623,534	01-Feb-19	248	25-Jul-19	74
FHWA OK	Over \$200k	NFR	Evans	STU M415-013	US85 Access Control at 31st	Const.	\$777,283	\$0	\$777,283	08-Apr-19	182		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	171		0
FHWA OK	Over \$200k	DR&NF	CDOT	NHPP 0253-273	I-25 Express Lanes Segment 5 & 6 CP1	Const.	\$21,170,879	\$0	\$21,170,879	31-Jul-19	68		0
FHWA OK	Over \$200k	NFR	Milliken	TAP M887-006	West Alice + Inez Blvd Ped Impmnt	Const.	\$416,875	\$0	\$416,875	26-Aug-19	42		0
FHWA OK	Over \$200k	NFR	Loveland	BRO M830-091	8th St Bridge (LOV1825W.8th St) Recon	Const.	\$1,046,500	\$0	\$1,046,500	26-Aug-19	42		0
FHWA OK	Over \$200k	NFR	Loveland	STU M830-094	US 34 Widening Boise Ave to I25	Const.	\$3,225,027	\$0	\$3,225,027	17-Sep-19	20		0
FHWA OK	Over \$200k	NF&UF	CDOT	C 0853-110	US85 ROW Settlement Agreement	ROW	\$26,852,374	(\$1,760,696)	\$25,091,678		0	30-May-19	130
FHWA OK	Over \$200k	NFR	CDOT	BR R400-354	Little-T Channel Work and SH 60 Resurf	Const.	\$542,100	(\$194,703)	\$347,397		0	16-Jul-19	83
FHWA OK	Over \$200k	NFR	CDOT	NHPP 0253-270	I-25 Express Lanes SH7 to SH1	Utility	\$1,051,308	\$0	\$1,051,308		0	29-Aug-19	39
FHWA OK	Over \$200k	NFR	CDOT	C 2571-013	SH257 & 392:Windsor Curb Ramps	Const.	\$753,026	(\$215,209)	\$537,817		0	20-Sep-19	17
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	Const.	\$6,971,536	(\$1,578,664)	\$5,392,872		0	30-Sep-19	7
FHWA OK	Over \$200k	NFR	CDOT	FBR 060A-022	SH 60 Over the South Platte River	Const.	\$8,765,272	(\$7,552,505)	\$1,212,767		0	30-Sep-19	7
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-255	I-25 North: SH 402 to SH 14	ROW	\$32,418,419	(\$12,701,014)	\$19,717,405		0	30-Sep-19	7
FHWA OK	Over \$200k	DR&NF	CDOT	C C030-077	I-25 E Parallel Arterial DES: SH66-US34	Design	\$1,000,000	(\$179,440)	\$820,560		0	30-Sep-19	7
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-261	I-25 North: Prospect - Bridge Enterprise	Const.	\$18,483,675	(\$1,951,432)	\$16,532,243		0	01-Oct-19	6
FHWA OK	Over \$200k	NFR	CDOT	FBR 0253-263	I-25 North: Hillsboro-Bridge Enterprise	Const.	\$3,582,614	(\$2,057,203)	\$1,525,411		0	01-Oct-19	6
FHWA OK	Over \$200k	NFR	CDOT	NHPP 0253-270	I-25 Express Lanes SH7 to SH1	ROW	\$12,000,000	(\$9,800)	\$11,990,200		0	01-Oct-19	6
FHWA OK	Over \$200k	NFR	CDOT	IM 0253-255	I-25 North: SH 402 to SH 14	Utility	\$2,062,914	(\$322,361)	\$1,740,553		0	03-Oct-19	4
FHWA OK	Over \$200k	NFR	CDOT	NHPP 0253-270	I-25 Express Lanes SH7 to SH1	Design	\$23,000,000	(\$3,670,184)	\$19,329,816		0	03-Oct-19	4
FHWA OK	Over \$200k	NFR	Fort Collins	STU M455-118	Horsetooth & College Intersection Impv	Design	\$554,693	(\$336,902)	\$217,792		0	04-Oct-19	3
FHWA OK	Over \$200k	NFR	Fort Collins	STU M455-118	Horsetooth & College Intersection Impv	Const.	\$2,845,307	\$0	\$2,845,307		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	CDOT	FBR 0253-261	I-25 North: Prospect - Bridge Enterprise	ROW	\$1,758,700	\$0	\$1,758,700		0		0

