

Annual Listing of Federally Obligated Projects

FFY 2019 | October 1, 2018 - September 30, 2019

December 19, 2019



North Front Range
Metropolitan
Planning
Organization



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Effective Date: December 19, 2019

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Preparation of this document has been financed in part through grants from the Federal Highway Administration, the Federal Transit Administration, and the local member communities of the North Front Range MPO.

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Purpose of this Report

The purpose of this report is to identify Federal funding obligations in the North Front Range Metropolitan Planning Organization (NFRMPO) region that took place during Fiscal Year (FY) 2019, which covers October 1, 2018 to September 30, 2019.

The Federal Highway Administration (FHWA) defines “obligation” as a legal commitment by the Federal government “to pay or reimburse a State or other entity for the Federal share of a project’s eligible costs.”¹ Obligation occurs when FHWA approves the project and executes the project agreement, not when cash (or an electronic payment) is transferred. Obligated projects were not necessarily initiated or completed during this year. The obligated amounts reflected in this report also may not be equal to the final project cost.

Background

On December 4, 2015, President Obama signed into law Public Law 114-94, the [Fixing America’s Surface Transportation Act](#) (FAST Act). This federal transportation funding bill authorizes federal highway, highway safety, transit, and rail programs for five years from Federal Fiscal Years (FFY) 2016 through 2020. The FAST Act was preceded by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was enacted in 2012. The FAST Act represents the first long-term comprehensive surface transportation legislation since the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act in 2005.

The NFRMPO is an association of 15 local governments made up of portions of Larimer and Weld counties, the cities of Evans, Fort Collins, Greeley, and Loveland, and the towns of Berthoud, Eaton, Garden City, Johnstown, LaSalle, Milliken, Severance, Timnath, and Windsor. A representative of the State’s Transportation Commission and Colorado Department of Public Health and Environment’s (CDPHE) Air Pollution Control Division (APCD) is appointed to serve on the NFRMPO’s Council, officially named the North Front Range Transportation & Air Quality Planning Council (NFRT&AQPC).

Every Metropolitan Planning Organization is responsible for planning, programming, and coordinating federal transportation investments, along with its partners from state and federal governments and public transit operators. The NFRMPO develops its programs by working with elected officials, staff from local governments, and the public, through a committee system where the committee and Council discuss various issues and make recommendations. During 2019, the NFRMPO active committees included the Finance Committee, HR Committee, and Technical Advisory Committee (TAC). Working committees and ad hoc groups are also created and appointed, as needs dictate.

Regional Transportation Plan

The NFRMPO develops and maintains a corridor-based Regional Transportation Plan (RTP) with a minimum 20-year horizon. Only projects requiring air quality conformity are identified and modeled. The vision plan and the fiscally constrained plan identify corridor-level improvements, providing greater flexibility during project selection. The fiscally constrained portion of the RTP identifies the regionally significant, multimodal transportation projects which can be implemented by the planning horizon year with financial resources reasonably anticipated to be available. Federal law requires the RTP be updated

¹ Funding Federal-Aid Highways. <https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/04.cfm>. January 2017.

at least every four years in nonattainment or maintenance areas. The applicable RTP for this document is the [2045 RTP](#). The NFRT&AQPC adopted the [2045 RTP](#) on September 5, 2019.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the adopted list of regionally significant and federally-funded roadway, bicycle, pedestrian, and transit projects programmed in the region over the next four years. Projects in the TIP must be consistent with the RTP vision for each corridor, if applicable, before they can be programmed.

Federal rules require the TIP be updated at least every four years, including specific projects and funding pools. In accordance with federal requirements, the NFRMPO's TIP covers at least a four-year period.

The TIP currently in effect is the FY2019-2022 TIP, which was adopted by the NFRT&AQPC on June 7, 2018. Projects included in the FY2019-2022 TIP were eligible to receive federal funds beginning July 1, 2018. The FY2020-2023 TIP, adopted by the NFRT&AQPC on June 6, 2019 and readopted on September 5, 2019, will become the effective TIP upon action by the State.

Public Involvement

The NFRMPO actively engages the public in the regional transportation planning process and embraces federal requirements that MPOs provide complete information, timely public notice, full public access to key decisions, and early and continuous involvement in developing the RTP, TIP, and other planning products. The NFRMPO's public involvement strategies include presenting information and educating the public, reaching out to protected and underrepresented populations, continually soliciting public input, facilitating the flow of information between the public and decision makers, and responding to public concerns. Public involvement strategies are discussed in depth in the [2019 Public Involvement Plan](#) (PIP), adopted by the NFRT&AQPC on March 7, 2019.

