



8. FISCALLY CONSTRAINED PLAN

The Fiscally Constrained Plan is based on the tiered corridors developed in preceding chapters of this plan. Resource allocation has been developed to project anticipated revenues which have been allocated to the three corridor tiers. The majority of the fiscal items discussed in this chapter have been modified only to the extent necessary to accommodate changes since the first 2035 RTP, approved in 2007. The overall intent has been to keep the funding as close to the 2007 version as possible, although funding source types have changed in the four year time frame.

A. Funding Estimates

Estimates of available federal, state, and local funding for the plan period from 2008 to 2035 are shown in **Table 8-1**. Sources for these revenue projections include CDOT estimates (April 21, 2010), the 2012-2017 NFR Transportation Improvement Program (TIP), Transportation Impact Fees in the NFRMPO, 2002 Report, and local government estimates. All funding estimates are stated in constant (year 2008) dollars. This information is also provided by year of expenditure in **Appendix E**.

Table 8-1 Available Funding Sources (in 2008 dollars)

Funding Category	Federal/State (millions)	Local (millions)	Total (millions)
Regional Priorities Program (RPP)	\$24.6	\$0	\$24.6
Enhancement	\$12.2	\$3.0	\$15.2
Congestion Mitigation and Air Quality (CMAQ)	\$39.7	\$9.7	\$49.4
Surface Transportation Program Metro (STP Metro)	\$59.8	\$12.4	\$72.2
Congestion Relief	\$10.3	\$0	\$10.3
Transit – Local (1)	\$145.1	\$224.1	\$369.2
Transit – Regional	\$2.9	\$2.9	\$5.8
Senate Bill 1 – Regional Transit	\$8.9	\$2.3	\$11.2
Small Starts	\$59.4	\$3.6	\$63.0
Strategic Projects (2)	\$143.4	\$0	\$143.4
Strategic Transit A (2)	\$95.0	\$0	\$95.0
Strategic Transit B (3)	\$48.0	\$0	\$48.0
FASTER Safety	\$127.5	\$0	\$127.5
Local Impact Fees (4)	\$0	\$154.0	\$154.0
Other Local Funds (5)	\$0.0	\$178.0	\$178.0
Total	\$776.8	\$590.0	\$1,366.8

(1) Based on TIP 2007-2012, and CASTA information on FTA 5309, using FY'08 constant dollars.

(2) Limited to Strategic Project - SP4028 - I-25 North Corridor.

(3) Portion of the Strategic Funds that are used to complete the Post 7th Pot.

(4) Based on the Transportation Impact Fees in the NFRMPO, 2002 Report.

(5) These funds are used on specific projects, including \$15m from the City of Loveland for the N I-25 EIS.

Note: All allocations are subject to change based on performance measures and economic conditions. CDOT and the NFRMPO recognize that other funds may become available during the life of the 2035 RTP that include, but are not limited to, authorization and appropriation allocations, and FHWA discretionary programs.

Funding estimates total \$1.4 billion for the timeframe of this plan. Federal and state funds account for \$776.8 million, or 57% of the total. Local funding, including local government and private contributions, are projected to be \$590.0 million, or 43% of the total.

The following are brief descriptions of the funding categories listed in **Table 8-2**.

- ▶ **Regional Priorities Program (RPP):** A large portion of this federal/state funding comes from the federal Surface Transportation Program (STP) Federal Highway Administration (FHWA) funds and State Highway Users Tax Fund dollars that are allocated by CDOT to the North Front Range region. Federal guidelines on the use of these funds is relatively flexible in terms of project types including transit capital; however, the Colorado Transportation Commission has historically limited spending of these funds to projects on the State Highway System.
- ▶ **Transportation Enhancement Activities:** Starting with the Intermodal Surface Transportation Efficiency Act (ISTEA), and continuing with the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 10 percent of Surface Transportation Program Federal Highway Administration funds are set aside for transportation enhancements. Transportation enhancements include bicycle and pedestrian improvements (or projects), transportation aesthetics, historic preservation, and environmental mitigation. The CDOT Regions are responsible for the administration of this program, working with their Regional Planning Commissions.
- ▶ **Congestion Mitigation and Air Quality (CMAQ) Improvements:** CMAQ funds are FHWA funds aimed at improvements that will contribute to attainment or maintenance of national ambient air quality standards. These funds are available to all NFRMPO members as of 2010 when the CMAQ funds were reallocated based on the ozone nonattainment areas rather than just members including in the Fort Collins and Greeley maintenance area for carbon monoxide, as in the past.
- ▶ **Surface Transportation Program Metro (STP Metro):** These FHWA funds are sub-allocated to urbanized areas with populations over 200,000. The sub-allocation is based on each area's share of population in areas over 200,000 in the state. The funds may be used for any of the eligible purposes set forth in 23 U.S.C. 133(b), which includes a wide variety of programs. This is one of the most flexible federal funding sources available.
- ▶ **Congestion Relief:** This program was created by the Colorado Transportation Commission in October 2003 to address congestion issues that are present throughout the state of Colorado. The program started in FY06-07 and will be funded with 8 million dollars per year, statewide. The objective of the program is to show measurable improvements on congested State Highways. Eligible activities are access management, signal timing measures, ramp metering, construction of turning lanes and median separation, tolling/High Occupancy Toll (HOT) lane activities, incident management, ITS, TDM, and alternative modes measures.
- ▶ **Transit - Local and Regional:** The federal portion of transit funds consists of Federal Transit Administration (FTA) funding in various capital, operational, and maintenance funding programs, all of which are specifically targeted at transit service. Local funds in the Transit category represent local matches for these federal funds, as well as continuation of the overmatch that