FHWA Inactive Projects NFRMPO

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 Improvements	Misc.	\$7,000,000	\$0	\$7,000,000		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	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	\$533,539,367	(\$167,272,683)	\$366,266,684
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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	IM 0253-255	I-25 North: SH 402 to SH 14	Design	\$5,914,215	(\$5,796,137)	\$118,078	07-Sep-16	1125	02-Oct-19	5
FHWA OK	Under \$200k	NFR	CDOT	NH 0341-091	US 34 PEL Glade Road to Kersey	Design	\$2,512,000	(\$2,394,688)	\$117,312	09-Sep-16	1123	19-Sep-19	18
FHWA OK	Under \$200k	NFR	Loveland	AQC M830-086	Loveland Traffic Optimization	Const.	\$380,000	(\$188,005)	\$191,995	21-Dec-18	290	29-Aug-19	39
FHWA OK	Under \$200k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	Utility	\$451,707	(\$313,877)	\$137,830		0	09-Jul-19	90
FHWA OK	Under \$200k	NFR	CDOT	FBR 060A-022	SH 60 Over the South Platte River	ROW	\$253,200	(\$169,661)	\$83,539		0	30-Sep-19	7
FHWA OK	Under \$200k	NF&UF	CDOT	FSA 0253-258	I-25: SH 14 North Cable Rail	Design	\$150,000	(\$93,481)	\$56,519		0	30-Sep-19	7
FHWA OK	Under \$200k	NFR	Loveland	CC 402A-011	SH 402 Access Control Plan	Misc.	\$182,059	\$0	\$182,059		0		0

	Sub-Total	\$9,843,181	(\$8,955,850)	\$887,331
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Projects with unexpended balances under \$50k with activity in the last 36 months (FHWA §630.106 (5)(iii))

FHWA OK	Under \$50k	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	Const.	\$28,936,200	(\$28,891,281)	\$44,919	18-Sep-15	1480	09-Jul-19	90
FHWA OK	Under \$50k	NFR	CDOT	IM 0253-242	Crossroads Bridge Replacement @ I-25	Utility	\$279,601	(\$262,686)	\$16,915	04-Apr-16	1281	29-Aug-18	404
FHWA OK	Under \$50k	NFR	CDOT	ER 0342-058	PR US 34D MP 13.75 to MP 14.71	ROW	\$200,000	(\$156,758)	\$43,242	02-Aug-16	1161	02-Oct-19	5
FHWA OK	Under \$50k	NFR	CDOT	ER R400-322	PR SH60 & SH257 Structures	Utility	\$86,580	(\$59,501)	\$27,079	23-Sep-16	1109	21-Feb-19	228
FHWA OK	Under \$50k	NFR	Windsor	TAP M377-006	Great Western Trail - Windsor	Design	\$195,276	(\$193,346)	\$1,930	21-Jun-17	838	20-Sep-19	17
FHWA OK	Under \$50k	NFR	Milliken	TAP M887-006	West Alice + Inez Blvd Ped Impmnt	Design	\$130,219	(\$108,502)	\$21,717	31-Oct-17	706	04-Jun-19	125
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	464
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	433
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	395
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	190
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	165
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	152
FHWA OK	Under \$50k	NFR	CDOT	FBR 0253-263	I-25 North: Hillsboro-Bridge Enterprise	ROW	\$22,086	(\$32)	\$22,054		0	30-Jun-19	99
FHWA OK	Under \$50k	NFR	CDOT	FBR 0253-247	I25 at Vine Drive Bridge Replacement	ROW	\$234,190	(\$215,361)	\$18,829		0	31-Jul-19	68
FHWA OK	Under \$50k	NFR	CDOT	IM 0253-246	I-25: Preventative Bridge Maint.	Design	\$26,000	(\$3,053)	\$22,947		0	30-Sep-19	7

	Sub-total	\$31,780,773	(\$31,429,524)	\$351,250
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	Grand Total	\$616,639,274	(\$245,938,526)	\$370,700,748
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