

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
July 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 May 20, 2020 Meeting Minutes (Page 2)**

CONSENT AGENDA

No items this month.

ACTION ITEM

No items this month.

PRESENTATION

- | | |
|--|-------|
| 1) CDOT COVID-19 Response Funding Opportunities (Page 6) | Dusil |
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DISCUSSION ITEMS

- | | |
|--|---------------------------------|
| 2) NoCo Bike & Ped Collaborative Future Call For Projects Recommendations (Page 8) | NoCo Bike & Ped Leadership Team |
| 3) NFRMPO Local Match Assistance Process (Page 14) | Bornhoft |
| 4) NFRMPO Safety Vision: Towards Zero Deaths Policy Discussion (Page 21) | Karasko/Cunningham |
| 5) NFRMPO <i>Environmental Justice (EJ) Plan</i> (Page 26) | Gordon |
| 6) NFRMPO <i>Active Transportation Plan (ATP)</i> (Page 28) | Dusil |

OUTSIDE PARTNER REPORTS

- | | |
|--|-------------------------------|
| 7) NoCo Bike & Ped Collaborative (Page 30) | <i>Written Reports</i> |
| 8) Regional Transit Agencies | |
| 9) Senior Transportation | |
| 10) Regional Air Quality Council | |

REPORTS

- | | |
|--|------------------------------|
| 11) Planning Council (Page 32) | <i>Written Report</i> |
| 12) Bike Counter Updates (Page 33) | <i>Written Report</i> |
| 13) Mobility Committee Updates (Page 38) | <i>Written Report</i> |
| 14) Q2 2020 TIP Modifications (Page 40) | <i>Written Report</i> |
| 15) CDOT Inactives Report (Page 65) | <i>Written Report</i> |
| 16) Roundtable | All |

4. **Final Public Comment (2 minutes each)**
5. **Next Month's Agenda Topic Suggestions**
6. **Next TAC Meeting: August 19, 2020**

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

Virtual Meeting

May 20, 2020

1:00 – 2:19 p.m.

TAC MEMBERS PRESENT:

Mitch Nelson, Chair – Severance
Eric Tracy, Vice Chair – Larimer County
Dawn Anderson – Weld County
Allison Baxter – Greeley
Amanda Brimmer – RAQC
Brad Buckman – Fort Collins
Marco Carani – Johnstown
Rick Coffin – CDPHE-APCD
Walt Elish – Berthoud
Eric Fuhrman – Timnath
Omar Herrera – Windsor
Dave Klockeman – Loveland
Mark Oberschmidt – Evans
Karen Schneiders – CDOT

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Ryan Dusil
Alex Gordon
Becky Karasko
Suzette Mallette

TAC MEMBERS ABSENT:

Aaron Bustow – FHWA
Pepper McClenahan – Milliken
Jeff Schreier – Eaton
Ranae Tunison – FTA
Town of LaSalle

IN ATTENDANCE:

Abdul Barzak – Severance
Darren Davis – GET
Candice Folkers – COLT
Jamie Grim – CDOT
Katie Guthrie – Loveland
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Katrina Kloberdanz – CDOT
Josie Langhorst – CDOT
Steven Minor – FHWA
Annabelle Phillips – Transfort

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE APRIL 15, 2020 TAC MINUTES

Herrera moved to approve the April 15, 2020 TAC minutes. Buckman seconded the motion, which was approved unanimously.

CONSENT AGENDA

FY2020-2021 Unified Planning Work Program (UPWP) FY2021 Tasks – Oberschmidt moved to approve the Consent Agenda. Baxter seconded the motion, which was approved unanimously.

ACTION ITEMS

May 2020 TIP Amendment – Bornhoft identified the requests included in the May 2020 TIP Amendment for the FY2020-2023 Transportation Improvement Program (TIP). The 30-day public comment period is currently open and no comments have been received to date. Klockeman moved to approve the May 2020 TIP Amendment. Buckman seconded the motion, which was approved unanimously.

PRESENTATIONS

Estimating the Impact of COVID-19 on Local Transportation Revenues – Bornhoft stated NFRMPO staff developed estimates of reductions in local revenue for non-transit transportation budgets due to the pandemic. The estimates were submitted to the Transportation Recovery Working Group, a statewide group established to accelerate economic recovery through transportation infrastructure. Bornhoft described the methodology and explained the projected impact ranges from a low of \$15M, which is six percent of local non-transit transportation budgets, to \$45M, which is 16 percent. Bornhoft requested comments on the methodology by Wednesday, June 3.

Bornhoft briefly described three tools that could potentially help local communities complete transportation projects included in the TIP with delayed, lower, or no local match. The tools include the State Infrastructure Bank (SIB), toll credits, and tapered match. There are drawbacks to each tool and the latter two tools are relatively new to Colorado and do not yet have a formal application process. Mallette clarified toll credits are considered a soft match and do not provide additional funding to a project; instead, they allow projects to proceed with a lower local match percentage resulting in reduced project funding and reduced project scope. Local agencies concerned about meeting local match requirements should contact Karasko and Bornhoft to discuss next steps.

DISCUSSION

NFRMPO Vision Zero Policy – Karasko and Cunningham presented updates on the proposed Vision Zero Policy, including information on the two questions raised during the April TAC meeting regarding how the policy would address behavioral causes of crashes and the unique challenges of rural crashes. Cunningham described the Vision Zero approach and how it differs from the traditional approach. With Vision Zero, human failure and fragility is an underlying assumption. Behavioral causes of crashes are addressed through the five E's: engineering, enforcement, evaluation, education, and encouragement, with the goal of designing safe systems that prevent fatal and severe crashes given the mistakes made by road users. Rural crashes are best addressed through Local Road Safety Plans (LSRP).

Cunningham presented draft Vision Zero Policy statements for the NFRMPO. The Vision Zero Policy, if approved, would be incorporated into the next Regional Transportation Plan (RTP) and other planning efforts.

Klockeman noted many agencies in the region have been implementing elements of the Vision Zero approach and the presentation does not reflect the work of local agencies. Baxter recommended revising the policy statements to reflect which strategies are already being used, such as the prioritization of safety in the NFRMPO Calls for Projects. Klockeman and Baxter noted the CDOT crash data has a long lag time and it would be useful to analyze local data or to provide other types of crash data assistance to local agencies beyond analysis of CDOT data.

TAC members requested the item return to TAC for discussion in June.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Dusil stated NoCo developed a document to highlight potential and observed benefits of investing in bicycle and pedestrian infrastructure. The document provides quantitative and qualitative benefits for Colorado, where available, and at a national scale. The document was created as a reference tool for initial project discussions to help communicate the variety of benefits of active transportation infrastructure. The document does not prescribe specific design elements. A draft was included in the TAC packet and a revised version was emailed on May 19. The document, called the “Benefits of Active Transportation” is available at <https://nfrmpo.org/bike-ped/noco/>.

Regional Transit Agencies – Davis reported GET is working to match resources with service delivery for demand response. Over the last month ridership has increased 50 percent from 100 rides a day to 150 rides a day. GET will implement fixed route service once guidance is provided.

Phillips and Kelly reported Transfort started limited FLEX service on Monday, May 18th. Transfort is beginning to discuss phasing in additional routes safely.

Oberschmidt reported Evans is coordinating with GET on the Transportation Master Plan.

Senior Transportation – Gordon reported the NFRMPO is working with Downtown Colorado Inc. to obtain an AmeriCorps VISTA member for six months. He is also working with the Larimer County Office on Aging and Weld County Office on Aging to use CARES Act funding to help older adults receive grocery delivery and access medical services.

Regional Air Quality Council – No update.

REPORTS

Planning Council – Written report was provided.

ROUNDTABLE

Karasko stated the June TAC meeting will be held remotely, and possibly the July TAC meeting as well. Karasko summarized recent discussions by the Transportation Commission (TC), Statewide Transportation Advisory Committee (STAC), and the NFRMPO Planning Council regarding funding for North I-25 Segments 7&8. CDOT staff is recommending the TC retain \$50M in Year 2 Senate Bill (SB) 267 funding for the project and finance the remaining \$104M to provide more SB 267 funding to projects in Regions 1, 2, and 3. The TC is expected to take action in June. Mallette stated CDOT is proposing financing a portion of the project to increase regional equity of Year 2 SB 267 distributions due to the uncertainty on the third and fourth years of SB 267.

Bornhoft stated Weld County returned Congestion Mitigation and Air Quality Improvement (CMAQ) funding to the NFRMPO pool for their Compressed Natural Gas (CNG) Vehicle project that is unable to proceed due to the indefinite suspension of the Buy America waiver process. Once CDOT Region 4 staff have identified the amount of unprogrammed CMAQ funding available to allocate, the CMAQ allocation will be brought to TAC for Action.

Cunningham reported the updated resolution for the Multimodal Options Fund awards is available by request. She notified TAC members they could submit a project to her by email to be spotlighted in the July edition of the NFRMPO newsletter. Lastly, she explained the purpose of the employer-based trip reduction request, which was sent by email, and requested examples of jurisdiction-led or private employer-based programs be sent to her by Friday, May 22.

Dusil reported the Active Transportation Plan, which will provide an update to the 2016 Non-Motorized Plan, is kicking off and invited TAC members to serve on the Steering Committee. The commitment would involve two to four virtual meetings over the next year. Currently the Steering Committee includes staff from the Cities of Fort Collins, Greeley, , and Loveland; Larimer County Department of Health and Environment; Town of Severance; Bike Fort Collins; and CSU. He noted NFRMPO staff will be reaching out for bicycle and pedestrian GIS data as part of this Plan.

Gordon highlighted the email he sent on MPO outreach efforts and requested TAC members submit suggestions for additional outreach strategies.

Baxter reported Greeley is taking advantage of lower traffic volumes to complete overlay projects and accelerate project schedules. The *65th Avenue* project is expected to be completed in July. Greeley is working with CDOT on Intergovernmental Agreements (IGAs) for the *59th Ave and O St* project and the Transportation Plan. Greeley has had some reduction in staff.

Anderson reported Weld County is updating their Comprehensive Plan and Transportation Master Plan. A consultant completed modeling for the Plan using the state's transportation model and the rest will be completed in-house. The intersection at CR 17/CR 54 (Freedom Parkway) is closed through mid-August for the construction of a roundabout.

Oberschmidt reported Evans voters approved a one cent sales tax in April for road maintenance projects. Three projects are going out for bid, including 47th Ave from the Greeley line to 37th St, half of 23rd Ave south of 37th St, and the 37th St overlay project. The Evans City Council provided extra funding for maintenance projects.

Herrera reported Windsor had a well-attended pre-proposal kickoff meeting for the 7th St Multimodal Study which extends from the Poudre River trail to Greeley #2 Ditch Trail by Windsor Lake.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko identified Vision Zero as a Discussion item. There were no additional suggestions.

Meeting adjourned at 2:19 PM

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, June 17, 2020 as a virtual meeting.



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Ryan Dusil

Date: July 15, 2020

Re: CDOT COVID-19 Response Funding Opportunities

Background

Through its *Can Do Community Challenge*, the State of Colorado is asking local communities and their resident businesses to find new opportunities to restart commerce in ways that are safe and sustainable. CDOT is launching the following two small grant programs to help support this initiative.

Revitalizing Main Streets:

- To protect health and environment, CDOT is utilizing up to \$4.1M of the state portion of the Senate Bill (SB) 1 Multimodal Options Fund.
- Grants up to \$50,000 will allow communities to facilitate safe and healthy active transportation, outdoor dining, and business. A non-exhaustive list of example project types includes:
 - Repurpose select streets or parts of streets for biking or walking
 - Expand sidewalks to allow for activities such as dining or walking
 - Converting streets to one-way to create space for community use
 - Weekend-only use of streets for bike/ped only access
 - Reduced speed limits to allow for safer walking and biking
- A minimum 10 percent local match, cash or in-kind, will be required
- Rolling application process to facilitate quick deployment
- Goal to disburse funds before January 2021
- Eligible applicants include local government or other transit/governmental agencies

Community Telework Challenge:

- To promote innovative tools that encourage practices such as social distancing and teleworking
- Microgrants up to \$5,000 to local communities and nonprofits
- Help promote best practices for teleworking, provide staff capacity or otherwise incentivize continued telework. A non-exhaustive list of example projects types includes:
 - Promotion of community-wide initiatives for teleworking, including coordination with large employers, sharing of best practices, etc.
 - Marketing materials and training to encourage effective telework, work-life balance support, etc.
 - Additional staff capacity to promote teleworking and other active (and socially-distant) transportation options (i.e. grocery deliveries or other opportunities to help at-risk populations stay at home).

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- Local match is not required, but is encouraged and given additional consideration within the scoring criteria
- Rolling application process to facilitate quick deployment
- All eligible and funded projects must be able to complete all activities and submit all billings by December 1, 2020.
- Eligible applicants include, local government and other governmental agencies, nonprofits, and transportation management associations/organizations (TMA/Os)

Grant application and instructions for both grant programs are available at <https://www.codot.gov/programs/community-challenge/about>

Action

Staff request TAC members review the information and discuss project ideas.

MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Northern Colorado Bicycle and Pedestrian Collaborative
Re: NFRMPO Call for Projects Recommendations
Date: 07/15/2020



Background:

The current scoring guidelines for the NFRMPO's three funding programs in the biennial Call for Projects limit the competitiveness of bicycle and pedestrian project applications to one funding program -- Transportation Alternatives (TA). This limitation effectively discourages bicycle and pedestrian applications because the size of the funding program is only sufficient to support a single project, equating to the construction of approximately $\frac{3}{4}$ mile of a paved multi-use trail every two years. Without a change to the current scoring guidelines, the NFRMPO will be delayed in building or improving over 200 miles of the Regional Non-Motorized Corridor (RNMC) network as currently planned, and therefore unable to achieve targets adopted in the NFRMPO's 2045 RTP.

This memorandum seeks to increase the competitiveness of non-Single Occupant Vehicle (SOV) oriented projects consistent with progression towards adopted regional targets and air quality conformity, as well as approaches taken in other regions. A list of eligible non-SOV applications can be found in the supporting information below. The potential benefits of investing in active transportation are outlined [here](#). A Letter of Support from the Larimer County Department of Health and Environment's (LCDHE) Built Environment Leadership Team is included in **Appendix A**.

The NoCo Bike & Ped Collaborative is requesting consideration of the following recommendations for the NFRMPO's next Call for Projects, alongside any changes that would be required with a new federal transportation bill

Recommendations:

- Establish a competitive Bicycle and Pedestrian Project Percentage Allocation Program consisting of:
 - 100 percent of available TA funds
 - 5-12 percent of available CMAQ funds
 - 5 percent of available STBG funds¹
 - The following conditions:
 - If funds are not applied for or projects do not meet requirements, the funds would return to the larger program pool

¹ Further discussion is needed to determine how the funds would be drawn from the small and/or large community pools and how they would impact maximum possible awards so as to preserve a geographically equitable competitive process.

- NoCo Bike & Ped Collaborative would be willing to score applications submitted to the Percentage Allocation Program for TAC to consider when recommending awards to the Planning Council
- For the overall CMAQ and STBG funding programs:
 - Adjust CMAQ scoring criteria/formulas to ensure projects align with the intent of the funding program, emissions benefits are calculated for the anticipated lifetime of a project, and capacity-related projects that will induce long-term increases in Single-Occupant Vehicle (SOV) travel are scored accordingly (ie. *An improvement that reduces idling in the short-term, but may induce increased long-term demand would not take into account the long-term emissions increase*)
 - Within the CMAQ and STBG guidelines, emphasize the eligibility of the NFRMPO's Regional Transit Corridors (RTCs) and Regional Non-Motorized Corridors (RNMCs) instead of solely Regionally Significant Corridors (RSCs – Roadway)
 - Require all project sponsors to demonstrate a probable non-SOV travel mode shift in their application
 - Encourage applicants to consult local public health and other subject matter experts in the writing of their applications to ensure the project addresses health equity and environmental justice (EJ) issues
 - Establish a process to compare the observed impacts and lifetime of implemented projects compared with those identified in the original application and/or the most current methods

Supporting Information:

CMAQ Funding Program

A CMAQ percentage allocation is a strategy deployed by the Denver Regional Council of Governments (DRCOG) to ensure projects that improve air quality and reduce congestion through alternative transportation modes are awarded. The following percentage allocation scenarios highlight impacts of investing in bicycle and pedestrian infrastructure at three different levels as a proportion of the total available CMAQ amount:

- **5 percent** - In 2018, this would have amounted to \$537,000, or roughly the amount of the available TA funding. This would have reduced the average 2018 CMAQ award amount by \$107,400 per project. The average 2018 CMAQ award was \$2.14M.
- **10 percent** - In 2018, this would have amounted to roughly \$1.07M, or roughly two times the amount of the available TA funding. This would have reduced the average 2018 CMAQ award amount by \$208,800 per project.
- **12 percent** - In 2018, this would have amounted to roughly \$1.28M. This would have reduced the average 2018 CMAQ award amount by \$257,598 per project. Between 2014-2018, 12 percent was the average annual amount of CMAQ funds obligated to projects categorized as bicycle and pedestrian projects nationwide. There were zero such projects in the NFRMPO region.