the cities of Fort Collins, Greeley, and Loveland have applied to their bus systems. Regional transit funds identify the federal and required local expenses of operating the FLEX regional bus pilot (replacing and expanding the Fox Trot route) and are supplemented with CMAQ funds during the pilot between 2010 and 2012.

- ▶ **Colorado Senate Bill 1** – Regional Transit and Small Starts: Colorado Senate Bill 1 funds are allocated for projects in the region (three buses for Greeley-Loveland transit service, construction of the Mason Corridor Bus Rapid Transit (BRT) Phase 1, and construction of the South Transit Center in Fort Collins) are reflected under Senate Bill 1 – Regional Transit. Senate Bill 1 funds are distributed on a statewide basis by the Colorado Transportation Commission. Small Starts is an FTA program that provides grants for capital costs associated with new fixed guideway systems, extensions, and bus corridor improvements. The Mason Corridor BRT project has been awarded a Small Starts grant. These are known projects as this plan update continues to account for all funds from 2008 onward.
- ▶ **Strategic Projects and Strategic Transit A&B:** The Strategic Project program, commonly referred to as the “7th Pot,” is a funding program targeted by the Colorado Transportation Commission for investments in strategic corridors throughout the state. The North I-25 corridor through the North Front Range and Denver Regional Council of Governments (DRCOG) planning areas is one of those strategic corridors. These funds would be used for improvements in this corridor. In addition, 10 percent of the Strategic Project revenue is assigned to transit capital projects selected on a statewide basis. For purposes of keeping funding consistent between the original 2035 RTP and this update, Strategic Transit has been subdivided into Strategic Transit A and Strategic Transit B. Transit A is aligned with the projects for Phase 1 of the N I-25 EIS and Transit B backfills the Flexible Funding described later in this chapter.
- ▶ **FASTER Funds:** In the spring of 2009, the State of Colorado passed legislation to impose fees to generate revenue for transportation within the state. The fees are assessed on vehicle registration, rental cars, with an increase to oversize and overweight vehicles. For CDOT, FASTER funds are broken into three different programs: Bridge, Safety, and Transit. FASTER Bridge is administered through the Colorado Bridge Enterprise, which targets funding to address Colorado’s deficient bridges and for RTP purposes is considered and included as a CDOT program.
 - **FASTER Safety:** Collected fees are distributed to CDOT, cities/towns, and counties based on the historic HUTF distribution formula. CDOT’s FASTER Safety Funds are to be used for construction, reconstruction, or maintenance projects that the Transportation Commission determines are needed to enhance the safety of a State Highway. FASTER Safety funds are the only funds included in resource allocation for this plan.
- ▶ **Local Impact Fees:** Some local impact fees are in place under the jurisdiction of member governments in the NFRMPO. This plan approximates that potentially half of the collected revenue would go to Regionally Significant Corridors. These funds must be spent in the applicable benefit district.
- ▶ **Other Local Funds:** The NFRMPO Council directed that local funds other than impact fees that were being spent on regional transportation projects should be taken into account for planning purposes. The NFRMPO staff contacted local governments and identified these funds, though

not all of the members have such funds. The majority of dollars identified in this category are tied to specific highway projects, and those ties were taken into account during the fiscal constraint process.

