

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
January 15, 2020
1:00 – 3:30 p.m.

- 1. Call Meeting to Order, Welcome, and Introductions**
 - 2. Public Comment (2 minutes each)**
 - 3. Approval of December 18, 2019 Meeting Minutes (Page 2)**
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CONSENT AGENDA

- 1) 2016-2020 NFRMPO Safety Performance Targets (Page 6) Cunningham

ACTION ITEMS

- 2) Transfort FY2020 Program of Projects (POP) (Page 8) Annabelle Phillips, Transfort
- 3) January 2020 TIP Amendment (Page 20) Cunningham

PRESENTATIONS

No items this month.

DISCUSSION ITEM

- 4) 10-Year Strategic List of Projects Work Session (Page 24) Karasko

OUTSIDE PARTNER REPORTS

- 5) NoCo Bike & Ped Collaborative ***Handout***
- 6) Regional Transit Agencies
- 7) Senior Transportation
- 8) Regional Air Quality Council

REPORTS

- 9) Bike and Ped Counter Updates (Page 27) ***Written Report***
 - 10) Mobility Committee Updates (Page 32) ***Written Report***
 - 11) Q4 TIP Modifications (Page 34) ***Written Report***
 - 12) Federal Inactives Report ***Handout***
 - 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: February 19, 2020**

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Windsor Recreation Center - Pine Room
250 North 11th Street
Windsor, CO
December 18, 2019
1:04 – 3:35 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice-Chair – Severance
Dawn Anderson – Weld County
Allison Baxter – Greeley
Brad Buckman – Fort Collins
Marco Carani - Johnstown
Aaron Bustow – FHWA
Eric Fuhrman - Timnath
Omar Herrera – Windsor
Mark Oberschmit – Evans
Karen Schneiders – CDOT
Eric Tracy – Larimer County

NFRMPO STAFF:

AnnaRose Cunningham
Alex Gordon
Becky Karasko
Suzette Mallette

TAC MEMBERS ABSENT:

Amanda Brimmer – RAQC
Stephanie Brothers – Berthoud
Rick Coffin – CDPHE-APCD
Pepper McClenahan - Milliken
Jeff Schreier – Eaton
Ranae Tunison – FTA
Town of LaSalle

IN ATTENDANCE:

Darren Davis – GET
Candice Folkers - COLT
Katie Guthrie – City of Loveland
Elizabeth Relford - Weld County
Jake Schuch – CDOT
Michael Snow - CDOT

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:04 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE NOVEMBER 20, 2019 TAC MINUTES

Schneiders moved to approve the November 20, 2019 TAC minutes. Nelson seconded the motion, which was approved unanimously.

CONSENT AGENDA

FY2019 TIP Project Delay Review & Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision -
Nelson moved to approve the consent agenda. Anderson seconded the motion, which was approved unanimously.

ACTION ITEMS

Election of 2020 TAC Officers – Karasko noted Klockeman has been TAC Chair for two years and is term-limited. Anderson nominated Nelson as TAC Chair. Fuhrman seconded the motion, which was approved unanimously. Nelson nominated Eric Tracy for Vice-Chair. Fuhrman seconded the motion, which was approved unanimously. Karasko presented Klockeman with a plaque to thank him for his tenure.

PRESENTATION

Poudre Express – Darren Davis, GET presented on the history of Poudre Express. Davis thanked the partners who made the program start. The route was decided based on a regional demand. Currently, there are about 3,000 people who commute between Fort Collins and Greeley to work at or attend University of Northern Colorado (UNC) and Colorado State University (CSU). Davis noted the route will be data driven, with GET staff analyzing ridership and which stops are the most popular. Press and outreach have begun. The route will begin with seven roundtrips per day. Updates to the buses include different exterior signage and advertising, updated flooring, cushier seats, and Wi-Fi. Davis stated GET has a goal to extend Wi-Fi to all buses in the fleet. A training service ran on December 10 and was open to the public. Davis noted the Poudre Express is free for the month of January 2020. More information on the service is available at the GET website. Davis also noted there will be a Guaranteed Ride Home program, where individuals can sign up in advance for a reimbursement program providing rides home when the bus does not operate.

Mallette asked about where to buy passes to ride the bus. Davis noted the region is working on a regional pass, but it has not been approved yet. Mallette asked how Poudre Express is funded. Davis said community partners (FC, Windsor, Greeley, CSU) and FASTER funds.

Schneiders asked how GET will define success for this route. Davis said 15 riders per hour is the overall goal as well as the safe operation of the service. In addition, having riders from Windsor is a success because they do not currently have any transit options.

Expansion of NFRMPO Mobility Program – Gordon reiterated the history of the project and showed the video from the National Aging and Disability Transportation Center (NADTC). Anderson asked to be included in joint Larimer County and Weld County meetings once they happen. Baxter asked about the purpose of the Call Center. Gordon explained the Call Center staff would counsel the caller on what options would exist. Anderson asked about the implementation timeline. Mallette responded the program would start as soon as possible. Mallette also mentioned performance measures, which will be taken to Planning Council at their January 2, 2020 meeting.

Southwest Chief & Front Range Passenger Rail Update – Karasko noted there was a Southwest Chief & Front Range Passenger Rail Commission (SWC&FRPRC) meeting held on December 13, 2019. Karasko stated Andy Karsian, CDOT Legislative Liaison, came to the December Planning Council meeting to present four governance options. Planning Council recommended pursuing the legislative framework and enabling legislation option. The SWC&FRPRC discussed options, including a new hybrid option with the legal framework for only the I-25 and I-70 corridors. The SWC&FRPRC's consultants will come back with more information about the hybrid legislation. Karasko stated SWC&FRPRC meetings have been moved due to STAC date changes.

DISCUSSION

10-Year List of Strategic Projects – Karasko noted Renae Steffen from the NFRMPO office sent a meeting invitation to the January 16, 2020 Work Session. Karasko reviewed the schedule and the Transportation Commission criteria. No funding has been identified for these projects specifically, but there is \$500M available statewide. Schneiders noted there will be a set-aside for rural paving and multimodal options. Mallette noted the List of Strategic Projects will go to CDOT Region 4 for review. Bustow highlighted that a TIP amendment

will be required for any project on the List of Strategic Projects moved into the TIP-years. Bustow asked how new TIPs will handle the List of Strategic Projects. Schneiders noted the TIP will drop the first year and add the next year.

Bustow asked for an explanation of Level of Safety Service (LOSS). Schneiders responded LOSS scores the severity of safety issues and is used in FASTER Safety project scoring. Schuch noted the score is based on type of road and state highway crash data. Nelson stated the projects are on state systems and should use state process.

TAC members agreed the mobility definition, economic vitality definition, asset management, and regional priority definitions are adequate. TAC members discussed the strategic nature scoring criteria and whether it includes project readiness. The group discussed whether local match impacts the strategic nature or project readiness. Snow stated local match is not required for these projects. Mallette stated Transportation Commissioner Bracke stated projects should be sustainable, specifically in being multimodal.

TAC members discussed potential score weighting. Klockeman suggested bringing locally prioritized projects to the Planning Council. Anderson stated the group should look at regional priorities. Snow noted it might not be worth prioritizing every project, because it will be updated periodically.

Mallette suggested using a dot-exercise to prioritize projects: first round voting would have six dots then second round would have two. This would reduce the number of projects overall but would highlight local priorities. Baxter asked to remove multipliers and change “weights” to “maximum scores”. Karasko will update readiness score criteria, including changing “local match” to “funding”. Mallette asked TAC members to talk to their Planning Council members prior to the Work Session on January 16.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Guthrie reported NoCo held their December meeting and had a facilitated discussion on the vision, goals, and objectives of the Collaborative. The next meeting will be held in Loveland and will feature an MPO 101 presentation.

Regional Air Quality Council – No report.

Regional Transit Agencies – Schneiders reported Snowstang is up and running. Klockeman noted the Centerra Park-n-Ride/Mobility Hub was shown at the December 2019 Planning Council meeting.

Senior Transit Items – No report.