The intent of the CMAQ funding program, congestion mitigation and air quality improvements, can be better reflected in the scoring criteria. The following recommendations address the scoring criteria used in the 2018 Call for Projects:

- **Short-Term Emissions Benefits (Year 1)** - This criterion should explicitly account for the extent to which a project encourages changes in travel behavior through its design and through messaging and public education about the importance of reducing SOV travel.
- **Long-Term Emissions Benefits (Years 2-5)** -This criterion should explicitly account for whether a project is likely to induce more SOV travel or encourage mode shift. For instance, while a signal timing project may reduce idling in the short-term, in the long-term it may induce SOV trips due to the observed short-term travel time savings for vehicles. Certain projects may also affect land use patterns and vehicle fleets in a way that generates new traffic. Consider extending the time period to the anticipated lifespan of each specific project. These will vary widely by project type. For example, the Maricopa Association of Governments (MAG), estimates the following lifespans by project type:

Project Type	Lifespan
Bicycle and Pedestrian Facilities	Bike Lanes or Shoulders = 20 years Sidewalks, Bike Paths, Pedestrian Paths = 30 years Overpasses and Underpasses = 50 years
New Bus Service	Effectiveness period of 12 years
New Light Rail Service	Effectiveness period of 20 years
Diesel Retrofits	Effectiveness period of 5 years
Diesel Anti-Idling Programs	Effectiveness period of 5 years
Intersection Improvements	Effectiveness period of 20 years
Natural Gas and Electric Vehicles	Vehicle life, based on the difference between the model year of vehicle being purchased and the model year being replaced (roughly 8 years for NGV, 5 years for EV)
Park and Ride Facilities	Effectiveness period of 20 years
Paving Projects	Effectiveness period of 20 years
PM-10 Certified Street Sweepers	Effectiveness period of 8 years
Rideshare Programs	Program period of 1 year
Traffic Signal Coordination	Effectiveness period of 5 years
Intelligent Transportation Systems	Effectiveness period of 5 years
Trip Reduction Program	Program period of 1 year
Vanpool Vehicles	Effectiveness period of 4 years

Source: Maricopa Association of Governments (MAG)

Estimated lifespans also vary by region. Establishing a process to compare the observed impacts and lifetime of implemented CMAQ projects compared with those identified in their original application and/or the most current methods may help adapt estimates such as MAG’s to Northern Colorado. Reference to other best practices may yield more appropriate estimates, similar to those referenced in the 2017 University of New Mexico report, [CMAQ Program Best Practices Scan](#).

- **Cost Effectiveness (Cost ÷ Total Emissions Benefits)** - Total benefits should be calculated over the anticipated lifespan of the project. The project’s impact on operating or maintenance costs over its lifespan should be accounted for within this criterion as well. Weighting this criterion higher may also increase the competitiveness of smaller projects.
- **Contribution to Achievement of Targets** - Contribution to each target should be quantified as objectively as possible, then weighted so a perfect score equates to an appropriate percentage of total points in the scoring rubric. Possible points should be quantified similar to the following:
 - No contribution = 0 points
 - Small contribution = 1 point
 - Moderate contribution = 2 points

- Large contribution = 3 points
- **Potential additional criterion: Innovativeness** - A reason for the flexibility within the CMAQ program is to allow innovative projects. The emissions benefits of new and innovative solutions will not be captured in our traditional calculations and are often higher than traditional solutions. This criterion helps project sponsors add additional justification and local context that may challenge traditional assumptions for scoring committee members to consider. Projects with benefits that may exceed traditional assumptions include: Bus Rapid Transit (BRT) Service, Microtransit, Fare Free Transit, Complete Streets Retrofits, Protected Bicycle Lanes/Cycle Tracks, Employer-based Travel Demand Management (TDM) Strategies and other TDM efforts, or Packaged Projects
- **Basic project requirements** – To ensure projects align with the intent of the CMAQ funding program and ensure the continual improvement of the CMAQ award process, these criteria should be required of each project:
 - Project improves travel for a non-SOV mode
 - Project sponsor agrees to periodically collect data on the effectiveness of the completed project and report findings biennially to the NFRMPO
 - Project is on, or significantly impacts, an RSC, RTC, or RNMC

STBG Funding Program

The following percentage allocation scenario highlights the impacts of investing in bicycle and pedestrian infrastructure using 5 percent of available STBG funds:

- **5 Percent** - \$394,214 would have been 5 percent of the 2018 STBG funding program. This amount alone would have increased dedicated bicycle and pedestrian funding by 72 percent. This would have reduced the average 2018 STBG award amount by \$98,553 per project. The average award amount was \$1.97M.

The percentage allocation program addresses the need for additional bicycle and pedestrian investment while maintaining the values from the 2018 STBG scoring system. For the NFRMPO's 11 small communities, heavier scoring weight was placed on System Preservation (maintaining the current system based on current pavement condition). While this criterion is valuable, it discourages new bicycle and pedestrian projects. The majority of the unconstructed RNMC segments are in and between the region's small communities. The percentage allocation program would allow the System Preservation criterion to remain, while encouraging small community investment in new bicycle and pedestrian facilities.

The scoring criteria within the SBTG funding program can also be adjusted to better align with the goals, objectives, performance measures, and targets adopted in the *2045 RTP*. The following recommendations addresses one scoring criterion used in the 2018 Call for Projects:

- **Contribution to Achievement of Targets** - Contribution to each target should be quantified as objectively as possible, then weighted so a perfect score equates to an appropriate percentage of total points in the scoring rubric. Possible points should be quantified similar to the following:
 - No contribution = 0 points
 - Small contribution = 1 point
 - Moderate contribution = 2 points
 - Large contribution = 3 points

In their 2020-2023 Transportation Improvement Programs (TIPs), the Pikes Peak Area Council of Governments (PPACG) and the Denver Regional Council of Governments (DRCOG) are allocating STBG funding to six and 13 bicycle and pedestrian-specific projects, respectively. There are zero such projects in the NFRMPO 2020-2023 TIP.

TA Funding Program

Under the percentage allocation scenarios laid out above, all funds in the TA funding programs would become a part of the Bicycle and Pedestrian Project Percentage Allocation Program. Only one application apiece was received for TA funding in the 2016 and 2018 Calls. Available funds were \$544,075 and \$557,581, respectively. Some agencies that did not apply cited the small dedicated funding amount as a reason. The small funding amount is not sufficient to split between two projects given the relative cost of “federalizing” smaller projects. This amount is rarely sufficient to support larger-scale investments that have not already secured partial project funding through other non-local sources. Some agencies are deterred from investing time in bicycle and pedestrian project applications due to the perception of higher competitiveness for TA funds than for STBG or CMAQ funds.

Summary:

The Northern Colorado Bicycle and Pedestrian Collaborative is requesting TAC amend the application and scoring processes to more equitably distribute funding for the NFRMPO’s next Call for Projects by encouraging more non-SOV applications in the CMAQ and STBG funding programs. The Collaborative requests a dedicated percentage allocation for each funding program, confirmed by the NFRMPO Planning Council, for distribution to regionally significant bicycle and pedestrian projects. The percentage allocation strategy has been successfully deployed by MPO regions across the country, leading to target achievement and air quality improvements.

(Approved June 10, 2020 by the NoCo Bike & Ped Collaborative)

NFRMPO TAC
419 Canyon Ave #300
Fort Collins, CO
80521

RE: NFRMPO Call for Projects Recommendation

Dear NFRMPO Technical Advisory Committee:

The Larimer County Department of Health and Environment's Built Environment Leadership Team is writing to support the recommendations outlined by the Northern Colorado Bike and Pedestrian Collaborative. The Built Environment Leadership Team agrees with and supports the recommendations to adjust the scoring criteria and percent allocation of funds to increase the competitiveness of bicycle and pedestrian and non-Single Occupancy Vehicles (SOV) project applications submitted for the three funding programs administered by the North Front Range Metropolitan Planning Organization (NFRMPO). The Built Environment Leadership Team is a collaborative group of professionals and experts from planning, transportation, public health, environmental, non-profit, and community-based organizations that are focused on increasing health in plans and policies across Larimer County.

Chronic diseases related to physical inactivity and obesity now rank among the country's greatest public health risks. The Built Environment Leadership Team encourages community designs that make it easy and safe for people to include regular physical activity in their daily routines by using active modes, like bicycling and walking. Best practices, including those from the Centers for Disease Control and Prevention, state that increasing access to everyday destinations and places through active friendly routes is a key strategy for decreasing chronic diseases in our communities. Creating active friendly routes includes increasing safe and low-stress bicycle and pedestrian infrastructure in key areas. We believe these adjustments to the NFRMPO Call for Projects process will support an increase in infrastructure to support active friendly routes.

We applaud the proposal from the Northern Colorado Bike and Pedestrian Collaborative as it aims to increase funding opportunities that will create greater active transportation and multimodal connectivity in our region. As a regional, multi-sector, collaborative group of professionals, we believe that the recommendations outlined by the Northern Colorado Bike and Pedestrian Collaborative are a thoughtful approach to enhance funding sources for the implementation of bicycle and pedestrian infrastructure, which is an important health promoting strategy for our region.

Sincerely,
The Built Environment Leadership Team

Facilitated by:
Kelly Haworth, Built Environment program supervisor
Larimer County Department of Health and Environment



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Medora Bornhoft

Date: July 15, 2020

Re: NFRMPO Process for Local Match Assistance

Background

As presented during the TAC meeting on May 20th, CDOT and NFRMPO staff are discussing potential strategies for local match assistance for communities unable to afford local contributions for approved transportation projects due to the COVID-19 pandemic. The strategies allow for the delay, reduction, or elimination of local contributions; however, there is a downside to most of the strategies. The purpose of identifying strategies for local match assistance is to maximize the delivery of projects currently included in the NFRMPO's Transportation Improvement Program (TIP) given anticipated revenue shortfalls.

NFRMPO staff is proposing to process requests for local match assistance for projects funded through NFRMPO Calls for Projects on a case-by-case basis and to use existing NFRMPO procedures to formally complete requests for assistance where necessary. To clarify how this would work, this memo outlines four steps in the process and describes how the assistance strategies align with existing NFRMPO procedures.

The proposed process is designed for projects selected by the NFRMPO Planning Council for Congestion Mitigation and Air Quality Improvements (CMAQ), Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and/or Multimodal Options Fund (MMOF) funding. The proposed process is for projects already selected by the NFRMPO Planning Council and **not** for any projects awarded in future Calls for Projects held by the NFRMPO.

Projects selected for funding by other agencies, such as CDOT, FHWA, or FTA, may be eligible for the local match assistance strategies identified in this Memo. Project sponsors must contact the funding agency to initiate a request for local match assistance.

Local Match Assistance Strategies

There are five local match assistance strategies described below.

State Infrastructure Bank (SIB)

The Colorado SIB offers a range of loans with low interest rates and credit assistance enhancement products for state- and federally funded projects. SIB loans may be executed at any time prior to project closeout. The SIB is a well-established strategy and the rules, regulations, and application are available on CDOT's website: <https://www.codot.gov/business/budget/colorado-state-infrastructure-bank-co-sib.html>.



Currently, the SIB has \$5M in funding available. The downside to financing a project is the cost of interest; however, interest payments may be less expensive than increases in construction costs due to inflation.

Toll Credits

Toll credits reduce or eliminate local match for federally funded projects. Toll credits can be applied at any time prior to project closeout. **Attachment 1**, CDOT's Toll Credit Fact Sheet, explains how toll credits work for various project scenarios. Toll credits are relatively new to the State of Colorado. Toll credits are considered "soft match" and **do not** provide any new funds, which means the project would either have to reduce scope to make up for the loss in local funding, or, if federal funds become available, receive an additional allocation of federal funds to retain the project scope. The downside of toll credits is the reduction in project scope or reduction in overall impact of federal funds within the region.

Tapered Match

The tapered match strategy allows the local match for a federally funded project to be delayed. The project must receive approval from FHWA to use tapered match prior to authorization. This strategy is not new to FHWA but is new to Colorado. Since the federal share of the project is reimbursement-based, the local agency would still need to be able to front the federal share, but the local share could be provided in a later fiscal year. For more information on tapered match, visit https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/tapered_match.aspx. A potential downside of the tapered match strategy is the local match is paid in a lump sum at the end instead of being spread out over time.

Swap Project Funding Year

Swapping the project funding year is a strategy wherein one or more project sponsors with projects funded in the same funding program but in different fiscal years agree to swap funds allowing one project to advance and another project to delay. The FY2020-FY2023 TIP allows a project funded with NFRMPO-controlled CMAQ, STBG, and/or TA funding to swap funds one time with another project awarded funding in an approved Call for Projects. There is no downside to using this strategy, although it can be difficult to find a project with which to swap.

Delay Project

Local agencies may choose to delay their project to a later fiscal year, which is also known as "rolling" a project. The project would still be subject to the NFRMPO delay policy, if applicable, and any deadlines established by FHWA and CDOT. Failure to meet deadlines could result in the loss of federal funds for the project. The downside of delaying a project is the delay of benefits to the regional transportation network and delaying the obligation of federal funds.

At this time, the NFRMPO is **not** proposing to alter the TIP delay policy to create a special exemption for projects delayed due to COVID-19 for the following reasons:

- 1) The delay policy encourages the obligation of federal funding, which benefits the regional transportation network with timely improvements and increases the likelihood of the State receiving additional federal allocations. Other strategies are available, as identified above, to assist local agencies with local match.



- 2) The delay policy's first one-year extension and second one-year extension options remain available for projects at the discretion of TAC and Planning Council.
- 3) The FHWA end date(s) for projects that might benefit from a special exemption may have already been set.
- 4) The full financial impact of the COVID-19 pandemic is not yet known. A special exemption for COVID-19-related delays may be prudent to consider at a later date if the first and second one-year extensions do not provide enough time for projects to proceed.

Proposed Process for NFRMPO-funded Projects Requesting Assistance

Broadly, the proposed process uses consultation with impacted agencies to select a strategy, any processing requirements of other agencies such as CDOT and FHWA, and existing NFRMPO procedures to complete requests for assistance. The reliance on existing NFRMPO procedures means that some types of requests would be processed as TIP Modifications and other types of requests as TIP Amendments. Using existing processes also means local assistance requests could be completed as necessary without establishing a specific deadline for submitting a local assistance request.

Step 1 – Notification. Local agency notifies the NFRMPO of need for local match assistance by contacting Becky Karasko and Medora Bornhoft.

Step 2 – Strategy Selection. Local agency coordinates with the NFRMPO and CDOT to discuss which, if any, strategy is applicable to the project. The local agency selects which strategy or strategies to pursue. In some cases, no strategy will be applicable to the project.

Step 3 – CDOT/FHWA Processing. Local agency follows process established by CDOT and FHWA, if applicable. The CDOT processes for the SIB, swap project funding year, and project delays are established, the process for toll credits is under development, and there currently is no process for tapered match. The FHWA must approve requests for tapered match and does not have a role for the other strategies.

