



NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
October 21, 2020
1:00 – 3:30 p.m.

-
1. **Call Meeting to Order, Welcome, and Introductions**
 2. **Public Comment (2 minutes each)**
 3. **Approval of September 16, 2020 Meeting Minutes (Page 2)**
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CONSENT AGENDA

No items this month.

ACTION ITEMS

No items this month.

PRESENTATIONS

- | | |
|--|----------------------|
| 1) CDOT Policy Directive 1601 Update (page 7) | Aaron Willis, CDOT |
| 2) End of 2020 Ozone Season and Serious SIP Update | Amanda Brimmer, RAQC |
| 3) Poll Everywhere Demonstration | Cunningham/Gordon |

DISCUSSION ITEMS

- | | |
|---|------------|
| 4) Updated Federal Performance Measures: Pavement Condition (page 24) | Cunningham |
| 5) FY2021 UPWP Tasks Amendment (page 31) | Karasko |
| 6) FY2020 TIP Delay Review (page 36) | Bornhoft |
| 7) Call for Projects - 2018 Guidebook Review (page 40) | Bornhoft |

OUTSIDE PARTNER REPORTS

- | | |
|--|------------------------------|
| 8) NoCo Bike & Ped Collaborative (page 50) | <i>Written Report</i> |
| • NoCo Active Transportation Challenge (page 51) | |
| 9) Regional Transit Agencies | |
| 10) Senior Transportation | |
| 11) Regional Air Quality Council | |

REPORTS

- | | |
|--|------------------------------|
| 12) Planning Council (page 53) | <i>Written Report</i> |
| 13) Bike Counter Updates | <i>Written Report</i> |
| 14) Mobility Committee Updates (page 54) | <i>Written Report</i> |
| 15) Q3 TIP Modifications (page 56) | <i>Written Report</i> |
| 16) CDOT Inactives Report (page 75) | <i>Written Report</i> |
| 17) Roundtable | All |
-

4. **Final Public Comment (2 minutes each)**
5. **Next Month’s Agenda Topic Suggestions**
6. **Next TAC Meeting: November 18, 2020**

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

Virtual Meeting

September 16, 2020

1:01 – 3:08 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
Stephanie Brothers – Berthoud
Brad Buckman – Fort Collins
Aaron Bustow – FHWA
Eric Fuhrman – Timnath
Omar Herrera – Windsor
Dave Klockeman – Loveland
Mark Oberschmidt – Evans
Karen Schneiders – CDOT
Ranae Tunison – FTA

TAC MEMBERS ABSENT:

Marco Carani – Johnstown
Rick Coffin – CDPHE-APCD
Pepper McClenahan – Milliken
Jeff Schreier – Eaton
Town of LaSalle

IN ATTENDANCE:

Abdul Barzak – Severance
Darren Davis – GET
Candice Folkers – COLT
Jamie Grim – CDOT
Katie Guthrie – Loveland
Josie Hadley – CDOT
Myron Hora – WSP
Katrina Kloberdanz – CDOT
Elizabeth Relford – Weld County

NFRMPO STAFF:

Medora Bornhoft
Ryan Dusil
Alex Gordon
Becky Karasko
Suzette Mallette

CALL TO ORDER

Chair Nelson called the meeting to order at 1:01 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE AUGUST 19, 2020 TAC MINUTES

Klockeman moved to approve the August 19, 2020 TAC minutes. Buckman seconded the motion, which was approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

September TIP Amendment – Bornhoft stated Greeley Evans Transit (GET) is requesting a scope change for their two CMAQ-funded bus replacement projects. The revised scopes allow the purchase of buses for fleet expansion in addition to bus replacements. The new buses will serve the Poudre Express. Klockeman moved to approve the September TIP Amendment. Baxter seconded the motion, which was approved unanimously.

FY2019-FY2021 CMAQ & FY2021 STBG Additional Funding Allocations – Bornhoft stated the most recent CDOT reconciliation identifies \$3,302,036 in unprogrammed CMAQ funds and \$2,029,115 in unprogrammed STBG funds. At the August 19, 2020 TAC meeting, TAC members indicated support for the proposed allocations of these funds and toll credits based on the available information. Prior to the September 3, 2020 Council meeting, GET verified they could obligate an additional \$1.6M in CMAQ, including \$551,312 in toll credits, contingent on an approved scope change allowing bus fleet expansion in addition to the currently approved bus replacement. All additional sponsors of projects with proposed allocations have verified their ability to obligate the proposed awards. Bornhoft stated NFRMPO Staff recommends TAC approve a recommendation to Planning Council to allocate additional funding, approve toll credit requests, and advance funding as identified in the TAC packet. Schneiders moved to approve the FY2019-FY2021 CMAQ & FY2021 STBG Additional Funding Allocations. Buckman seconded the motion, which was approved unanimously.

PRESENTATIONS

No items this month.

DISCUSSION

Local Match Assistance: Project Funding Year Swap Discussion – Bornhoft stated this is an opportunity to sponsors of projects funded with CMAQ, STBG, or TA funds awarded through the NFRMPO to discuss whether they have the need and/or ability to either advance or delay their project by swapping funding years with another project.

Baxter asked if swapping funding years would impact fiscal constraint. Bornhoft stated it does not and is just meant to help communities and get funds obligated sooner.

Anderson asked if there were any updates on Buy America waivers as they relate to Weld County's Compressed Natural Gas (CNG) Vehicles CMAQ project. Bustow stated there are no updates. Schneiders added the November election may impact Buy America waivers, but no resolutions are likely in 2020 or early 2021.

Klockeman asked if an agency could swap CMAQ funding years with Weld County to avoid another delay. Anderson stated Weld County would be open to discussions.

Mallette asked how swapping funding years affects the TIP Delay Policy. Bornhoft stated milestone years for delay review are also swapped.

Klockeman stated Loveland would like to advance FY2023 funding for the US34 Widening STBG project.

Weld County, Greeley, Loveland, and Evans agreed to discuss opportunities to swap project funding years offline for further discussion at the October TAC meeting.

CDOT Boundary Guidebook – Karasko stated CDOT is currently developing a Guidebook for Transportation Planning Regions (TPRs) and MPOs considering boundary changes. The NFRMPO Planning Council has asked NFRMPO staff to present boundary change recommendations by the end of 2020, laying out the impacts on funding, governance, and responsibilities for the agencies involved. A subcommittee consisting of representatives from the NFRMPO, Upper Front Range TPR, Eastern TPR, and DRCOG are working together to discuss various boundary change scenarios and will meet later this month.

Preliminary Call for Projects Considerations – Bornhoft stated NFRMPO Calls for Projects for CMAQ, STBG, and TA funds are typically held biennially. Following the most recent Call in 2018, feedback was provided by various stakeholders regarding regional priorities, regional equity, and CMAQ emissions benefits.

Bornhoft stated set-asides are one way of aligning funding with regional priorities identified in NFRMPO plans and the *2045 Regional Transportation Plan (RTP)* Goals, Objectives, Performance Measures, and Targets (GOPMT). One set-aside of \$50,000 has been committed to the Regional Air Quality Council (RAQC) for ozone modeling. Other set-asides have been proposed for N I-25 Segment 5 and for bicycle and pedestrian projects. TAC members agreed the RAQC set-aside should be honored and showed support for deferring other set-aside discussions to the Planning Council. Mallette stated set-asides for large projects like North I-25 have not been popular with the Planning Council in the past.

Buckman and Mallette suggested a bicycle and pedestrian set-aside could be treated more as a funding target than a set-aside.

Bornhoft highlighted other potential changes to align funding with regional priorities. Buckman and Klockeman expressed support for revising scoring criteria and weights to emphasize regional connections and NFRMPO plan recommendations, as well as more objective, data-driven scoring.

Klockeman stated the TAC has worked on simplifying the Call for Projects in the past and that striving for further objectivity can overcomplicate the application and scoring processes.

Bornhoft highlighted several potential changes for improving regional equity, making it easier for smaller communities to apply and compete for CMAQ and STBG funding.

Nelson stated he would rather continue working directly with NFRMPO staff than with a consultant when preparing applications.

Schneiders stated a the guidelines for a small community CMAQ set-aside would need to ensure projects with the greatest benefits are not prevented from receiving awards. Mallette stated placing more weight on cost effectiveness of a project's emissions benefits may help smaller communities compete and award the best projects without the need for a set-aside.

Fuhrman stated Timnath has not pursued STBG funds due to the relative cost of federalizing a project compared with the small amount of federal funding they can request as a small community. Baxter asked if the STBG request limits can be adjusted. Bornhoft responded they can and suggested a limit based on a percentage of the available funds, as is done with CMAQ funds.

Anderson suggested reaching out to TAC members from smaller communities that do not typically apply to better understand the reasons and any barriers that may exist. Bornhoft stated she will send a survey out to TAC members.

Bornhoft highlighted potential changes to improve how CMAQ emissions benefits are considered, stating cost-effectiveness could be prioritized to remove large project bias.

Schneiders suggested continuing to automate the application where possible and asked if projects could be submitted for consideration under multiple funding programs. Karasko stated this could get complicated with CMAQ emissions calculations but could be feasible for STBG and TA projects.

Hora stated CDOT's CMAQ Working Group is updating their CMAQ Emissions Calculation Guidebook, which should help with consistency across agencies.

Bornhoft asked if it would be best to delay the Call beyond 2020 to make funds available closer to the date they would be obligated, stating this could give agencies more time to identify their needs, priorities, and resources during the COVID-19 pandemic. TAC members expressed support for delaying the Call to allow local agencies more time to evaluate their situations.

Bornhoft stated the latest timeframe desirable would be holding the Call from Fall 2021 to Spring 2022. Buckman stated one benefit of not delaying the Call too long is that reducing funding uncertainty sooner helps with annual local budgeting efforts. Anderson stated delaying the Call allows time to help additional communities overcome barriers to applying.

Bornhoft suggested TAC members review the 2018 Call for Projects Guidebook to consider what changes would be most helpful.

FY2020 TIP Project Delay Review – Bornhoft requested TAC discuss whether to grant 1st extensions to four projects with a 1st delay and whether to recommend Planning Council grant 2nd extensions to two projects with a 2nd delay. Schneiders suggested postponing the discussion to allow project sponsors time to discuss swapping funding years. Karasko stated the item needs to go to Planning Council for Discussion no later than November. TAC members agreed to postpone the Delay Review Discussion to the October TAC meeting.

OUTSIDE PARTNERS REPORTS

Planning Council – Written report was provided.

NoCo Bike & Ped Collaborative – Written report was provided.

Regional Transit Agencies – Gordon stated Bustang recently held an open house about the Sterling to Greeley Bustang Outrider route, which is scheduled to begin service in early 2021 with one round trip per day.

Davis stated Poudre Express ridership is back to 20 - 25 riders per day.

Senior Transportation – Gordon stated the NFRMPO is set to receive \$115,000 from a State program called “Transportation Services for Vulnerable Populations, including Seniors.” How to spend the funds will be a Discussion Item at the October Planning Council meeting.

Gordon stated the Boulder County Local Coordinating Council (LCC) recently held a Discussion among many partners called the “Coordinating Meeting on Transportation Gaps Between Boulder, Larimer, and Weld.” Attendees agreed they would like to continue to meet quarterly.

Regional Air Quality Council – Brimmer stated wildfires contributed to one of the worst air quality years in a couple decades and she will provide more details to TAC in October. Steve McCannon has left RAQC for the Colorado Department of Health and Environment’s (CDPHE) Air Pollution Control Division (APCD).