B. Restricted and Project Specific Funding

A significant portion of the approximately \$1.4 billion total resources described in the previous section is either restricted with a separate allocation process or it has already been committed to specific projects and programs. Thus, these funds are not available to be allocated to projects identified in the RTP. **Table 8-2** shows the funding limitations by funding source.

Table 8-2 Funding Restrictions and Commitments

Funding Source	Amount (in millions)	Comments
<i>Flexible Funding</i>		
Regional Priorities Program (RPP)	\$24.6	Excludes transit operation
STP Metro	\$72.2	Up to half used for MPO operations. Other STP-Metro eligible projects may include construction, rehabilitation, resurfacing, and operational improvements for highways (23 USC 133) or a variety of transit capital costs including vehicles and facilities (49 USC 53).
FASTER Safety	\$127.5	
Strategic Transit B	\$48.0	Back fill the Post 7 th Pot program only
<i>Restricted Funding Sources with Separate Processes</i>		
Enhancement	\$15.2	Bicycle/pedestrian, transportation aesthetics, historic preservation, environmental mitigation only
CMAQ	\$49.4	Follows the CMAQ eligibility process specific to air quality
Congestion Relief	\$10.3	Tier 1 non-capacity projects only (per Congestion Management System)
<i>Project Specific Funding Sources</i>		
Strategic Projects & Strategic Transit A	\$238.4	North I-25 EIS Phase 1 only
Transit (FTA, SB-1, Small Starts, and Local funding)	\$449.2	Transit operations or funding to maintain current levels of service or complete specific projects
Local Impact Fees	\$154.0	Must be spent within applicable benefit district
Other Local Funds	\$178.0	Tied to specific projects
Total	\$1,366.8	



C. Resource Allocation

Resource allocation is a process that establishes how the NFRMPO Planning Council intends to distribute the limited funding available for regional transportation system improvements in order to best achieve the vision and goals of this plan.

The NFRMPO Planning Council, in preparation for the 2007 adoption, used the above information to identify the amount of flexible funds, assign those funds to tiers (Regionally Significant Corridors), and then further identify the split within each tier between highway capacity projects and all other projects.

The flexible funding comes from four sources: the Regional Priorities Program, STP Metro, FASTER Safety, and Strategic Transit B. Of these sources, half of the STP Metro (based on Council direction from April, 2006) and the FASTER Safety are flexible, and Strategic Transit B funds are not available until after 2018. A total of \$236.2 million in flexible funding is available to the region. The NFRMPO Planning Council chose to “hold harmless” and continue the funding commitments to projects that have repeatedly been programmed in the past and remain listed in the current TIP. The remaining \$150.3 million in flexible funding is available for allocation to the corridor tiers, as shown in **Table 8-3**.

Table 8-3 Flexible Funding (2008 to 2035)

	Amount (in millions)
Regional Priorities Program	\$24.6
STP Metro (half)	\$36.1
FASTER Safety	\$127.5
Strategic Transit B	\$48.0
Subtotal	\$236.2
TIP Project Costs (FY 08 to completion)	
US 34 Business major widening	\$2.5 (1)
SH 402 major widening	\$29.5
US 287 major widening	\$37.4
FASTER Safety projects (2)	\$16.5
Remaining Available Flexible Funding	\$150.3

(1) Total project cost is \$35 million, \$32.5 million of which has been obligated prior to FY08. The difference was programmed in previous TIPs.

(2) Several projects programmed in FY 10 and FY 11 of the TIP.

In October 2009, the NFRMPO Planning Council agreed to shift \$50 million from the flexible funds to Phase 1 of the North I-25 Environmental Impact Statement (EIS). This will allow more projects in the EIS to be constrained in the North Front Range region.

The NFRMPO Planning Council distributed the remaining flexible funds (\$100.3 million) to each tier using the same percentage allocations determined in 2007; Seventy percent was allocated to Tier One, and 30 percent was split equally between Tier Two and Tier Three.

In order to complete the air quality conformity determination, a fiscally constrained list of highway capacity projects is required. As with the 2007 plan, the Planning Council further split the available

flexible funding between highway capacity projects (75 percent) and other projects (25 percent). The resulting resource allocation matrix is shown in **Table 8-4**.

Table 8-4 Resource Allocation Matrix

	Highway Capacity Projects (75%) (in millions)	Other Projects (25%) (in millions)	Total (in millions)
Tier 1 (70%)	\$52.7	\$17.6	\$70.2
Tier 2 (15%)	\$11.3	\$3.8	\$15.0
Tier 3 (15%)	\$11.3	\$3.8	\$15.0
Total	\$75.2	\$25.1	\$100.3

Corridor #12, the Rural River Trails Corridor, was not included in the corridor tiering process. Although no flexible funding has been allocated to the rural river trails, they are important linkages in the regional trail system and are eligible to receive funding through other NFRMPO funding sources.