Obligation Report

The project-specific obligation tables in this report are organized by TIP funding category. Nearly all the projects listed in this report are featured individually in the NFRMPO's TIP documents, which are available at nfrmpo.org/tip/. Projects that are not identified individually in the TIP, known as "pool projects", are grouped based on funding type. Each project is listed in the obligation tables with the following information:

- ❖ The **STIP WBS ID** is the work breakdown structure identification number assigned to each project by CDOT and assists with the identification of projects across the TIP and STIP documents.
- ❖ The **Project Code Number** on highway-related projects is a tracking number assigned by CDOT for financial management purposes. The Federal Transit Administration (FTA) assigns an FTA Subgrant WBS/Project ID for Transit projects.
- ❖ The **Project Sponsor** is the lead agency responsible for initiating, managing and completing the project and, in many if not all cases, for providing matching funds.
- ❖ The **Federal Obligation** is the federal funding commitment made during the 2019 Federal fiscal Year (October 1, 2018 – September 30, 2019).
- ❖ The **Federal Request in TIP** identifies all federal funding programmed in current and/or previous TIPs. This information is not available for pool projects.

- ❖ The **Federal Funds Remaining** is federal funding programmed in the FY2019-2022 TIP for FY2020-FY2022. This information is not available for pool projects.

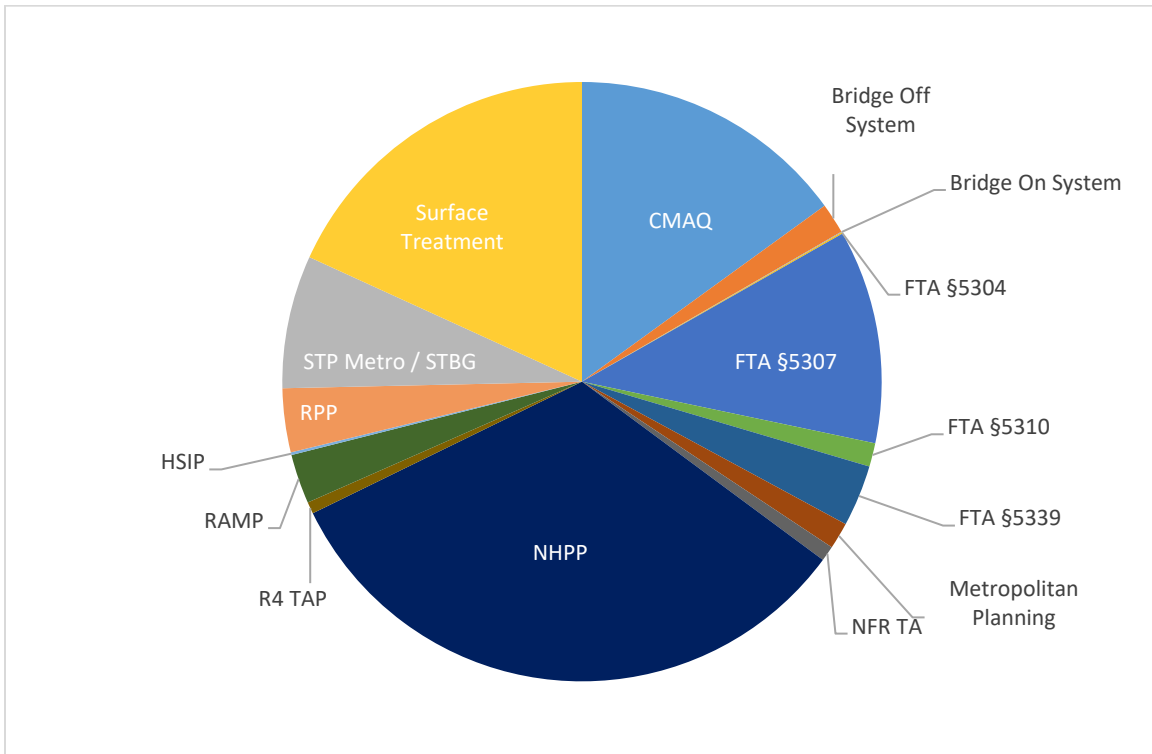
Some projects include funds from multiple TIP program categories; thus, one project line under one funding source does not necessarily equal the total obligated funding for that project. In these instances, the same project location description will appear in several funding sections of the project listing. For the total obligated in FFY2019 for the project, one must add the funding in each category.