ROUNDTABLE

No updates were provided.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month’s Agenda Topic Suggestions – Karasko stated the October agenda will include RAQC’s end of the 2020 ozone season update and Serious SIP update, updated pavement performance measures, and FY2021 UPWP task amendments.

Meeting adjourned at 3:08 PM.

Meeting minutes submitted by: Ryan Dusil, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, October 21, 2020 as a virtual meeting.



1601 Interchange Approval Process

North Front Range

Transportation Advisory Committee

October 21, 2020



What is Policy Directive (PD)1601?

- The 1601 policy and procedural directive outline the guiding principals and steps necessary to approve a new interchange or interchange modification on the interstate, freeway, or state highway system.
- Applies to CDOT and Local applicants – applicants are responsible for interchange maintenance in perpetuity
- Each proposal is different based on the complexity of the project, thus a need for a consistent process



Policy Directive (PD) 1601 Purpose

- Preserve the state highway system's LOS
- Ensure fair and consistent consideration of proposals for new & existing interchanges
- Have sufficient information for CDOT to make an informed decision
- Minimize duplicative analytical, regulatory, and procedural requirements



Interchange Improvement Types

- Type 1 – New Interchanges on the Interstate and Freeway system
 - These are approved by the Transportation Commission (TC)
- Type 2 – New interchanges on the remaining state highway system and modifications to interchanges
 - These are approved by the Chief Engineer
- Type 2a – Minor modifications to interchanges, which do not require a system level analysis
 - These can be delegated by the Chief Engineer for approval to the Regional Transportation Director (RTD).



1601 Process Overview Steps

1. Notification by applicant
2. Pre-application meeting
3. Initial intergovernmental agreement (IGA)
4. Prepare a System Level Study (SLS)
5. CDOT Approval of SLS
6. Approval by MPO/TPR Board (consistent with constrained RTP and TIP)
7. Conceptual design and NEPA approval process
8. Final IGA



Key Policy Changes

Key Revisions	Department Implications
Updated FHWA Interstate Access Request	Staff and applicant workload and cost benefit
Project Milestones	Additional clarity
IGA Requirements	Streamlined requirement for staff
Access Management Clarity	Strengthens the policy and addresses long-term system functionality
TDM Requirement	Transportation Demand Management / Traffic Reduction strategies are required for new Type 1 and Type 2 proposals



Why a TDM Requirement?

- Preservation of new infrastructure investment
- Making new infrastructure ready for TDM strategies
- Early promotion of multimodal options
- GHG emissions reductions



TDM Section Progress Key Elements

TDM Section Purpose:

- Preserve the overall functionality and operability of the state highway system
- Applicant will use a TDM scorecard to hit target goals and develop a TDM project specific plan to include in the SLS

TDM requirements apply to:

- Type 1: New interchange on the interstate
- Type 2: New interchange on the rest of the system
- Requirements do not apply to interchange modifications
- TDM commitments will be captured in the final IGA



- TDM strategies should result in:
 - a 3% or greater ADT reduction in MPO Areas
 - a 1% or greater ADT reduction outside MPO Areas
- The trip reduction goal applies to traffic volumes for the new interchange ramps as identified in the systems level study.
- The reduction threshold goal is calculated from the opening day of the new facility, or 5-years if the TDM strategies are implemented on a phased schedule



TDM Exemption

- It is the discretion of the Chief Engineer as to if TDM strategies are required for interchange applications based on factors such as changes in land use and future traffic volumes.
- That determination will be made based on the following factors:
 - Projected background growth
 - Significant change in land use



TDM Improvement Scoring Range

Interchange Improvement Type	MPO Boundary Area / Rural Area	Scoring Range
Type 1 (New Interchange / Interstate System)	MPO Boundary Area	100-80
Type 1 (New Interchange / Interstate System)	Rural Area	80-60
Type 2 (New Interchange / State Highway System)	MPO Boundary Area	80-50
Type 2 (New Interchange / State Highway System)	Rural Area	60-40



TDM Strategy Scorecard

TDM Strategies	Points
Multimodal Hubs (With 2 or more transit services/multimodal options available)	80
Shuttles, feeders, and paratransit (public or privately operated)	80
Vanpool programs – (XX% participation)	80
Mixed-use/quality pedestrian environment improvements/transit-oriented development	80
Telecommuting program	80
Intercity transit	80
Comprehensive ITS Solution (ex. congestion-reducing adaptive signal optimization, connected vehicles, and transit signal priority, count Stations and CCTV cameras to monitor the traffic and safety of all modes)	80



TDM Strategy Scorecard (60-50 Points)

TDM Strategies	Points
Parking management (located at business parks, commercial retail locations, or residential communities)	60
Bus only lanes, queue jumps, bus slip ramps	60
Local transit	60
Park-and-ride lots	50
Event-related TDM program	50
Ridesharing program	50



TDM Strategy Scorecard (50-40 Points)

TDM Strategies	Points
School pool program	50
CAV Readiness Projects – Fiber network	50
ITS Projects (Ramp Metering)	50
Bicycle and pedestrian facilities (including infrastructures such as bike lanes, bike trails, multi-use trails, sidewalks, or a pedestrian overpass)	40
Regional ridesharing programs (including carpool matching)	40
Car-sharing	40



Project Specific TDM Plan

- The applicant is expected to put forth a good-faith effort in developing a project-specific TDM plan that includes the following elements:
 - Explanation of the strategies
 - How the strategies will function within the context of the proposed new interchange improvement
 - Implementation schedule
 - Ensure improvements do not detract or serve as a replacement from existing TDM strategies.



Project Specific TDM Plan (2)

- Analysis of how the proposed TDM strategies will achieve the stated goal. This analysis can be performed through traffic modeling or a reasonable estimate developed by a traffic engineer.
- An estimated cost for the proposed TDM strategies.
- Marketing or promotion strategies for the proposed TDM improvements
- Discussion on TDM strategies during construction if appropriate
- Project evaluation



Questions?

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
October 21, 2020	Updated Federal Performance Measures: Pavement Condition	AnnaRose Cunningham
Objective/Request Action		
To discuss supporting the Revised 4-Year (2022) statewide targets set by the Colorado Department of Transportation (CDOT) for the four federally required Pavement Condition Performance Measures.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<p>The Fixing America’s Surface Transportation Act (FAST Act) required State DOTs and MPOs to report pavement condition in Good/Fair/Poor. State DOTs and MPOs were required to set four-year targets in 2018 with the option to update the targets at the midpoint, in 2020. Pavement performance metrics include the following: performance of the interstate system in good and poor condition, and performance of the non-Interstate National Highway System (NHS) in good or poor condition. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> A. Support the CDOT statewide Targets B. Set Targets specific to the NFRMPO region <p>The Revised 4-Year (2022) Targets are:</p> <ul style="list-style-type: none"> • Percent of pavements on the Interstate System Rated Good: 40% • Percent of pavements on the Interstate System Rated Poor: 5% • Percent of pavements on the non-Interstate NHS Rated Good: 40% • Percent of Pavements on the non-Interstate NHS Rated Poor: 5% 		
Committee Discussion		
This is the first time TAC is discussing the Revised 4-Year (2022) Pavement Targets.		
Supporting Information		
<ul style="list-style-type: none"> • The targets set in 2018 and current conditions can be found in the Pavement Targets and Conditions Table. • Under the FAST Act there is a minimum performance level for Interstate System pavement in poor condition, no more than five percent. If a State exceeds minimum condition, they lose flexibility of a portion of Federal funds. • Under Policy Directive (PD) 14, CDOT currently reports drivability life as the primary pavement asset management performance metric. • Targets are being updated to reflect actual condition using more up-to-date data than was available at the time of the original target setting. 		
Advantages		
Pavement targets are only for Interstate and NHS roads which are maintained by CDOT, targets are not being set for roads within the jurisdiction of NFRMPO entities.		
Disadvantages		
None.		
Analysis/Recommendation		
Staff recommends setting Targets by supporting the CDOT Revised 4-Year (2022) Pavement Targets.		
Attachments		
<ul style="list-style-type: none"> • Pavement Targets and Conditions Table • Updated Federal Performance Measures: Pavement Condition Presentation 		


Pavement Targets and Conditions Table

Target	2018 Targets	Current Condition	Revised Midpoint Targets
% Interstate – Good Condition	47%	46.5%	40%
% Interstate – Poor Condition	1%	2.7%	5%
% Non-Interstate – Good Condition	51%	41.5%	40%
% Non-Interstate – Poor Condition	2%	3.1%	5%



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PM2: Pavement Condition




- **Pavement performance metrics include:**
 - Performance on the interstate system
 - Performance of the non-Interstate National Highway System
- **Minimum performance level for the Interstate System in poor condition**
 - No more than 5%
 - Exceedances result in loss of flexibility of a portion of federal funds

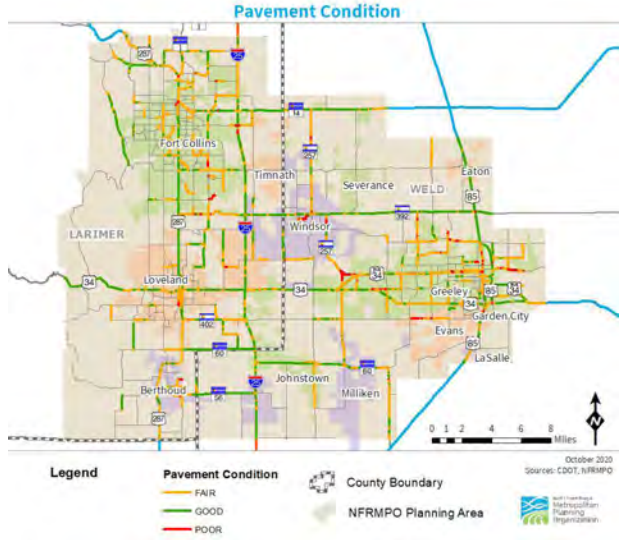
Performance Measure Targets Updates

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PM2: Pavement Condition



- **Measures**
 - Percent of Interstate Pavement in Good Condition
 - Percent of Interstate Pavement in Poor Condition
 - Percent of Non-Interstate Pavement in Good Condition
 - Percent of Non-Interstate Pavement in Poor Condition



October 2020
Sources: CDOT, NFRMPO


North Front Range Metropolitan Planning Organization

Performance Measure Targets Updates

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PM2: Pavement Condition



- **Midpoint Performance Review**
 - CDOT set 4-year targets in 2018
 - DOTs have the opportunity to revise the targets after two years
 - CDOT decided to revise targets for PM2: Pavement Condition
 - **Reasons**
 - Improved collection of pavement distress data
 - Updated condition data became available

Performance Measure Targets Updates

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PM2: Pavement Condition – Targets



Target	2018 Targets	Current Condition	Revised Midpoint Targets
% Interstate – Good Condition	47%	46.5%	40%
% Interstate – Poor Condition	1%	2.7%	5%
% Non-Interstate – Good Condition	51%	41.5%	40%
% Non-Interstate – Poor Condition	2%	3.1%	5%

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Performance Measure Targets Updates

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Additional Information




- Under the FAST Act there is a minimum performance level for Interstate System pavement in poor condition, no more than five percent. If a State exceeds minimum condition, they lose flexibility of a portion of Federal funds.
- In 2018 the NFRMPO agreed to support CDOT's Targets
- Pavement targets are only for Interstate and NHS roads which are maintained by CDOT, targets are not being set for roads within the jurisdiction of NFRMPO entities.