REPORTS

2020 TAC Meeting Calendar – Karasko stated the calendar was included in the TAC packet.

ROUNDTABLE

Karasko noted MMOF local match relief requests are due to her by Friday, December 20; applications for projects on the State Highway system should be submitted for CDOT review by January 13; and a Doodle Poll for the Scoring Committee will be sent out for the week of February 10. Participation on the Scoring Committee is required for any community submitting a project. Karasko requested TAC members provide updated local match contacts. Karasko will send out meeting invitations for 2020 TAC meetings.

Schneiders reported there will be five in-depth trainings held in Fort Morgan, Sterling, Burlington, and CDOT Region 4 headquarters. NFRMPO staff will attend the training at CDOT R4 headquarters on January 7. Schneiders noted RSVPs are not required.

Mallette reported Planning Council tasked her to develop MPO 101 trainings, which will be quick videos to put on website. These trainings will help train new TAC and Planning Council members.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Meeting adjourned at 3:35 p.m.

Meeting minutes submitted by:

Alex Gordon, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, January 15, 2020 at the Windsor Recreation Center, Pine Room.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
January 15, 2020	2016-2020 NFRMPO Targets for Safety Performance Measures **CONSENT**	AnnaRose Cunningham
Objective/Request Action		
To discuss supporting the 2016-2020 statewide targets set by the Colorado Department of Transportation (CDOT) for the five federally required Highway Safety Performance Measures by agreeing to plan and program projects to contribute toward accomplishment of those Targets.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2016-2020 time period by February 27, 2020. CDOT set statewide Targets for 2016-2020 for the National Safety Measures in August 2019. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or B. Set Targets specific to the NFRMPO region. <p>The statewide Targets set by CDOT for the 2016-2020 time period include:</p> <ul style="list-style-type: none"> • Number of Fatalities – 618 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.143 • Number of Serious Injuries – 3,271 • Rate of Serious Injuries per 100M VMT – 6.075 • Number of Non-motorized Fatalities and Serious injuries – 670 		
Committee Discussion		
TAC discussed the 2016-2020 safety targets at their November 20, 2019 meeting. The discussion included questions about penalties for not achieving the targets, whether data is available to set region specific targets, and what targets the NFRMPO has set in prior years. Targets set by CDOT and NFRMPO for the past two years are included in Table 1 . The targets were discussed at Planning Council at their January 9, 2020 meeting.		
Supporting Information		
<ul style="list-style-type: none"> • There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets. • The NFRMPO and CDOT must set Targets for the five Safety Performance Measures annually. • The NFRMPO's Targets for 2016-2020 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP). • The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the <i>2014 Colorado Strategic Highway Safety Plan</i>. While Colorado and CDOT are still endeavoring to move toward zero deaths and injuries, the federally required Targets are established for the purposes of national Target setting and are done so with the Moving Toward Zero Deaths vision in mind but also in accordance with the FHWA requirements for Target setting. 		
Advantages		
Adopting the State's Targets aligns the NFRMPO with the statewide Targets and requires less staff time than setting Targets specific to the NFRMPO.		
Disadvantages		
State Safety Targets do not reflect performance specific to the NFRMPO region.		
Analysis/Recommendation		
Staff recommends setting Targets by supporting the CDOT statewide Safety Targets for the 2016-2020 time period and agreeing to plan and program projects to contribute toward accomplishment of those Targets.		
Attachments		
<ul style="list-style-type: none"> • Table 1: Safety Performance Measure Statewide Targets 		

Table 1. Safety Performance Measure Statewide Targets

Measure	2014-2018 Set by CDOT & NFRMPO	2015-2019 Set by CDOT & NFRMPO	2016-2020 Set by CDOT
Fatalities	610	644	618
Fatality Rate	1.2	1.21	1.143
Serious Injuries	3,350	2,909	3,271
Serious Injury Rate	6.79	5.575	6.075
Non-Motorized Fatalities and Serious Injuries	586	514	670

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
January 15, 2020	FY2020 Program of Projects (POP)	Annabelle Phillips Transfort
Objective/Request Action		
Recommend approval of TIP amendments for the Program of Projects (POP) for Federal Fiscal Year (FFY) 2020 FTA sections 5307, 5310 and 5339 apportionment for the Fort Collins Transportation Management Area (TMA).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The City of Fort Collins/Transfort has planned the following Program of Projects for FFY 2020 Federal Transit Administration (FTA) Section's 5307, 5310 & 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.</p> <p>Fort Collins works with other TMA members to develop a distribution of available funds and identify the projects to be funded.</p> <p>Of particular note with the FY20 funding:</p> <ul style="list-style-type: none"> • A public meeting was held from 10 -11 am at the Downtown Transit Center in Fort Collins on December 20, 2019. Public notice of the meeting was published in the two primary TMA newspapers. • An online notice was on the Transfort website for two weeks with contact information to provide feedback. • City of Loveland Transit (COLT) will be coming in for FTA funds as a direct recipient in 2020. • Full FY20 apportionments have not yet been released, program funding amounts were estimated using FY19 full apportionments, less the estimated share for COLT. <p>Funding Exchange will remain in effect for Berthoud, NFRMPO and COLT 5310 funds.</p>		
Committee Discussion		
This is the first and only time TAC will discuss the FFY 2020 TMA POP for recommendation to Planning Council for approval.		
Supporting Information		
<p>There is a planning requirement under 49 USC Chapter 53 for designated recipients of FTA sections 5307, 5310, and 5339 funding to develop a POP for inclusion in the Transportation Improvement Program (TIP). A POP is a project list proposed by the Designated Recipient in cooperation with the MPO funded using the urbanized area's 5307, 5310, and 5339 apportionments.</p> <p>The POP includes a brief project description, including any sub-allocation among public transportation providers, total project costs, and the federal share for reach project.</p> <p>The responsibilities of the Designated Recipient are as follows:</p> <ul style="list-style-type: none"> • Allocate the relevant apportionment among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s). • Identify and select the projects that the MPO will include in a Metropolitan Transportation plan, TIP, long range statewide transportation plan, statewide transportation improvement program (STIP), and/or unified planning work program (UPWP) • Submit a grant application for the applicable Section POP and/or authorize other eligible applicants to apply for all or part of the apportionment, and notify FTA of such authorizations • Ensure the annual POP complies with the requirements that at least one percent is used for public transportation security projects unless all security needs are certified to have been met • Each Designated Recipient must verify that appropriate documentation of designation is on file with FTA and, if not, provide such documentation 		

The City of Fort Collins, with the assistance of the TMA members, developed a POP for each Section's funding. Fort Collins is submitting the POP for TAC approval. This item will be presented at the February 6, 2019 Planning Council meeting for approval and subsequent inclusion in the FY2020-FY2023 TIP and STIP.

Advantages

Complies with the public participation process as determined by 49 USC Chapter 35 and prepares or authorizes funding use by the various agencies.

Disadvantages

None noted.

Analysis/Recommendation

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have met all federal requirements as the Designated Recipient of these specific FTA funds. This includes posting public notice of the Program of Projects in TMA publications and holding a public meeting for comment.

