

Annual Listing of Federally Obligated Projects

FFY 2020 | October 1, 2019 – September 30, 2020

December 15, 2020



North Front Range
Metropolitan
Planning
Organization

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Table of Contents

Purpose of this Report	1
Background	1
Regional Transportation Plan.....	1
Transportation Improvement Program	2
Public Involvement	2
Obligation Report.....	2
FFY2020 Program Summary.....	4
FFY2020 Listing of Federally Obligated Projects.....	5
FHWA Funding	5
FTA Funding	8
Appendix A: Highway Funding Pool Descriptions	10
Appendix B: Transit Funding Pool Descriptions	12

Purpose of this Report

The purpose of this report is to identify federal funding obligations for surface transportation in the North Front Range Metropolitan Planning Organization (NFRMPO) region that took place during Fiscal Year (FY) 2020, which covers October 1, 2019 to September 30, 2020.

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

Background

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

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

Every Metropolitan Planning Organization (MPO) is responsible for planning, programming, and coordinating federal transportation investments, along with its partners from state and federal governments and public transit operators. The NFRMPO develops its programs by working with elected officials, staff from local governments, and the public, through a committee system where the committee and Council discuss various issues and make recommendations. During 2020, the NFRMPO active committees included the Finance Committee, HR Committee, and Technical Advisory Committee (TAC). Working committees and ad hoc groups are also created and appointed, as needs dictate.

Regional Transportation Plan

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

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

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

Transportation Improvement Program

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

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

The TIP currently in effect is the FY2020-2023 TIP, which was adopted by the NFRT&AQPC on June 6, 2019 and readopted on September 5, 2019. Projects included in the FY2020-2023 TIP were eligible to receive federal funds beginning July 1, 2019.

Public Involvement

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

Obligation Report

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

- ❖ The **STIP WBS ID** is the work breakdown structure identification number assigned to each project by CDOT and assists with the identification of projects across the TIP and STIP documents.
- ❖ The **Project Code Number** on highway projects is a tracking number assigned by CDOT for financial management purposes. For transit projects, FTA assigns an FTA Subgrant WBS/Project ID.
- ❖ The **Project Sponsor** is the lead agency responsible for initiating, managing, and completing the project and, in many if not all cases, for providing matching funds.
- ❖ The **Federal Obligation** is the federal funding commitment made during FFY2020 (October 1, 2019 – September 30, 2020).
- ❖ The **Federal Request in TIP** identifies all federal funding programmed in current and/or previous TIPs. This information is not available for pool projects. For transit projects that repeat annually, only FFY2020 funding is shown.

- ❖ The **Federal Funds Remaining** is federal funding programmed in the FY2020-2023 TIP for FY2021-FY2023. This information is not available for pool projects. For transit projects that repeat annually, only FFY2020 funding is shown.

Some projects include funds from multiple TIP program categories; thus, one project line under one funding source does not necessarily equal the total obligated funding for that project. In these instances, the same project location description will appear in several funding sections of the project listing. For the total obligated in FFY2020 for the project, one must add the funding in each category.