D. North I-25 Environmental Impact Statement (EIS) Phase 1

The Corridor Vision for I-25 is discussed in detail in **Chapter 7** of this plan and includes a summary of the North I-25 EIS (see page 7-11). The EIS has been ongoing for several years and a Preferred Alternative has been selected. A Preferred Alternative is the improvements, in total, that need to be addressed to meet the desired outcome of the study. The Preferred Alternative has been broken down into three funding phases.

The Phase 1 improvements are those improvements anticipated by 2035. The geographic extent of the North I-25 EIS is much larger than just the NFRMPO. The Phase 1 portion within the NFRMPO boundary is discussed here to identify funding sources, the list of projects, and demonstrate how it meets fiscal constraint. The demonstration of fiscal constraint for Phase 1 within this plan is necessary so that a Record of Decision (ROD), an Environmental Protection Agency (EPA) requirement, can be made on that portion of the EIS. (A ROD is a document separate from, but associated with, an environmental impact statement that publicly and officially discloses the responsible official's decision as to which alternative assessed in the EIS is to be implemented). Fiscal constraint demonstrates that projects brought forward for funding are consistent with the RTP and can move forward into programming (i.e., the Transportation Improvement Program).

The NFRMPO portion of Phase 1 is estimated to cost \$343 million in 2009 dollars. **Figure 8-1** illustrates the projects and **Table 8-5** identifies their anticipated costs. It is important to note that these costs are stated in terms of 2009 dollars, to be consistent with the North I-25 EIS. The remainder of this plan funding and cost estimates are in 2008 dollars. The inflation factor for this one year accounts for the difference in the funding amounts presented in this section.

The funding sources, in millions (2009 dollars), identified for Phase 1 are shown in **Table 8-6**. There are adequate funds identified to fund the NFRMPO Phase 1 portion of the EIS within the fiscally constrained priorities of this plan.



Table 8-5 North I-25 EIS Phase 1 NFRMPO Projects

No.	Projects	Description	Cost Estimate (2009 dollars, in millions)
Roadway Projects			
1	1-25: WCR 38 to SH 56	Add tolled express lanes 3 mile length / 2 lanes – one in each direction	\$35
2	I-25: SH 56 Interchange	Diamond interchange	\$48
3	I-25: SH 392 to Prospect Interchange	Add auxiliary lanes (would accommodate eventual use as TELs) 6.0 mile length / 2 lanes – one in each direction/Reconstruct Prospect interchange	\$134
4	I-25: SH 14 Interchange	Diamond interchange with associated mainline reconstruction	\$61
5	US 34/Centerra Parkway Interchange	Single Point Urban Interchange	\$30
Subtotal Roadway			\$308
Rapid Transit Projects			
6	Express bus stations	Initial bus stations at I-25/Harmony, and US 34/83 rd Ave.	\$16
7	Commuter bus stations	US 85 park and rides and transit priority features	\$7
8	Commuter rail	Right-of-way preservation	\$12
Subtotal Transit			\$35
Total NFRMPO Projects			\$343



Phase 1 of the North I-25 EIS includes \$343 million in transportation improvements