Attachments

- FFY 2020 Program of Projects
- December 20, 2019 Public Hearing Public Notice
- FTA 5307, 5310 and 5339 Factsheets
- [FFY19 5307 Full Apportionment Notice](#)
- [FFY19 5310 Full Apportionment Notice](#)
- [FFY19 5339 Full Apportionment Notice](#)

Rev. 11/28/2018

2020 FTA SECTIONS 5307, 5310, & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

5307 - Estimated FY20 Apportionment - City of Fort Collins		\$ 3,662,234		Source of Funds (Federal and Local)		
Project Description	Project Sponser	Total Project Cost	Federal	Local	Local Match Requirement	
Maintain, Repair & Replace Assets	Fort Collins	\$ 1,732,015	\$ 1,385,612	\$ 346,403	20%	
1% Security Projects	Fort Collins	\$ 45,778	\$ 36,622	\$ 9,156	20%	
Capital Costs of Contracting	Fort Collins	\$ 1,000,000	\$ 400,000	\$ 600,000	60%	
Fixed Route Operating Expenses	Fort Collins	\$ 3,600,000	\$ 1,800,000	\$ 1,800,000	50%	
Onboard Ridership Survey	Fort Collins	\$ 50,000	\$ 40,000	\$ 10,000	20%	
	Total Project Costs - Fort Collins	\$ 6,377,793				
	Total Federal Costs - Fort Collins	\$ 3,622,234				

5310 - Estimated FY20 Apportionment - City of Fort Collins		\$ 217,267		Source of Funds (Federal and Local)		
Project Description	Project Sponser	Total Project Cost	Federal	Local	Local Match Requirement	
Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	\$ 271,584	\$ 217,267	\$ 54,317	20%	
	Total Project Costs - Fort Collins	\$ 271,584				
	Total Federal Costs - Fort Collins	\$ 217,267				

5339 - Estimated FY20 Apportionment - City of Fort Collins		\$ 380,453		Source of Funds (Federal and Local)		
Project Description	Project Sponser	Total Project Cost	Federal	Local	Local Match Requirement	
Repair/Replace/Enhance projects related to Rolling Stock, Facilities, and Technology	Fort Collins	\$ 475,566	\$ 380,453	\$ 95,113	20%	
	Total Project Costs - Fort Collins	\$ 475,566				
	Total Federal Costs - Fort Collins	\$ 380,453				



Transfort / Dial-A-Ride
6570 Portner Road
Fort Collins, CO 80522

970.221.6620
970.221.6285 - fax
fcgov.com

NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2020 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA final dollar amounts may change but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.

- FY20 Section 5307 approximate available funding: \$3,662,234
- FY20 Section 5310 approximate available funding: \$217,267
- FY20 Section 5339 approximate available funding: \$380,453

The Proposed Program of Projects (POP) includes:

5307 Program

- Maintain, Repair and Replace Assets: \$1,385,612 Federal, \$346,403 Local Match
- Security Projects: \$36,622 Federal, \$9,156 Local Match
- Capital Costs of Contracting: \$400,000 Federal, \$600,000 Local Match
- Fixed Route Operating Expenses: \$1,800,000 Federal, \$1,800,000 Local Match
- Onboard Ridership Survey: \$40,000 Federal, \$10,000 Local Match

5310 Program

- Goods and Services for Seniors and Individuals with Disabilities: \$217,267 Federal, \$54,317 Local Match

5339 Program

- Repair/Replace/Enhance projects related to Rolling Stock, Equipment, Facilities & Technology: \$380,453 Federal, \$95,113 Local Match

Total Project Costs: \$7,124,943

Total Federal Costs: \$4,219,954

Total Local Costs: \$2,904,989



Detailed information on the aforementioned projects may be obtained by contacting Kaley Zeisel at Transfort / Dial A Ride (970) 224-6067 / kzeisel@fcgov.com). Public comment is encouraged and if warranted, the Program of Projects may be amended prior to publication of the final Program of Projects. The public is invited to comment on the Program of Projects and other amendments to the FY2020 Transportation Improvement Program (TIP) through the North Front Range Metropolitan Planning Organization (NFRMPO). A public hearing will be held from 10-11 am December 20, 2019 in Fort Collins at the Downtown Transit Center - 250 N. Mason Street. Comments can also be submitted via the Transfort website (ridetransfort.com) under Plans and Projects, Program of Projects. All members of the public are encouraged to attend and provide comment at this open public hearing.

Pending no amendments after the public hearing, this proposed FFY2020 Program of Projects will be considered the final Program of Projects and will be forwarded to the Transportation Advisory Council and NFRMPO Planning Council for initial review. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:
URBANIZED AREA FORMULA PROGRAM GRANTS
49 U.S.C. Chapter 53, Sections 5307 & 5340

	FY16 (in millions)	FY17 (in millions)	FY18 (in millions)	FY19 (in millions)	FY20 (in millions)
Passenger Ferry	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00
Urbanized Area Formula (5307)	\$4,508.90	\$4,599.68	\$4,696.90	\$4,797.11	\$4,899.45
Growing States/High Density Formula (5340)	\$536.26	\$544.43	\$552.78	\$561.31	\$570.03
Urbanized Area Formula Program TOTAL	\$5,075.16	\$5,174.11	\$5,279.68	\$5,388.42	\$5,499.48

PROGRAM PURPOSE: The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is an Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.

Statutory References: 49 U.S.C. Section 5307 and 5340 / FAST ACT Sections 3004, 3016

Program Requirement: <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-program-guidance-and>

Eligible Recipients: Funding is made available to designated recipients, which must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are required to designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307(a)(2). The Governor or Governor’s designee is the designated recipient for urbanized areas between 50,000 and 200,000.

Eligible Activities: Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and

some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

What's Changed?

The 100 Bus Rule has been expanded to include demand-response service, excluding ADA complementary paratransit service. An exception to the 100 Bus Rule has been added as well. If a public transportation system executes a written agreement with one or more other public transportation systems within the urbanized area to allocate funds by a method other than by measuring vehicle revenue hours, each public transportation system that is part of the written agreement may follow the terms of the written agreement instead of the measured vehicle revenue hours.

Under Grant Recipient Requirements, a provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan.

Recipients are no longer required to expend 1% of their funding for associated transit improvements. However, recipients are still required to submit an annual report listing projects that were carried out in the preceding fiscal year.

Funding:

Federal Share: The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

Formula Details: Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Passenger Ferry Grant Program: \$30 million is set aside for passenger ferry grants, to be allocated through competitive selection.

Anything else relevant: Funds are available the year appropriated plus five years.

Other:

- Match can come from [other Federal \(non-DOT\) funds](#). This can allow local communities to implement programs with 100 percent federal funding.
- Agencies that receive Section 5307 funding must offer [half fare or reduced fare](#) to people with disabilities and seniors during off-peak hours for fixed-route services.

For Additional Information on FTA and the FAST Act, please visit: www.transit.dot.gov/fastact



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
Chapter 53 Section 5310

	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
5310 Formula Grants	\$258.3	\$262.95	\$268.21	\$273.84	\$279.65	\$285.58
Discretionary Pilot Program	<u>n/a</u>	<u>\$2.00</u>	<u>\$3.00</u>	<u>\$3.25</u>	<u>\$3.50</u>	<u>\$3.50</u>
5310 Total	\$258.3	\$264.95	\$271.21	\$277.09	\$283.15	\$289.08

PROGRAM PURPOSE:

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Statutory References: 49 U.S.C. Section 5310 / FAST Act Section 3006

Program Guidance: [FTA Circular C. 9070.1G Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions.](#)

Eligible Recipients:

Formula funds are apportioned to direct recipients:

- States for rural and small urban areas (small UZAs) and designated recipients chosen by the Governor of the State for large urban areas (large UZAs); or
 - State or local governmental entities that operates a public transportation service.
- Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan.
 - The selection process may be: Formula-based, Competitive, or Discretionary and subrecipients can include: States or local government authorities, private non-profit organizations, or operators of public transportation.

Eligible Activities:

- At least 55 percent of program funds must be used on capital or “traditional” 5310 projects. Examples include:

- Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.
- Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
- The remaining 45 percent is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 New Freedom program, described as: Capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors. Examples include:
 - Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs; and mobility management.

What’s Changed?

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.
- FTA shall disseminate a collection of *Best Practices* to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.
- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility - open to 5310 recipients and subrecipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services; such as: the deployment of coordination technology, projects that create or increase access to community One-Call/One-Click Centers, etc.
- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies, and develop a cost-sharing policy

Funding:

Federal Share:

- Federal share is 80 percent for capital projects.
- Federal share is 50 percent for operating assistance.

Formula Details:

- Based on Census data, the formula funds are apportioned to each State based on the number of older adults and individuals with disabilities and allocated by area:
 - Large UZAs: 60%
 - Small UZAs: 20%
 - Rural: 20%
 - States can transfer small urban or rural allocations to large UZA’s but not the other way around.