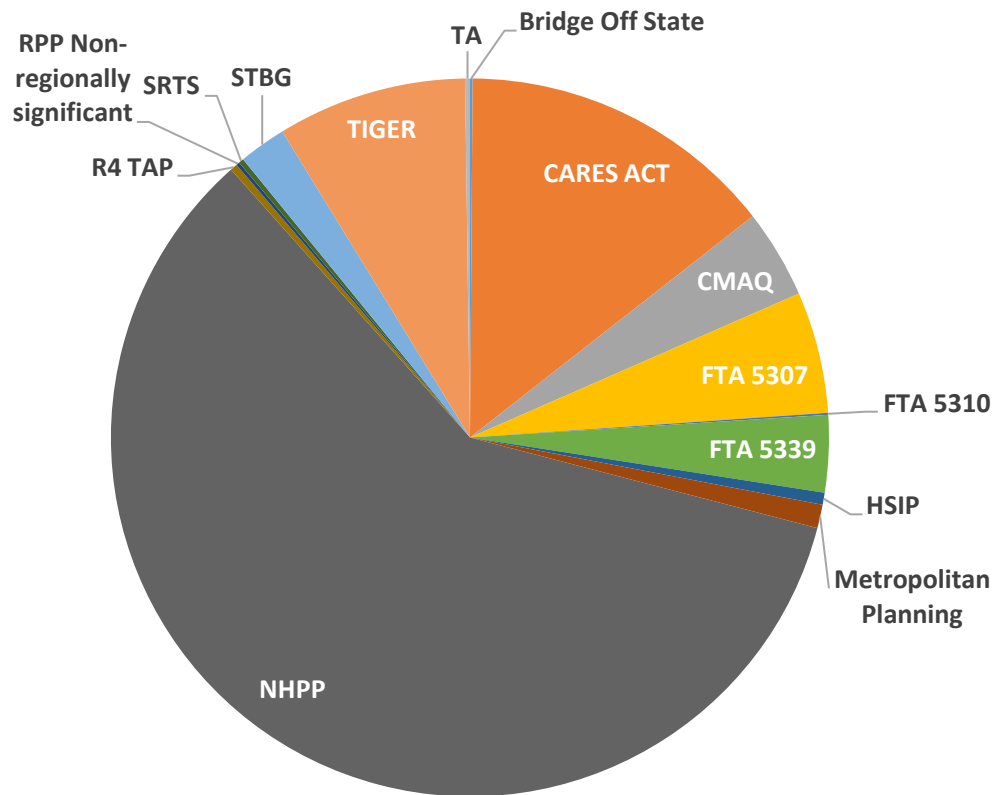
In FFY2020, the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) provided funding to transit agencies to prevent, prepare for, and respond to COVID-19. Most transit agency projects funded with CARES Act funding were not required to be included in the TIP or STIP, which is why the projects with CARES Act obligations do not have data for the following fields: STIP WBS ID, Federal Request in TIP, and Federal Funds Remaining.

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

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

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

FFY2020 Program Summary



Funding Program	Percent of Total Obligation	Federal Obligation
Bridge Off State	0.1%	\$144,979
Coronavirus Aid, Relief, and Economic Security Act (CARES Act)	14.3%	\$17,787,733
Congestion Mitigation and Air Quality (CMAQ)	4.0%	\$4,973,254
FTA §5307	5.5%	\$6,799,207
FTA §5310	0.1%	\$110,365
FTA §5339	3.5%	\$4,308,737
Highway Safety Improvement Program (HSIP)	0.5%	\$671,877
Metropolitan Planning	1.1%	\$1,318,174
National Highway Performance Program (NHPP)	59.3%	\$73,739,987
Region 4 Transportation Alternatives Program (R4 TAP)	0.3%	\$396,898
Regional Priority Program (RPP) Non-Regionally Significant	0.2%	\$192,494
Safe Routes to School (SRTS)	0.2%	\$282,116
Surface Transportation Block Grant (STBG)	2.1%	\$2,649,510
Transportation Investment Generating Economic Recovery (TIGER)	8.5%	\$10,609,213
NFR Transportation Alternatives (TA)	0.2%	\$273,724
Total:	100.0%	\$124,258,267

FFY2020 Listing of Federally Obligated Projects

FHWA Funding

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
Bridge – Off State System						
SR46601.031	21895	8th St Bridge (LOV1825W.8th St) Recon	Loveland	\$144,979	N/A	N/A
Congestion Mitigation & Air Quality (CMAQ)						
SNF5173.015	16525	Jefferson Street/SH14 Improvements	Fort Collins	\$82,801	\$940,000	\$207,000
SNF5173.051	20617	Loveland Traffic Optimization	Loveland	\$230,474	\$380,000	\$0
SNF5173.046	19561	US287: Willox to SH 1 & Ped Bridge	Fort Collins	\$320,598	\$752,000	\$0
SST6731.024	CO-2020-026-01	CNG Bus Purchase	City of Fort Collins	\$950,000	\$950,000	\$0
SST7007.010	CO-2020-005-01 CO-2020-008-02-00 CO-2020-008-03-00	GET CNG Bus Replacement	City of Greeley	\$2,662,765	\$5,272,000	\$646,000
SST7007.011	CO-2020-014-00	COLT CNG Bus Replacement	City of Loveland	\$726,616	\$1,734,000	\$1,008,000