Figure 8-1 North I-25 Phase 1 NFRMPO Capital Improvement Projects

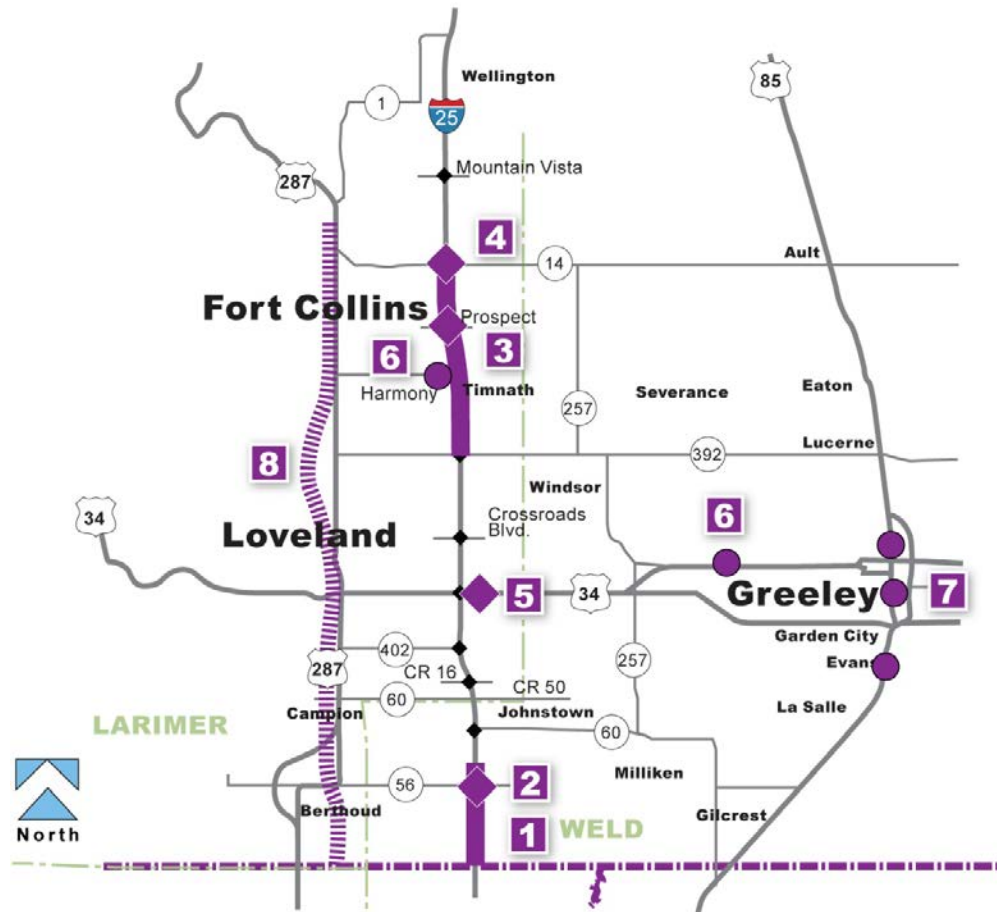


Table 8-6 North I-25 EIS Phase 1 Funding Sources

Funding Source	Amount (2009 dollars, in millions)
Strategic Projects	\$150.6
Strategic Transit A	\$99.8
Local funds – City of Loveland (1)	\$15.8
Flexible funds – RTP	\$52.5
STP Metro, CMAQ, FASTER Safety (2)	\$24.3
Total	\$343.0

(1) These funds are identified for use on the US 34/I-25 interchange.

(2) There is an anticipation that some portion of available funds may be used to account for specific projects on the corridor. Further, some of the projects are abutting the Denver Regional Council of Governments (DRCOG) border and the cost share portion may not be exact.



The fiscal constraint demonstrated above for the Phase 1 section of the North I-25 EIS within the NFRMPO boundary does not include the operation or maintenance of the two transit routes identified in that phase. Phase 1 has an express bus service on I-25 and a commuter bus service on US 85. The North I-25 EIS document and information is available on the Colorado Department of Transportation website, <http://www.coloradodot.info/projects/north-i-25-eis>.

E. Project Prioritization for Capacity Projects

Background

The NFRMPO developed a project prioritization process in 1994 as part of the first Regional Transportation Plan (RTP). The process has been refined in each successive regional planning process; however, the original intent and structure have largely been maintained. The corridor-based 2035 RTP represents a significant departure from previous RTPs which had been project-based. Previously, the estimated available resources had been allocated to specific projects, but now they are assigned to the corridor tiers rather than to specific projects. This allows for flexibility in allocating monies as they become available. Under this tier-based plan approach, the prioritization of projects occurs as a function of developing the Transportation Improvement Program (TIP).

Conformity with the State Implementation Plan for Air Quality

The NFRMPO is required to conduct an Air Quality Conformity Determination on the Fiscally Constrained Plan. Projects that are part of the conformity determination are all regionally significant projects in terms of their potential effects on air quality. Regionally significant roadway projects are defined as adding at least one lane mile to the network. All projects included in conformity determination must come from fiscally constrained plans. The sources of projects include:

1. Locally funded capital improvement plans
2. North I-25 EIS Phase 1 within this Plan
3. Call for capacity projects within this Plan
4. Hold harmless projects in the TIP (US 34 Business, SH 402, and US 287)
5. Regionally significant transit projects

Other types of projects are able to be funded within fiscal constraints, but are not modeled during air quality conformity determinations. These are identified at the TIP level. All other projects, which could fall into the categories listed below, are fiscally constrained through reference to **Table 8-2**, Funding Restrictions and Commitments, and must be consistent with the Corridor Visions in **Chapter 7**.