Other:

- Match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100 percent federal funding. One example is Older Americans Act (OAA) Title IIIB Supportive Services Funds:
<https://acl.gov/about-acl/authorizing-statutes/older-americans-act>
- 5310 program recipients may partner with meal delivery programs such as the OAA-funded meal programs (to find local programs, visit: www.Eldercare.gov) and the USDA Summer Food Service Program <http://www.fns.usda.gov/sfsp/summer-food-service-program-sfsp>. Transit service providers receiving 5310 funds may coordinate and assist in providing meal delivery services on a regular basis if they do not conflict with the provision of transit services.
- FTA requires its formula grantees to provide half fare service for fixed route service supported with FTA funds to older adults and individuals with disabilities who present a Medicare card:
<https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/half-fare-triennial-guidance-fy2011>
- A person whose addiction to drugs poses a substantial limitation on one or more major life activities is a person with a disability and is eligible to receive transportation through the Section 5310 program, including to a drug treatment center.

For Additional Information on FTA and the FAST Act, please visit: <https://www.transit.dot.gov/fast>



U.S. Department of Transportation
Federal Transit Administration



**FACT SHEET:
 GRANTS FOR BUS AND BUS FACILITIES
 SECTION 5339**

Program Component	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
Formula	\$427.80	\$427.80	\$436.36	\$445.52	\$454.96	\$464.61
Bus Discretionary	n/a	\$213.00	\$228.60	\$246.51	\$267.06	\$289.04
Low & No Emissions Discretionary	n/a	\$55.00	\$55.00	\$55.00	\$55.00	\$55.00
5339 Program TOTAL	\$427.8	\$695.80	\$719.96	\$747.03	\$777.02	\$808.65

Purpose

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Statutory References

49 U.S.C. Section 5339 / FAST Act Section 3017

Program Guidance: [FTA Circular C 5100.1 Bus and Bus Facilities Program: Guidance and Application Instructions.](#)

Eligible Recipients

- Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.
- Subrecipients: An eligible recipient that receives a grant under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

Eligible Activities

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

What's Changed?

- State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipients of Section 5339 funds, regardless of their designated recipient status.
- Two discretionary components have been added the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.
- A new pilot provision allows designated recipients in in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.
- Allows states to submit statewide applications for bus needs.
- The minimum state allocation under the formula was raised to \$1.75M from \$1.25M; the territory allocation was unchanged.
- Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

Funding

- Federal Share: The Federal share is not to exceed 80 percent of the net project cost.
- Formula Details
 - National Distribution – \$90.5 million will be allocated each year among all States and territories, with each state receiving \$1.75 million and each territory (including D.C. and Puerto Rico) receiving \$500,000.
 - Apportionment Formula – The remainder of program funds will be apportioned based on population and service factors using the Section 5307 Urbanized Area Formula Program apportionment formula.
- Period of Availability: Funds are available for three years after the fiscal year in which the amount is apportioned.

For Additional Information on FTA and the FAST Act, please visit: www.fta.dot.gov/fastact

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By																														
January 15, 2020	January 2020 TIP Amendment	AnnaRose Cunningham																														
Objective/Request Action																																
To recommend Planning Council approval of the January 2020 TIP Amendment to the FY2020-FY2023 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																														
Key Points																																
NFRMPO staff received two Amendment requests for the January 2020 TIP Amendment cycle.																																
CDOT Region 4 is requesting to revise two projects																																
<ul style="list-style-type: none"> Revising the <i>North I-25 Design Build</i> project by adjusting previous State funding [7PX(SB228 or SB267)] to combination Federal/State (TCC) funding by \$88,800K. Adding \$250,000K total State funding (SB267) over FY20, FY21, FY22. 																																
<table border="1"> <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>\$26,210K</td> <td>\$0</td> <td>\$0</td> <td>\$26,210K</td> </tr> <tr> <td>Federal/State</td> <td>\$41,235K</td> <td>\$88,800K</td> <td>\$0</td> <td>\$130,035K</td> </tr> <tr> <td>State</td> <td>\$154,523K</td> <td>\$250,000K</td> <td>\$88,800K</td> <td>\$315,723K</td> </tr> <tr> <td>Local</td> <td>\$104,360K</td> <td>\$0</td> <td>\$0</td> <td>\$104,360K</td> </tr> <tr> <td>Total</td> <td>\$326,328K</td> <td>\$338,800K</td> <td>\$88,800K</td> <td>\$576,328K</td> </tr> </tbody> </table>			Funding Source	Currently & Previously Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$26,210K	\$0	\$0	\$26,210K	Federal/State	\$41,235K	\$88,800K	\$0	\$130,035K	State	\$154,523K	\$250,000K	\$88,800K	\$315,723K	Local	\$104,360K	\$0	\$0	\$104,360K	Total	\$326,328K	\$338,800K	\$88,800K	\$576,328K
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Transfort is requesting to revise one project and add two projects:																																
<ul style="list-style-type: none"> Revising the <i>North I-25: WCR38 to SH402</i> by swapping funding of \$88,800 NHPP/SHF Federal/State Funding to State 7PX(SB267), add \$20,000K State FASTER Safety over FY20-FY23, add \$20,000 State TCC funding in FY20, and add \$1,500K Local funding in FY20. 																																
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Total	\$235,705K	\$130,300K	\$88,800K	\$277,205K																												
Committee Discussion																																
This is the first and only time TAC is scheduled to see the January 2020 TIP Amendment.																																
Supporting Information																																
The 30-day Public Comment period for the January 2020 TIP Amendment began on January 8, 2020 and concludes on February 6, 2020.																																
An environmental justice analysis is not required as the Amendment does not revise the scope of either project.																																

Funding Types and Uses

SB267, enacted during the 2017 legislative session, authorizes \$1.8B over four years to transportation projects. Funding must be used on Tier 1 projects on the CDOT 10-Year Development Program, 25 percent must be spent on projects in rural counties, and 10 percent of funding is dedicated to transit projects.

FASTER Safety supports the construction, reconstruction, or maintenance of projects to enhance the safety of a state highway, county road, or city street.

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.

TCC Funding are Transportation Commission Contingency funds, for use at the discretion of the Transportation Commission (TC).

Advantages

TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2020-2023 TIP remains fiscally constrained.

Disadvantages

None noted.

Analysis/Recommendation

Staff supports adding the January 2020 TIP Amendment to the FY2020-2023 TIP.

Attachments

- January 2020 Policy Amendment Form

Rev. 11/28/2018

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Policy Amendment #2020-A1**

Submitted to: TAC

Prepared by: AnnaRose Cunningham

DATE: 1/8/2020

Strategic										
Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	11,970
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	-	3,256	-	384	-	-	3,640
Type:	Highway Added Capacity	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-
	Modify & Reconstruct	Federal/State	NHPP	26,888	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal/State	PWQ	4,000	-	3,347	-	-	-	3,347
		Federal/State	SPT	5,000	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-
		State	7PT (SB267 Transit)	1,986	1,007	5,000	5,000	-	-	11,007
		State	7PX(SB 228 or SB 267)	133,030	-	-	-	-	-	-
		Local	LOM	-	-	18,000	32,000	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	20,625
			Total	225,739	11,233	51,972	37,384	-	-	100,589

Description: One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.

REVISED ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	11,970
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	-	3,256	-	384	-	-	3,640
Type:	Highway Added Capacity	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-
	Modify & Reconstruct	Federal/State	NHPP	26,888	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal/State	PWQ	4,000	-	3,347	-	-	-	3,347
		Federal/State	SPT	5,000	-	-	-	-	-	-
		Federal/State	TCC	88,800	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-
		State	7PT (SB267 Transit)	1,986	1,007	5,000	5,000	-	-	11,007
		State	7PX(SB 228 or SB 267)	44,230	-	63,900	93,050	93,050	-	250,000
		Local	LOM	-	-	18,000	32,000	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	20,625
			Total	225,739	11,233	115,872	130,434	-	-	257,539

Description: One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.

Reason: Adjust previous funding from 7PX(SB 228 or SB267) (\$88,800K 100% State Funding) to TCC (\$88,880K combination Federal/State Funding). Add Transportation Commission approved State funding 7PX(SB 228 or SB267): \$63,900K in FY20; \$93,050K in FY21 and \$93,050K in FY22.

PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
	MP 247-255.23	Federal	BUILD	-	20,000	-	-	-	-	20,000
STIP ID:	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	2,000
TIP ID:	2019-014	Federal/State	NHPP/SHF	-	88,800	-	-	-	-	-
Type:	Modify & Reconstruct	Federal/State	PWQ	-	-	-	1,235	-	-	1,235
Sponsor:	CDOT Region 4	Federal/State	7PX/228	6,970	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-
		State	SB1	22,500	16,500	-	-	-	-	16,500
		State	SB267	2,870	72,330	-	-	-	-	75,200
		State	SBT	-	-	700	-	-	-	700
		Local	Local	-	-	500	-	-	-	500
			Total	33,640	199,630	1,200	1,235	-	-	202,065

Air Quality: Included in conformity analysis

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

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
	MP 247-255.23	Federal	BUILD	-	20,000	-	-	-	-	20,000
STIP ID:	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	2,000
TIP ID:	2019-014	Federal/State	NHPP/SHF	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal/State	PWQ	-	-	-	1,235	-	-	1,235
Sponsor:	CDOT Region 4	State	7PX (SB 228 or SB267)	2,870	168,100	-	-	-	-	168,100
		State	ITM	1,300	-	-	-	-	-	-
		State	SB1	22,500	16,500	-	-	-	-	16,500
		State	TCC	-	-	20,000	-	-	-	20,000
		State	FASTER Safety	-	-	2,055	2,945	5,000	10,000	20,000
		State	SBT	-	-	700	-	-	-	700
		Local	Local	-	-	2,000	-	-	-	2,000
			Total	26,670	206,600	24,755	4,180	5,000	10,000	250,535

Air Quality: Included in conformity analysis

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: Roll forward 7PX/SB 228 funding (\$6790K) FY19 to FY20. Correct TIP tables to combine 7PX and SB267 funding rows (State Funding Program 7PX accounts for both SB 228 or SB 267 funding). Funding Swap in FY20 of \$88,800 from Federal NHPP/State SHF to 100% State 7PX (SB228 or SB267). Add FASTER Safety (100% State) funding: \$2055K in FY20, \$2945K in FY21, \$5000 in FY22, \$10,000K in FY23. Add \$20,000K 100% State TC Contingency (TCC) Funding in FY20. Add \$1,500K in FY20 Local Funding in FY20.

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Becky Karasko

Date: January 15, 2020

Re: 10-Year Strategic Pipeline of Projects

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.

Following direction from Planning Council, a Work Session was held during the October 16, 2019 TAC meeting where the following list of six priority corridors for the NFRMPO region was developed:

- I-25
- US34
- US85
- US287
- SH392
- SH14

This list was presented to Planning Council at their November 7, 2019 meeting to request their approval. At that time, Planning Council requested TAC create a list of ranked projects along these corridors for Planning Council to review.

NFRMPO Staff compiled a list of 56 projects along these six corridors from the *2045 Regional Transportation Plan*, US85 and US34 PEL studies, and the Region 4 2018 Ballot Project List. Staff requested TAC members review the projects to ensure all known projects were included and listed correctly.

A Work Session has been scheduled for January 16, 2020. The criteria for project ranking will be discussed at the January 9, 2020 Planning Council meeting.

Action

Staff requests TAC members be prepared to discuss the January 16, 2020 Work Session process and any feedback from the January 9, 2020 Planning Council meeting and to provide feedback at the January 15, 2020 TAC meeting.

Draft Project Candidates for the 10-Year Strategic Pipeline of Projects

Facility	Project Limits	Improvement Type	Community	Remaining Funding Needed in Millions (2019 \$)	Local Commitment to Funding Need in Millions (2019 \$)
Roadway Projects					
I-25	WCR38 to SH56	Add tolled express lane in each direction and interchange reconstructions	Larimer County	\$325.0 ¹	\$0
	WCR38 to SH56	Widen from 4 to 6 general purpose lanes	Berthoud/Larimer County	\$29.9 ¹	\$0
	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	Loveland/Johnstown/ Berthoud/Larimer County	\$74.0	\$0
	SH402 to SH14 (Segments 7 & 8)	Widen from 4 to 6 general purpose lanes	Loveland/Fort Collins/ Larimer County	\$63.2	\$0
I-25/ US34	Interchange at I-25 / US34 and US34/Centerra	Interchanges	Loveland	\$171.4	\$0
I-25/ SH14	Interchange	Interchange reconstruction	Larimer County	\$52.2	\$0
US34	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland/Larimer County	\$10.6	\$0
	Rocky Mountain Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	\$19.2	\$4.3
	US34 and 35 th Ave	New interchange	Greeley	\$30.0	\$15.0
	US34 and 47 th Ave	New interchange	Greeley	\$30.0	\$15.0
	MP 113.65 to LCR3	Widen from 4 lanes to 6 lanes	Loveland/Johnstown/ Larimer County	\$170.0	\$0
	US34 and 83 rd Ave	Interchange	Greeley	\$30.0	\$0
	US34 and 17 th Ave	Add a third eastbound lane and a channelized T	Greeley	\$5.0	\$0
	US34 and Promontory Parkway	SPUI or Interchange	Greeley	\$33.1	\$0
	US34 and 65 th Ave	SPUI or Interchange	Greeley	\$34.0	\$0
	US34 and 11 th Ave	Phase 1 of US34/US85 Interchange Improvements	Greeley	\$68.0	\$0
	US34 and WCR 17	Interchange	Weld County	\$27.8	\$0
	Greeley to Loveland	Other improvements identified in the PEL	Loveland/Larimer County/ Weld County/ Greeley	\$232.8	\$0
US34/ US287	Intersection	Intersection improvement including improved bicycle and pedestrian facilities	Loveland	\$8.1	\$0
US34/ US85	Interchange	Interchange reconfiguration	Greeley	\$170.0	\$0
US85	US85 and 22 nd St	Texas turnaround	Greeley	\$19.6	\$0
	US85 and 18 th St	Texas turnaround	Greeley	\$14.6	\$0
	US85 and 16 th St	Texas turnaround	Greeley	\$16.9	\$0
	US85 and 13 th St	Texas turnaround	Greeley	\$16.5	\$0
	US85 and 8 th St	Texas turnaround	Greeley	\$23.5	\$0
	US85 and 5 th St	Texas turnaround	Greeley	\$17.7	\$0
	US85 and O St	Closure; new frontage road on east side; realign N 11th Avenue connection to WCR 66. Constructed in conjunction with a traffic signal at WCR 66.	Greeley/Weld County	\$10.9	\$0
WCR46 to WCR78	Other improvements identified in the US85 PEL	Weld County/Eaton/ Greeley/Evans/LaSalle	\$26.5	\$0	
US287	Trilby to Harmony	Widen from 4 lanes to 6 lanes	Fort Collins/Larimer County	\$19.5	\$0
	SH402 to 1 st St	Widen from 4 lanes to 6 lanes	Loveland	\$17.0	\$0
	LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	Larimer County/Fort Collins	\$10.5	\$0
	LCR30 to LCR32	Widen from 4 lanes to 6 lanes	Larimer County	\$5.0	\$0
	29 th St to LCR30	Widen from 4 lanes to 6 lanes	Loveland/Larimer County	\$9.1	\$0
	US287 (College Ave) and Drake Rd	Intersection improvements	Fort Collins	\$5.9	\$0
SH14	I-25 to Riverside	Widen from 4 lanes to 6 lanes	Fort Collins	\$29.7	\$0
	SH14 and WCR23	Intersection improvements	Larimer County/Weld County	\$2.0	\$0
SH392	WCR23 to WCR21	Widen from 2 lanes to 4 lanes	Weld County	\$4.0	\$0
	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	Weld County/Windsor	\$3.2	\$0
	17 th St to Westgate Dr	Widen from 2 lanes to 4 lanes	Windsor/Lairmer County	\$17.7	\$2.5
	I-25 to US287	Widen from 2 lanes to 4 lanes	Larimer County/ Windsor/ Fort Collins	\$19.1	\$0
Roadway Projects Total				\$1,873.2	\$37