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
Highway Safety Improvement Program (HSIP)						
SR46666.062	21964	SH1 & CR54 Intersection Improvements	Larimer County	\$47,000	N/A	N/A
SR46666.053	19060	US287 & Orchards Shopping Center HES	City of Loveland	\$212,602	N/A	N/A
SR46666.059	21967	Various Loveland Left Turn Signals	City of Loveland	\$412,275	N/A	N/A
Metropolitan Planning						
SST5274.006	22685	FY 2019 DTD NFRMPO CPG	NFRMPO	\$396,735	N/A	N/A
SST5274.006	23304	FY 2020 DTD NFRMPO CPG	NFRMPO	\$845,772	N/A	N/A
SST5274.006	24065	FY 2021 DTD NFRMPO CPG	NFRMPO	\$75,667	N/A	N/A
National Highway Performance Program (NHPP)						
SSP4428.012	21506	I-25 North: SH 402 to SH 14	CDOT	\$73,739,987	\$115,688,000	\$0
Regional Priority Program (RPP) Non-Regionally Significant						
SNF3389.999	12372	US 287:SH1 to LaPorte Bypass	CDOT Region 4	\$192,494	N/A	N/A
Safe Routes to School (SRTS)						
SR47001.027	22055	West 4th St Bike + Ped Safety Improve	City of Loveland	\$282,116	N/A	N/A

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
Surface Transportation Block Grant (STBG)						
SNF5788.042	20389	10th Street in Greeley: Phase II	City of Greeley	\$251,443	\$2,549,000	\$0
SNF5788.037	19741	35th Ave: Prairie View to 37th St.	City of Evans	\$1,115,000	\$1,115,000	\$0
SSP4428.004	20575	Crossroads Bridge Replacement @ I-25	CDOT	\$22,697	\$2,000,000	\$0
SST7005.006	22152	FY 2018 DTD NFRMPO STP-M FOR PLANNING	NFRMPO	\$30,258	N/A	N/A
SST7005.002	23460	FY20-21 NFRMPO STP-M FOR PLANNING	NFRMPO	\$17,306	N/A	N/A
SR47020.017	20620	Larimer CR17 Expansion & Shoulders	Larimer County	\$1,212,806	\$1,866,000	\$0
Transportation Investment Generating Economic Recovery (TIGER)						
SSP4428.012	21506	I-25 North: SH 402 to SH 14	CDOT	\$10,609,213	\$21,970,000	\$0
CDOT Region 4 Transportation Alternatives Program						
SR47020.025	19561	US287: Willox to SH 1 & Ped Bridge	Larimer County	\$381,696	N/A	N/A
SR47020.029	21889	West Alice + Inez Blvd Ped Impmnt	Town of Milliken	\$15,202	N/A	N/A
NFR Transportation Alternatives Program						
SNF5095.002	20613	Great Western Trail - Windsor	Town of Windsor	\$214,850	\$808,000	\$0
SNF5095.004	21992	Little Thompson River Trail Phase 1a	Town of Johnstown	\$61,389	\$250,000	\$156,000
SR47020.016	20667	Sheep Draw Trail 2016	City of Greeley	(\$2,515)	\$200,000	\$0