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Performance Measure Targets Updates

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NFRMPO Options




- 1. Support the CDOT statewide Targets**
- 2. Set Targets specific to the NFRMPO region**

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Performance Measure Targets Updates

7

Next Steps & Schedule




Next Steps	Schedule
<ul style="list-style-type: none"> ▪ State DOTs reported 2-year midpoint performance period progress and adjusted 4-year targets to FHWA on October 1, 2020 ▪ MPOs must submit updated targets by March 30, 2021 	<ul style="list-style-type: none"> ▪ Planning Council Discussion – November 5, 2020 ▪ TAC Recommendation – November 18, 2020 ▪ Planning Council Action – December 3, 2020 ▪ Submission to CDOT – December 4, 2020

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Performance Measure Targets Updates

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Questions?



AnnaRose Cunningham
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Performance Measure Targets Updates

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Becky Karasko

Date: October 21, 2020

**Re: FY2020-2021 Unified Planning Work Program (UPWP) FY2021 Tasks
Amendment**

Background

The NFRMPO staff has received two requests for additional Tasks and Products for FY2021 the *FY2020-2021 Unified Planning Work Program (UPWP)*. The FY2020-2021 UPWP Amendments will go to Planning Council for their approval at their December 3, 2020 meeting.

The new FY2021 UPWP Tasks, which were not included in the FY2020-2021 UPWP when it was readopted on June 4, 2020, are:

- ***Task 2.15: Transfort—MAX Expansion—North College Avenue BRT and Transit Oriented Development (TOD) Overlay Plan***
- ***Task 2.16: Transfort—Zero Emissions Bus Transition Plan***

These Tasks are also attached to this Memo. All comments are requested by Monday, October 26, 2020.

Action

NFRMPO staff requests TAC review the new FY2021 UPWP Tasks and provide comments to Becky Karasko at bkarasko@nfrmpo.org by **5:00 p.m. on Monday, October 26, 2020**.

2.15 TRANSFORT – MAX EXPANSION - NORTH COLLEGE AVENUE BRT AND TRANSIT ORIENTED DEVELOPMENT (TOD) OVERLAY PLAN

OBJECTIVE:

Complete a Corridor Master Plan for North College to include a feasibility study of implementing Bus Rapid Transit (BRT) and a Transit-Oriented Development (TOD) Overlay in the corridor.

METHOD:

The City of Fort Collins-Transfort/Parking Services will contract a third-party consulting firm in 2021 to complete a comprehensive planning study of the North College Corridor area resulting in a Corridor Master Plan.

OVERALL IMPACT/INTENT:

A major element of the City of Fort Collins' recently adopted Transit Master Plan (TMP) identifies expansion of Bus Rapid Transit (BRT) service to North College. This would extend Transfort's existing BRT (MAX – a Small Starts project implemented in 2014) from its current terminus at the Downtown Transit Center (DTC) further north approximately 2 miles. At this time Transfort is unsure whether North College would be better suited to a Fixed Guideway or Corridor-based BRT service, this question will be addressed through a study of the corridor. The incorporation of multi-modal accessibility and connectivity, especially for vulnerable users will be central to the Plan. The vision should include establishing a corridor that is safe and comfortable for all users, especially for active transportation.

In addition to determining the feasibility of BRT, the plan will include the process for establishing a Transit Oriented Development (TOD) Overlay. This, coupled with BRT and multi-modal options, will provide needed resources to this rapidly redeveloping, older corridor. Routes serving North College have the fastest growing ridership with approximately 25,000 passenger boardings/month; increasing 10% from 2017 to 2018.

The North College corridor is currently identified as a Targeted Redevelopment Area, an Urban Renewal Area (URA), a Tax Increment Financing District, and a State Enterprise Zone. The plan would establish transforming the study area to a TOD Overlay. A significant amount of infrastructure work was recently completed as part of large multi-modal roadway improvement project. The Plan's preferred alternative will help identify what additional infrastructure needs remain. The North Fort Collins Business Association has been advocating for more robust transit service for the past five years. The study area is home to many social service agencies advocating for improved transit and accessibility. Also, a centralized homeless services campus is being considered on North College.

The final report completed through this study would include elements such as the preferred master plan, alternative development, implementation plan, cost estimates to implement the plan, and performance measures.

PRODUCTS:

1. North College Corridor Master Plan (Q4 2020)

FY 2021

PERSON/WEEKS: 0

2021 BUDGET:

Personnel	\$0
Other Direct (consultant)	\$350,000
Training	<u>0</u>
Indirect	<u>0</u>
Total	\$350,000

2021 DISTRIBUTION:

Federal	
TOD PILOT (80.0%)	\$280,000
LOCAL (20.0%)	\$70,000
Total	\$350,000

2021 OTHER DIRECT:

Out of State Travel	0
Consultant	\$350,000
Other	<u>0</u>
Total	\$350,000

2.16 TRANSFORT – ZERO EMISSIONS BUS TRANSITION PLAN

OBJECTIVE:

This study will develop a recommended Zero Emissions Bus mode and provide a Fleet Electrification Plan for Transfort’s fixed-route revenue fleet conversion by 2040 (with associated infrastructure and operating plan). The study findings will support this plan by identifying a comprehensive and sustainable plan for Transfort which meets the goals of the City’s Climate Action Plan.

METHOD:

The City of Fort Collins-Transfort/Parking Services will contract with a third-party to conduct the study and prepare the ZEB planning documents.

OVERALL IMPACT/INTENT:

The overall goal of the project is to provide Transfort with a Zero Emission Bus Rollout Plan. Goals of the analysis are four-fold: (1) determine the most capital cost- effective approach to a 100% bus fleet with zero emission propulsion; (2) determine capital improvements required to achieve the 100% ZEB fleet and operation; (3) provide a financing and purchasing strategy that allows Transfort to sustainably meet internal ZEB deadlines; and (4) develop a comprehensive understanding – positives and negatives – of how compliance with this the CAP objectives will impact Transfort in the future, and how federal legislation may impact the plan.

The initial project will include two major phases. The first phase will include a thorough study of available technologies and their specific potential in relationship to the Transfort service area. These potential technologies include:

- Battery Electric Buses with depot-only chargers
- Battery Electric Buses with depot and on-route chargers
- Fuel Cell Electric Buses
- Combination of Fuel Cell and Battery Electric Buses

The second phase of the project will conduct a more detailed analysis of the appropriate technology and will provide Transfort with specific, actionable, implementation items.

Transfort may also request the contractor conduct additional services such as ZEB Request for Proposal (RFP) specification development and technical evaluation; Buy America audits; ZEB Benefits Assessment and Deployment Validation; Periodic QA/QC Audits and Inspections.

2021 PRODUCTS:

1. Technology Analysis and Recommendation
2. Detailed Analysis and Implementation Plan
3. Optional Deliverables such as: RFP specification development, Buy America Audits, ZEB Benefits Assessment, Deployment Validation, QA/QC Audits and Inspections.

FY2021

PERSON/WEEKS: 10

2021 BUDGET:

Personnel	\$0
Other Direct (consultant)	\$287,000
Training	\$0
Indirect	<u>\$ 0</u>
Total	\$287,000

2021 DISTRIBUTION:

Federal	
5307 (80.0%)	\$229,600
LOCAL (20.0%)	<u>\$57,400</u>
Total	\$287,000

2021 OTHER DIRECT:

Out of State Travel	0
Consultant	\$287,000
Other	<u>0</u>
Total	\$287,000

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
October 21, 2020	FY2020 TIP Project Delay Review	Medora Bornhoft
Objective/Request Action		
<p>To discuss TIP projects subject to the TIP Delay Procedure, including:</p> <ul style="list-style-type: none"> • Whether or not TAC should grant 1st extensions to projects with a 1st delay and • Whether or not to recommend Planning Council grant 2nd extensions to projects with a 2nd delay. 		<ul style="list-style-type: none"> <input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • In August and September 2020, sponsors provided project status information for projects with a milestone deadline of FY2020 or earlier, summarized in Table 1. • 12 projects are subject to the FY2020 delay review. As shown in the attached table, six projects have met the required milestone and six projects are delayed. Of the six delayed projects, four projects have a 1st delay, and two projects have a 2nd delay. 		
Committee Discussion		
<ul style="list-style-type: none"> • TAC discussed the FY2020 TIP Project Delay Review at their meeting on September 16, 2020. To allow time for project sponsors to discuss swapping project funding years, the TAC agreed to postpone the Delay Review Discussion to the October TAC meeting. As of October 12, 2020, no project funding year swaps have been proposed or completed involving any of the six delayed projects. 		
Supporting Information		
<ul style="list-style-type: none"> • The TIP delay procedure, as identified in the <i>FY2020-2023 Transportation Improvement Program</i> (TIP), applies to projects awarded by the NFRMPO Planning Council and funded through the federal CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation). • The Delay Procedure states projects are considered delayed if they do not meet the deadline for the relevant milestone. The milestone is the advertisement date for construction projects and the “Notice to Proceed” for non-construction projects. • The milestone deadline is the Fiscal Year identified in the project application for the relevant milestone adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded. • Construction projects that have more than one advertisement date and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project. • TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year. • TAC may recommend Planning Council approve a second one-year extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted a second one-year extension if extenuating circumstances exist outside the project sponsor’s control preventing the project from moving forward. TAC may also recommend 		

Supporting Information, continued

Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on second extensions.

Advantages

- The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress.

Disadvantages

- None noted.

Analysis/Recommendation

- Staff recommends TAC provide 1st extensions to projects with first delays and recommend Planning Council provide 2nd extensions to projects with second delays.

Attachment

- **Table 1. FY2020 Project Status Report**

Table 1. FY2020 Project Status Report

PROJECT NAME	SPONSOR	FUNDING PROGRAM	MILESTONE DEADLINE	AD DATE (unless otherwise specified)	2020 PROJECT STATUS COMMENTS	2019 Review Outcome	2020 DELAY STATUS	Federal Funds in TIP (in thousands)
COLT CNG Bus Replacement	COLT	CMAQ	FY18	Order Date: 12/18/2019	-	2 nd Delay*	<i>Not Delayed</i>	\$726
GET Diesel Bus Replacement	GET	CMAQ	FY20	Order Date: 12/30/2019	Bus ordered 12/30/2019, expected delivery before end of year 2020. Expected grant to be obligated before 11/30/2020	N/A	<i>Not Delayed</i>	\$1,514
LCR 17 Expansion	Larimer County/ Berthoud	STBG	FY18	1/8/2020	Construction started in the spring of 2020 and is approximately 50% complete with anticipated completion late this year or may need to finish some of the paving in the spring of 2021.	2 nd Extension	<i>Not Delayed</i>	\$1,866
Central System and Controller Replacement	Greeley	CMAQ	FY20	Notice to Proceed: 3/17/2020	98% of the equipment has been purchased. Equipment installation will begin in September. We are currently working with our IT department to get the ATMS (advanced traffic management) software installed.	N/A	<i>Not Delayed</i>	\$431
Transfort CNG Buses	Transfort	CMAQ	FY20	Order Date: 7/15/2020	PO was issued on 7/15. Estimated delivery within 12 months of PO.	N/A	<i>Not Delayed</i>	\$1,900
37th Street Overlay	Evans	STBG	FY20	7/15/2020	NTP 08/19/2020. Project is scheduled to be completed by 12/31/2020. We have provided CDOT with an end date of 04/30/2020 for project close out	N/A	<i>Not Delayed</i>	\$982
Traffic Signal Progression Improvements—US 34	Loveland	CMAQ	FY20	Anticipated June 2021	CDOT IGA being finalized, to be completed in 2021 Q1. Ad date anticipate June 2021.	N/A	1st Delay	\$640

*During the FY2019 review COLT's *CNG Bus Replacement* project was identified as having a second delay but did not receive a second extension from Planning Council since the project met the milestone during the review. The project is included in the FY2020 review to document the milestone.