Draft Project Candidates for the 10-Year Strategic Pipeline of Projects

Facility	Project Limits	Improvement Type	Community	Remaining Funding Needed in Millions (2019 \$)	Local Commitment to Funding Need in Millions (2019 \$)
Transit Projects²					
I-25, US85, or US287	Front Range Passenger-Rail (within the NFR)	New rail service		TBD ³	\$0
Various	North Front Range Regional Rail	New rail service	TBD	TBD	\$0
US34	Greeley to Fort Morgan	New CDOT Bustang service	Greeley/Weld County	\$1.7 / \$1.0	\$0
	Loveland to Estes Park	New CDOT Bustang service	Loveland/Larimer County	\$1.7 / \$0.7	\$0
	Loveland to Greeley	New bus service (GET Strategic Plan)	Loveland/Larimer County/Greeley/Weld County	\$1.5 / \$1.2	\$0
US85	Eaton to Denver Region	New bus service (N I-25 FEIS)	Eaton/Weld County	\$3.2 / \$2.4	\$0
US287	Fort Collins to Longmont/Boulder	Increased bus frequency (Transfort Transit Master Plan)	Fort Collins/Loveland/Berthoud/Larimer County	\$4.5 / \$3.0	\$0
	US287 and 37 th St	COLT North Transit Center	Loveland	\$2.9	\$0
Transit Projects Total				\$23.8	\$0

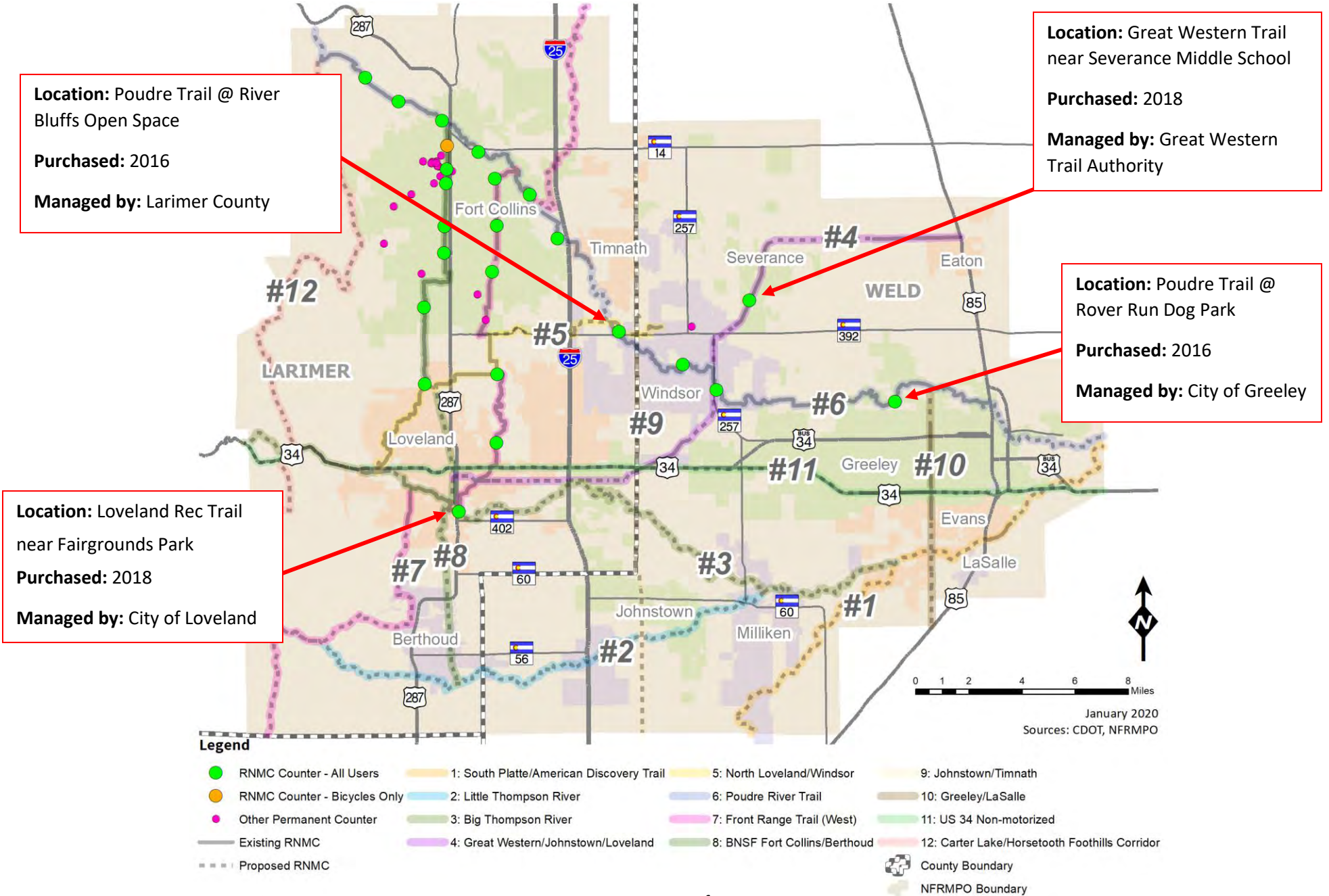
² Costs for transit service are presented as initial capital / one-year operating

³ Cost and alignment TBD following Feasibility Study Completion

Non-Motorized Projects					
I-25	RNMC #2: Little Thompson River	Trail crossing	Johnstown	\$0	\$0
	RNMC #3: Big Thompson River	Trail underpass	Loveland/Larimer County/Johnstown	\$0	\$0
	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated crossing	Larimer County/Fort Collins	TBD	\$0
	RNMC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland/Larimer County/Johnstown	TBD	\$0
US34	RNMC #11: US34 Non-motorized from 65 th Ave to 95 th Ave	Trail construction	Greeley	\$2.80	\$0
	RNMC #11: US34 Non-Motorized Trail Construction from Denver Ave to Boyd Lake Ave	Trail construction	Loveland	\$0.75	\$0.75
	RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95 th Avenue to Ashcroft Draw	Trail construction and crossing	Greeley	TBD	\$0
US85	RNMC #6: Poudre River Trail	Trail underpass	Greeley	TBD	\$0
SH392	RNMC #9: Johnstown/Timnath Trail Crossing at County Line Road and SH392	Trail crossing	Windsor/Larimer County	TBD	\$0
Non-Motorized Projects Total				\$3.6	\$0.75
Project Candidate Total				\$1,900.6	\$37.6