Step 4 – NFRMPO Processing. Local agency communicates with NFRMPO staff on the approval/acceptance of CDOT and/or FHWA on request(s). Existing NFRMPO procedures for TIP Modifications, TIP Amendments, and/or Additional Funding Allocations are used to adjust the project in the TIP and either notify or receive approval from the NFRMPO Planning Council. The TIP Amendment and Modification Process from the *FY2020-2023 TIP, Attachment 2*, would determine which type of TIP revision is applicable. Specifically, the requests would be processed as follows:

- **SIB** – The request is completed by the NFRMPO as a TIP Modification per the second item listed in the Administrative Modification section of **Attachment 2**.
- **Tapered Match, Swap Project Funding Year, and Delay Project** – The request is completed by the NFRMPO as a TIP Modification per the third item listed in the Administrative Modification section of **Attachment 2** or as a TIP Amendment if the delay impacts air quality conformity.



- **Toll Credits with a Scope Reduction** – The request is completed by the NFRMPO as a TIP Amendment if scope change is significant, as described in the sixth item in the Policy Amendment section of **Attachment 2**, otherwise it is completed as a TIP Modification.

Toll Credits without a Scope Reduction – The request is held until a CDOT Region 4 reconciliation identifies unprogrammed federal funding, which could be due to higher planning estimates or project forfeitures/project closeouts. The requests for toll credits would be presented to TAC and Planning Council as part of the Additional Funding Allocations process and would compete with the partially funded projects eligible for additional federal funds from the relevant Call for Projects. The reconciliations are completed quarterly, and proposed allocations would be brought to TAC and Planning Council for approval if unprogrammed federal funds are available. Project adjustments would then be amended or modified into the TIP.

Action

Staff requests TAC members review and discuss the proposal to rely on existing NFRMPO procedures for local match assistance requests in preparation for TAC approval in August. Staff proposes this item does not require Planning Council Discussion or Action unless TAC requests changes to existing NFRMPO procedures.



Toll Credits for Local Agency Match Relief-2020

What is the purpose of this Fact Sheet?

In response to the 2020 economic downturn associated with COVID-19, CDOT is developing guidance and recommendations for local agencies and planning organizations on how to maintain delivery of the Federal Aid Program, primarily Congestion Mitigation Air Quality, Transportation Alternatives, Bridge Off-System, Surface Transportation Block Grant (Urban Areas), Highway Safety Improvement Program, and any other locally administered projects.

What are Toll Credits?

CDOT is able to provide some relief by using its balance of “toll credits” with the Federal Highway Administration (FHWA). Toll credits are earned when the state, a toll authority, or a private entity funds a capital transportation investment with toll revenues earned on existing toll facilities. Toll credits act as a “soft match” and are not “real dollars,” but rather a tool which State DOTs can utilize to reduce or eliminate requirements for non-federal matching funds. Note: Increasing federal share in projects come from existing resources and are not additional federal apportionments or obligation authority to the state.

How can Toll Credits be applied to a Project?

For projects selected through Metropolitan Planning Organization (MPO) processes, requests for match relief should be made through the MPO and then submitted to CDOT. Requests for projects not in an MPO should be made through the appropriate CDOT Region Office, or in the case of federal transit (FTA) projects, through the CDOT Division of Transit and Rail.

There are 2 scenarios where toll credits may be used to assist:

1. If the scope of the project can be reduced, the project can proceed with no local match and 100% federal funding. Example, a \$100,000 project is reduced in scope to \$80,000 and eliminate the match element.
2. If additional federal funding can be identified and programmed within the TIP and STIP a project can proceed with no local match and 100% federal funding. Example, a \$100,000 project is kept at \$100,000 by procuring additional federal funds being sourced (from existing available funding) to replace the diminished local contribution, thus eliminating the match.

Key Points

- For existing project awards
- Determined on case by case basis
- In response to permanent reduction of local revenue
- May require a reduction of scope equal to lost local contribution
- Eliminates required match, but NOT a cash replacement
- IGA revisions may be required due to scope reduction and change in reimbursement terms

For more information contact:
Eric Ehrbar – CDOT Finance
eric.ehrbar@state.co.us

MPOs should contact:
Marissa Gaughan – CDOT DTD
marissa.gaughan@state.co.us

Scenarios

Below are a few examples of how Toll Credits can be used on a project. In some cases it may be necessary to identify other available resources including federal funds.

REDUCED TOTAL COST - NO LOCAL OVERMATCH					What does this mean?	REDUCED TOTAL COST - LOCAL OVERMATCH					What does this mean?
Fund Type	Original Cost	Original Rates	Revised Project Cost	Revised Rates	Your project must reduce scope by the amount of the local match to fit in the revised budget.		Original Cost	Original Rates	Revised Project Cost	Revised Rates	Your project must reduce scope by the amount of both the local match AND the local overmatch to fit in the revised budget.
Federal	\$80,000	80%	\$80,000	100%		Federal	\$80,000	80%	\$80,000	100%	
Local "Match"	\$20,000	20%	\$0	0%		Local "Match"	\$20,000	20%	\$0	0%	
Local "Over Match"	\$0	N/A	\$0	N/A		Local "Over Match"	\$100,000	N/A	\$0	N/A	
Total Cost	\$100,000	100%	\$80,000	100%		Total Cost	\$200,000	100%	\$80,000	100%	
NO CHANGE TO TOTAL COST - NO LOCAL OVERMATCH					What does this mean?	NO CHANGE TO TOTAL COST - LOCAL OVERMATCH					What does this mean?
	Original Cost	Original Rates	Revised Project Cost	Revised Rates	You must secure additional federal resources in the amount of the lost match and program them in the STIP. These funds may be available currently as unprogrammed dollars or may require the cancellation or reduction of other projects.		Original Cost	Original Rates	Revised Project Cost	Revised Rates	You must secure additional federal resources in the amount of the lost match AND the local overmatch and program them in the STIP. These funds may be available currently as unprogrammed dollars or may require the cancellation or reduction of other projects.
Federal	\$80,000	80%	\$100,000	100%		Federal	\$80,000	80%	\$200,000	100%	
Local "Match"	\$20,000	20%	\$0	0%		Local "Match"	\$20,000	20%	\$0	0%	
Local "Over Match"	\$0	0%	\$0			Local "Over Match"	\$100,000	N/A	\$0	N/A	
Total Cost	\$100,000	100%	\$100,000	100%		Total Cost	\$200,000	100%	\$200,000	100%	

Attachment 2

FY2020-2023 TIP: TIP Amendment and Modification Process

Policy Amendments

The following items require a Policy Amendment:

1. Any project, outside of a CDOT STIP funding pool, added to the TIP using federal funds including CMAQ, STBG or TA funds, or if the project is an Air Quality Significant Project (see examples above).
2. Any project that has all Federal funding removed or is deleted from the TIP.
3. The addition or deletion of \$5M or more in federal or state funds for any project.
4. A change in funding sources from local/state to include any amount of federal funds.
5. A change in the total amount of a CDOT STIP pool by \$5M or more in state or federal funding due to Transportation Commission action, including a change in the Federal resource allocation.
6. Any significant change in the scope of a project. A scope change is defined as any sponsor-directed alteration that requires a modification in a project's activity, location, or schedule which triggers a review of the National Environmental Policy Act (NEPA) process or air quality analysis. Common scope changes are: (1) engineering change, (2) quantity change, (3) location change, and (4) schedule change. Specifically, any schedule changes that might impact the TIP's air quality conformity as the completion date of a regionally significant project would occur in a different time frame than that modeled by APCD.

Administrative Modifications

The following items require an Administrative Modification:

1. A change between federal funding sources.
2. A change in project funding less than \$5M of state or federal funding, and does not change the scope of the project.
3. A transfer of funds between project years, with concurrence of Project Sponsors, and not impacting air quality conformity.
4. A change of less than \$5M in the total amount of a CDOT STIP pool in state or federal funding due to Transportation Commission action, including a change in the Federal resource allocation.
5. Changes in the projects included in a CDOT STIP pool due to Transportation Commission action, including a change in the state resource allocation.



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham & Becky Karasko

Date: July 15, 2020

Re: NFRMPO Safety Vision: Towards Zero Deaths Policy Discussion

Background

At the January 9, 2020 Planning Council meeting, NFRMPO Staff presented the NFRMPO's 2016-2020 Safety Performance Targets. As in previous years, NFRMPO staff and TAC recommended the support of the State's targets over the creation of regionally specific targets due to the lack of availability of data in a timely manner. Some Planning Council members felt a policy towards zero deaths should be created over the next year, in addition to the data driven performance targets.

The initial direction from Planning Council was to look at a policy that would embrace moving towards no fatalities. A Vision Zero Policy, which is "a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all"¹, is an aspirational goal, while the Federal Safety Performance Measures and Targets must be data driven. The Federal Performance Measures do not prevent the MPO from having a separate and overarching safety vision aimed at eliminating fatalities.

Action

NFRMPO staff is recommending changing the terminology used in the policy to *Towards Zero Deaths* to better align with CDOT's policy². CDOT's recently updated [2020-2023 Strategic Transportation Safety Plan \(STSP\)](#) lists the Towards Zero Deaths strategy as one of the safety initiatives that support the STSP vision and mission:

*Toward Zero Deaths (TZD) is a national strategy on highway safety to advocate for eliminating serious injuries and deaths on our nation's roadways. It provides a platform for state agencies, private industry, national organizations, and others to develop safety plans that prioritize traffic safety culture and promote the national TZD vision. CDOT has committed to this strategy for every individual, family, and community using Colorado's transportation network. The campaign includes a new partners program that certifies safety initiatives administered by community allies to reach zero deaths.*³

¹ <https://visionzeronetwork.org/about/what-is-vision-zero/>

² <https://www.codot.gov/safety/cdot-launches-moving-towards-zero-deaths>

³ <https://www.codot.gov/safety/safetydata/safetyplanning/strategictransportationsafetyplan.pdf>



Additionally, creating a safety vision for the region will differentiate these policies from the federally mandated performance measures which are set annually and the Goals, Objectives, Performance Measures and Targets (GOPMT) which are incorporated into the *Regional Transportation Plan (RTP)*.

At the May 20, 2020 TAC meeting Staff presented several policy statement recommendations for TAC to review. The following statements have incorporated the feedback TAC members provided:


- The NFRMPO acknowledges the importance of setting data driven targets for safety as the federal requirement for performance-based planning and programming.
- The NFRMPO recognizes there is a strong desire in the region to set more aspirational goals regarding road safety and there is no acceptable number of deaths or serious injuries on the road network.
- The NFRMPO and its member communities will continue to work towards eliminating serious injuries and deaths by:
 - Continue prioritizing safety in future NFRMPO calls for projects;
 - Analyzing all available crash data to make more informed decisions for safety related projects;
 - Integrating the Towards Zero Deaths framework in future planning initiatives (*Environmental Justice (EJ) Plan, Active Transportation Plan (ATP), Congestion Mitigation Process (CMP), Regional Transportation Plan (RTP), etc.*);
 - When possible, provide regionally specific crash data to compare to statewide crash data;
 - Identify crash types and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.

Staff requests TAC members review the proposed policy statements and be prepared to discuss whether these are the recommended policy statements Staff should present to Planning Council for discussion at their August 6, 2020 meeting. Staff is requesting TAC members provide feedback at the July 15, 2020 TAC meeting.




1

Towards Zero Deaths



- Better align with CDOT’s policy as stated in the *2020-2023 Strategic Transportation Safety Plan (STSP)*
- Differentiate between federally required safety performance measures and *GOPMT*




MOVING TOWARDS
ZERO
DEATHS

2

NFRMPO Safety Vision

2

Policy Statements




- The NFRMPO acknowledges the importance of setting data driven targets for safety as the federal requirement for performance-based planning and programming.
- The NFRMPO recognizes there is a strong desire in the region to set more aspirational goals regarding road safety and there is no acceptable number of deaths or serious injuries on the road network.

3
NFRMPO Safety Vision

3

Policy Statements



- The NFRMPO and its member communities will continue to work towards eliminating serious injuries and deaths by:
 - Continue prioritizing safety in future MPO calls for projects;
 - Analyzing all available crash data make more informed decisions for safety related projects;
 - Integrating the Towards Zero Deaths framework in future planning initiatives (*Environmental Justice (EJ) Plan, Active Transportation Plan (ATP), Congestion Mitigation Process (CMP), Regional Transportation Plan (RTP), etc.*);

4
NFRMPO Safety Vision

4

Policy Statements



- **When possible, provide region specific crash data to compare to statewide crash data;**
- **Identify crash types which are most prevalent in the region as well as best practices to mitigate those specific crash types.**

5

NFRMPO Safety Vision

5



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Alex Gordon and Ryan Dusil

Date: July 15, 2020

Re: Environmental Justice (EJ) Plan

Background

The NFRMPO is in the process of developing its first ever *Environmental Justice (EJ) Plan*. The USDOT defines EJ as the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations, and policies.¹ The NFRMPO must analyze the EJ impacts of its programs because the agency receives federal funding. Although an *EJ Plan* is not a federal requirement, it is considered a best practice. The purpose of the *EJ Plan* is to assess how the NFRMPO can make its transportation planning processes more equitable and assist local agencies in doing the same. The *EJ Plan* will include the following components:

- A report analyzing the existing EJ conditions in the region, including historical context, analysis of available data, survey summary, and an overview of planning processes and resources across the region;
- Recommendations to increase the accessibility and equity of transportation planning processes across the region and encourage partnerships; and
- A toolkit/guidebook of EJ best practices and resources to support planning efforts of local agency staff and other planning partners.

The anticipated timeline for the *EJ Plan* is:

Period	Tasks
Spring and Summer 2020	Collect and analyze available data, engage important stakeholders and planning partners, reach out to public
Fall 2020	Continue with tasks listed above, as needed, and create the <i>EJ Plan</i> document
Winter 2020/2021	Adopt the <i>EJ Plan</i> and begin implementing short-term recommendations

To date, NFRMPO staff have discussed the *EJ Plan* with the public at two events (Loveland and Fort Collins), the Larimer County Department of Health and Environment (LCDHE) staff and partners, various staff at the City of Fort Collins, the City of Evans, and the Weld County Department of Public Health and

¹ <https://www.transportation.gov/transportation-policy/environmental-justice#:~:text=Innovation%20Resource%20Directorate,Environmental%20Justice,environmental%20laws%2C%20regulations%20and%20policies>



Environment (WCDPHE), as well as local non-profit agencies like La Familia/The Family Center. Desired *EJ Plan* components identified in these meetings include:

- Detailed guidance on accessible and consistent public engagement strategies and best practices in equitable planning and implementation, including the need to build partnerships and relationships beyond just occasional projects;
- Encouragement of additional EJ considerations through NFRMPO processes such as future Calls for Projects;
- Resources for communities to simplify language, increase transparency, and encourage more meaningful involvement from traditionally disadvantaged populations; and
- Exploration of tools and interfaces to centralize information and encourage ongoing feedback through programs such as the Transportation Improvement Program (TIP).

In the coming weeks, NFRMPO staff plan to engage partners such as the Town of Milliken, United Way of Weld County, the Northern Colorado Health Alliance (NCHA), the Weld County Family Leadership Commission, and founders of the Latino Northern Colorado podcast.

EJ Plan Webpage: <https://nfrmpo.org/environmental-justice/>

EJ Plan Survey

English: <https://forms.gle/jBPGnb39Ht1WFai69>

Español: <https://forms.gle/1ka5wunCEjZxgb8N7>

Action

Staff requests TAC members provide feedback on the direction of the *EJ Plan* and what tools may help other TAC members better engage these communities of concern, offer additional partners to engage, and assist with promotion of the *EJ Plan* survey.



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Ryan Dusil

Date: July 15, 2020

Re: NFRMPO Regional Active Transportation Plan (ATP)

Background

The NFRMPO is early in the development of the *Regional Active Transportation Plan (ATP)*. The ATP is an update to the *2013 Regional Bicycle Plan* and *2016 Non-Motorized Plan*. The ATP will fulfill the federal requirement for the NFRMPO to address bicycle and pedestrian planning as part of the *Regional Transportation Plan (RTP)*. The ATP will update and expand on many components in these two existing plans, including:

- Consolidated summary of the existing active transportation conditions, programs, policies, and data;
- Tools, analysis, and guidance supporting local and regional planning and funding efforts;
- Recommendations for improving local and regional active transportation planning efforts; and
- Segment-by-segment analysis of each Regional Active Transportation Corridor (RATC), including identification of infrastructure standards, critical gaps, important local connections, necessary partnerships, and priority segments.