PROJECT NAME	SPONSOR	FUNDING PROGRAM	MILESTONE DEADLINE	AD DATE (unless otherwise specified)	2020 PROJECT STATUS COMMENTS	2019 Review Outcome	2020 DELAY STATUS	Federal Funds in TIP (in thousands)
Intersection Improvements at SH257 & Eastman Park Dr.	Windsor	STBG	FY20	Anticipated 6/30/2021	The project was delayed as Windsor has been working with CDOT since March of 2020 to look at the feasibility of modifying the intersection design to accommodate CDOT's SH 257 resurfacing project by paving the intersection in concrete versus asphalt. CDOT is in the process of drafting an IGA for Windsor's review.	N/A	1 st Delay	\$1,000
Little Thompson River Corridor Trail – Phase 1a	Johnstown	TA	FY20	Anticipated September 2021	Project under design. Prebbles mouse issues working with state official on options.	N/A	1 st Delay	\$250
Weld County CNG Vehicles	Weld County	CMAQ	FY20	-	Project is delayed due to the suspension of the Buy America waiver process.	N/A	1 st Delay	\$2,200
CNG Fast Fill Stations	Loveland	CMAQ	FY19	Anticipated Phase 1 (Tank Removal) - October 2020 Phase 2 (Design-Build for CNG Station) - November 2020	CDOT IGA fully executed. Preliminary Scoping Meeting held with City and CDOT Staff. Draft Phase 1 Documents for Removal of Storage Tank being Finalized; Ad date anticipated for October 2020. Phase 2 Documents for CNG Station Construction Design-Build Contact expected to follow immediately with Ad date anticipated in November 2020.	1 st Extension	2 nd Delay	\$828
eBus & Charger Purchase	Transfort	CMAQ	FY19	Anticipated 12/1/2020	Project was delayed due to COVID. Currently working on executing an agreement and pre-award documentation is complete.	1 st Extension	2 nd Delay	\$776

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Medora Bornhoft

Date: October 21, 2020

Re: Call for Projects - 2018 Guidebook Review

Background

At the September 16, 2020 TAC meeting NFRMPO staff presented proposals for improving the next Call for Projects in three areas:

- improving the connection between the Call and regional priorities,
- promoting regional equity, and
- increasing the accuracy of CMAQ emissions benefits estimates and maximizing the amount of emissions benefits from the CMAQ program.

TAC discussed the proposals as well as the timeline for the next Call for Projects, which will award funding for FY2024 and FY2025. The consensus was to postpone opening the Call until mid- to late- 2021 to allow time for revising the Call process and narrow the timespan between when applications are due and the first year of funding availability.

Since many of the proposals build off the 2018 Call for Projects, the discussion at the October TAC meeting will center on the 2018 Call for Projects process, including project requirements, request limits, community targets, scoring criteria, and CMAQ emissions results. **TAC members may find it helpful to review the 2018 Call for Projects Guidebook prior to the meeting: <https://nfrmpo.org/wp-content/uploads/2018-call-for-projects-guidebook-revised-10172018.pdf>.**

In addition, the proposals for improving CMAQ emissions benefits will be presented with additional background information to facilitate discussion by the TAC.

Action

Staff requests TAC members be prepared to discuss changes for the next Call for Projects process.




**Call for Projects:
2018 Guidebook Review**
Technical Advisory Committee (TAC)




October 21, 2020

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September TAC Discussion



- **Regional priorities: connection to Plans and Goals, Objectives, Performance Measures & Targets (GOPMT)**
 - **Set-asides**
- **Regional equity**
- **CMAQ emissions benefits**
- **Brainstorm other considerations**
- **Timing of Call**

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[Call for Projects Review](#)

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Today's Agenda



- **2018 Call for Projects Process Review**
 - **Project requirements**
 - **Request limits and community targets**
 - **Scoring criteria**
 - **CMAQ Emissions Results**
- **Revisit CMAQ Proposals**
 - **Updated FHWA Cost-Effectiveness**
 - **TAC feedback**

Access the 2018 Guidebook at <https://nfrmpo.org/wp-content/uploads/2018-call-for-projects-guidebook-revised-10172018.pdf>

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Call for Projects Review

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Project Requirements



- **Completes a construction or implementation phase**
- **Addresses at least one federal performance measure (CMAQ and STBG) or MPO performance measure (TA)**
- **Must be consistent with corridor visions in RTP**
- **Generally, must be on a Regionally Significant Corridor (RSC) or Regional Non-Motorized Corridor (RNMC)**
- **Complies with applicable local land use plans or current corridor studies**

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Call for Projects Review

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Performance Measures

Federal Performance Areas	Coverage
Highway Safety	All Public Roads
Pavement Condition	National Highway System (NHS)
Bridge Condition	NHS
System Reliability	NHS
Freight Movement	Interstate
CMAQ Emissions	Non-attainment areas
Transit Asset Management	System-wide
Transit Safety	System-wide

MPO Performance Measure	Target
Population and essential destinations within paratransit and demand response service area within the MPO boundary	At least 75%
Non-motorized facility miles	Increase by 50%
Percent of non-single occupant vehicle commute trips	At least 25%
Fixed-route revenue hours per capita within service areas	Increase by 10%
Daily VMT per capita	Daily VMT per capita \leq 24
Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters	0
Travel Time Index on RSCs	90% of RSCs have a TTI \leq 1.5
Miles of fiber for connected roadways	250 miles

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Request Limits



Pool	Minimum Request per Application	Maximum Request per Entity
CMAQ	None	50% of CMAQ pool
STBG	\$100K	Small Community: Population-based target + small community set-aside fund (50% of cumulative small community targets) Large Community: 130% of population-based target Other: 100% of STBG pool
TA	\$50K	100% of TA pool

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STBG Community Targets

STBG Community Targets							
Community	2016 Population (DOLA)	Percent of Total Population	Percent of Large Communities Population	Population-based Target	Allowable Additional 30%	Maximum Federal Request	
Small Communities	Berthoud	6,242	1.3%	-	\$98,670	-	\$98,670
	Eaton	5,104	1.0%	-	\$80,681	-	\$80,681
	Evans	20,223	4.1%	-	\$319,674	-	\$319,674
	Garden City	247	0.0%	-	\$3,904	-	\$3,904
	Johnstown	15,459	3.1%	-	\$244,367	-	\$244,367
	LaSalle	2,150	0.4%	-	\$33,986	-	\$33,986
	Milliken	6,672	1.3%	-	\$105,467	-	\$105,467
	Severance	4,075	0.8%	-	\$64,415	-	\$64,415
	Timnath	2,907	0.6%	-	\$45,952	-	\$45,952
	Weld County	13,427	2.7%	-	\$212,246	-	\$212,246
	Windsor	24,572	5.0%	-	\$388,420	-	\$388,420
	<i>Small Community Set-Aside Fund</i>						\$798,891
	Small Community Total		101,078	20.4%	-	\$1,597,782	-
Large Communities	Fort Collins	162,919	32.9%	41.3%	\$2,245,432	\$673,630	\$2,919,061
	Greeley	104,557	21.1%	26.5%	\$1,441,057	\$432,317	\$1,873,374
	Loveland	75,988	15.3%	19.3%	\$1,047,305	\$314,191	\$1,361,496
	Larimer County	51,066	10.3%	12.9%	\$703,818	\$211,146	\$914,964
	Large Community Total		394,530	79.6%	100.0%	\$5,437,613	\$1,631,284
Total		495,608	100.0%	-	\$7,035,395	-	\$9,465,570

Small communities (those with a population of 50,000 or less) may apply for the small community set-aside fund in addition to their population-based target. The fund is equal to 50 percent of the cumulative population-based small community targets. Small communities may also apply to partner with large communities. The overall target for small communities is the sum of their population-based targets and the set-aside fund.

Large communities (those with a population over 50,000) may apply for up to thirty percent additional funding beyond their population-based target. The overall target for large communities is the sum of their population-based targets.

Small Communities Overall Target	\$2,396,673
STBG Funding Percent	30.6%
Population Percent	20.4%
Large Communities Overall Target	\$5,437,613
STBG Funding Percent	69.4%
Population Percent	79.6%
RAQC Ozone Modeling Set-Aside	\$50,000
TOTAL FY22 & FY23 STBG FUNDING	\$7,884,286

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CMAQ Scoring Criteria

CMAQ Evaluation Criterion	Possible Points
Short Term Emissions Benefit (Year 1)	20
Long Term Emissions Benefit (Years 2-5)	30
Cost Effectiveness (Cost ÷ Total Emissions Benefit)	30
Contribution to Achievement of Targets	20
TOTAL	100

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STBG Scoring Criteria	STBG Evaluation Criterion	Possible Points	
		Small Communities	Large Communities
	Safety	30	30
	Mobility (multi-modal, congestion, reliability, continuity, etc.)	15	25
	System Preservation (maintaining the current system based on current pavement condition)	20	10
	Partnerships (Each partner must contribute at least 10% of the local match requirement)	10	10
	Economic Development	5	5
	Contribution to Achievement of Targets	20	20
	TOTAL	100	100

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TA Scoring Criteria	TA Evaluation Criterion – Non-Motorized Projects		Possible Points
		Enhance Safety	
	Provides a shared use path or enhanced separation from motorized vehicles (10-foot paved path = 8 points)		8
	Provides safe crossing at railroad, roadway or waterway		6
	Eliminates or mitigates roadway hazards (drainage system, pavement edge drop, etc.)		6
	Maximize Transportation Investment / Network Connectivity Improvement		20
	Closes gap between two existing facilities or extends existing facility		6
	Project will include installation, maintenance, and monitoring of bike/ped counting device consistent with regional and state counting systems. Project sponsor will share data regularly with the NFRMPO and CDOT for the benefit of the region.		4
	Increases access to school, or existing activity center such as a park, library, transit station, park and ride, etc.		6
	Enhances wayfinding; i.e. signage or systems used to convey location and directions to non-motorized transportation users		4
	Improve State and Regional Economy		10
	Provides better access to employment locations		5
	Supports tourism activities		5
	Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health		12
	Provides access to public lands (land owned by a government entity)		3
	Project connects to or is within a ½ mile of a downtown or "Main Street" area		3
	Project is located within a ½ mile of a Census Tract with an active transportation (bike or walk) commute mode share below the NFRMPO regional average		6

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TA Scoring Criteria

TA Evaluation Criterion – Non-Motorized Projects		Possible Points
Provide Transportation Equity		12
Project is located within a ½ mile of a Census Tract considered low income based on Median Household Income and Household Size, as defined by the Department of Housing and Urban Development (HUD) at the county level (Yes = 3, No= 0)		3
Project is located within a ½ mile of a Census Tract with a minority population greater than the NFRMPO regional average (Yes = 3, No = 0)		3
Project is located within a ½ mile of a Census Tract where a higher share of the population is age 60 years and older than the NFRMPO regional average (Yes = 2, No = 0)		2
This project is compliant with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) (Yes = 4, No = 0)		4
Project Readiness		6
To ensure expenditure of TA funds between FY2022 and FY2023, the project sponsor has identified additional local or non-local funds necessary to complete the project, and/or the project can be phased		6
Integration with Plans and Community Documented Support		20
Project is consistent with the Regional Non-Motorized Corridors identified in the 2016 Non-Motorized Plan		10
Project is consistent with local plans		10
TOTAL		100