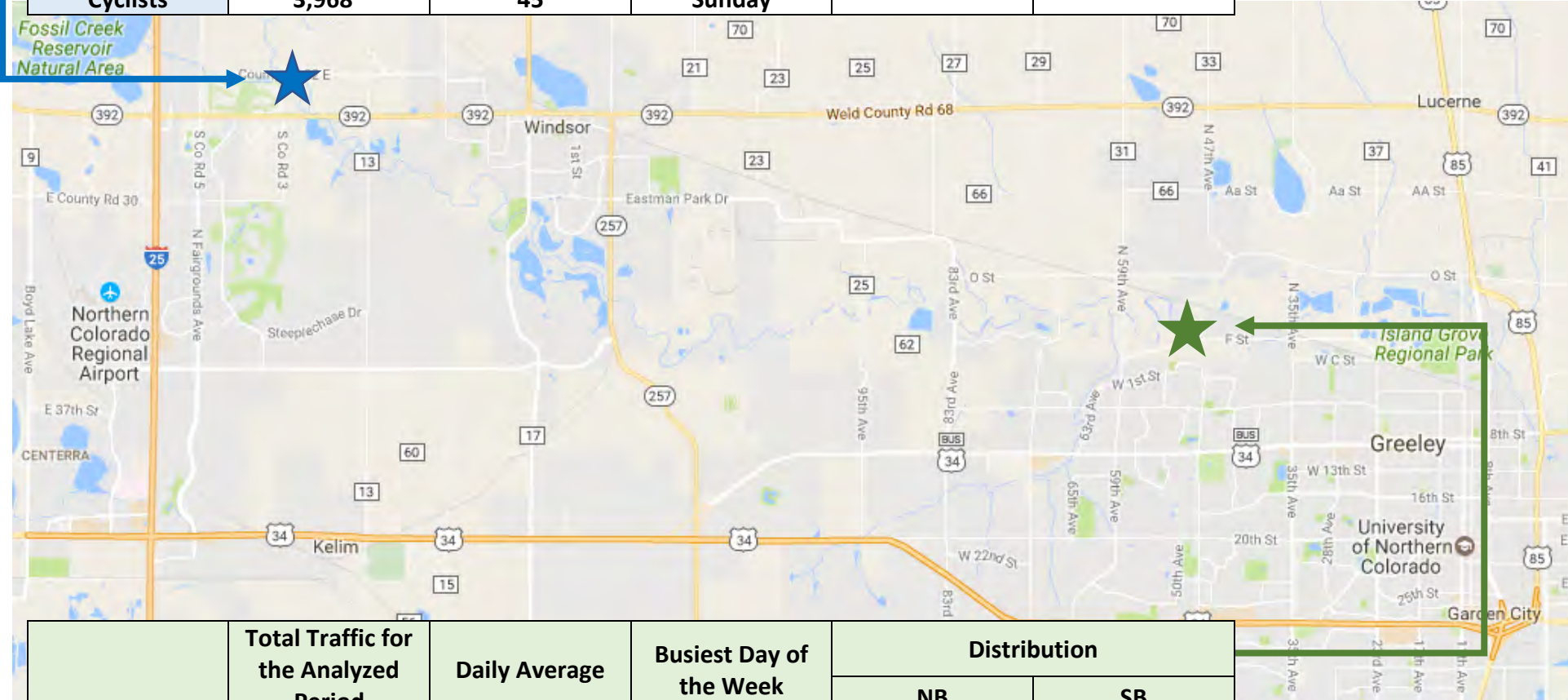
Bike and Ped Counter Updates

Permanent Counters Purchased by the NFRMPO



4th Quarter 2019 (Oct. – Dec.) 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	11,148*	127	Saturday	50%	50%
Cyclists	3,968*	45	Sunday		

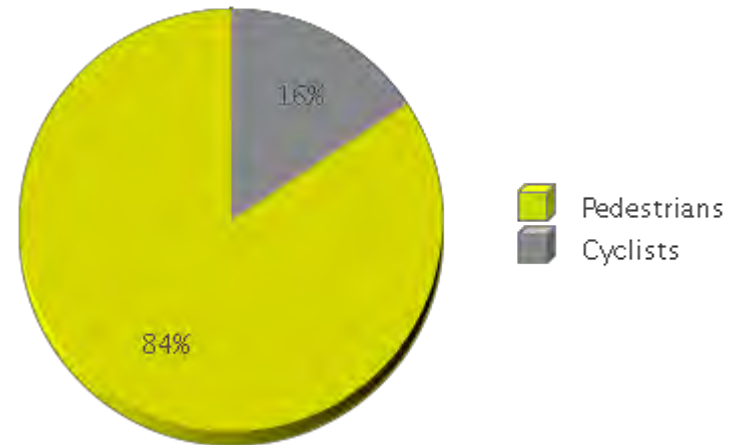


	Total Traffic for the Analyzed Period	Daily Average	Busiest Day of the Week	Distribution	
				NB	SB
Pedestrians	4,235	46	Sunday	44%	56%
Cyclists	1,711*	65	Sunday		

**Incomplete data due to sensor or battery issues*



	Total Traffic for the Analyzed Period	Daily Average	Busiest Day of the Week	Distribution	
				Northbound	Southbound
Pedestrians	1,757	19	Saturday	52	48
Cyclists	327	4	Saturday	48	52

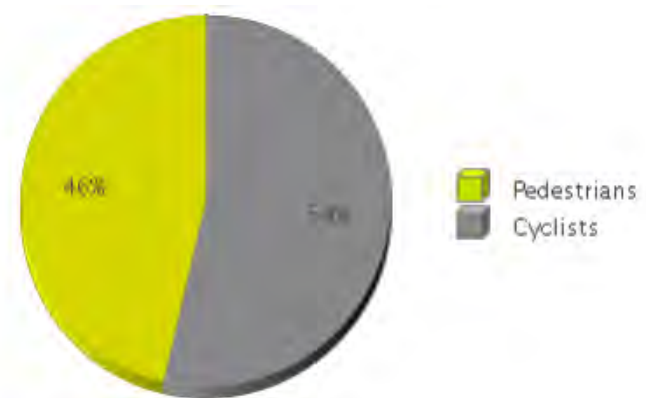


Loveland Rec Trail @ Fairgrounds Park

Period Analyzed: Tuesday, October 01 2019 to Tuesday, December 31, 2019



	Total Traffic for the Analyzed Period	Daily Average	Busiest Day of the Week	Distribution	
				EB	WB
Pedestrians	3,222	35	Saturday	52%	48%
Cyclists	3,734	41	Saturday	49%	51%



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 970-422-1096 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 2019 in Windsor • Will be deployed in Timnath and possibly Loveland this spring • Currently deployed in Windsor 	<ul style="list-style-type: none"> • Validated in summer 2019 in Greeley, Fort Collins, and Larimer County • Currently available 	<ul style="list-style-type: none"> • Validated in summer 2019 in Greeley, Fort Collins, and Larimer County • Validation to continue this spring 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.



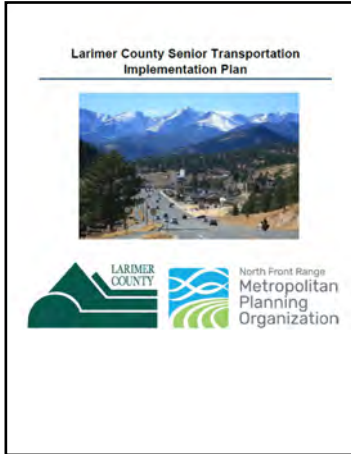
Figure 3: The Hi-Trac infrared counter can be set up to count all traffic by direction on shared-facilities, or can be paired with the Trax Cycles Plus to distinguish bikes from pedestrians.



MOBILITY COORDINATION

WINTER 2020 NEWSLETTER

Larimer County Senior Transportation Implementation Plan Adopted



Since 2017, the NFRMPO has partnered with Foothills Gateway, the Larimer County Department of Health/Built Environment Program, the Larimer County Office on Aging (LCOA), the Partnership for Age-Friendly Communities in Larimer County (PAFC), and the Rural Alternative for Transportation (RAFT) on

various projects and studies meant to improve mobility for older adults and individuals with disabilities. Throughout 2019, the team worked on the Larimer County Senior Transportation Implementation Plan (Implementation Plan). The Implementation Plan recommended the NFRMPO host a One Call/One Click Center, which includes software and other technology meant to improve mobility for individuals in need of rides.

The Implementation Plan was presented to the Larimer County Board of County Commissioners on November 12, 2019, with the County Commissioners adopting the Plan at that meeting. The Plan was then presented to the NFRMPO Planning Council in November and December 2019. Adoption by the Planning Council is expected at the January 9, 2020 meeting.

The NFRMPO's Mobility Program will grow substantially in 2020. Immediate projects include meetings of transportation providers to begin integrating reporting and customer service standards, hiring a full-time Mobility Manager, and purchasing software to help discover transportation options and to integrate dispatching.

More information about the project are available at the NFRMPO website: <https://nfrmpo.org/mobility/ococ-project/>

Poudre Express opens January 2, 2020

Greeley Evans Transit (GET) has led the way on a new bus service connecting Fort Collins, Windsor, and Greeley set to open January 2, 2020. Using funds provided by the three cities, the Associated Students of Colorado State University (ASCSU), and the Colorado Department of Transportation (CDOT), GET will provide seven round trips. The service will cost \$1.50 with transfers available to Bustang at the Harmony Transfer Center, and the MAX and FLEX at Mulberry Street and Mason Street. Rides will be free for the month of January 2020. The bus will have Wi-Fi and USB ports throughout each bus. For more information about the new bus service, visit the GET website: greeleyevanstransit.com/regional/



Multimodal Options Funds Call Open

Transit agencies and human service providers are invited to apply for Multimodal Options Funds (MMOF) through the NFRMPO Call for Projects. The funds may be used on transit operating and capital projects, bicycle and pedestrian projects, and multimodal studies and technology projects. More information about the opportunity is available at the NFRMPO website: <http://nfrmpo.org/tip/call-for-projects/#mmof>

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 670 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) 289-8279. The online Rider's Guide is available at noco.findmyride.info.