The anticipated timeline for the ATP is:

Period	Tasks
Spring and Summer 2020	Collect and analyze available data, engage important stakeholders and planning partners, reach out to public
Fall and Winter 2020	Continue with tasks listed above, as needed, and create the ATP document
Early 2021	Adopt the ATP

To date, NFRMPO staff have discussed the ATP with the public at two events (Loveland and Fort Collins), the Weld County Mobility Committee (WCMC), the Larimer County Mobility Committee (LCMC) meeting, the NoCo Bike & Ped Collaborative, the Mobility & Access Priority Group (MAPG), and has held one ATP Steering Committee meeting. Desired components identified in these meetings include:

- Detailed guidance on bicycle and pedestrian facility design standards;
- Increased focus on equitable access to active transportation opportunities, especially for low-income and minority populations, older adults and individuals with disabilities; and
- Emphasis on emerging micromobility solutions such as electric bicycles and scooters.



NFRMPO staff plan to engage local staff in individual community meetings, various local advisory boards, and the public through a survey and other strategies consistent with Colorado Safer-At-Home guidelines. Staff are also developing an *ATP* survey to collect public feedback on what factors determine their mode choice for various trip types and what improvements would be most likely to increase their participation in active transportation.

***ATP* Webpage:** <https://nfrmpo.org/bike-ped/active-transportation-plan/>

Community Remarks interactive public input page: <https://communityremarks.com/northfrontrange/>

Action

Staff request TAC members provide feedback on the direction of the *ATP* and what components would be particularly helpful to local active transportation planning efforts. Staff would also like assistance promoting the Community Remarks webpage as well as the *ATP* survey once it is finalized.

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, June 10, 2020

GoToMeeting Virtual Meeting

Call for Projects Recommendations Memo

The NoCo Bike & Ped Leadership Team stated several changes were made to the Memo following the May 13 NoCo Meeting. The Memo's timing is important given the impacts of the COVID-19 pandemic on active transportation and recreation patterns and proposed federal transportation bill being considered by Congress.

The Memo was approved unanimously. The Leadership Team will finalize it in the next week or two for discussion at the July 15 TAC meeting. NoCo members are encouraged to speak with their respective TAC representatives ahead of that meeting and/or discuss writing a letter of support to be appended to the Memo.

2020 NoCo Bike & Ped Special Events

NoCo has hosted conferences, workshops, trainings, infrastructure audits, and other events in the past. Even with the social distancing guidelines and uncertainties, the group would still like to coordinate some sort of event for 2020, whether it is held virtually or in-person. Ideas for 2020 or 2021 included:

- Walking Audit in Severance (originally scheduled for April 2020)
- Biking Audit in Berthoud (originally scheduled for Summer/Fall 2020)
- Interactive event to encourage biking or walking to school and work in the Fall
- Digital course or training based on areas of interest to be sourced from NoCo
- A combination of two or more of the above

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, July 8, 2020

GoToMeeting Virtual Meeting

Statewide Transportation Plan: Public Comment Period

Tim Kirby updated the group on components of the Statewide Transportation Plan, including: outreach, the 10-Year Strategic Pipeline of Projects, proposed mobility hubs, and strategies for safety, congestion, rural access, maintenance, and improved transparency and accessibility of the planning process. Kirby stated comments can be sent to Marissa Gaughan individually or as a group.

CanDo Colorado Community Challenge Grant Opportunities: Program Overview and Roundtable

Revitalizing Main Streets Program

The City of Loveland and Loveland Downtown Development Authority (DDA) are considering applying for a grant to make active transportation and social distancing improvements along 4th Street, including increased outdoor seating.

The City of Fort Collins is considering applying for a grant for increased outdoor seating in the Old Town area.

Safe & Flexible Communities Program

CSU is considering applying for a grant to update the University's telework guidelines.

The City of Fort Collins is considering applying for a grant to improve employee telework capabilities.

Counter Topics

The NFRMPO is purchasing one permanent bicycle and pedestrian counter to be installed and managed by a local member agency. The NoCo Bike & Ped Collaborative Leadership Team will discuss the following locations: The Great Western Trail near Eaton, the Poudre River Trail between Greeley and Windsor, and the Poudre River Trail behind Walmart in Timnath. When the NFRMPO purchases a counter in the future, the remaining two locations will be considered along with the Boyd Lake Trail/Centerra Trail in Loveland, Kendall Parkway Trail in Loveland, or another Poudre Trail location near the I-25 underpass.

For non-CSU counters, counts are up significantly for March through June 2020, compared with the same period in 2019. On weekdays, hourly trends show more trail activity earlier in the day and later in the afternoon and evening, and less activity during lunchtime hours, compared with 2019.

For CSU counters, counts are down significantly for March through June 2020, compared with the same period in 2019. Although the counts have dropped, biking and walking activity on campus has remained significant. On weekdays, hourly trends show less activity early in the morning and more activity in the afternoon and evening, compared with 2019.

EXECUTIVE SUMMARY
North Front Range Transportation and Air Quality Planning Council
June 7, 2020

APPROVAL OF THE MEETING AGENDA

Donnelly **moved** to *APPROVE THE June 4, 2020 MEETING AGENDA*. The motion was **seconded** and **passed** unanimously.

APPROVAL OF THE MINUTES

Donnelly **moved** to *APPROVE THE May 7, 2020 MINUTES*. The motion was **seconded** and **passed** unanimously.

CONSENT AGENDA:

CY2020 Q-1 Unaudited Financials, FY2020 UPWP Budget Amendment #3, FY2020-2021 UPWP with FY2021 Budget

Donnelly **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** and **passed** unanimously.

ACTION ITEMS

May 2020 TIP Amendment

Medora Bornhoft, Transportation Planner II, explained the revisions to the May 2020 TIP Amendment which came in during public comment from CDOT staff, stating the Easter Seals' Vehicle Replacement projects was lowered by \$2000. Bornhoft reviewed the other six requests for adding projects to the May 2020 TIP. Council action is contingent on no additional public comment being submitted from June 4, 2020 through June 11, 2020.

Donnelly **moved** to *APPROVE RESOLUTION 2020-17 APPROVING THE MAY 2020 TIP AMENDMENT*. The motion was **seconded** and **passed** unanimously.

PRESENTATIONS:

Estimating the Impact of COVID-19 on Local Transportation Revenues

Bornhoft explained how MPO staff compiled the impacts on revenue for transportation due to COVID-19, and shared a regional picture of that impact. The estimate was evaluated in a range of low to high or approximately \$15M to \$45M. Transit was omitted from this estimated impact due to expected funds through the Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act. These estimates were provided to the Transportation Recovery Working Group. Council was asked to provide feedback on the estimates provided.

Transportation Commission Funding

Heather Paddock, CDOT R4 Transportation Director, presented *Smart Planning- Strategic Investing-Strong Project Management* to the Council which outlined how the COVID-19 pandemic has caused an immense reduction in transportation revenues, including a loss in gas tax and managed lane revenues and general fund dollars with an anticipated unfunded program that could exceed \$1.2 billion over the next three years. She explained CDOT is hoping for the best but planning for the worst. CDOT is pursuing a low-interest TIFIA Loan Agreement package for the completion of North I-25 segments 2-8. Funding identified on North I-25 segments 7 & 8 future years (3rd and 4th) will be redistributed to projects in regions 1, 2 and 3.

Shoshana Lew, CDOT Executive Director, said CDOT is dedicated to the Statewide Transportation Plan and North I-25. She believes this 7-12-month loan process is worth carrying out to secure funds to complete the corridor, adding the low-risk loan is not very competitive and believed it could move quickly. Even with the possibility of needing to backfill other project's funds, she said it was justifiable with the current low rates. There is a meeting in mid-June to discuss the process further.

DISCUSSION ITEMS

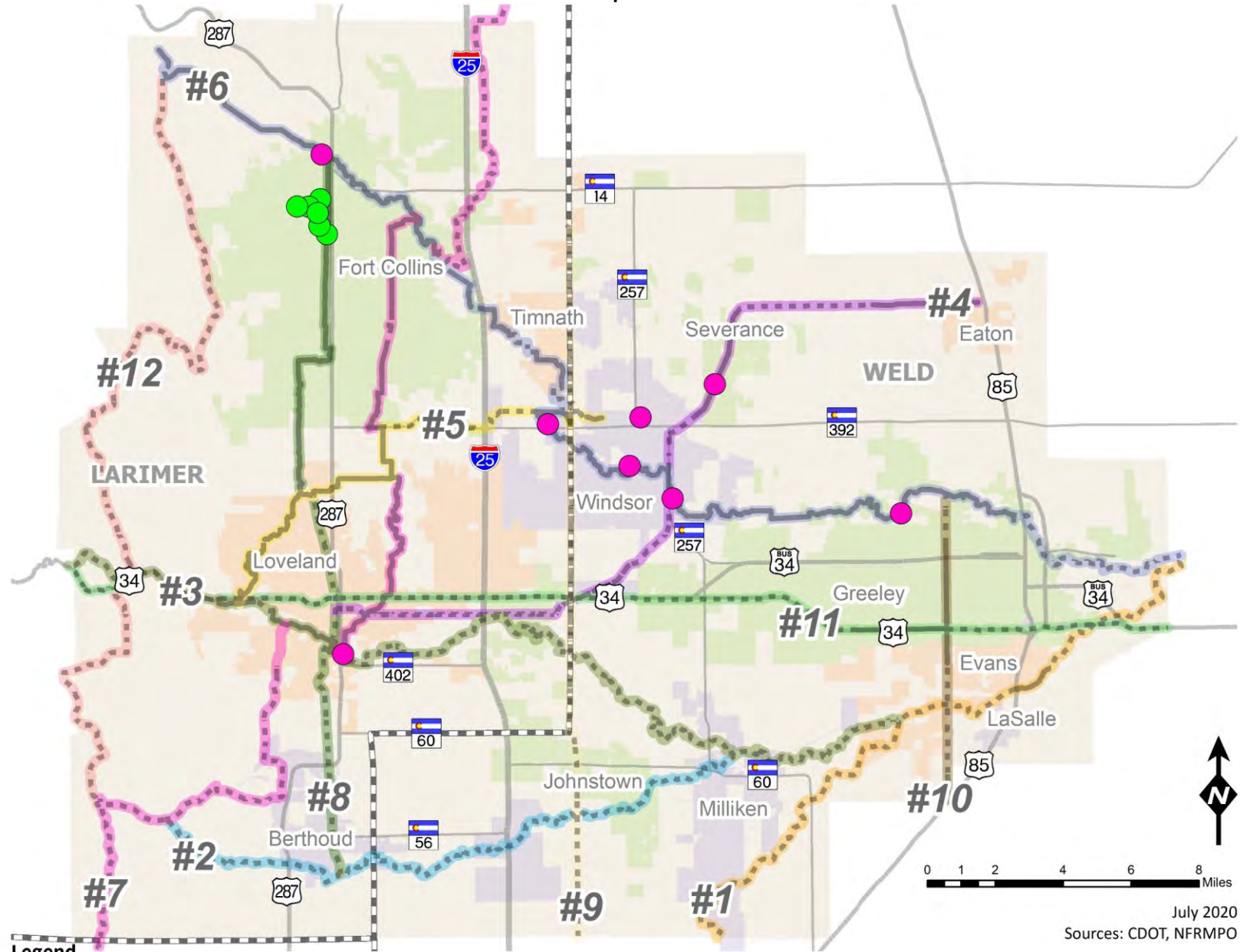
Transportation Recovery Workgroup Update

Malette explained she was a member of Transportation Recovery Workgroup which is supplying information into the larger statewide effort titled the Governor's Council on Economic Stabilization and Growth (CESG). She then briefly reviewed the five areas of change from the May 2020 *Colorado Ready: The Role of Transportation in Colorado's Economic Recovery*, noting these are guidelines the Workgroup is focusing on to support economic recovery through infrastructure investments. Malette highlighted that part of Advocating for Federal Funding to Stimulate the Economy included the elimination of state and local match requirements for all federal stimulus funding, allowing the money to be used toward much needed projects.

NFRMPO Boundary Focus Group

Jamie Grim, CDOT Government Liaison, explained the CDOT Boundary Designation Guidebook would provide the legal requirements (State and Federal) involved in the process of establishing or modifying MPO and TPR boundaries. The Guidebook is being prepared internally at CDOT and should be ready for release by the end of June. She also stated there would no longer be a consultant portion as the project would be completed through her department to help reduce cost.

NFRMPO Non-Motorized Counter Report: 2019 and 2020 Comparisons – March-June



Legend

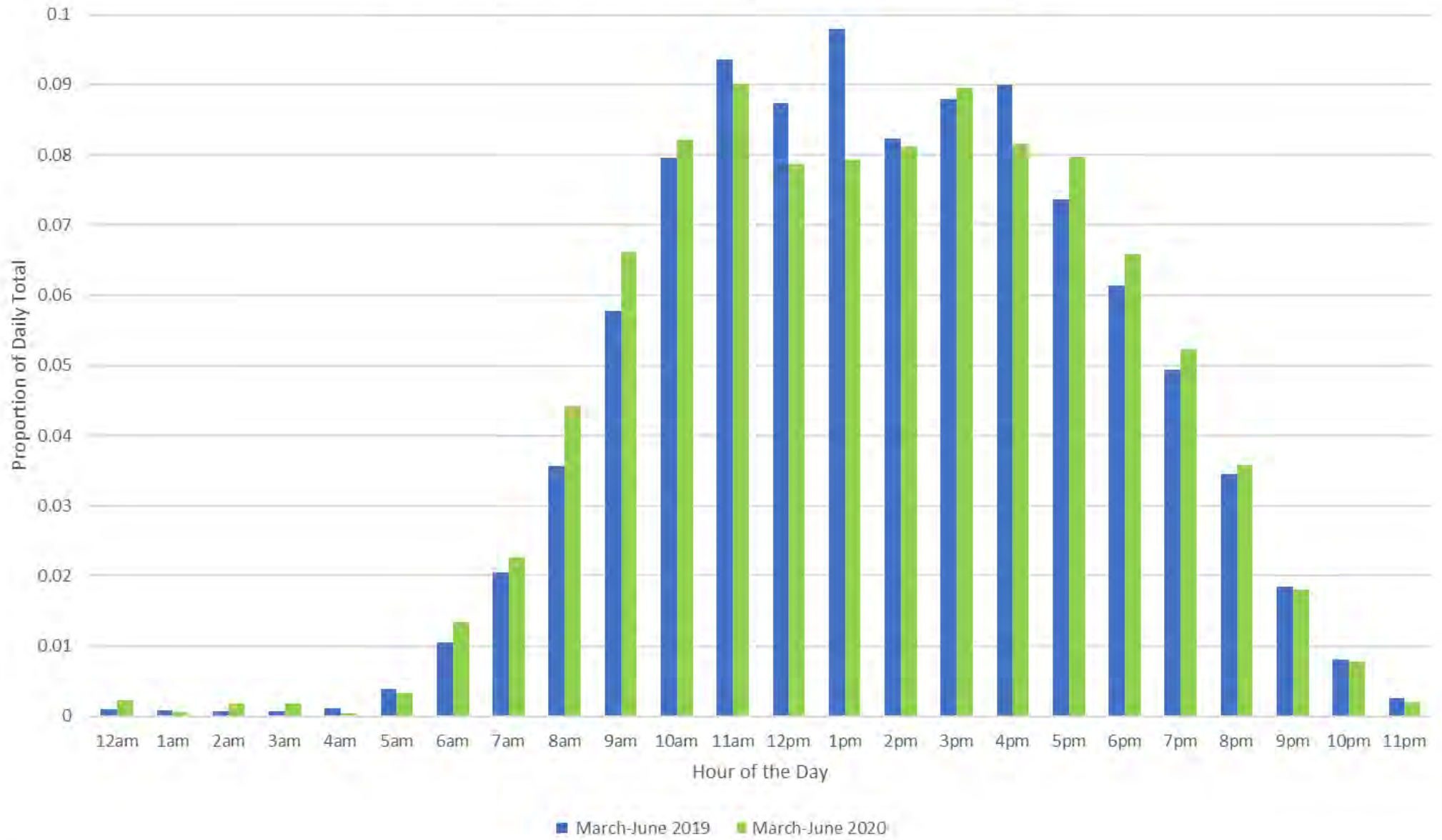
- Non-CSU Counters Analyzed
- CSU Counters Analyzed
- Existing RNMC
- - - Proposed RNMC
- 1: South Platte/American Discovery Trail
- 2: Little Thompson River
- 3: Big Thompson River
- 4: Great Western/Johnstown/Loveland
- 5: North Loveland/Windsor
- 6: Poudre River Trail
- 7: Front Range Trail (West)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