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TA Scoring Criteria

TA Evaluation Criterion – Historic/Scenic Projects	Possible Points	TA Evaluation Criterion – Environmental Projects	Possible Points
Enhance Safety	24	Enhance Safety	24
Community Aesthetics, Quality of Life, or Cultural Understanding	24	Environmental Sensitivity	24
Provide Transportation Equity	8	Provide Transportation Equity	8
Project Readiness	20	Project Readiness	20
Integration with Plans and Community Documented Support	24	Integration with Plans and Community Documented Support	24
TOTAL	100	TOTAL	100


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CMAQ Emissions & Scoring	Sponsor	Project Name	Total Cost	Short Term		Cost Effectiveness		Rank	Award
				NOx	VOC	NOx	VOC		
				Greeley	Citywide Signal Retiming	\$283,000	2,549		
Fort Collins	Transfort Electric Bus Purchase	\$5,274,300	626	22	1,686	47,220	2	Full	
Greeley	Phase 3 Fiber	\$2,375,653	827	208	574	2,284	3	Full	
Loveland	North Taft Avenue & US 34 Intersection Widening/Improvements	\$5,247,000	153	62	6,845	17,012	4	Full	
Fort Collins	College and Trilby Road Intersection Improvements	\$4,650,000	64	26	14,477	36,399	5	Partial	
Weld	WCR 74 / WCR 31 Roundabout	\$5,451,360	67	11	16,234	96,356	6	None	
Loveland	COLT Bus Replacement	\$1,068,000	186	2	1,150	95,133	7	None	
Loveland	US 34 & Namaqua Signal	\$1,000,000	7	7	27,397	27,397	8	None	
Loveland	ITS Expansion	\$434,000	13	4	6,795	19,817	9	None	
13	Greeley	14th Avenue Signal Detection and Hardware Upgrade	\$615,000	59	15	2,093	8,425	10	None

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CMAQ Emissions Benefits



- **In the 2018 Call, methods to promote CMAQ emissions benefits included:**
 - **Approving emissions formulas/tools for calculating benefits**
 - **Providing an opportunity for applicants to review emissions benefits input data submitted by other applicants with similar project types**
 - **CMAQ scoring criteria primarily comprised of emissions benefits:**
 - **20% short-term benefit**
 - **30% long-term benefit**
 - **30% cost-effectiveness of benefit**
 - **20% contribution to achievement of targets**

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Project Type	Cost Effectiveness for NOx and VOC (Median Cost per Ton)
Idle Reduction Strategies	\$1,211
Carsharing	\$23,500
Diesel Engine Retrofit Technologies	\$38,000
Intermodal Freight Facilities and Programs	\$49,500
Natural Gas Re-Fueling Infrastructure	\$74,000
Transit Service Expansion	\$84,500
Electric Vehicle Charging Stations	\$89,000
Incident Management	\$103,500
Park and Ride	\$111,000
Transit Amenity Improvements	\$228,000
Rideshare Programs	\$249,500
Bicycle and Pedestrian Improvement Projects	\$591,500
Traffic Signal Synchronization	\$730,500
Extreme Temperature Cold-start Technologies	\$964,000
Roundabouts	\$1,017,000
Employee Transit Benefit	\$1,500,000
Subsidized Transit Fares	\$1,500,000
Heavy-Duty Vehicle Replacements	\$2,105,000
Intersection Improvements	\$2,350,000
Bikesharing	\$3,450,000

CMAQ Emissions Benefits



- **Proposals for improving CMAQ emissions benefits:**
 - a. **Remove large project bias: Reduce or eliminate points for amount of emissions benefit so that cost-effectiveness of benefit is worth more points** (*Scoring Committee, NFRMPO Staff*)
 - b. **Distinguish short- and long-term emissions estimates: Allow or require sponsors to provide two sets of inputs - one for the short-term and one for long-term benefit calculations** (*Scoring Committee*)
 - c. **Account for varying lifetimes of projects: Establish project lifespan by project type and calculate emissions benefits over entire lifetime** (*NoCo*)
 - d. **Account for induced demand (for all modes) not captured by the emissions calculations: Add scoring criterion on level of non-SOV mode share increase** (*NoCo*)
 - e. **Improve accuracy of future calculations of emissions benefits: Require data collection on emissions benefits for completed projects** (*NoCo*)
 - f. **Others?**

Next Steps



- **Survey on proposed improvements, application updates, and barriers to applying/receiving awards**
- **TAC Discussion on survey results**
- **NFRMPO staff develop draft Guidebook**

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Questions?



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Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, October 14, 2020

GoToMeeting Virtual Meeting

Favorite thing about Autumn

Crisp, cool air; soups; spooky season - haunted houses and mazes and scary movies; colorful leaves; the sound of aspen leaves; dried corn husks in fields or as decorations; roasting pumpkin seeds; planting garlic; burning piles of leaves; cooler weather; football; picking apples and making cider; riding bikes in cooler weather; setting leaf piles on fire (when and where it is safe).

NFRMPO Updates

TAC Call for Project Discussion

Dusil and Guthrie highlighted the major takeaways from the September TAC discussion as well as the basic agenda for the October TAC discussion, encouraging members to talk with the TAC members and consider attending an upcoming meeting.

FAST Act Transportation Bill Extension

Dusil stated the FAST Act was extended to September 20, 2021.

NFRMPO Boundary Discussion

Dusil highlighted the discussions CDOT, the Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs) are having regarding boundary changes, as well how Urbanized Areas boundaries are defined. NoCo members expressed interested in writing a memo to emphasize the value of working as a region as it relates to plans that are in place for regional active transportation and transit connections and coordination.

Quick Win Bicycle and Pedestrian Improvements

Project sponsors from Berthoud, Greeley, Loveland, and Severance highlighted their quick win projects, funded through mini-grants from the Colorado Department of Health and Environment (CDPHE). The projects will all be completed by the end of 2020. An additional project in Wellington is underway and both Milliken and the Great Western Trail Authority have submitted proposals in case more funding becomes available.

Future Agenda Items

November

- Virtual Walk Audit Train-the-Trainer Workshop

December

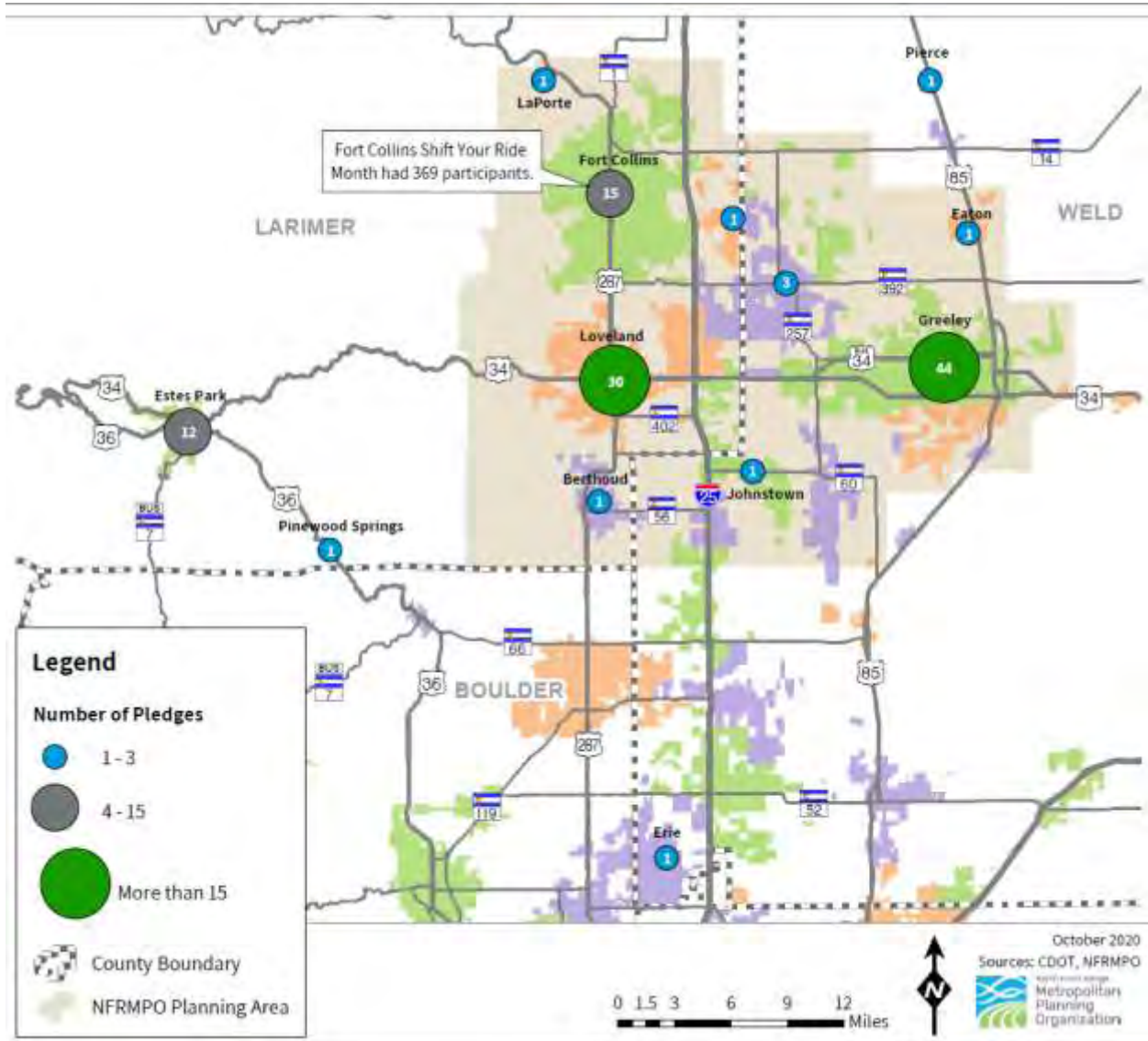
- Larimer and Weld County 2019 Community Health Survey Results
- Larimer County Front Range Trail Updates

NoCo Active Transportation Challenge Results

September 20-26, 2020

- 112 people pledged to switch at least one car trip to biking, walking, or riding the bus
- 13 communities had at least one pledge
- Greeley finished with the most pledges, trips, and total miles

Figure 1: Home Location of Pledges



Survey Results

55 participants (roughly 50 percent) responded to a follow-up survey about their participation in the Challenge

Community	Trips	Distance (Miles)
Greeley	103	392.3
Loveland	29	152.7
Fort Collins	27	198
Johnstown	8	8
Estes Park	8	25
Windsor	3	3.5
Eaton	3	9
Erie	2	4
TOTAL	183	792.5

Age Group	Trips	Distance (Miles)
18-24	13	14
25-34	45	135.3
35-44	56	314
45-54	38	88
55-64	20	172.2
65 and older	9	59
Did not specify	2	10
TOTAL	183	792.5

How often did you switch a trip before the Challenge?	Trips	Distance (Miles)
Never - I always drive	22	59
Rarely (1-3 times a month)	28	84
Sometimes (1-2 times a week)	65	326.5
Often (3-7 times a week)	62	301
Very often (more than 7 times a week)	6	22
TOTAL	183	792.5

Compared to before the Challenge, how likely are you to continue switching trips?	Count
More likely	28
About the same	27
Less likely	0
TOTAL	55

Partner Organizations



Prize Sponsors



In the news

- [Mass Transit Magazine](#)
- [Greeley Tribune](#)
- AASHTO Daily Transportation Update
- Shared on social media by the City of Greeley, City of Loveland, Greeley Evans Transit, City of Loveland, High Plains Library District, Town of Estes Park, and the NFRMPO. Did we miss you?
- [Greeley Youtube Channel](#)

EXECUTIVE SUMMARY of the North Front Range Transportation and Air Quality Planning Council October 1, 2020

APPROVAL OF THE MEETING AGENDA

Rennemeyer moved to APPROVE THE October 1, 2020 MEETING AGENDA. Karspeck **seconded** the motion which was **passed** unanimously.