FTA Funding

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
Coronavirus Aid, Relief, and Economic Security Act (CARES Act)						
N/A	CO-2020-019-01	ADA paratransit Contracted Service	City of Fort Collins	\$500,000	N/A	N/A
N/A	CO-2020-019-02	Fixed Route Operating Assistance	City of Fort Collins	\$7,200,000	N/A	N/A
N/A	CO-2020-019-03	Preventative Maintenance - Vehicles, Equipment and Facilities	City of Fort Collins	\$2,068,067	N/A	N/A
N/A	CO-2020-019-04	Demand Response Contracted Service	City of Fort Collins	\$600,000	N/A	N/A
N/A	CO-2020-023-00	City of Greeley-GET Section 5307 CARES Act - Operating and Preventive Maintenance	City of Greeley	\$5,000,000	N/A	N/A
N/A	CO-2020-022-01-00	Operating Assistance	City of Loveland	\$2,034,166	N/A	N/A
N/A	CO-2020-022-02-00	Capital Projects	City of Loveland	\$385,500	N/A	N/A
FTA §5307 - Urbanized Area Formula Program						
SST6741.111	CO-2020-020-03 CO-2020-020-05	Maintain, Repair & Replace Assets	City of Fort Collins	\$1,484,702	\$1,422,000	\$0
SST6741.086	CO-2020-020-02	Demand Response Paratransit Service	City of Fort Collins	\$400,000	\$400,000	\$0
SST6741.101	CO-2020-020-01	Fixed Route Operations	City of Fort Collins	\$1,800,000	\$1,800,000	\$0
SST6741.101	CO-2020-020-04	Planning for Ridership Survey	City of Fort Collins	\$40,000	\$40,000	\$0

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
FTA §5307 - Urbanized Area Formula Program, Continued						
SST6741.112, SST6741.113, SST6741.114	CO-2020-007-01	FY2019 5307 Small Urban Formula (Operating)	City of Greeley	\$2,500,774	\$2,500,000	\$0
SST6741.121	CO-2020-027-02-00	Operating Assistance / Fixed Route Operations	City of Loveland	\$311,544	\$312,000	\$0
SST6741.131	CO-2020-027-01-00	Capital Projects / Capital Costs of Contracting	City of Loveland	\$262,187	\$477,000	\$214,813
FTA §5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program						
SST6732.013	491001436	Vehicle Replacement: Cutaway	City of Greeley	\$83,365	\$83,000	\$0
SST6732.007	491002084	NFRMPO Mobility Management	NFRMPO	\$27,000	\$145,000	\$54,000
FTA §5339 - Bus and Bus Facilities Program						
SST7066.030	CO-2020-013-01	Transfort Service Area Bus Stop Upgrades	City of Fort Collins	\$1,520,344	\$1,520,000	\$0
SST7066.028	CO-2020-002-01	Replace Mobile Video Surveillance System	City of Fort Collins	\$470,024	\$485,000	\$0
SST7064.029	Award-019875, BUDGET-013545, PO 491001935	GET Cutaway Vehicle Replace & CNG Region Bus Expansion	City of Greeley	\$516,584	\$517,000	\$0
Unassigned (TIP ID: 2020-037)	Award -020347, BUDGET-013838, PO 491002294	2020-5339 SU: Two (2) 40' CNG Bus Expansions	City of Greeley	\$1,043,000	\$1,043,000	\$0
SST7073.001	CO-2020-008-01-00	FY17 5339 (b) CNG Bus Replacements (1 3/4 Buses)	City of Greeley	\$758,785	\$759,000	\$0

Appendix A: Highway Funding Pool Descriptions

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

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

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

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

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

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

Safe Routes to School (SRTS) was a funding program available prior to MAP-21 to provide safer transportation facilities near schools, including bicycle and pedestrian facilities, benefitting elementary and middle school students (K-8). This program also funded non-infrastructure-related activities to encourage walking and bicycling to school. MAP-21 consolidated Transportation Enhancements, Safe Routes to School (SRTS), and Recreational Trails into the Transportation Alternatives Program (TAP). The FAST Act replaced TAP with the TA Set-Aside.

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

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

Transportation Alternatives (TA), also known as the TA Set-Aside, authorizes funding for smaller-scale programs and projects including pedestrian and bicycle facilities, recreational trails, Safe Routes to School (SRTS) projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Appendix B: Transit Funding Pool Descriptions

Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funding is available to public transit agencies to prevent, prepare for, and respond to COVID-19. Although the priority for the funding is operational expenses, FTA will generally consider all expenses normally eligible under the Section 5307 and 5311 programs that are incurred on or after January 20, 2020 to be in response to economic or other conditions caused by COVID-19 and thus eligible under the CARES Act.

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

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

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