Other Projects

- ▶ Bicycle/Pedestrian
- ▶ Other Highway (intersection or interchange improvements, safety/geometric improvements, operational improvements, shoulder widening, park-n-ride lots, freight related improvements, rail/highway grade crossing improvements)
- ▶ Local and Regional Transit (bus, BRT, rail)
- ▶ Transportation Demand Management

- ▶ Transportation Systems Management

Capacity Project Fiscal Constraint

A project prioritization process for highway capacity projects has been developed for this plan. The identification of capacity projects and fiscally constraining those projects to the identified flexible funding, shown in **Table 8-3**, allows them to be included in traffic modeling for the conformity determination.

This section provides the results of the project prioritization. The *Project Prioritization Process for Air Quality Conformity* document is included in **Appendix D**

For the purpose of the air quality conformity determination, Highway Capacity projects have been defined as follows:

Highway Capacity Projects

- ▶ New roadway segments
- ▶ Major widening (adding through lanes)
- ▶ New or substantially modifying interchanges or intersections

Highway Capacity projects were submitted by the member governments and were then scored and ranked based on the Project Prioritization Process. The resource allocation matrix (**Table 8-4**) was used to draw the fiscally constrained lines for each of the three tiers, as shown in **Table 8-7**. The fiscally constrained Highway Capacity projects are shown on **Figure 8-1**.



*Widening of Harmony Road near
I-25 in Timnath*



Table 8-7 Prioritized Highway Capacity Projects

Rank	Project Number	Submitting Agency	Highway	Limits	Description	Cost (millions)			Weighted Score	Cumulative Cost (millions)	
						Federal Funding Requested	Local Overmatch	Total Project Cost		Federal	Total
Tier 1 Corridors											
T1-1	8	Fort Collins	US 287	Harmony Road to Carpenter Rd	Widen 4 to 6 lanes	\$24.0	\$0.0	\$24.0	250.5	\$24.0	\$24.0
T1-2	27	Loveland	US 287	29th Street to 71th Street	Widen 4 to 6 lanes	\$5.0	\$2.2	\$7.2	235.5	\$29.0	\$31.2
T1-3	25	Loveland	US 34	Denver Avenue to I-25	Widen 4 to 6 lanes	\$9.5	\$4.1	\$13.5	235.5	\$38.5	\$44.7
T1-4 ¹	26	Loveland	US 34	I-25 to LCR 3	Widen 4 to 6 lanes	\$7.4	\$3.2	\$10.5	235.5	\$45.8	\$55.2
T1-5	21	Larimer County	County Line Rd	LCR 18 to LCR 26	Pave 2 lane section (new segment)	\$4.9	\$0.9	\$5.8	210	\$50.8	\$61.0
T1-6	7	Fort Collins	Timberline Rd	Vine Drive to Harmony Rd	Widen 4 to 6 lanes	\$33.6	\$4.4	\$38.0	202	\$84.4	\$99.0
T1-7	18	Larimer County	LCR 17	Loveland City Limits to FC City Limits	Widen 2 to 4 lanes	\$7.7	\$0.0	\$7.7	177.5	\$92.0	\$106.7
T1-8	19	Larimer County	LCR 17	LCR 34 to Scenic Drive	Widen 2 to 4 lanes	\$4.2	\$0.0	\$4.2	177.5	\$96.3	\$110.9
T1-9	20	Larimer County	LCR 17	US 287 Bypass to Loveland City Limits	Widen 2 to 4 lanes	\$11.2	\$0.0	\$11.2	177.5	\$107.4	\$122.1
T1-10	24	Loveland	Boyd Lake Ave	SH 402 to LCR 20E	Widen 2 to 4 lanes + new segment	\$10.0	\$0.0	\$10.0	163.5	\$117.4	\$132.1
T1-11	22	Loveland	Taft Ave (LCR 17)	50th Street to 71st Street	Widen 2 to 4 lanes	\$5.2	\$0.0	\$5.2	162.5	\$122.6	\$137.3
T1-12	16	Larimer County	LCR 19	LCR 28 to FC City Limits	Widen 2 to 4 lanes	\$10.2	\$0.0	\$10.2	157	\$132.8	\$147.5
T1-13	13	Greeley	O Street	35th Avenue to 59th Avenue	Widen 2 to 4 lanes	\$11.5	\$0.0	\$11.5	148	\$144.3	\$159.0
T1-14	17	Larimer County	LCR 18	I-25 to County Line Road	Widen 2 to 4 lanes	\$12.4	\$0.0	\$12.4	148	\$156.7	\$171.4
T1-15	14	Johnstown	I-25	at LCR 16 (Johnson's Corner)	Reconstruct Interchange (new ramps)	\$25.0	\$0.0	\$25.0	129	\$181.7	\$196.4
T1-16	23	Loveland	Boyd Lake Ave	37th Street to 71st Street	Widen 2 to 4 lanes	\$6.7	\$0.0	\$6.7	127.5	\$188.4	\$203.1