APPROVAL OF THE MINUTES

McLeod moved to APPROVE THE September 3, 2020 MINUTES. Mellon **seconded** the motion which was **passed** unanimously.

LEAD PLANNING AGENCY FOR AIR QUALITY

Mike Silverstein from the RAQC outlined the information in the provided memo and discussed the effects of emissions exceedances observed at monitors during the 2020 Ozone season.

Action Items:

September 2020 TIP Amendment:

Bornhoft explained the revisions in the September 2020 TIP Amendment which includes a revision to two projects from Greeley Evans Transit. The revision will expand the scope of the projects to include expansion of the fleet instead of only replacement of existing fleet. Council action is contingent on no additional public comment being submitted from October 1, 2020 through October 8, 2020. **Donnelly moved to APPROVE Resolution 2020-19 APPROVING THE SEPTEMBER 2020 TIP AMENDMENT.** The motion was **seconded** by Mellon and **passed** unanimously.

FY2019-FY2021 CMAQ & FY2021 STBG Additional Funding Allocations:

Bornhoft explained the item is addressing additional allocations of federal funding and approving a request for toll credits which was presented and discussed at the September 3, 2020 council meeting. **Donnelly moved to APPROVE Resolution 2020-20 APPROVING THE FY2019-FY2021 CMAQ & FY2021 STBG ADDITIONAL FUNDING ALLOCATIONS.** The motion was **seconded** by Rennemeyer and **passed** unanimously.

DISCUSSION ITEMS

Transportation Services For Vulnerable Populations, Including Seniors

Gordon outlined funding which has become available to the region by CDOT and is available to non-profit transportation providers who were not eligible for CARES Act funding. There is \$115,000 which can be used for operating or capital expenses, or ADA upgrades.

MPO Boundary Update

Karasko and Mallette provided an update on the progress of the MPO boundary discussions. A meeting of the MPO Boundary Committee was held on October 1, discussed several potential scenarios for boundary changes. A meeting will be held in November to provide updates on procedural, financial, and political implications of the scenarios.

Executive Director's Evaluation

M. Clark reported the HR Committee met and discussed the 360 evaluation for the Executive director that is consistent with the prior year which will be emailed in the form of a survey to Council members, TAC members, and NFRMPO Staff.

GHG Roadmap

McLeod reported the Colorado Energy Office released the GHG Roadmap for public comment. The roadmap outlines measures to reduce GHG emissions in the region. Public comment will be open through November 1, 2020. Council will provide comments on the roadmap to the Executive Committee who will submit comments on behalf of the Council to the Energy Office.



First joint Northern Colorado LCC meeting held

Members of the Larimer County Mobility Committee (LCMC) and the Weld County Mobility Committee (WCMC) joined the Boulder County Local Coordinating Council (LCC) on September 14 for a joint meeting. The Boulder County LCC invited the two Mobility Committees to their meeting because the Boulder County Transportation Master Plan (TMP) identified travel patterns connecting the three counties. Boulder County staff showed travel patterns from Boulder County to Estes Park, Fort Collins, Windsor, Johnstown, and the Carbon Valley, among other destinations in Larimer and Weld counties.

The Boulder County Mobility For All program and the NFRMPO will draft Coordinated Public Transit/Human Services Transportation Plans (Coordinated Plans) through 2021. Coordinated Plans address the mobility needs of older adults, individuals with disabilities, low income residents, and other vulnerable populations and are required for agencies receiving FTA \$5310 funds.

A group of attendees stated they were interested in continuing to meet to discuss the cross-county mobility needs. Boulder County and the NFRMPO will continue to coordinate on work tasks related to these Plans and keep the momentum for collaboration going.

Projects highlighted during the LCC meeting were the FLEX to Boulder, Poudre Express, Via’s transit services in Estes Park and the Carbon Valley, and the One Call/One Click Center. All of these projects depend on the leadership, collaboration, and support of LCMC, WCMC, and Boulder County LCC members.



State Legislature announces funding

The State Legislature has announced \$1M statewide in funding for “Transportation Services for Vulnerable Populations, including Seniors”. The funding is meant to help human service and transit providers who did not receive direct CARES Act funds. The funds will be handled by the MPOs across the state in urban areas and by CDOT for the rural areas. The Transportation Commission approved dividing the funds 75 percent to urban areas and 25 percent in rural areas.

Approximately \$115K will be available in the NFRMPO region. The LCMC and WCMC will recommend projects for ultimate approval by the NFRMPO’s Planning Council. The exact process will be decided by the Planning Council with input from the Mobility Committees.

Check the NFRMPO website for more information as it becomes available.

Coordinated Plan to start in October

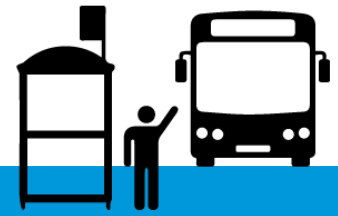
Every four years, the NFRMPO undertakes the Coordinated Public Transit/Human Services Transportation Plan. The Coordinated Plan identifies the mobility gaps for older adults, individuals with disabilities, and other vulnerable populations as well as projects meant to address these gaps. It is expected the project has a robust objective and subjective public outreach process.

The NFRMPO will kick off the Coordinated Plan in October 2020 with input from the LCMC and WCMC. The Coordinated Plan will be adopted by December 2021.

Keep an eye on the NFRMPO website for more information, data analysis, and community engagement opportunities.

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 1,543 users have logged onto the online service to find potential service matches since January 1, 2020, with 98.3 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

October 2020							November 2020							December 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	1	2	3	4	5	6	7			1	2	3	4	5
4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12
11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19
18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26
25	26	27	28	29	30	31	29	30						27	28	29	30	31		

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-M7**

Submitted to: CDOT

Prepared by: Medora Bornhoff

DATE: 7/6/2020

Bridge - On State System

PREVIOUS ENTRY

Title:	Region 4 Bridge - On 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:	SR46598	Federal	NHPP	956	-	483	-	1,534	548	483	3,048
TIP ID:	P-4	State	SHF	470	-	100	-	272	100	100	572
Sponsor:	CDOT Region 4	Local	LOM	54	-	-	-	-	-	-	-
Type:	Bridge		Total	1,480	-	583	-	1,806	648	583	3,620

Air Quality: Exempt from conformity analysis

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

STIP ID	Title	Sponsor
SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4

REVISED ENTRY

Title:	Region 4 Bridge - On 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:	SR46598	Federal	NHPP	956	-	313	-	1,704	548	483	3,048
TIP ID:	P-4	State	SHF	470	-	69	-	303	100	100	572
Sponsor:	CDOT Region 4	Local	LOM	54	-	-	-	-	-	-	-
Type:	Bridge		Total	1,480	-	382	-	2,007	648	583	3,620

Air Quality: Exempt from conformity analysis

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

STIP ID	Title	Sponsor
SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4

Revision: Shifting \$170K Federal and \$31K Local funds from FY20 to FY21.

NFRMPO Transportation Alternatives (TA)

PREVIOUS ENTRY

Title:	Little Thompson River Corridor Trail – Phase 1a	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:	Johnstown	Federal	TAP	-	-	250	-	-	-	-	250
STIP ID:	SNF5095.004	Local	L	-	-	63	-	-	-	-	63
TIP ID:	2020-014		Total	-	-	313	-	-	-	-	313
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	5,000 linear feet of 8' width crusher fines trail. Described in Johnstown-Milliken Parks Trails and Open Space Master Plan.										

REVISED ENTRY

Title:	Little Thompson River Corridor Trail – Phase 1a	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:	Johnstown	Federal	TAP	-	-	94	156	-	-	-	250
STIP ID:	SNF5095.004	Local	L	-	-	24	39	-	-	-	63
TIP ID:	2020-014		Total	-	-	118	195	-	-	-	313
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	5,000 linear feet of 8' width crusher fines trail. Described in Johnstown-Milliken Parks Trails and Open Space Master Plan.										
Revision:	Rolling forward \$156K Federal and \$39K Local funds from FY20 to FY21.										

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY

Title:	Weld County CNG Vehicles	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:	Weld County	Federal	CMAQ	-	-	1,050	-	1,150	-	-	2,200
STIP ID:	SST7007.114	Local	L	-	-	218	-	239	-	-	457
TIP ID:	2020-008		Total	-	-	1,268	-	1,389	-	-	2,657
Type:	Vehicle Replacement										
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.										

REVISED ENTRY

Title:	Weld County CNG Vehicles	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:	Weld County	Federal	CMAQ	-	-	1,050	-	1,150	-	-	2,200
STIP ID:	SST7007.014	Local	L	-	-	218	-	239	-	-	457
TIP ID:	2020-008		Total	-	-	1,268	-	1,389	-	-	2,657
Type:	Vehicle Replacement										
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.										
Revision:	Correct STIP ID from SST7007.114 to SST7007.014.										

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	-	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	3,048	-	-	3,404

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	6,505	372	221	49	2,745	-	-	3,387
STIP ID:	SR46666	Local	L	1,297	-	86	-	249	-	-	335
TIP ID:	P-20	Local	LOM	-	-	-	-	54	-	-	54
Type:	Safety Improvements		Total	7,802	372	307	49	3,048	-	-	3,776

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: Correcting Roll Forward Funding (\$372K Federal) from Previous Funding (FY19) to FY20 Rolled.

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	-	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

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	-	99	-	-	320
Type:	Bike/Ped		Total	277	-	850	1,000	99	-	-	1,949

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: Add Local Overmatch of \$99K in FY21 for SR47001.030.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Administrative Modification #2020-M8**

Submitted to: CDOT

Prepared by: Medora Bornhoff

DATE: 8/10/2020

Bridge - On State System

PREVIOUS ENTRY

Title:	Region 4 Bridge - On 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:	SR46598	Federal	NHPP	956	-	313	-	1,704	548	483	3,048
TIP ID:	P-4	State	SHF	470	-	69	-	303	100	100	572
Sponsor:	CDOT Region 4	Local	LOM	54	-	-	-	-	-	-	-
Type:	Bridge		Total	1,480	-	382	-	2,007	648	583	3,620

Air Quality: Exempt from conformity analysis

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

STIP ID	Title	Sponsor
SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4

REVISED ENTRY

Title:	Region 4 Bridge - On 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:	SR46598	Federal	NHPP	956	-	313	-	1,704	608	423	3,048
TIP ID:	P-4	State	SHF	470	-	69	-	303	100	100	572
Sponsor:	CDOT Region 4	Local	LOM	54	-	-	-	-	-	-	-
Type:	Bridge		Total	1,480	-	382	-	2,007	708	523	3,620

Air Quality: Exempt from conformity analysis

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

STIP ID	Title	Sponsor
SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4

Revision: Advancing \$60K federal NHPP funds from FY23 to FY22.

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	141,156	-	114,115	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	PRI	-	-	-	-	65	-	-	65
		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	-	114,180	77,115	-	343,684

Revision: Adding \$65K State Planning & Research Initiatives (PRI) funding in FY21.