Upcoming Meeting Schedule

January 2020							February 2020							March 2020						
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							1	1	2	3	4	5	6	7
5	6	7	8	9	10	11	2	3	4	5	6	7	8	8	9	10	11	12	13	14
12	13	14	15	16	17	18	9	10	11	12	13	14	15	15	16	17	18	19	20	21
19	20	21	22	23	24	25	16	17	18	19	20	21	22	22	23	24	25	26	27	28
26	27	28	29	30	31		23	24	25	26	27	28	29	29	30	31				
LCMC Meeting				STC Meeting			WCMC Meeting													

Committee Members

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

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

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

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M10

Prepared by: AnnaRose Cunningham

DATE: 10/22/2019

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
Surface Transportation Block Grant (STBG)														
PREVIOUS ENTRY	2018-003	LCR 17 Expansion	Larimer County	Added Capacity	Federal	STP Metro	532	-	-	1,334	-	-	-	1,334
SNF57020.017			Berthoud	Bike/Ped Facility	Local	Local	111	-	-	277	-	-	-	277
					Total		643	-	-	1,611	-	-	-	1,611
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
Reason: #2019-M7 - Roll forward \$1,334K federal STP-Metro and \$277K local FY19 funding to FY20 rolled.														
REVISED ENTRY	2018-003	LCR 17 Expansion	Larimer County	Added Capacity	Federal	STP Metro	-	-	-	1,866	-	-	-	1,866
SNF57020.017			Berthoud	Bike/Ped Facility	Local	Local	-	-	-	388	-	-	-	388
					Total		-	-	-	2,254	-	-	-	2,254
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
Reason: #2019-M10 - Rolling forward remaining \$532K of Federal FY18 and \$111K of Local to FY20 rolled.														

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M12

Prepared by: AnnaRose Cunningham

DATE: 12/9/2019

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
Bridge - Off State System														
PREVIOUS 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			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-S.2PRST) 8th St Bridge (LOV1825W.8th St) Little Thompson (WEL019.0-046.5A)	Fort Collins Loveland Weid			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	500	-	-	2,992
			Various Below	Reconstruct	Local	Local	-	-	289	334	125	-	-	748
		For the most current project funding information, please see CDOT's STIP at			Local Overmatch	Local Overmatch	-	-	1,377	-	-	-	-	1,377
					Total		-	-	2,821	1,671	625	-	-	5,117
Pool Projects: SR46601.027 SR46601.031 SR46601.032 SR46601.033	-	Spring Ck at Riverside (FCRVSD-S.2PRST) 8th St Bridge (LOV1825W.8th St) Little Thompson (WEL019.0-046.5A) 1st St Irrigation Canal Bridge (LOV180W)	Fort Collins Loveland Weid Loveland			Project Description: Bridge Rehab/replace 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: Add new project [STIP ID SR46601.033 [1st St Irrigation Canal Bridge (LOV180W)] with \$500K Federal/\$125K Local funding FY20.														
FASTER (North Front Range Listings of State Highway Locations)														
PREVIOUS ENTRY SR46606	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
		For the most current project funding information, please see CDOT's STIP at			Local	Local	-	-	-	-	-	-	-	-
					Total		1,000	-	1,900	-	3,350	2,000	-	7,250
Pool Projects: SR46606.073 SR46606.083 SR46606.089 SR46606.070 SR46606.070	-	I-25: Fort Collins North Cable Rail SH-60 and WCR-40 Intersection College & Troutman Signal Upgrades Intersection Safety Improvements Pool US 287 and Foothills Parkway	CDOT Region 4 CDOT Region 4 CDOT Region 4 CDOT Region 4 CDOT Region 4			Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Safety Improvement								
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range region.														
REVISED ENTRY SR46606	P-7	Region 4 FASTER Safety Pool	CDOT Region 4	FASTER Safety	State	FASTER Safety	1,000	-	1,900	-	3,350	3,500	-	8,750
		For the most current project funding information, please see CDOT's STIP at			Local	Local	-	-	-	-	-	-	-	-
					Total		1,000	-	1,900	-	3,350	3,500	-	8,750
Pool Projects: SR46606.073 SR46606.083 SR46606.089 SR46606.070 SR46606.070 SR46666.060	-	I-25: Fort Collins North Cable Rail SH-60 and WCR-40 Intersection College & Troutman Signal Upgrades Intersection Safety Improvements Pool US 287 and Foothills Parkway US287 (College Ave) & Trilby Rd	CDOT Region 4 CDOT Region 4 CDOT Region 4 CDOT Region 4 CDOT Region 4 City of Fort Collins			Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Turn Lanes								
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range region.														
Reason: Adding new pool project SR46666.060 with \$1,500K of State funding in FY21.														
NFRMPO Transportation Alternatives (TA)														
PREVIOUS ENTRY SNF5095.002	2017-001	Great Western Trail	Windsor Severance Eaton	Bike/Ped Facility	Federal	Transportation Alternatives Program - NFR	300	415	250	-	-	-	-	665
					Local	Local	75	-	166	-	-	-	-	166
					Local Overmatch	Local Overmatch	-	-	270	-	-	-	-	270
					Total		375	415	686	-	-	-	-	1,101
Project Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.														
REVISED ENTRY SNF5095.002	2017-001	Great Western Trail	Windsor Severance Eaton	Bike/Ped Facility	Federal	Transportation Alternatives Program - NFR	157	558	250	-	-	-	-	808
					Local	Local	39	36	166	-	-	-	-	202
					Local Overmatch	Local Overmatch	-	-	270	-	-	-	-	270
					Total		196	594	686	-	-	-	-	1,280
Project Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.														
Reason: Roll forward previous year (\$143K Federal/\$36K Local) funding to FY19.														
Surface Transportation Block Grant (STBG)														
PREVIOUS ENTRY SNF57020.017	2018-003	LCR 17 Expansion	Larimer County Berthoud	Added Capacity Bike/Ped Facility	Federal	STP Metro	-	-	1,866	-	-	-	-	1,866
					Local	Local	-	-	388	-	-	-	-	388
					Total		-	-	2,254	-	-	-	-	2,254
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
REVISED ENTRY SNF47020.017	2018-003	LCR 17 Expansion	Larimer County Berthoud	Added Capacity Bike/Ped Facility	Federal	STP Metro	-	-	1,866	-	-	-	-	1,866
					Local	Local	-	-	388	-	-	-	-	388
					Local	Local Overmatch	-	-	-	1,894	-	-	-	1,894
					Total		-	-	2,254	-	-	-	-	2,254
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
Reason: Adding \$1,894K of Local Overmatch funding for FY20. Update to correct STIP ID.														

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M12

Prepared by: AnnaRose Cunningham

DATE: 12/9/2019

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	
Safety															
PREVIOUS ENTRY SR46666	P-20	Region 4 Hazard Elimination Pool (HSIP)	CDOT Region 4 Various Below	Safety	Federal Local	Surface Transportation Program - HSIP Local	3,630 750	2,557 504	690 43	- -	770 86	2,245 249	- -	6,262 882	
For the most current project funding information, please see CDOT's STIP at							<u>Local Overmatch</u>	<u>Local Overmatch</u>	-	-	-	-	-	-	
							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.															
REVISED ENTRY SR46666	P-20	Region 4 Hazard Elimination Pool (HSIP)	CDOT Region 4 Various Below	Safety	Federal Local	Surface Transportation Program - HSIP Local	3,630 750	2,557 504	690 43	- -	270 86	2,745 249	- -	6,262 882	
For the most current project funding information, please see CDOT's STIP at							<u>Local Overmatch</u>	<u>Local Overmatch</u>	-	-	-	-	-	-	
							Total	4,380	3,061	733	-	356	2,994	-	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: Rolling \$500K of Federal from FY20 to FY21 for pool project SR4666.060.															