\$52.7M

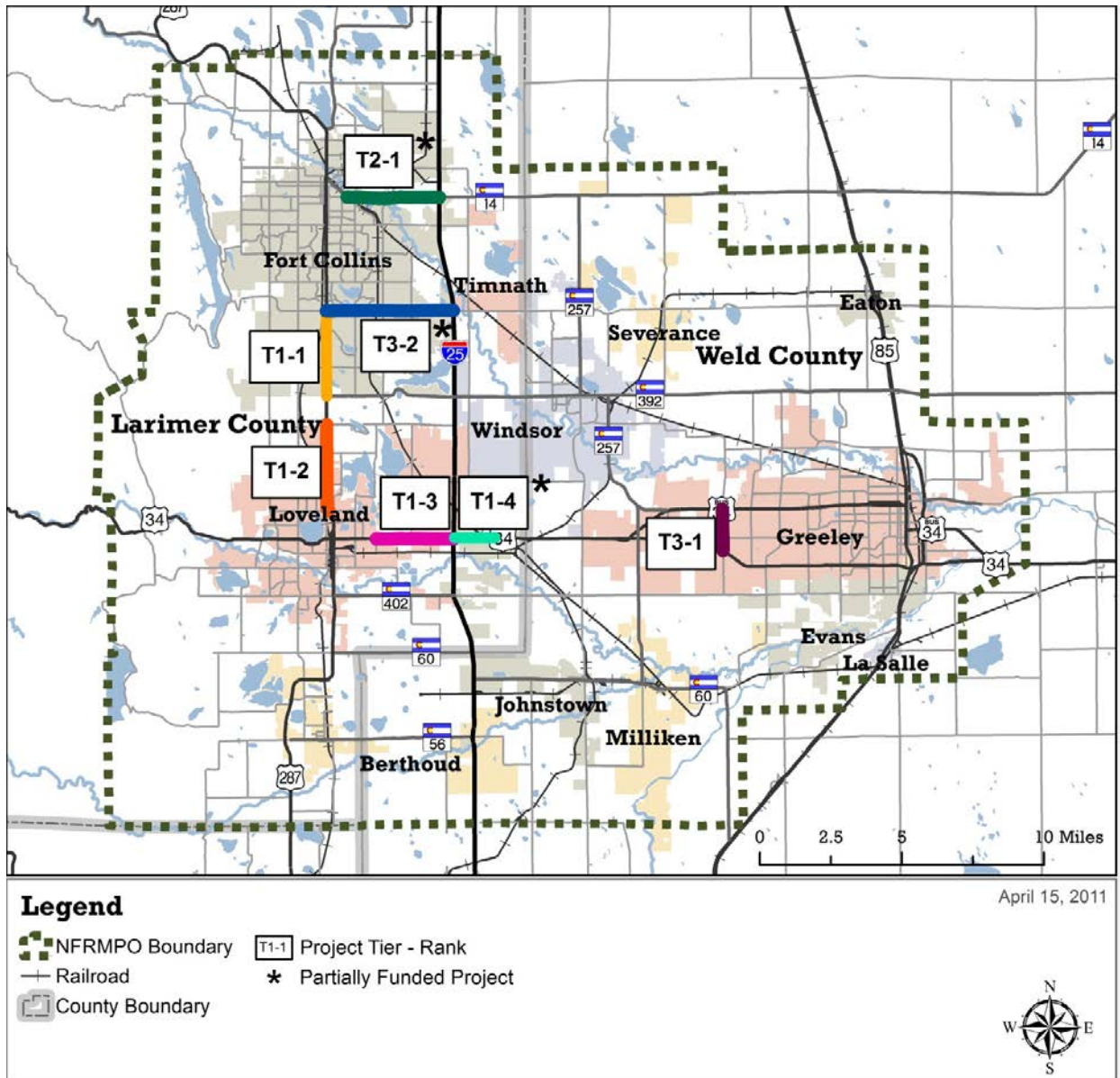
Table 8-7 Prioritized Highway Capacity Projects (Continued)