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY

Title:	Weld County CNG Vehicles	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:	Weld County	Federal	CMAQ	-	-	1,050	-	1,150	-	-	2,200
STIP ID:	SST7007.014	Local	L	-	-	218	-	239	-	-	457
TIP ID:	2020-008		Total	-	-	1,268	-	1,389	-	-	2,657

Type: Vehicle Replacement

Air Quality: Exempt from conformity analysis

Description: Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.

REVISED ENTRY

Title:	Weld County CNG Vehicles	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:	Weld County	Federal	CMAQ	-	-	-	1,050	1,150	-	-	2,200
STIP ID:	SST7007.014	Local	L	-	-	-	218	239	-	-	457
TIP ID:	2020-008		Total	-	-	-	1,268	1,389	-	-	2,657

Type: Vehicle Replacement

Air Quality: Exempt from conformity analysis

Description: Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.

Revision: Rolling forward all FY20 funding (\$1,050K federal and \$218K local) to FY21.

PREVIOUS ENTRY

Title:	N Taft Avenue & US 34 Intersection 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	-	-	-	-	-	3,331	-	3,331
STIP ID:	SNF5173.056	Local	L	-	-	-	-	-	692	-	692
TIP ID:	2022-004		Total	-	-	-	-	-	4,023	-	4,023

Type: Intersection Improvements

Air Quality: Exempt from conformity analysis

Description: New signals, improve geometry, install medians, dual turn lanes, lengthen turn lanes, and bicycle and pedestrian improvements.

REVISED ENTRY

Title:	N Taft Avenue & US 34 Intersection 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	-	-	-	-	-	3,331	-	3,331
STIP ID:	SNF5173.056	Local	L	-	-	-	-	-	692	-	692
TIP ID:	2022-004	Local	LOM	-	-	-	-	-	1,224	-	1,224
			Total	-	-	-	-	-	5,247	-	5,247

Type: Intersection Improvements

Air Quality: Exempt from conformity analysis

Description: New signals, improve geometry, install medians, dual turn lanes, lengthen turn lanes, and bicycle and pedestrian improvements.

Revision: Adding \$1,224K Local Overmatch in FY22.

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	-	496	800	-	-	-	1,296
STIP ID:	SR47001	Local	L	96	-	133	200	-	-	-	333
TIP ID:	P-24	Local	LOM	153	-	221	-	99	-	-	320
Type:	Bike/Ped		Total	277	-	850	1,000	99	-	-	1,949

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	-	83	1,278	-	-	-	1,361
STIP ID:	SR47001	Local	L	96	-	30	319	-	-	-	349
TIP ID:	P-24	Local	LOM	153	-	221	-	99	-	-	320
Type:	Bike/Ped		Total	277	-	334	1,597	99	-	-	2,030

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
SR47001.028	Connecting Pathways to Ponderosa	City of Loveland
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 STIP ID SR47001.028 from FY2018-2021 TIP and rolling \$65K Federal and \$16K Local to FY21. Rolling forward \$413K Federal and \$103K Local from FY20 to FY21 for STIP ID SR47001.029.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Administrative Modification #2020-M9**

Submitted to: CDOT

Prepared by: Medora Bornhoft

DATE: 9/4/2020

FASTER (North Front Range Listings of State Highway Locations)

PREVIOUS ENTRY

Title:	Region 4 FASTER Safety 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	State	FAS	2,900	-	3,350	-	3,850	-	-	7,200
STIP ID:	SR46606	Local	L	-	-	-	-	-	-	-	-
TIP ID:	P-7		Total	2,900	-	3,350	-	3,850	-	-	7,200

Type: Safety

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46606.073	I-25: Fort Collins North Cable Rail	CDOT Region 4
SR46606.070	Intersection Safety Improvements Pool	CDOT Region 4
SR46606.070	US 287 and Foothills Parkway	CDOT Region 4
SR46666.060	US 287 (College Ave) & Trilby Rd	City of Fort Collins

REVISED ENTRY

Title:	Region 4 FASTER Safety 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	State	FAS	2,900	-	3,350	-	4,245	2,550	-	10,145
STIP ID:	SR46606	Local	L	-	-	-	-	-	-	-	-
TIP ID:	P-7		Total	2,900	-	3,350	-	4,245	2,550	-	10,145

Type: Safety

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46606.073	I-25: Fort Collins North Cable Rail	CDOT Region 4
SR46606.070	Intersection Safety Improvements Pool	CDOT Region 4
SR46606.070	US 287 and Foothills Parkway	CDOT Region 4
SR46666.060	US 287 (College Ave) & Trilby Rd	City of Fort Collins
SR46606.095	US 287 and Swallow Signal Improvements	CDOT Region 4
SR46606.097	US 85 and WCR 66 Left Turn Accel Lanes	CDOT Region 4

Revision: Adding two pool projects and \$2,945K in FASTER State funding: \$215K in FY21 and \$730K in FY22 for STIP ID SR46606.095 and \$180K in FY21 and \$1,820K in FY22 for STIP ID SR46606.097.

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	6,505	372	221	49	2,745	-	-	3,387
STIP ID:	SR46666	Local	L	1,297	-	86	-	249	-	-	335
TIP ID:	P-20	Local	LOM	-	-	-	-	54	-	-	54
Type:	Safety Improvements		Total	7,802	372	307	49	3,048	-	-	3,776

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	6,505	372	221	49	2,745	1,440	2,300	7,127
STIP ID:	SR46666	Local	L	1,297	-	86	-	249	160	255	750
TIP ID:	P-20	Local	LOM	-	-	-	-	54	-	-	54
Type:	Safety Improvements		Total	7,802	372	307	49	3,048	1,600	2,555	7,931

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
SR46666.079	Lemay Ave & Drake Rd	City of Fort Collins
SR46666.081	Timberline Rd and Carpenter (SH 392)	City of Fort Collins
SR46666.085	Timberline Rd/Lincoln Ave/Mulberry St	City of Fort Collins
SR46666.086	US 34 & WCR 17 Traffic Signal Upgrades	City of Greeley
SR46666.087	US 85 Business & 8th Ave	City of Greeley
SR46666.088	CR 38E & CR 73C	Larimer County
SR46666.089	US 34 and Glade Road	Larimer County

Revision: Adding seven pool projects with \$3,740K federal HSIP funding and \$415K local funding across FY22 and FY23, including \$900K in FY22 for STIP ID SR46666.079, \$700K in FY22 for STIP ID SR46666.081, \$1524K in FY23 for STIP ID SR46666.085, \$126K in FY23 for STIP ID SR46666.086, \$53K in FY23 for STIP ID SR46666.087, \$240K in FY23 for STIP ID SR46666.088, and \$612K in FY23 for STIP ID SR46666.089.

FASTER Transit

PREVIOUS ENTRY

Title:	Bus Yard Concrete Maintenance	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-Evans	State	FASTER	-	160	-	-	-	-	-	160
STIP ID:	SR47005.018	Local	L	-	40	-	-	-	-	-	40
TIP ID:	2018-016		Total	-	200	-	-	-	-	-	200

Type: Capital Maintenance

Air Quality: Exempt from conformity analysis

Description: Project awarded for FASTER Local Transit Funds.

REVISED ENTRY

Title:	Bus Yard Concrete Maintenance	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-Evans	State	FASTER	-	-	-	160	-	-	-	160
STIP ID:	SR47005.018	Local	L	-	-	-	40	-	-	-	40
TIP ID:	2018-016		Total	-	-	-	200	-	-	-	200

Type: Capital Maintenance

Air Quality: Exempt from conformity analysis

Description: Project awarded for FASTER Local Transit Funds.

Revision: Rolling forward \$160K State and \$40K Local funds from FY20 rolled to FY21.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Administrative Modification #2020-M9.2**

Submitted to: CDOT

Prepared by: Medora Bornhoft

DATE: 9/17/2020

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY

Title:	GET Diesel Bus Replacement	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-Evans	Federal	CMAQ	-	-	757	-	757	-	-	1,513
STIP ID:	SST7007.010	Local	L	-	-	157	-	157	-	-	315
TIP ID:	2020-002		Total	-	-	914	-	914	-	-	1,828

Type: Rolling Stock Replacement

Air Quality: Exempt from conformity analysis

Description: GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.

REVISED ENTRY

Title:	GET Diesel Bus Replacement	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-Evans	Federal	CMAQ	-	-	-	757	757	-	-	1,513
STIP ID:	SST7007.010	Local	L	-	-	-	157	157	-	-	315
TIP ID:	2020-002		Total	-	-	-	914	914	-	-	1,828

Type: Rolling Stock Replacement

Air Quality: Exempt from conformity analysis

Description: GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.

Revision: Rolling all FY20 funding to FY21 (\$757K federal and \$157K local).

FTA 5307 - Urbanized Area Formula Program

PREVIOUS ENTRY

Title:	Paratransit Bus Replacement	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	Federal	FTA 5307	324	-	157	-	157	101	-	415
STIP ID:	SST6741.130	Local	L	65	-	31	-	31	20	-	82
TIP ID:	2019-013	Total		389	-	188	-	188	121	-	497

Type: Replacement

Air Quality: Exempt from conformity analysis

Description: GET Paratransit Bus Replacement

REVISED ENTRY

Title:	Paratransit Bus Replacement	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	Federal	FTA 5307	324	-	-	157	157	101	-	415
STIP ID:	SST6741.130	Local	L	65	-	-	31	31	20	-	82
TIP ID:	2019-013	Total		389	-	-	188	188	121	-	497

Type: Replacement

Air Quality: Exempt from conformity analysis

Description: GET Paratransit Bus Replacement

Revision: Rolling all FY20 funding to FY21 (\$157K federal and \$31K local).

PREVIOUS ENTRY

Title:	Greeley-GET Operating Assistance 50/50	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	Federal	FTA 5307	1,246	1,206	975	-	994	1,014	1,034	5,223
STIP ID:	SST6741.112	Local	L	1,246	1,206	975	-	994	1,014	1,034	5,223
TIP ID:	2017-023	Total		2,492	2,412	1,950	-	1,988	2,028	2,068	10,446

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Fixed route operations

REVISED ENTRY

Title:	Greeley-GET Operating Assistance 50/50	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	Federal	FTA 5307	1,246	1,206	-	975	994	1,014	1,034	5,223
STIP ID:	SST6741.112	Local	L	1,246	1,206	-	975	994	1,014	1,034	5,223
TIP ID:	2017-023	Total		2,492	2,412	-	1,950	1,988	2,028	2,068	10,446

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Fixed route operations

Revision: Rolling all FY20 funding to FY21 (\$975K federal and \$975K local).

PREVIOUS ENTRY

Title:	Greeley-GET ADA Operations 80/20	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	Federal	FTA 5307	216	250	351	-	358	365	372	1,696
STIP ID:	SST6741.113	Local	L	54	63	179	-	182	186	190	800
TIP ID:	2017-025		Total	270	313	530	-	540	551	562	2,496
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	ADA operations										

REVISED ENTRY

Title:	Greeley-GET ADA Operations 80/20	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	Federal	FTA 5307	216	250	-	351	358	365	372	1,696
STIP ID:	SST6741.113	Local	L	54	63	-	179	182	186	190	800
TIP ID:	2017-025		Total	270	313	-	530	540	551	562	2,496
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	ADA operations										
Revision:	Rolling all FY20 funding to FY21 (\$351K federal and \$179K local).										