This report also presents figures for reducing federal funds, which is called de-obligation. De-obligation occurs when CDOT reduces or removes a project's federal funds. De-obligation can occur for several reasons:

- ❖ Bids come in lower than the amount obligated for a project. If so, after the project bid is accepted, the federal funds are reduced and shown as a negative obligation.
- ❖ On Advance Constructed projects, amounts being obligated on such projects may need to be adjusted, resulting in the de-obligation of funds.
 - Advance construction allows projects to be funded with Federal-aid dollars at a later date.
- ❖ A project phase (e.g. right-of-way, design, or construction) is closed out causing funds remaining in that phase to be de-obligated. This action must happen before the funds can be obligated to another phase of the same project.
- ❖ After a project has been completed and all bills have been paid, any remaining obligation authority is returned to the Federal government and shown as a de-obligation, or negative number.
- ❖ If a project will not be completed and federal funds were previously obligated, funds for the project are de-obligated.

The following charts and tables are based on records obtained from CDOT, FTA, and/or local transit agencies as the NFRMPO does not participate directly in the obligation process.

FFY2019 Program Summary



Funding Program	Percent of Total Obligation	Federal Obligation
Bridge Off System	1.6%	\$944,811
Bridge On System	0.0%	(\$25,883)
Congestion Mitigation and Air Quality (CMAQ)	15.0%	\$8,633,741
Highway Safety improvement Program (HSIP)	0.1%	\$83,634
Metropolitan Planning	1.4%	\$824,252
National Highway Performance Program (NHPP)	32.7%	\$18,761,046
Regional Priority Program (RPP)	3.4%	\$1,978,855
STP Metro /STBG	7.2%	\$4,122,727
Surface Treatment	18.2%	\$10,455,334
Transportation Alternatives	0.8%	\$471,130
Region 4 Transportation Alternatives Program (TAP)	0.6%	\$363,270
RAMP	2.7%	\$1,533,591
FTA §5304	0.1%	\$40,000
FTA §5307	11.5%	\$6,629,740
FTA §5310	1.3%	\$730,175
FTA §5339	3.3%	\$1,906,648
Total:	100.0%	\$57,453,071

FFY2019 Listing of Federally Obligated Projects

FHWA Funding

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
Bridge – Off State System						
SR46601.027	20825	Spring Ck at Riverside (FCRVSDE-S.2PRST)	City of Fort Collins	\$543,040	N/A	N/A
SR46601.024	20823	Big Thomp. River at CR19E (LR19E-0.5-20)	Larimer County	\$72,100	N/A	N/A
SR46601.028	20888	Bridge Replace Lov1050 Taft Ave	City of Loveland	\$329,671	N/A	N/A
Bridge – On State System						
SR46598.058	21542	US287 - Spring Creek	CDOT Region 4	(\$25,883)	N/A	N/A
Congestion Mitigation & Air Quality (CMAQ)						
SNF5173.015	16525	Jefferson Street/SH14 Improvements	City of Fort Collins	\$86,136	\$1,000,000	\$0
SNF5173.037	18119	Loveland I-25/US34/Crossroads VMS	City of Loveland	\$80,542	\$370,000	\$0
SNF5173.046	19561	US287: Willox to SH 1 & Ped Bridge	City of Fort Collins	\$44,370	\$175,000	\$0
SNF5173.051	20617	Loveland Traffic Optimization	City of Loveland	\$59,600	\$380,000	\$0
SNF5173.055	22260	Weld County Fast Fill Station	Weld County	\$512,557	\$961,000	\$0
SNF5788.035	20389	10th Street in Greeley: Phase II	City of Greeley	\$12,150	\$1,000,000	\$0
SSP4428.012	21506	I-25 North: SH 402 to SH 14	CDOT Region 4	\$3,640,000	\$3,640,000	\$0

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
SST7007.013	21278	LARIMER CO FY16-19 CMAQ NFRMPO CNG	Larimer County	\$234,386	\$384,000	\$0
SST7007.005	CO-2019-018-01	E Bus Purchase	City of Fort Collins	\$775,000	\$775,000	\$0
SST7007.005	CO-2019-001-01	CNG Bus Purchase	City of Fort Collins	\$3,189,000	\$3,189,000	\$0
Highway Safety Improvement Program (HSIP)						
SR46666.053	19060	US287 & Orchards Shopping Center HES	City of Loveland	\$83,634	N/A	N/A
Metropolitan Planning						
SST5274.006	22114	FY 2018 DTD NFRMPO CPG	CDOT	\$678,366	N/A	N/A
SST5274.006	22685	FY 2019 DTD NFRMPO CPG	CDOT	\$145,886	N/A	N/A
National Highway Performance Program (NHPP)						
SR45001.019	12372	US 287:SH1 to LaPorte Bypass	CDOT Region 4	\$11,940,035	N/A	N/A
SR45218.129	19164	US34/85 Interchange Reconstruction	CDOT Region 4	\$1,000,000	\$800,000	\$0
SSP4428.001	21506	I-25 North: SH 402 to SH 14	CDOT Region 4	\$5,821,011	\$88,800,000	\$0
Regional Priority Program (RPP)						
SR46600.053	21444	US 34 PEL Glade Road to Kersey	CDOT Region 4	\$1,978,108	\$1,831,000	\$0
SNF3392.999	12509	SH402: US 287 to I-25 (Loveland)	CDOT Region 4	\$747	\$2,362,000	\$0
STP Metro / Surface Transportation Block Grant (STBG)						
SNF5788.038	20148	65th Ave: US34 Bypass to 37th Ave	City of Greeley	\$1,482,054	\$435,000	\$0