July 2020
Sources: CDOT, NFRMPO

Non-CSU Counter Monthly Totals – 2019 and 2020

2019 Monthly Total Users									
Period	Lee Martinez Park	Great Western Trail	Fairgrounds Park (Cyclists Only)	Boardwalk Park	Eastman Park	Poudre East	River Bluffs Open Space	Rover Run Dog Park	TOTAL
	<i>Fort Collins</i>	<i>Severance</i>	<i>Loveland</i>	<i>Windsor</i>	<i>Windsor</i>	<i>Windsor</i>	<i>Larimer County</i>	<i>Greeley</i>	
March	19,986	948	1,339	6,938	5,954	4,222			39,387
April	26,279	1,153	2,725	10,817	10,348	6,363	13,442	5,407	76,534
May	23,320	1,133	3,370	11,024	12,532	7,039	10,960	5,526	74,904
June	30,010	1,284	5,443	11,699	14,645	9,601		6,355	79,037
TOTAL	99,595	4,518	12,877	40,478	43,479	27,225	24,402	17,288	269,862
2020 Monthly Total Users									
Period	Lee Martinez Park	Great Western Trail	Fairgrounds Park (Cyclists Only)	Boardwalk Park	Eastman Park	Poudre East	River Bluffs Open Space	Rover Run Dog Park	TOTAL
	<i>Fort Collins</i>	<i>Severance</i>	<i>Loveland</i>	<i>Windsor</i>	<i>Windsor</i>	<i>Windsor</i>	<i>Larimer County</i>	<i>Greeley</i>	
March	32,797	2,031	2,792	18,407	13,444	8,849			78,320
April	36,057	3,044	5,190	19,954	20,110	11,202	19,043	6,889	121,489
May	42,391	2,375	6,720	24,500	26,472	20,855	15,580	8,488	147,381
June	44,438	2,142	7,193	24,501	20,838	14,402		10,049	123,563
TOTAL	155,683	9,592	21,895	87,362	80,864	55,308	34,623	25,426	470,753
Percent Change: 2019 to 2020									
Period	Lee Martinez Park	Great Western Trail	Fairgrounds Park (Cyclists Only)	Boardwalk Park	Eastman Park	Poudre East	River Bluffs Open Space	Rover Run Dog Park	TOTAL
	<i>Fort Collins</i>	<i>Severance</i>	<i>Loveland</i>	<i>Windsor</i>	<i>Windsor</i>	<i>Windsor</i>	<i>Larimer County</i>	<i>Greeley</i>	
March	64%	114%	109%	165%	126%	110%			99%
April	37%	164%	90%	84%	94%	76%	42%	27%	59%
May	82%	110%	99%	122%	111%	196%	42%	54%	97%
June	48%	67%	32%	109%	42%	50%		58%	56%
TOTAL	56%	112%	70%	116%	86%	103%	42%	47%	74%

Non-CSU Counters 2019 and 2020 Comparison: Weekday Hourly Distribution of Trail Uses - March-June



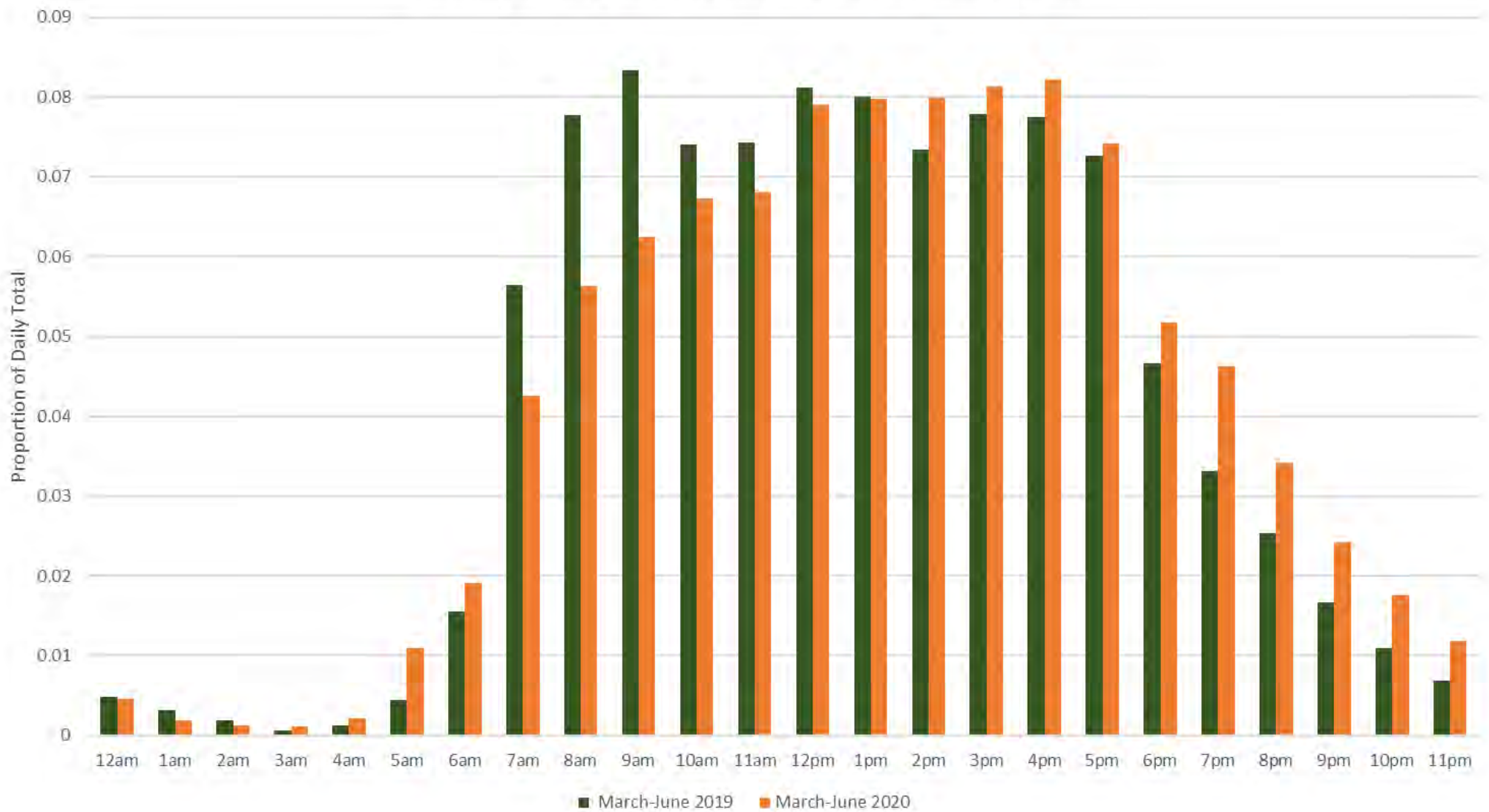
CSU Counter Monthly Totals – 2019 and 2020

2019 Monthly Total Users							
Period	Braiden Hall	Mason Trail	Propect & Center Underpass	Rec Center	Rockwell	West Elizabeth and Shields Underpass	TOTAL
March	22,100	35,308	17,896	35,809		21,541	132,654
April	37,305	52,299	27,214	61,725		34,287	212,830
May	18,703	39,223	21,764	37,859	7,757	26,760	152,066
June	2,475	39,131	21,119	27,071	12,761	23,733	126,290
TOTAL	80,583	165,961	87,993	162,464	20,518	106,321	623,840

2020 Monthly Total Users							
Period	Braiden Hall	Mason Trail	Propect & Center Underpass	Rec Center	Rockwell	West Elizabeth and Shields Underpass	TOTAL
March	17,833	30,398	18,125	28,307		16,258	110,921
April	3,736	15,423	9,875	6,300		8,016	43,350
May	5,252	20,447	12,310	9,822	5,956	10,200	63,987
June	4,878	24,372	12,799	11,344	6,514	12,829	72,736
TOTAL	31,699	90,640	53,109	55,773	29,725	47,303	308,249

Percent Change: 2019 to 2020							
Period	Braiden Hall	Mason Trail	Propect & Center Underpass	Rec Center	Rockwell	West Elizabeth and Shields Underpass	TOTAL
March	-19%	-14%	1%	-21%		-25%	-16%
April	-90%	-71%	-64%	-90%		-77%	-80%
May	-72%	-48%	-43%	-74%	-23%	-62%	-58%
June	97%	-38%	-39%	-58%	-49%	-46%	-42%
TOTAL	-61%	-45%	-40%	-66%	45%	-56%	-51%

CSU Counters 2019 and 2020 Comparison:
Weekday Hourly Distribution of Trail Users - March-June





MOBILITY COORDINATION

SUMMMER 2020 NEWSLETTER

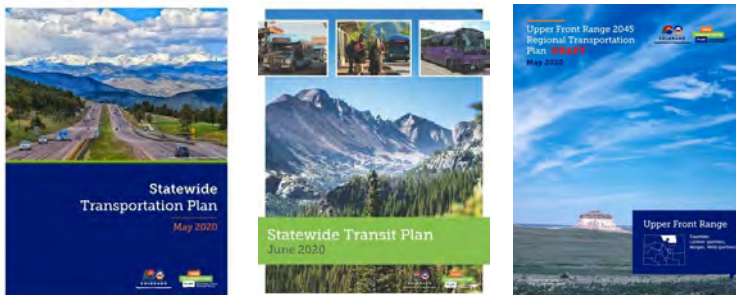
CDOT releases Statewide Transportation Plans for comment



The Colorado Department of Transportation (CDOT) has released Regional Transit Plans and Regional Transportation Plans for the Transportation Planning Regions (TPRs) across the State, as well as the [Statewide Transportation Plan](#) and [Statewide Transit Plan](#). Similar to the [Regional Transportation Plan](#), [Regional Transit Element](#), and [Coordinated Public Transit/Human Services Transportation Plan](#) adopted by the NFRMPO, these statewide plans identify short- and long-term projects, strategies, and investments to keep Coloradans moving. Portions of Larimer and Weld counties are also part of the Upper Front Range TPR.

As part of the [Statewide Transportation Plan](#), CDOT undertook the 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities. The survey identified potential barriers and difficulties to finding transportation. According to the survey, respondents in the North Front Range MPO area showed improvements in never having trouble getting to a needed destination. A further investigation of the feedback from this survey is described in the [Statewide Transit Plan](#).

To provide feedback or to access the documents, visit the CDOT website at <https://www.codot.gov/programs/your-transportation-priorities>. Comments will be accepted through July 30, 2020.



Welcome Sophia!

In partnership with CDOT and the Downtown Colorado, Inc., the NFRMPO has a new AmeriCorps VISTA through December 2020. Sophia will be assisting with the implementation of the One Call/One Click Center program and assisting the Transportation Planning team with different projects. Sophia joins the NFRMPO from the San Luis Valley Development Resource Group in Alamosa, where she supported the development of the San Luis Valley Regional Transit Council.

Welcome to the NFRMPO, Sophia!

COVID-19 and Transportation

The COVID-19 pandemic has had a major impact on transportation across the country, and specifically in Larimer and Weld counties.

Transportation providers shifted to delivering groceries, prescriptions, and doing wellness checks on clients. Funding through the federal government allowed the Weld County Area Agency on Aging (AAA) and the Larimer County Office on Aging (LCOA) to provide additional services to vulnerable residents.

Continue checking the latest updates about COVID-19 from the Larimer County Department of Health and Environment (LCDHE) and the Weld County Department of Public Health and Environment (WCDPHE).

Multimodal Studies Funded

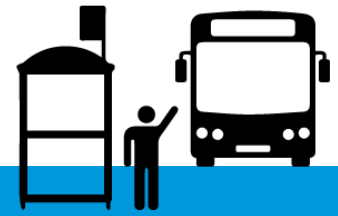
As part of the NFRMPO's Multimodal Options Fund (MMOF) Call for Projects, multiple multimodal studies were funded. Those studies will identify transit and mobility as it relates to the transportation system. Keep an eye out for these Plans over the next few years:

- Greeley Comprehensive Transportation Plan
- Evans Transportation Master Plan

These projects will look at all aspects of the transportation systems in the Greeley Evans area, including Greeley Evans Transit.

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 1,130 users have logged onto the online service to find potential service matches since January 1, 2020, 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

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

Note: Meetings will be held online. Please check nfrmpo.org for more information.

Committee Members

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

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

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

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Administrative Modification #2020-M4**

Submitted to: CDOT

Prepared by: Medora Bornhoft

DATE: 4/7/2020

Strategic

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	PWQ	-	-	-	1,235	-	-	1,235
Type:	Modify & Reconstruct	State	7PX (SB 228/267)	2,870	188,100	-	-	-	-	188,100
Sponsor:	CDOT Region 4	State	ITM	1,300	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	SB1	22,500	16,500	-	-	-	-	16,500
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.	State	FASTER Safety	-	-	2,055	2,945	5,000	10,000	20,000
		State	7PX (SBT 228/267 Transit)	-	-	5,000	-	-	-	5,000
		Local	Local	-	-	2,000	-	-	-	2,000
			Total	26,670	226,600	9,055	4,180	5,000	10,000	254,835

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	PWQ	-	-	-	1,235	-	-	1,235
Type:	Modify & Reconstruct	State	7PX (SB 228/267)	2,870	188,100	-	-	-	-	188,100
Sponsor:	CDOT Region 4	State	ITM	1,300	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	SB1	22,500	16,500	-	-	-	-	16,500
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.	State	FASTER Safety	-	-	2,055	2,945	5,000	10,000	20,000
		State	7PX (SBT 228/267 Transit)	-	-	5,000	-	-	-	5,000
		Local	Local	-	-	2,000	-	-	-	2,000
		Local	Private	-	-	-	1,600	-	-	1,600
			Total	26,670	226,600	9,055	5,780	5,000	10,000	256,435

Revision: Adding \$1,600K Local (Private Funding) in FY21.

Region 4 ADA Pool

PREVIOUS ENTRY

Title:	Region 4 ADA Pool	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	State	SHF	4,112	-	2,000	2,000	2,000	2,000	8,000
STIP ID:	SR47021		Total	4,112	-	2,000	2,000	2,000	2,000	8,000
TIP ID:	P-23									
Type:	Curb Ramp Upgrades									
Air Quality:	Exempt from conformity analysis									
Description:	Region 4 curb ramp upgrades to ADA compliance.									

REVISED ENTRY

Title:	Region 4 ADA Pool	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	State	SHF	4,112	-	2,000	2,000	2,000	2,000	8,000
STIP ID:	SR47021		Total	4,112	-	2,000	2,000	2,000	2,000	8,000
TIP ID:	P-23									
Type:	Curb Ramp Upgrades									
Air Quality:	Exempt from conformity analysis									
Description:	Summary of CDOT Region 4 curb ramp upgrades to ADA compliance in the North Front Range region. Includes the following pool projects:									
	STIP ID	Title	Sponsor							
	SR47021.010	Fort Collins ADA Curb Ramps	Region 4							
Revision:	Adding new pool project with STIP ID SR47021.010 in FY21. No change to pool total.									

Surface Transportation Block Grant (STBG)

PREVIOUS ENTRY

Title:	37th Street Overlay	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Federal	STBG	-	-	982	-	-	-	982
STIP ID:	SNF5788.046	Local	L	-	-	219	-	-	-	219
TIP ID:	2020-009	Local	LOM	-	-	69	-	-	-	69
Type:	Modify & Reconstruct		Total	-	-	1,270	-	-	-	1,270

Air Quality: Exempt from conformity analysis

Description: Major maintenance and resurfacing on 37th Street (WCR 54) from 11th Avenue to 23rd Avenue.