PREVIOUS ENTRY

Title:	Greeley-GET Preventative Maintenance 80/20	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	Federal	FTA 5307	691	1,044	969	-	989	1,008	1,029	5,039
STIP ID:	SST6741.114	Local	L	173	264	242	-	247	252	257	1,262
TIP ID:	2017-024		Total	864	1,308	1,211	-	1,236	1,260	1,286	6,301
Type:	Capital										
Air Quality:	Exempt from conformity analysis										
Description:	Preventative maintenance										

REVISED ENTRY

Title:	Greeley-GET Preventative Maintenance 80/20	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	Federal	FTA 5307	691	1,044	-	969	989	1,008	1,029	5,039
STIP ID:	SST6741.114	Local	L	173	264	-	242	247	252	257	1,262
TIP ID:	2017-024		Total	864	1,308	-	1,211	1,236	1,260	1,286	6,301
Type:	Capital										
Air Quality:	Exempt from conformity analysis										
Description:	Preventative maintenance										
Revision:	Rolling all FY20 funding to FY21 (\$969K federal and \$242K local).										

PREVIOUS ENTRY

Title:	Fixed Route Operations	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	FTA 5307	-	-	312	-	312	312	312	1,248
STIP ID:	SST6741.121	Local	L	-	-	312	-	312	312	312	1,248
TIP ID:	2020-033		Total	-	-	624	-	624	624	624	2,496
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	COLT fixed route operations including security projects										

REVISED ENTRY

Title:	Fixed Route Operations	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	FTA 5307	-	-	-	312	312	312	312	1,248
STIP ID:	SST6741.121	Local	L	-	-	-	312	312	312	312	1,248
TIP ID:	2020-033		Total	-	-	-	624	624	624	624	2,496
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	COLT fixed route operations including security projects										
Revision:	Rolling all FY20 funding to FY21 (\$312K federal and \$312K local).										

PREVIOUS ENTRY

Title:	Capital Costs of Contracting	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	FTA 5307	-	-	228	-	228	228	228	912
STIP ID:	SST6741.131	Local	L	-	-	341	-	341	341	341	1,364
TIP ID:	2020-034		Total	-	-	569	-	569	569	569	2,276
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Capital costs of contracting for FLEX service and COLT demand response paratransit service										

REVISED ENTRY

Title:	Capital Costs of Contracting	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	FTA 5307	-	-	-	201	228	228	228	885
STIP ID:	SST6741.131	Local	L	-	-	-	172	341	341	341	1,195
TIP ID:	2020-034		Total	-	-	-	373	569	569	569	2,080
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Capital costs of contracting for FLEX service and COLT demand response paratransit service										
Revision:	Rolling all FY20 funding to FY21 (\$228K federal and \$341K local) and reducing rolled funding by \$27K federal and \$169K local.										

PREVIOUS ENTRY

Title:	Maintain Repair & Replace Assets	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	FTA 5307	-	-	248	-	248	248	248	992
STIP ID:	Unassigned	Local	L	-	-	62	-	62	62	62	248
TIP ID:	2020-035		Total	-	-	310	-	310	310	310	1,240

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Maintenance, repair and replacement of fleet, facilities and other assets.

REVISED ENTRY

Title:	Maintain Repair & Replace Assets	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	FTA 5307	-	-	-	276	248	248	248	1,020
STIP ID:	Unassigned	Local	L	-	-	-	69	62	62	62	255
TIP ID:	2020-035		Total	-	-	-	345	310	310	310	1,275

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Maintenance, repair and replacement of fleet, facilities and other assets.

Revision: Rolling all FY20 funding (\$248K federal and \$62K local) to FY21 and increasing rolled funding by \$28K federal and \$7K local.

FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program

PREVIOUS ENTRY

Title:	Goods and Services for Seniors and Individuals with Disabilities	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	FTA 5310	-	425	217	-	220	220	207	1,289
STIP ID:	SST6731.024	Local	L	-	95	54	-	55	55	52	311
TIP ID:	2017-041		Total	-	520	272	-	275	275	259	1,601

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility.

REVISED ENTRY

Title:	Goods and Services for Seniors and Individuals with Disabilities	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	FTA 5310	-	425	-	226	235	245	255	1,386
STIP ID:	SST6731.024	Local	L	-	95	-	57	59	61	64	336
TIP ID:	2017-041		Total	-	520	-	283	294	306	319	1,722

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility.

Revision: Rolling all FY20 funding (\$217K federal and \$54K local) to FY21 and increasing rolled funds by \$9K federal and \$3K local. Increasing FY21, FY22, and FY23 federal by a total of \$88K and increasing local by a total of \$22K due to updated forecasts.

PREVIOUS ENTRY

Title:	NFRMPO Mobility Management	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	Federal	FTA 5310	64	-	27	-	27	27	-	81
STIP ID:	SST6732.007	Local	L	17	-	7	-	7	7	-	21
TIP ID:	2016-030		Total	81	-	34	-	34	34	-	102

Type: Capital

Air Quality: Exempt from conformity analysis

Description: Capitalized operating of the Mobility Management Program

REVISED ENTRY

Title:	NFRMPO Mobility Management	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	Federal	FTA 5310	64	-	-	27	27	27	-	81
STIP ID:	SST6732.007	Local	L	17	-	-	7	7	7	-	21
TIP ID:	2016-030		Total	81	-	-	34	34	34	-	102

Type: Capital

Air Quality: Exempt from conformity analysis

Description: Capitalized operating of the Mobility Management Program

Revision: Rolling all FY20 funding to FY21 (\$27K federal and \$7K local).

PREVIOUS ENTRY

Title:	ADA Gas MV Replacement	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	Federal	FTA 5310	39	-	-	-	-	-	-	-
STIP ID:	SST6732.021	Local	L	10	-	-	-	-	-	-	-
TIP ID:	2019-024		Total	48	-	-	-	-	-	-	-

Type: Capital

Air Quality: Exempt from conformity analysis

Description: Purchase of replacement ADA van for Greeley Center for Independence

REVISED ENTRY

Title:	ADA Gas MV Replacement	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	Federal	FTA 5310	-	-	-	39	-	-	-	39
STIP ID:	SST6732.021	Local	L	-	-	-	10	-	-	-	10
TIP ID:	2019-024		Total	-	-	-	48	-	-	-	48

Type: Capital

Air Quality: Exempt from conformity analysis

Description: Purchase of replacement ADA van for Greeley Center for Independence

Revision: Rolling project from FY19-22 TIP and rolling all previous funding to FY21 (\$39K federal and \$10K local).

FTA 5339 - Bus and Bus Facilities Program

PREVIOUS ENTRY

Title:	Repair/Replace/Enhance Rolling Stock, Facilities & Technology	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	FTA 5339	555	-	380	-	399	399	399	1,577
STIP ID:	SST7066.028	Local	L	138	-	95	-	100	100	100	395
TIP ID:	2019-02		Total	693	-	476	-	499	499	499	1,973

Type: Capital Improvements

Air Quality: Exempt from conformity analysis

Description: Funding will go toward projects to repair, replace, and/or enhance existing rolling stock, facilities and technology (hardware and software).

REVISED ENTRY

Title:	Repair/Replace/Enhance Rolling Stock, Facilities & Technology	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	FTA 5339	555	-	-	394	399	399	399	1,591
STIP ID:	SST7066.028	Local	L	138	-	-	98	100	100	100	398
TIP ID:	2019-02		Total	693	-	-	492	499	499	499	1,989

Type: Capital Improvements

Air Quality: Exempt from conformity analysis

Description: Funding will go toward projects to repair, replace, and/or enhance existing rolling stock, facilities and technology (hardware and software).

Revision: Rolling all FY20 funding (\$380K federal and \$95K local) to FY21 and increasing rolled funds by \$14K federal and \$3K local.

PREVIOUS ENTRY

Title:	Bus Expansion	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	Federal	FTA 5339(a)	-	-	1,043	-	-	-	-	1,043
STIP ID:	Unassigned	Local	L	-	-	261	-	-	-	-	261
TIP ID:	2020-037		Total	-	-	1,304	-	-	-	-	1,304

Type: Vehicle Purchase

Air Quality: Exempt from conformity analysis

Description: Two (2) 40' buses

REVISED ENTRY

Title:	Bus Expansion	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	Federal	FTA 5339(a)	-	-	-	1,043	-	-	-	1,043
STIP ID:	Unassigned	Local	L	-	-	-	261	-	-	-	261
TIP ID:	2020-037		Total	-	-	-	1,304	-	-	-	1,304

Type: Vehicle Purchase

Air Quality: Exempt from conformity analysis

Description: Two (2) 40' buses

Revision: Rolling all FY20 funding to FY21 (\$1,043K federal and \$261K local).

PREVIOUS ENTRY

Title:	Repair, Replace or Purchase Rolling Stock, Facilities & Tech	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	FTA 5339	-	-	92	-	92	92	92	368
STIP ID:	Unassigned	Local	L	-	-	23	-	23	23	23	92
TIP ID:	2020-038		Total	-	-	115	-	115	115	115	460

Type: Capital Improvements

Air Quality: Exempt from conformity analysis

Description: Funding will go toward projects to replace, rehabilitate or purchase buses, bus facilities and related equipment

REVISED ENTRY

Title:	Repair, Replace or Purchase Rolling Stock, Facilities & Tech	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	FTA 5339	-	-	-	92	92	92	92	368
STIP ID:	SST7073.005	Local	L	-	-	-	23	23	23	23	92
TIP ID:	2020-038		Total	-	-	-	115	115	115	115	460

Type: Capital Improvements

Air Quality: Exempt from conformity analysis

Description: Funding will go toward projects to replace, rehabilitate or purchase buses, bus facilities and related equipment

Revision: Rolling all FY20 funding to FY21 (\$92K federal and \$23K local).

CDOT Inactive Projects Report
NFR MPO

Project	Area	Local	Number	Description	Budget	Expend	Encumbered	Balance	FHWA End Date	Activity Status
23956	NFR	CDOT	C 2873-208	US287 Essential Pole Replacement	\$100,000.00	\$0.00	\$0.00	\$100,000.00	No Federal Funds	4-Good, Activity in the last 6 Months
23186	NFR	CDOT	C 0853-120	US85/O Street Intersection Improvements	\$2,122,557.00	\$163,926.22	\$77,822.12	\$1,880,808.66	No Federal Funds	4-Good, Activity in the last 6 Months
22469	NF&UF	CDOT	C 0853-110	US85 ROW Settlement Agreement	\$23,417,396.00	\$5,263,291.83	\$34,304.00	\$18,119,800.17	No Federal Funds	4-Good, Activity in the last 6 Months
23013	NFR	CDOT	C 0341-104	US34 & 47th Ave Interchange	\$1,500,000.00	\$367,061.74	\$1,008,745.70	\$124,192.56	No Federal Funds	4-Good, Activity in the last 6 Months
23011	NFR	CDOT	C 0341-103	US34 & 35th Ave Interchange	\$1,500,000.00	\$373,688.14	\$913,670.00	\$212,641.86	No Federal Funds	4-Good, Activity in the last 6 Months
23009	NFR	CDOT	C 0341-102	US34 & WCR17 Interchange	\$475,000.00	\$101,385.46	\$185,279.19	\$188,335.35	No Federal Funds	4-Good, Activity in the last 6 Months
Sub-Total					\$844,368,272.51	\$359,613,646.76	\$214,320,379.13	\$270,434,246.62		
Grand Total					\$ 854,475,234.51	\$ 365,818,756.03	\$ 215,090,973.13	\$ 273,565,505.35		