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
SNF5788.041	20619	65th Ave Widening - Evans	City of Evans	\$673,583	\$1,424,000	\$0
SNF5788.043	20611	Collins St. Resurfacing - Eaton	Town of Eaton	\$104,000	\$104,000	\$0
SSP4428.004	20575	Crossroads Bridge Replacement @ I-25	CDOT Region 4	\$1,820,483	\$2,000,000	\$0
SST7005.006	22152	FY 2018 DTD NFRMPO STP-METRO FOR PLANNING	CDOT	\$42,607	N/A	N/A
RAMP						
SR45001.002	19889	SH14 / Greenfield Ct Frontage Rd	Larimer County	\$1,533,591	\$1,596,000	\$0
Surface Treatment						
SR45218.174	19185	US 85 Resurface Ph-I, & SH 392 Intersection	CDOT Region 4	\$8,278,133	N/A	N/A
SR45218.179	20844	US 34D Overlay and Bridge Work	CDOT Region 4	\$579,704	N/A	N/A
SR45218.183	20945	SH-14 Resurface Ft Collins, Lemay to I-25	CDOT Region 4	\$1,597,497	N/A	N/A
CDOT Region 4 Transportation Alternatives Program						
SR47020.029	21889	West Alice + Inez Blvd Ped Improvement	Town of Milliken	\$86,802	N/A	N/A
SR47020.005	20661	Long View Corridor Trail	Larimer County	\$22,991	N/A	N/A
SR47020.025	19561	US287: Willox to SH 1 & Ped Bridge	Larimer County	\$6,823	N/A	N/A
SR47020.027	21887	Poudre Trail Flood Damage	Weld County	\$246,654	N/A	N/A
NFR Transportation Alternatives Program						

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
SNF5095.002	20613	Great Western Trail - Windsor	Towns of Windsor, Severance, and Eaton	\$52,130	\$965,000	\$0
SR47020.016	20667	Sheep Draw Trail 2016	City of Greeley	\$419,000	\$200,000	\$0

FTA Funding

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
FTA §5304 – Statewide Planning						
SST6728.005	18-04-2025.NFRT.441 SAP PO: 491001883 BUDGET-012697	Larimer County Senior Transportation Implementation Plan	NFRMPO	\$40,000	\$40,000	\$0
FTA §5307 - Urbanized Area Formula Program						
SST6741.111	CO-2019-027-01 CO-2019-027-04 CO-2019-027-05 CO-2019-027-06 CO-2019-027-07 CO-2019-027-08	Maintain, Repair & Replace Assets	City of Fort Collins	\$2,042,047	\$1,936,000	\$0
SST6741.086	CO-2019-027-02	Demand Response Paratransit Service	City of Fort Collins	\$400,000	\$450,000	\$0
SST6741.101	CO-2019-027-03	Fixed Route Operations	City of Fort Collins	\$2,000,000	\$2,116,000	\$0
SST6741.112, SST6741.113, SST6741.114	CO-2019-008-00	FY2018 5307/Fixed Route Operating, Paratransit Operating & Preventive Maintenance	City of Greeley	\$2,187,693	\$2,500,000	\$312,307