REVISED ENTRY

Title:	37th Street Overlay	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Federal	STBG	-	-	982	-	-	-	982
STIP ID:	SNF5788.046	Local	L	-	-	219	-	-	-	219
TIP ID:	2020-009	Local	LOM	-	-	69	-	-	-	69
Type:	Modify & Reconstruct		Total	-	-	1,270	-	-	-	1,270

Air Quality: Exempt from conformity analysis

Description: Major maintenance and resurfacing on 37th Street (WCR 54) from 17th Avenue to the UPRR crossing east of US85.

Revision: Minor scope change. Revise project extent to "17th Avenue to the UPRR crossing east of US85" instead of "11th Avenue to 23rd Avenue."

Multimodal Options Fund (MMOF)

PREVIOUS ENTRY

Title:	Expansion of Mobility Program	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	State	MMOF	-	-	600	-	-	-	600
STIP ID:	Unassigned	Local	Local	-	-	600	-	-	-	600
TIP ID:	2020-019		Total	-	-	1,200	-	-	-	1,200

Type: Mobility

Air Quality: Exempt from conformity analysis

Description: Expansion of NFRMPO Mobility Program, including creation and operation of a One Call/One Click Center and staff support. Local funds are VanGo Exchange Sales Tax.

REVISED ENTRY

Title:	Expansion of Mobility Program	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	State	MMOF	-	-	600	-	-	-	600
STIP ID:	Unassigned	State	FASTER	-	-	-	32	-	-	32
TIP ID:	2020-019	Local	Local	-	-	600	8	-	-	608
Type:	Mobility		Total	-	-	1,200	40	-	-	1,240

Air Quality: Exempt from conformity analysis

Description: Expansion of NFRMPO Mobility Program, including creation and operation of a One Call/One Click Center and staff support. Local funds are VanGo Exchange Sales Tax.

Revision: Adding \$32K State FASTER funds and \$8K local funds in FY21 for software awarded in CDOT 2020 CCCP.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Administrative Modification #2020-M4.2**

Submitted to: CDOT

Prepared by: Medora Bornhoft

DATE: 4/22/2020

Strategic

PREVIOUS 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
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.	Federal/State	SPT	5,000	-	-	-	-	-	-
		State	TCC	-	-	88,800	-	-	-	88,800
		State	FAS	8,500	-	-	-	-	-	-
		State	7PT (SB267 Transit)	1,986	1,007	5,000	5,000	-	-	11,007
		State	7PX (SB228 or SB267)	133,030	-	-	77,115	77,115	-	154,230
		Local	LOM	-	-	18,000	32,000	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	20,625
			Total	225,739	11,233	140,772	114,499	77,115	-	343,619

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
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.	Federal/State	SPT	5,000	-	-	-	-	-	-
		Federal/State	7TH/NHPP	-	-	88,800	-	-	-	88,800
		State	FAS	8,500	-	-	-	-	-	-
		State	7PT (SB267 Transit)	1,986	1,007	5,000	5,000	-	-	11,007
		State	7PX (SB228 or SB267)	133,030	-	-	77,115	77,115	-	154,230
		Local	LOM	-	-	18,000	32,000	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	20,625
			Total	225,739	11,233	140,772	114,499	77,115	-	343,619

Revision: Correct funding source and program in FY20 from State TCC to State/Federal 7TH/NHPP. No change to funding amount (\$88.8M).

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY

Title:	Transfort CNG Buses	Funding Source	Funding Program	Previous Funding	Rolloed Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	CMAQ	-	-	950	950	-	-	1,900
STIP ID:	SST7007.015	State	MMOF	-	-	908	-	-	-	908
TIP ID:	2020-001	Local	Local	-	-	199	197	-	-	396
Type:	Transit		Total	-	-	2,057	1,147	-	-	3,204

Air Quality: Exempt from conformity analysis

Description: Transfort will replace 5 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.

REVISED ENTRY

Title:	Transfort CNG Buses	Funding Source	Funding Program	Previous Funding	Rolloed Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	CMAQ	-	-	950	950	-	-	1,900
STIP ID:	SST7007.015	State	MMOF	-	-	-	908	-	-	908
TIP ID:	2020-001	Local	Local	-	-	197	-	-	-	197
Type:	Transit	Local	Local Overmatch	-	-	57	2	-	-	59
Air Quality:	Exempt from conformity analysis		Total	-	-	1,204	1,860	-	-	3,064

Description: Transfort will replace 5 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.

Revision: Delay \$908K MMOF from FY20 to FY21. Reduce local match by \$199K in FY20/FY21. Add local overmatch of \$59K in FY20/FY21.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Administrative Modification #2020-M5**

Submitted to: CDOT

Prepared by: Medora Bornhoft

DATE: 5/8/2020

Surface Transportation Block Grant (STBG)

PREVIOUS ENTRY

Title:	10th Street Access Control Implementation	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	STBG	2,011	-	-	-	-	-	0
STIP ID:	SNF5788.042	Local	Local	418	-	-	-	-	-	0
TIP ID:	2019-001	Local	Local Overmatch	1,236	-	-	-	-	-	0
Type:	Intersection Improvements Bike/Ped Facility		Total	2,429	-	-	-	-	-	0

Air Quality: Exempt from conformity analysis

Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.

REVISED ENTRY

Title:	10th Street Access Control Implementation	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	STBG	2,011	-	538	-	-	-	538
STIP ID:	SNF5788.042	Local	Local	418	-	112	-	-	-	112
TIP ID:	2019-001	Local	Local Overmatch	1,236	-	-	-	-	-	0
Type:	Intersection Improvements Bike/Ped Facility		Total	2,429	-	650	-	-	-	650

Air Quality: Exempt from conformity analysis

Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.

Revision: Roll forward project from FY19-FY22 TIP. Add \$538K federal STBG and \$112K local funding in FY20.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Administrative Modification #2020-M6**

Submitted to: CDOT

Prepared by: Medora Bornhoff

DATE: 6/22/2020

Bridge - Off State System

PREVIOUS ENTRY

Title:	Region 4 Bridge - Off System Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
STIP ID:	SR46601	Federal	BRO	1,155	-	1,837	-	-	-	-	1,837
TIP ID:	P-5	Local	L	289	-	459	-	-	-	-	459
Sponsor:	CDOT Region 4	Local	LOM	1,377	-	-	-	-	-	-	-
Type:	Bridge Reconstruct		Total	2,821	-	2,296	-	-	-	-	2,296

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Bridge - Off System Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46601.031	8th Street Bridge (LOV1825W.8th St)	Loveland
SR46601.032	Little Thompson (WEL019.0-046.5A)	Weld
SR46601.033	1st St. Irrigation Canal Bridge (LOC180W)	Loveland

REVISED ENTRY

Title:	Region 4 Bridge - Off System Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
STIP ID:	SR46601	Federal	BRO	1,155	-	837	1,000	-	-	-	1,837
TIP ID:	P-5	Local	L	289	-	209	250	-	-	-	459
Sponsor:	CDOT Region 4	Local	LOM	1,377	-	-	-	-	-	-	-
Type:	Bridge Reconstruct		Total	2,821	-	1,046	1,250	-	-	-	2,296

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Bridge - Off System Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46601.031	8th Street Bridge (LOV1825W.8th St)	Loveland
SR46601.032	Little Thompson (WEL019.0-046.5A)	Weld
SR46601.033	1st St. Irrigation Canal Bridge (LOC180W)	Loveland

Revision: Rolling forward \$1,000K Federal and \$250K Local funds from FY20 to FY21 for STIP ID SR46601.032 and SR46601.033.

Strategic

PREVIOUS ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	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
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.	Federal/State	SPT	5,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	-	-	88,800	-	-	-	-	88,800
		State	FAS	8,500	-	-	-	-	-	-	-
		State	7PT (SB267 Transit)	1,986	1,007	5,000	-	5,000	-	-	11,007
		State	7PX (SB228 or SB267)	133,030	-	-	-	77,115	77,115	-	154,230
		Local	LOM	-	-	18,000	-	32,000	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	-	20,625
		Total		225,739	11,233	140,772	-	114,499	77,115	-	343,619

REVISED ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	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
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.	Federal/State	SPT	5,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	-	-	88,800	-	-	-	-	88,800
		State	FAS	8,500	-	-	-	-	-	-	-
		State	7PT (SB267 Transit)	1,986	1,007	5,000	-	5,000	-	-	11,007
		State	7PX (SB228 or SB267)	133,030	-	-	-	77,115	77,115	-	154,230
		Local	LOM	-	-	18,000	-	32,000	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	-	20,625
		Total		225,739	11,233	141,156	-	114,115	77,115	-	343,619

Revision: Advancing \$384K Federal CMAQ from FY21 to FY20.

PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	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	PWQ	-	-	-	-	1,235	-	-	1,235
Type:	Modify & Reconstruct	State	7PX (SB 228/267)	2,870	188,100	-	-	-	-	-	188,100
Sponsor:	CDOT Region 4	State	ITM	1,300	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	SB1 (HUTF)	22,500	16,500	-	-	-	-	-	16,500
Description:	One new express lane in each direction from SH56 to SH402.	State	FASTER Safety	-	-	2,055	-	2,945	5,000	10,000	20,000
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	7PX(SBT228/267 Transit)	-	-	5,000	-	-	-	-	5,000
		Local	L	-	-	2,000	-	-	-	-	2,000
		Local	Private	-	-	-	-	1,600	-	-	1,600
			Total	26,670	226,600	9,055	-	5,780	5,000	10,000	256,435

REVISED ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
	MP 247-255.23	Federal	BUILD	-	4,163	-	15,837	-	-	-	20,000
STIP ID:	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	-	2,000
TIP ID:	2019-014	Federal/State	PWQ	-	-	-	-	1,235	-	-	1,235
Type:	Modify & Reconstruct	State	7PX (SB 228/267)	2,870	38,127	-	149,973	-	-	-	188,100
Sponsor:	CDOT Region 4	State	ITM	1,300	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	SB1 (HUTF)	22,500	12,252	-	4,248	-	-	-	16,500
Description:	One new express lane in each direction from SH56 to SH402.	State	FASTER Safety	-	-	2,055	-	2,945	5,000	10,000	20,000
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	7PT (SB 267 Transit)	-	-	-	4,300	-	-	-	4,300
		State	SBT (SB 228 Transit)	-	-	-	700	-	-	-	700
		Local	L	-	-	500	1,500	-	-	-	2,000
		Local	Private	-	-	-	-	3,398	-	-	3,398
			Total	26,670	56,542	2,555	176,558	7,578	5,000	10,000	258,233

Revision: Disaggregate funding source "7PX(SBT228/267 Transit)" into "7PT 267 Transit" (\$4,300K) and "SBT (SB 228 Transit)" (\$700K). Rolling forward funds from FY20 Rolled to FY21: BUILD \$15,837K, 7PX \$149,973K, and SB1 \$4,248K. Rolling forward funds from FY20 to FY21: 7PT \$4,300K, SBT \$700K, and Local \$1,500K. Increase Private Funding in FY21 by \$1,798K.

CDOT Region 4 Transportation Alternatives (TA)

PREVIOUS ENTRY

Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	TAP	1,190	1,440	1,340	-	815	1,600	775	5,970
STIP ID:	SR47020	Local	L	562	356	1,727	-	204	400	194	2,881
TIP ID:	P-14	Local	LOM	849	-	546	-	-	-	960	1,506
Type:	Bike/Ped Facility		Total	2,601	1,796	3,613	-	1,019	2,000	1,929	10,357

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Transportation Alternatives Program in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR47020.026	Power Trail Grade Separation at Harmony Rd	Fort Collins
SR47020.028	Namaqua Ave Trail Underpass	Loveland
SR47020.019	Secure Bicycle Parking	Fort Collins
SR47020.017	LCR 17 Expansion & Bike Lanes (Larimer & Berthoud)	Berthoud
SR47020.029	West Alice & Inez Blvd Ped Improvements	Milliken
SR47020.042	Non-Motorized sidewalk at 57th St/US287	Larimer County

REVISED ENTRY

Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	TAP	1,190	40	1,340	1,400	815	1,600	775	5,970
STIP ID:	SR47020	Local	L	562	6	1,727	350	204	400	194	2,881
TIP ID:	P-14	Local	LOM	849	-	546	-	-	-	960	1,506
Type:	Bike/Ped Facility		Total	2,601	46	3,613	1,750	1,019	2,000	1,929	10,357

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Transportation Alternatives Program in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR47020.026	Power Trail Grade Separation at Harmony Rd	Fort Collins
SR47020.028	Namaqua Ave Trail Underpass	Loveland
SR47020.019	Secure Bicycle Parking	Fort Collins
SR47020.017	LCR 17 Expansion & Bike Lanes (Larimer & Berthoud)	Berthoud
SR47020.029	West Alice & Inez Blvd Ped Improvements	Milliken
SR47020.042	Non-Motorized sidewalk at 57th St/US287	Larimer County

Revision: Rolling forward \$1,400K Federal and \$350K Local funds from FY20 rolled to FY21 for STIP IDs SR47020.028 and SR47020.026.

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY

Title:	CNG Fast Fill Stations	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	499	-	-	329	-	-	828
STIP ID:	SNF5173.053	Local	L	-	103	-	-	71	-	-	174
TIP ID:	2020-004	Local	LOM	-	-	-	-	200	-	-	200
Type:	Operations		Total	-	602	-	-	600	-	-	1,202

Air Quality: Exempt from conformity analysis

Description: Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.

REVISED ENTRY

Title:	CNG Fast Fill Stations	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	-	-	499	329	-	-	828
STIP ID:	SNF5173.053	Local	L	-	-	-	103	71	-	-	174
TIP ID:	2020-004	Local	LOM	-	-	-	-	200	-	-	200
Type:	Operations		Total	-	-	-	602	600	-	-	1,202

Air Quality: Exempt from conformity analysis

Description: Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.

Revision: Rolling forward \$499K Federal and \$103K Local funds from FY20 Rolled to FY21.

PREVIOUS ENTRY

Title:	Traffic Signal Progression Improvements—US 34	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	-	640	-	-	-	-	640
STIP ID:	SNF5173.054	Local	L	-	-	138	-	-	-	-	138
TIP ID:	2020-005	Local	LOM	-	-	22	-	-	-	-	22
Type:	ITS Traffic Controls		Total	-	-	800	-	-	-	-	800

Air Quality: Exempt from conformity analysis
Description: US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.

REVISED ENTRY

Title:	Traffic Signal Progression Improvements—US 34	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	-	-	640	-	-	-	640
STIP ID:	SNF5173.054	Local	L	-	-	-	133	-	-	-	133
TIP ID:	2020-005	Local	LOM	-	-	-	27	-	-	-	27
Type:	ITS Traffic Controls		Total	-	-	-	800	-	-	-	800

Air Quality: Exempt from conformity analysis
Description: US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.
Revision: Recategorize \$5K local match as overmatch. Rolling forward all funding (\$640K Federal, \$133K Local, and \$27K Local Overmatch) from FY20 to FY21.

PREVIOUS ENTRY

Title:	Jefferson Street/SH14 Improvements	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	1,000	-	-	-	-	-	-	-
STIP ID:	SNF5173.015	Local	Local	249	-	-	-	-	-	-	-
TIP ID:	NF0772		Total	1,249	-	-	-	-	-	-	-

Type: Operations
Air Quality: Exempt from conformity analysis
Description: Jefferson Street/SH14 Improvements

REVISED ENTRY

Title:	Jefferson Street/SH14 Improvements	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	733	-	-	267	-	-	-	267
STIP ID:	SNF5173.015	Local	Local	194	-	-	55	-	-	-	55
TIP ID:	NF0772		Total	927	-	-	322	-	-	-	322

Type: Operations
Air Quality: Exempt from conformity analysis
Description: Jefferson Street/SH14 Improvements
Revision: Roll forward project from FY2019-2022 TIP. Roll forward \$267K Federal and \$55K Local from FY19 Rolled to FY21.

Surface Transportation Block Grant (STBG)

PREVIOUS ENTRY

Title:	37th Street Overlay	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Federal	STBG	-	-	982	-	-	-	-	982
STIP ID:	SNF5788.046	Local	L	-	-	219	-	-	-	-	219
TIP ID:	2020-009	Local	LOM	-	-	69	-	-	-	-	69
Type:	Modify & Reconstruct		Total	-	-	1,270	-	-	-	-	1,270

Air Quality: Exempt from conformity analysis

Description: Major maintenance and resurfacing on 37th Street (WCR 54) from 17th Avenue to the UPRR crossing east of US85.

REVISED ENTRY

Title:	37th Street Overlay	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Federal	STBG	-	-	-	982	-	-	-	982
STIP ID:	SNF5788.046	Local	L	-	-	-	205	-	-	-	205
TIP ID:	2020-009	Local	LOM	-	-	-	1,122	-	-	-	1,122
Type:	Modify & Reconstruct		Total	-	-	-	2,309	-	-	-	2,309

Air Quality: Exempt from conformity analysis

Description: Major maintenance and resurfacing on 37th Street (WCR 54) from 17th Avenue to the UPRR crossing east of US85.

Revision: Increasing local overmatch by \$1,053K and reducing match by \$14K. Rolling forward all funding (\$982K Federal, \$205K Local, and \$1,122K Local Overmatch) from FY20 to FY21.

PREVIOUS ENTRY

Title:	59th Avenue and O Street Roundabout	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley, Weld County	Federal	STBG	-	-	1,329	-	-	-	-	1,329
STIP ID:	SNF5788.048	Local	L	-	-	276	-	-	-	-	276
TIP ID:	2020-011	Local	LOM	-	-	5,308	-	-	-	-	5,308
Type:	Modify & Reconstruct		Total	-	-	6,913	-	-	-	-	6,913

Air Quality: Included in conformity analysis

Description: Construct roundabout with center refuge medians.

REVISED ENTRY

Title:	59th Avenue and O Street Roundabout	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley, Weld County	Federal	STBG	-	-	-	1,329	-	-	-	1,329
STIP ID:	SNF5788.048	Local	L	-	-	-	276	-	-	-	276
TIP ID:	2020-011	Local	LOM	-	-	-	5,308	-	-	-	5,308
Type:	Modify & Reconstruct		Total	-	-	-	6,913	-	-	-	6,913

Air Quality: Included in conformity analysis

Description: Construct roundabout with center refuge medians.

Revision: Rolling forward all funding (\$1,329K Federal, \$276K Local, and \$5,308K Local Overmatch) from FY20 to FY21.

PREVIOUS ENTRY

Title:	US 34 (Eisenhower Blvd) Widening—Boise Ave. to I-25	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	STBG	-	350	335	-	400	-	-	1,085
STIP ID:	SNF5788.044	Local	L	-	74	70	-	82	-	-	226
TIP ID:	2020-012		Total	-	424	405	-	482	-	-	1,311

Type: Widening

Air Quality: Included in conformity analysis

Description: Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.

REVISED ENTRY

Title:	US 34 (Eisenhower Blvd) Widening—Boise Ave. to I-25	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	STBG	-	350	-	335	400	-	-	1,085
STIP ID:	SNF5788.044	Local	L	-	74	-	70	82	-	-	226
TIP ID:	2020-012		Total	-	424	-	405	482	-	-	1,311

Type: Widening

Air Quality: Included in conformity analysis

Description: Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.

Revision: Rolling forward \$335K Federal and \$70K Local funds from FY20 to FY21.

PREVIOUS ENTRY

Title:	Intersection Improvements at SH257 & Eastman Park Dr.	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Windsor	Federal	STBG	-	-	1,000	-	-	-	-	1,000
STIP ID:	SNF5788.045	Local	L	-	-	266	-	-	-	-	266
TIP ID:	2020-013	Local	LOM	-	-	280	-	-	-	-	280
Type:	Intersection Improvements		Total	-	-	1,546	-	-	-	-	1,546

Air Quality: Exempt from conformity analysis

Description: Project moves the existing signal islands on the SE and NE quadrants farther east to expand the space for truck turning movements.

REVISED ENTRY

Title:	Intersection Improvements at SH257 & Eastman Park Dr.	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Windsor	Federal	STBG	-	-	-	1,000	-	-	-	1,000
STIP ID:	SNF5788.045	Local	L	-	-	-	266	-	-	-	266
TIP ID:	2020-013	Local	LOM	-	-	-	280	-	-	-	280
Type:	Intersection Improvements		Total	-	-	-	1,546	-	-	-	1,546

Air Quality: Exempt from conformity analysis

Description: Project moves the existing signal islands on the SE and NE quadrants farther east to expand the space for truck turning movements.

Revision: Rolling forward all funding (\$1,000K Federal, \$266K Local, and \$280K Local Overmatch) from FY20 to FY21.

PREVIOUS ENTRY

Title:	US85 Access Control at 31st Street	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Federal	STBG	747	-	-	-	-	-	-	0
STIP ID:	SNF5788.031	Local	L	155	-	-	-	-	-	-	0
TIP ID:	NF1006	Local	LOM	66	-	-	-	-	-	-	0
Type:	Modify Intersection		Total	968	-	-	-	-	-	-	0
Air Quality:	Exempt from conformity analysis										
Description:	US85 Access Control at 31st Street										

REVISED ENTRY

Title:	US85 Access Control at 31st Street	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Federal	STBG	104	-	-	-	-	-	-	-
STIP ID:	SNF5788.031	State	SHF	-	-	643	-	-	-	-	643
TIP ID:	NF1006	Local	L	155	-	-	-	-	-	-	-
Type:	Modify Intersection	Local	LOM	66	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis										
Description:	US85 Access Control at 31st Street										
Revision:	Roll project forward from FY2019-2022 TIP. Reduce previous federal funding by \$643K. Add \$643K SHF state funding in FY20.										

Multimodal Options Fund (MMOF)

PREVIOUS ENTRY

Title:	Expansion of Mobility Program	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	State	MMOF	-	-	600	-	-	-	-	600
STIP ID:	Unassigned	State	FASTER	-	-	-	-	32	-	-	32
TIP ID:	2020-019	Local	Local	-	-	600	-	8	-	-	608
Type:	Mobility		Total	-	-	1,200	-	40	-	-	1,240
Air Quality:	Exempt from conformity analysis										
Description:	Expansion of NFRMPO Mobility Program, including creation and operation of a One Call/One Click Center and staff support. Local funds are VanGo Exchange Sales Tax.										

REVISED ENTRY

Title:	Expansion of Mobility Program	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	State	MMOF	-	-	-	600	-	-	-	600
STIP ID:	Unassigned	State	FASTER	-	-	-	-	32	-	-	32
TIP ID:	2020-019	Local	Local	-	-	-	600	8	-	-	608
Type:	Mobility		Total	-	-	-	1,200	40	-	-	1,240
Air Quality:	Exempt from conformity analysis										
Description:	Expansion of NFRMPO Mobility Program, including creation and operation of a One Call/One Click Center and staff support. Local funds are VanGo Exchange Sales Tax.										
Revision:	Rolling forward all FY20 funding (\$600K State MMOF and \$600K Local) to FY21.										

PREVIOUS ENTRY

Title:	North Front Range Premium Transit Analysis	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	State	MMOF	-	-	125	-	-	-	-	125
STIP ID:	Unassigned	Local	Local	-	-	125	-	-	-	-	125
TIP ID:	2020-020		Total	-	-	250	-	-	-	-	250
Type:	Transit Study										
Air Quality:	Exempt from conformity analysis										
Description:	Study of premium transit along corridors identified in the 2045 Regional Transit Element. Local match is provided by VanGo Exchange Sales Tax.										

REVISED ENTRY

Title:	North Front Range Premium Transit Analysis	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	State	MMOF	-	-	-	125	-	-	-	125
STIP ID:	Unassigned	Local	Local	-	-	-	125	-	-	-	125
TIP ID:	2020-020		Total	-	-	-	250	-	-	-	250
Type:	Transit Study										
Air Quality:	Exempt from conformity analysis										
Description:	Study of premium transit along corridors identified in the 2045 Regional Transit Element. Local match is provided by VanGo Exchange Sales Tax.										
Revision:	Rolling forward all funding (\$125K State and \$125K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	Greeley #3 Canal Trail	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	State	MMOF	-	-	350	-	-	-	-	350
STIP ID:	SR47007.018	Local	L	-	-	350	-	-	-	-	350
TIP ID:	2020-021		Total	-	-	700	-	-	-	-	700
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.9 miles of trail (phase 2 and phase 3)										

REVISED ENTRY

Title:	Greeley #3 Canal Trail	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	State	MMOF	-	-	-	350	-	-	-	350
STIP ID:	SR47007.018	Local	L	-	-	-	350	-	-	-	350
TIP ID:	2020-021		Total	-	-	-	700	-	-	-	700
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.9 miles of trail (phase 2 and phase 3)										
Revision:	Rolling forward all funding (\$350K State and \$350K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	Poudre River Regional Trail Windsor to Timnath Connection	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Larimer County	State	MMOF	-	-	399	-	-	-	-	399
STIP ID:	SR47007.019	Local	L	-	-	1,822	-	-	-	-	1,822
TIP ID:	2020-022		Total	-	-	2,221	-	-	-	-	2,221
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.9 miles of trail										

REVISED ENTRY

Title:	Poudre River Regional Trail Windsor to Timnath Connection	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Larimer County	State	MMOF	-	-	-	399	-	-	-	399
STIP ID:	SR47007.019	Local	L	-	-	-	1,822	-	-	-	1,822
TIP ID:	2020-022		Total	-	-	-	2,221	-	-	-	2,221
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.9 miles of trail										
Revision:	Rolling forward all funding (\$399K State and \$1,822K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	South Boyd Lake Trail	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	TAP	-	-	-	-	325	400	-	725
STIP ID:	SR47020.038	State	MMOF	-	-	500	-	-	-	-	500
TIP ID:	2020-023	Local	L	-	-	2,850	-	-	-	-	2,850
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.8 miles of trail										
			Total	-	-	3,350	-	325	400	-	4,075

REVISED ENTRY

Title:	South Boyd Lake Trail	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	TAP	-	-	-	-	325	400	-	725
STIP ID:	SR47020.038	State	MMOF	-	-	-	500	-	-	-	500
TIP ID:	2020-023	Local	L	-	-	-	2,850	-	-	-	2,850
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.8 miles of trail										
Revision:	Rolling forward all FY20 funding (\$500K State MMOF and \$2,850K Local) to FY21.										

PREVIOUS ENTRY

Title:	Evans Transportation Master Plan	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	State	MMOF	-	-	150	-	-	-	-	150
STIP ID:	SR47007.023	Local	L	-	-	18	-	-	-	-	18
TIP ID:	2020-024	Total		-	-	168	-	-	-	-	168
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	Transportation Master Plan Update										

REVISED ENTRY

Title:	Evans Transportation Master Plan	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	State	MMOF	-	-	-	150	-	-	-	150
STIP ID:	SR47007.023	Local	L	-	-	-	18	-	-	-	18
TIP ID:	2020-024	Total		-	-	-	168	-	-	-	168
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	Transportation Master Plan Update										
Revision:	Rolling forward all funding (\$399K State and \$1,822K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	West Elizabeth Corridor - Preliminary Design	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	State	MMOF	-	-	750	-	-	-	-	750
STIP ID:	SR47007.024	Local	L	-	-	750	-	-	-	-	750
TIP ID:	2020-025	Total		-	-	1,500	-	-	-	-	1,500
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	30% preliminary engineering design for West Elizabeth from Overland to Mason										

REVISED ENTRY

Title:	West Elizabeth Corridor - Preliminary Design	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	State	MMOF	-	-	-	750	-	-	-	750
STIP ID:	SR47007.024	Local	L	-	-	-	750	-	-	-	750
TIP ID:	2020-025	Total		-	-	-	1,500	-	-	-	1,500
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	30% preliminary engineering design for West Elizabeth from Overland to Mason										
Revision:	Rolling forward all funding (\$750K State and \$750K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	Laporte Ave Improvements - Fishback to Sunset	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	TAP	-	-	-	-	750	-	-	750
STIP ID:	SR47020.037	State	MMOF	-	-	250	-	-	-	-	250
TIP ID:	2020-026	Local	L	-	-	891	-	-	-	-	891
Type:	Bike/Ped Facility		Total	-	-	1,141	-	750	-	-	1,891
Air Quality:	Exempt from conformity analysis										
Description:	1 mile of multimodal improvements including sidewalk, protected bike lanes, on-street bike lanes, and/or multi-use paths										

REVISED ENTRY

Title:	Laporte Ave Improvements - Fishback to Sunset	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	TAP	-	-	-	-	750	-	-	750
STIP ID:	SR47020.037	State	MMOF	-	-	-	250	-	-	-	250
TIP ID:	2020-026	Local	L	-	-	-	891	-	-	-	891
Type:	Bike/Ped Facility		Total	-	-	-	1,141	750	-	-	1,891
Air Quality:	Exempt from conformity analysis										
Description:	1 mile of multimodal improvements including sidewalk, protected bike lanes, on-street bike lanes, and/or multi-use paths										
Revision:	Rolling forward all FY20 funding (\$250K State MMOF and \$891K Local) to FY21.										

PREVIOUS ENTRY

Title:	Comprehensive Transportation Plan	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	State	MMOF	-	-	325	-	-	-	-	325
STIP ID:	SR47007.022	Local	L	-	-	325	-	-	-	-	325
TIP ID:	2020-027		Total	-	-	650	-	-	-	-	650
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	Multi-modal transportation plan										

REVISED ENTRY

Title:	Comprehensive Transportation Plan	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	State	MMOF	-	-	-	325	-	-	-	325
STIP ID:	SR47007.022	Local	L	-	-	-	325	-	-	-	325
TIP ID:	2020-027		Total	-	-	-	650	-	-	-	650
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	Multi-modal transportation plan										
Revision:	Rolling forward all funding (\$325K State and \$325K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	Berthoud Parkway Trail Gap Elimination	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Berthoud	State	MMOF	-	-	200	-	-	-	-	200
STIP ID:	SR47007.017	Local	L	-	-	256	-	-	-	-	256
TIP ID:	2020-028		Total	-	-	456	-	-	-	-	456
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.5 miles of trail										

REVISED ENTRY

Title:	Berthoud Parkway Trail Gap Elimination	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Berthoud	State	MMOF	-	-	-	200	-	-	-	200
STIP ID:	SR47007.017	Local	L	-	-	-	256	-	-	-	256
TIP ID:	2020-028		Total	-	-	-	456	-	-	-	456
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.5 miles of trail										
Revision:	Rolling forward all funding (\$200K State and \$256K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	WCR23/Great Western Trail Pedestrian Connection	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Severance	Federal	TAP	-	-	-	-	100	500	-	600
STIP ID:	SR47020.039	State	MMOF	-	-	75	-	-	-	-	75
TIP ID:	2020-029	Local	L	-	-	75	-	-	-	-	75
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.7 miles of trail										

REVISED ENTRY

Title:	WCR23/Great Western Trail Pedestrian Connection	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Severance	Federal	TAP	-	-	-	-	100	500	-	600
STIP ID:	SR47020.039	State	MMOF	-	-	-	75	-	-	-	75
TIP ID:	2020-029	Local	L	-	-	-	75	-	-	-	75
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.7 miles of trail										
Revision:	Rolling forward all FY20 funding (\$75K State MMOF and \$75K Local) to FY21.										

PREVIOUS ENTRY

Title:	7th Street Multimodal Study & Early Action	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Windsor	State	MMOF	-	-	150	-	-	-	-	150
STIP ID:	SR47007.007	Local	L	-	-	150	-	-	-	-	150
TIP ID:	2020-030		Total	-	-	300	-	-	-	-	300
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	Multimodal study from Poudre River Trail to Greeley #2 Ditch Trail										

REVISED ENTRY

Title:	7th Street Multimodal Study & Early Action	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Windsor	State	MMOF	-	-	-	150	-	-	-	150
STIP ID:	SR47007.007	Local	L	-	-	-	150	-	-	-	150
TIP ID:	2020-030		Total	-	-	-	300	-	-	-	300
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	Multimodal study from Poudre River Trail to Greeley #2 Ditch Trail										
Revision:	Rolling forward all funding (\$150K State and \$150K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	State	MMOF	-	-	500	-	-	-	-	500
STIP ID:	SR47007.021	Local	L	-	-	1,635	-	-	-	-	1,635
TIP ID:	2020-031		Total	-	-	2,135	-	-	-	-	2,135
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct grade separated crossing and 0.8 miles of trail										

REVISED ENTRY

Title:	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	State	MMOF	-	-	-	500	-	-	-	500
STIP ID:	SR47007.021	Local	L	-	-	-	1,635	-	-	-	1,635
TIP ID:	2020-031		Total	-	-	-	2,135	-	-	-	2,135
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct grade separated crossing and 0.8 miles of trail										
Revision:	Rolling forward all funding (\$500K State and \$1,635K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	SH 287 West Sidewalk Gap	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	State	MMOF	-	-	293	-	-	-	-	293
STIP ID:	SR47007.016	Local	L	-	-	293	-	-	-	-	293
TIP ID:	2020-032		Total	-	-	585	-	-	-	-	585
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.2 miles of sidewalk										

REVISED ENTRY

Title:	SH 287 West Sidewalk Gap	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	State	MMOF	-	-	-	293	-	-	-	293
STIP ID:	SR47007.016	Local	L	-	-	-	293	-	-	-	293
TIP ID:	2020-032		Total	-	-	-	585	-	-	-	585
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.2 miles of sidewalk										
Revision:	Rolling forward all funding (\$293K State and \$293K Local) from FY20 to FY21.										