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
FTA §5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program						
SST6731.024	CO-2019-005-01	Access A Cab (Dial A Taxi) Program	City of Fort Collins	\$195,314	\$195,000	\$0
SST6731.024	CO-2019-031-01 CO-2019-031-02	Good/Services for Seniors and People with Disabilities	City of Fort Collins	\$424,496	\$425,000	\$0
SST6732.013	Award-012593, BUDGET-008569, PO 491001436	5310 Cutaway Replacement	City of Greeley	\$83,365	\$83,000	\$0
SST6732.007	19-10-1061.NFRT.117 SAP PO: 491001824 BUDGET-012681	NFRMPO Mobility Management	NFRMPO	\$27,000	\$27,000	\$0
FTA §5339 - Bus and Bus Facilities Program						
SST7066.022	CO-2019-009-01	Remaining Bus Wash Improvements	City of Fort Collins	\$205,000	\$357,000	\$0
SST7066.026	CO-2019-009-02	MAX Station Pavers	City of Fort Collins	\$10,444	\$10,000	\$0
SST7066.005	CO-2019-009-03	Concrete Repair at Transfort Facilities	City of Fort Collins	\$161,367	\$162,000	\$0
SST7066.028	CO-2019-020-01	Repair/Replace/Enhance projects related to Facilities/Rolling Stock/Technology	City of Fort Collins	\$554,716	\$555,000	\$0
SST7064.026	Award-017442, BUDGET-012281, PO 491001733	NFR - GET 40' Bus Replacement - 2018 5339(a) One Replacement Bus (40')	City of Greeley	\$458,537	\$459,000	\$0
SST7064.029	Award-019875, BUDGET-013545, PO 491001935	NFR - GET Cutaway Vehicle Replace & CNG Region Bus Expansion - 2019 5339a	City of Greeley	\$516,584	\$517,000	\$0

Appendix A: Highway Funding Pool Descriptions

Bridge – Off State System funds the rehabilitation, widening, or the total replacement of deficient bridges located on either county roads or municipal streets. Their eligibility is determined by evaluating their structural and functional conditions.

Bridge – On State System funds the rehabilitation, widening, or the total replacement of deficient bridges located on the State Highway System. Their eligibility is determined by evaluating their structural and functional conditions.

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

Highway Safety Improvement Program (HSIP) funds are used to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Metropolitan Planning funds are also allocated by formula and assist MPOs with the continuing, cooperative, and comprehensive planning processes that produce periodic updates of their long-range, multi-modal RTPs and short-range TIPs, along with related studies. The MPO's Unified Planning Work Program (UPWP) addresses a wide range of tasks which use Metropolitan Planning funds.

National Highway Performance Program (NHPP) provides funds for the condition and performance of the National Highway System (NHS) and for the construction of new facilities on the NHS.

RAMP (Responsible Acceleration of Maintenance and Partnerships) is a CDOT program that finances multi-year projects on year of expenditure, rather than saving for the full amount of a project before construction begins. Although RAMP is not a funding source, it is used to categorize projects in the TIP and STIP.

Regional Priority Program (RPP) funds construction, widening, and reconstruction on roadways on the State Highway System. RPP is a CDOT program that provides flexible funding to each CDOT region. The program is funded through state highway funds and federal reimbursement for eligible expenditures. The Non-Regionally Significant RPP funds are for projects not considered to be of appropriate scale for individual identification in the TIP and STIP and are instead grouped together.

State Planning and Research (SPR) funds support statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation research activities throughout the State.

Surface Transportation Block Grant (STBG) was authorized under the FAST Act and replaces the STP Metro program. The STBG program provides flexible funding for a variety of projects, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads. STBG includes set-asides for Transportation Alternatives, State Planning and Research, and Off System Bridges.

Surface Transportation Program – Metro (STP Metro) was a funding program available prior to the FAST Act. STP Metro provided flexible funding for a variety of projects, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads. The FAST Act replaced the STP Metro program with the Surface Transportation Block Grant program.

Surface Treatment funds are used by CDOT to repave and resurface the State Highway System. These projects are intended to address recommendations from the statewide pavement management system.

Transportation Alternatives (TA), also known as the TA Set-Aside, was authorized under the FAST Act and replaces the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant program (STBG). The TA Set-Aside authorizes funding for smaller-scale programs and projects including pedestrian and bicycle facilities, recreational trails, Safe Routes to School (SRTS) projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Appendix B: Transit Funding Pool Descriptions

FTA §5304 – Statewide Planning provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

FTA §5307 – Urbanized Area Formula Program funding is distributed by formula to transit agencies in urban areas over 50,000 in population and can be used for transit studies, capital investment in buses and fixed guideway systems, construction and maintenance of passenger facilities, and security equipment. §5307 can cover operating costs in urban areas with populations under 200,000 and small bus systems operating in larger areas.

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

FTA §5339 - Bus and Bus Facilities Program provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Eligible recipients include designated recipients and states that operate or allocate funding to fixed-route bus operators, and public or nonprofit agency sub recipients engaged in public transportation, including those providing services open to a segment of the general public as defined by age, disability, or low income.