Safety

PREVIOUS ENTRY

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Various Below	Federal	HSIP	6,877	-	270	-	2,745	-	-	3,015
STIP ID:	SR46666	Local	L	1,297	-	86	-	249	-	-	335
TIP ID:	P-20	Local	LOM	-	-	-	-	-	-	-	0
Type:	Safety Improvements		Total	8,174	-	356	-	2,994	-	-	3,350

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:

STIP ID	Title	Sponsor
SR46666.059	Loveland Left Turn Signals Various	City of Loveland
SR46666.053	US287 & Orchards Shopping Center	City of Loveland
SR46666.060	US287 (College Ave) & Trilby Rd	City of Fort Collins
SR46666.062	SH1 & CR54 Intersection Improvements	Larimer County

REVISED ENTRY

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Various Below	Federal	HSIP	6,877	-	221	49	2,745	-	-	3,015
STIP ID:	SR46666	Local	L	1,297	-	86	-	249	-	-	335
TIP ID:	P-20	Local	LOM	-	-	-	-	54	-	-	54
Type:	Safety Improvements		Total	8,174	-	307	49	2,994	-	-	3,350

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:

STIP ID	Title	Sponsor
SR46666.059	Loveland Left Turn Signals Various	City of Loveland
SR46666.053	US287 & Orchards Shopping Center	City of Loveland
SR46666.060	US287 (College Ave) & Trilby Rd	City of Fort Collins
SR46666.062	SH1 & CR54 Intersection Improvements	Larimer County

Revision: Rolling forward \$49K Federal from FY20 to FY21 and adding \$54K Local Overmatch in FY21 for STIP ID SR46666.059.

Grants: Safe Routes to School

PREVIOUS ENTRY

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Various Below	Federal	STBG	555	-	1,296	-	-	-	-	1,296
STIP ID:	SR47001	Local	L	96	-	333	-	-	-	-	333
TIP ID:	P-24	Local	LOM	153	-	221	-	-	-	-	221
Type:	Bike/Ped		Total	277	-	1,850	-	-	-	-	1,850

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:

STIP ID	Title	Sponsor
SR47001.029	Hampshire Bikeway Arterial Cross	City of Fort Collins
SR47001.030	N Wilson Ave Sidewalk	City of Loveland
SR47001.031	Berthoud Safe Routes Phase 1	Town of Berthoud

REVISED ENTRY

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Various Below	Federal	STBG	555	-	496	800	-	-	-	1,296
STIP ID:	SR47001	Local	L	96	-	133	200	-	-	-	333
TIP ID:	P-24	Local	LOM	153	-	221	-	-	-	-	221
Type:	Bike/Ped		Total	277	-	850	1,000	-	-	-	1,850

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:

STIP ID	Title	Sponsor
SR47001.029	Hampshire Bikeway Arterial Cross	City of Fort Collins
SR47001.030	N Wilson Ave Sidewalk	City of Loveland
SR47001.031	Berthoud Safe Routes Phase 1	Town of Berthoud

Revision: Rolling forward \$800K Federal and \$200K Local funds from FY20 to FY21 for STIP IDs SR47001.030 and SR47001.031.

CDOT Inactive Projects Report
NFR MPO

Project	Area	Agency	Number	Description	Budget	Expend	Encumbered	Balance	FHWA End Date	Activity Status
WARNING: Greater Than A Year Since Activity										
22461	NFR	Fort Collins	FSA M455-126	College & Troutman Signal Upgrades	\$ 250,000	\$ -	\$ 250,000	\$ -	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
18403	NFR	Evans	STU M415-013	US85 Access Control at 31st	\$ 902,283	\$ 125,000	\$ 777,283	\$ -	10/31/2019	1-WARNING, Greater Than A Year Since Activity
23073	NFR	CDOT	C 402A-012	SH402: Advanced ROW Purchase	\$ 1,800,000	\$ -	\$ -	\$ 1,800,000	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
22433	NFR	CDOT	C R400-361	Region 4 Traffic Mgmt. Center	\$ 320,000	\$ 7,899	\$ -	\$ 312,101	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
18808	NFR	CDOT	STA 0853-087	US 85 5th to O St. Business Surface	\$ 190,368	\$ 190,367	\$ -	\$ -	1 No Federal Funds	1-WARNING, Greater Than A Year Since Activity
Sub-Total					\$ 3,462,651	\$ 323,266	\$ 1,027,283	\$ 2,112,102		
ALERT: Greater Than 9 Months Since Activity										
20825	NFR	Fort Collins	BRO M455-121	Spring Ck at Riverside (FCRVSD-E-S.2PRST)	\$ 1,444,500	\$ 678,800	\$ 765,700	\$ -	12/31/2020	2-ALERT, Greater Than 9 Months Since Activity
CAUTION: Greater than 6 months since Financial Activity										
20620	NFR	Larimer Co	STU C060-082	Larimer CR17 Expansion & Shoulders	\$ 3,503,721	\$ -	\$ 3,503,721	\$ -	6/30/2021	3-Caution, Greater Than 6 Months Since Activity
21998	NFR	Loveland	STU M830-094	US 34 Widening Boise Ave to I25	\$ 3,225,027	\$ -	\$ 3,225,027	\$ -	12/31/2020	3-Caution, Greater Than 6 Months Since Activity
20613	NFR	Windsor	TAP M377-006	Great Western Trail - Windsor	\$ 1,206,250	\$ 195,276	\$ 1,010,974	\$ -	12/31/2020	3-Caution, Greater Than 6 Months Since Activity
Sub-Total					\$ 7,934,998	\$ 195,276	\$ 7,739,722	\$ -		
Good: Financial Activity occurred within last 6 months										
21889	NFR	Milliken	TAP M887-006	West Alice + Inez Blvd Ped Impmnt	\$ 547,094	\$ 127,504	\$ 419,590	\$ 0	12/31/2020	4-Good, Activity in the last 6 Months
20617	NFR	Loveland	AQC M830-086	Loveland Traffic Optimization	\$ 380,000	\$ 290,073	\$ 89,927	\$ -	6/30/2020	4-Good, Activity in the last 6 Months
21895	NFR	Loveland	BRO M830-091	8th St Bridge (LOV1825W.8th St) Recon	\$ 1,046,500	\$ 181,223	\$ 865,277	\$ -	10/31/2020	4-Good, Activity in the last 6 Months
22055	NFR	Loveland	SAR M830-095	West 4th St Bike + Ped Safety Improve	\$ 373,563	\$ 352,645	\$ 20,918	\$ -	9/30/2021	4-Good, Activity in the last 6 Months
19060	NFR	Loveland	SHO M830-062	US287 & Orchards Shopping Center HES	\$ 300,000	\$ 296,235	\$ -	\$ 3,765	12/31/2019	4-Good, Activity in the last 6 Months
21967	NFR	Loveland	SHO M830-092	Various Loveland Left Turn Signals	\$ 663,334	\$ 76,900	\$ 586,434	\$ -	3/28/2021	4-Good, Activity in the last 6 Months
21992	NFR	Johnstown	TAP M690-001	Little Thompson River Trail Phase 1a	\$ 118,055	\$ -	\$ 118,055	\$ -	6/30/2021	4-Good, Activity in the last 6 Months
20389	NFR	Greeley	AQC M570-048	10th Street in Greeley: Phase II	\$ 4,743,069	\$ 1,561,430	\$ 2,531,638	\$ 650,000	3/31/2021	4-Good, Activity in the last 6 Months
21990	NFR	Greeley	AQC M570-051	Controller Replacement - Greeley	\$ 520,594	\$ -	\$ -	\$ 520,594	12/31/2020	4-Good, Activity in the last 6 Months
16525	NFR	Fort Collins	AQC M455-088	Jefferson Street/SH14 Improvements	\$ 885,832	\$ 885,831	\$ -	\$ -	11/30/2019	4-Good, Activity in the last 6 Months
19561	NFR	Fort Collins	AQC M455-111	US287: Willox to SH 1 & Ped Bridge	\$ 1,718,323	\$ 1,690,120	\$ -	\$ 28,203	12/31/2019	4-Good, Activity in the last 6 Months
23025	NFR	Fort Collins	SAR M455-127	Hampshire Bikeway Arterial Crossing	\$ 103,875	\$ 14,172	\$ 89,703	\$ -	12/31/2020	4-Good, Activity in the last 6 Months
20615	NFR	Fort Collins	STU M455-118	Horsetooth & College Intersection Impv	\$ 3,400,000	\$ 3,310,001	\$ 89,999	\$ -	No Federal Funds	4-Good, Activity in the last 6 Months
19741	NFR	Evans	STU M415-015	35th Ave: Prairie View to 37th St.	\$ 1,346,781	\$ 1,268,515	\$ 78,266	\$ -	7/31/2020	4-Good, Activity in the last 6 Months
23009	NFR	CDOT	C 0341-102	US34 & WCR17 Interchange	\$ 475,000	\$ 22,391	\$ 205,574	\$ 247,035	No Federal Funds	In Design
23011	NFR	CDOT	C 0341-103	US34 & 35th Ave Interchange	\$ 1,500,000	\$ 158,001	\$ 1,117,791	\$ 224,208	No Federal Funds	In Design
23013	NFR	CDOT	C 0341-104	US34 & 47th Ave Interchange	\$ 1,500,000	\$ 151,496	\$ 1,179,812	\$ 168,692	No Federal Funds	In Design
22469	NF&UF	CDOT	C 0853-110	US85 ROW Settlement Agreement	\$ 24,029,003	\$ 3,518,292	\$ 1,779,304	\$ 18,731,407	No Federal Funds	Negotiations continue
22470	NF&UF	CDOT	C 0853-111	UPRR Local Access Improvements	\$ 7,000,000	\$ 6,000,000	\$ -	\$ 1,000,000	No Federal Funds	Work continues
23186	NFR	CDOT	C 0853-120	US85/O Street Intersection Improvements	\$ 1,500,000	\$ 80,117	\$ 112,648	\$ 1,307,235	No Federal Funds	4-Good, Activity in the last 6 Months
22911	DR&NF	CDOT	C C030-077	I-25 E Parallel Arterial DES: SH66-US34	\$ 1,000,000	\$ 761,525	\$ 208,688	\$ 29,787	No Federal Funds	Study wrapping up
22262	NFR	CDOT	CC 402A-011	SH 402 Access Control Plan	\$ 182,059	\$ 159,384	\$ 22,674	\$ 1	No Federal Funds	Study is complete
20187	NFR	CDOT	ER R400-322	PR SH60 & SH257 Structures	\$ 10,579,831	\$ 10,563,342	\$ 10,731	\$ 5,758	12/31/2020	Landscape Maintenance
22248	NFR	CDOT	FBR 0253-261	I-25 North: Prospect - Bridge Enterprise	\$ 21,386,875	\$ 6,445,847	\$ 2,882,337	\$ 12,058,691	No Federal Funds	In construction
22482	NFR	CDOT	FBR 0253-263	I-25 North: Hillsboro-Bridge Enterprise	\$ 3,604,700	\$ 3,397,436	\$ 185,026	\$ 22,239	No Federal Funds	Construction wrapping up
21146	NFR	CDOT	FBR 060A-022	SH 60 Over the South Platte River	\$ 9,609,953	\$ 9,526,171	\$ 59,432	\$ 24,349	No Federal Funds	Landscape Maintenance
21863	NF&UF	CDOT	FSA 0253-258	I-25: SH 14 North Cable Rail	\$ 5,923,092	\$ 144,850	\$ 5,778,241	\$ 1	No Federal Funds	Construction wrapping up
21865	NFR	CDOT	US 287-190	US 287 and Foothills Parkway	\$ 746,723	\$ 659,099	\$ 86,178	\$ 1,447	No Federal Funds	Construction wrapping up
20575	NFR	CDOT	IM 0253-242	Crossroads Bridge Replacement @ I-25	\$ 30,535,000	\$ 30,363,773	\$ 139,230	\$ 31,996	10/31/2020	Landscape Maintenance
20952	NFR	CDOT	IM 0253-246	I-25: Preventative Bridge Maint.	\$ 26,000	\$ 6,843	\$ -	\$ 19,157	No Federal Funds	In construction
21506	NFR	CDOT	IM 0253-255	I-25 North: SH 402 to SH 14	\$ 419,279,313	\$ 203,205,088	\$ 51,567,936	\$ 164,506,289	6/30/2025	In construction
19164	NFR	CDOT	NH 0853-089	US34/85 Interchange Reconstruction	\$ 3,000,000	\$ 1,645,068	\$ 450,728	\$ 904,204	12/31/2020	In design
22831	NFR	CDOT	NHPP 0253-270	I-25 Express Lanes SH7 to SH1	\$ 50,551,308	\$ 23,234,247	\$ 10,722,221	\$ 16,594,840	4/30/2023	Corridor design/oversite
23017	DR&NF	CDOT	NHPP 0253-273	I-25 Express Lanes Segment 5 & 6 CP1	\$ 21,170,879	\$ 12,984,169	\$ 2,918,480	\$ 5,268,230	1/31/2022	Construction starts fall 2020
23084	DR&NF	CDOT	NHPP 0253-276	I-25 Express Lanes Segment 6 CP1.5	\$ 11,174,797	\$ -	\$ 10,000	\$ 11,164,797	4/30/2023	In construction
23138	DR&NF	CDOT	NHPP 0253-277	I-25 Express Lanes Segment 5 & 6 CP0	\$ 2,869,482	\$ 2,469,650	\$ 399,831	\$ 0	4/30/2023	In construction
23399	NFR	CDOT	NHPP 0342-063	Signalization of US 34 and SH 257 Ramps	\$ 215,000	\$ 1,020	\$ 180,408	\$ 33,572	3/31/2024	In design

CDOT Inactive Projects Report
NFR MPO

Project	Area	Agency	Number	Description	Budget	Expend	Encumbered	Balance	FHWA End Date	Activity Status
23603	NFR	CDOT	STA 2571-014	SH 257 Windsor Resurfacing Eastman to 34	\$ 200,000	\$ 3,126	\$ 16,583	\$ 180,291	12/31/2023	In Design
23423	NFR	CDOT	STA 257A-008	SH 257 Windsor Resurfacing	\$ 200,000	\$ 36,127	\$ -	\$ 163,873	9/30/2022	In Design
12372	NFR	CDOT	STA 2873-100	US 287:SH1 to LaPorte Bypass	\$ 43,668,742	\$ 43,614,159	\$ 10,172	\$ 44,412	6/30/2021	Wrapping up finals
22266	NFR	CDOT	STE SW02-043	E-Construction Aid Project	\$ 863,953	\$ 345,246	\$ 133,781	\$ 384,927	6/30/2025	Oversight
23653	NFR	CDOT	STM M455-134	Fort Collins ADA Ramp Improvements	\$ 260,000	\$ -	\$ 146,695	\$ 113,305	No Federal Funds	In Design
Sub-Total					\$ 689,198,730	\$ 369,551,116	\$ 85,214,309	\$ 234,433,304		
Grand Total					\$ 702,040,879	\$ 370,748,458	\$ 94,747,014	\$ 236,545,406		

Projects with <CY2020 FHWA End Date