Rank	Project Number	Submitting Agency	Highway	Limits	Description	Cost (millions)			Weighted Score	Cumulative Cost (millions)		
						Federal Funding Requested	Local Overmatch	Total Project Cost		Federal	Total	
Tier 2 Corridors												
T2-1 ¹	5	Fort Collins	SH 14	I-25 to Riverside	Widen 4 to 6 lanes	\$25.5	\$0.0	\$25.5	222.5	\$25.5	\$25.5	\$11.3M
T2-2	6	Fort Collins	Prospect Rd	I-25 to Poudre River	Widen 2 to 4 lanes	\$7.0	\$0.0	\$7.0	218	\$32.5	\$32.5	
Tier 3 Corridors												
T3-1	12	Greeley	83rd Avenue	10th Street to US 34 Bypass	Widen 2 to 4 lanes	\$5.9	\$0.4	\$6.2	214.5	\$5.9	\$6.2	
T3-2 ¹	4	Fort Collins	Harmony Rd	I-25 to US 287	Widen 4 to 6 lanes	\$36.2	\$0.4	\$36.6	210	\$42.1	\$42.8	\$11.3M
T3-3	2	CDOT	SH 392	I-25 to 16th Street in Windsor	Widen 2 to 4 lanes	\$25.4	\$0.0	\$25.4	185.5	\$67.5	\$68.2	
T3-4	11	Greeley	59th/65th Ave	20th Street to US 34 Bypass	Widen 2 to 4 lanes	\$5.8	\$0.0	\$5.8	184	\$73.2	\$74.0	
T3-5	9	Greeley	59th Avenue	C Street to 4th Street	Widen 2 to 4 lanes	\$2.4	\$0.2	\$2.5	168	\$75.6	\$76.5	
T3-6	10	Greeley	65th Avenue	US 34 Bypass to 37th Street	Widen 2 to 4 lanes	\$3.9	\$0.1	\$4.0	157	\$79.5	\$80.5	
T3-7	15	Johnstown	SH 60	I-25 to CR 15	Widen 2 to 4 lanes	\$15.0	\$0.0	\$15.0	156	\$94.5	\$95.5	
T3-8	1	CDOT	SH 60	US 85 to Two Rivers Parkway	Widen 2 to 4 lanes	\$36.2	\$0.0	\$36.2	140	\$130.7	\$131.7	
T3-9	3	Fort Collins	Carpenter Rd	I-25 to US 287	Widen 2 to 4 lanes	\$28.0	\$0.0	\$28.0	134.5	\$158.7	\$159.7	

¹ Project partially funded within Fiscally Constrained Plan



Figure 8-2 Fiscally Constrained Highway Capacity Projects



F. CDOT Programs

Projects in the NFRMPO TIP and the Statewide Transportation Improvement Program (STIP) selected from the programs listed below by processes involving statewide competition, program-specific applications, or CDOT Region 4 are typically considered to be consistent with the goals and objectives of this plan:

- ▶ **CDOT Surface Treatment Program** - The CDOT Surface Treatment Program identifies the remaining service life of the State Highway system to determine where the surface treatment funding should be used in meeting the Transportation Commission's goals. The Transportation Commission has set an objective of having 60 percent of the State Highway system rated as good or fair.
- ▶ **CDOT Bridge Program** - The CDOT Bridge Program identifies the condition of every bridge on the highway system to determine where bridge funding should be used. The Transportation Commission has set a goal to meet 100 percent of structural, functional, and maintenance needs of the structures on the State Highway system.
- ▶ **CDOT Safety Programs** - The CDOT Safety Programs are aimed at meeting the Transportation Commission's goal to reduce motor vehicle crashes, injuries, and fatalities on the State Highway system. In addition, safety program objectives for sign replacement and roadway striping have been established.
- ▶ **CDOT Maintenance Program** - The CDOT Maintenance Program uses a process of grading maintenance levels of service on the State Highway system. The Transportation Commission has established specific grade levels as objectives for the various activities associated with the maintenance program.
- ▶ **CDOT Operations Program** - The CDOT Operations Program addresses the variety of administrative functions which enables CDOT to deliver its construction and maintenance programs. These include general support activities such as procurement services and human resource management, as well as program support activities such as transportation planning and roadway design.

As individual projects funded from these programs are being added to the TIP, they are assumed not to be regionally significant in terms of their air quality effects unless the NFRMPO is informed otherwise by the Project Sponsors. In addition to these programs, federal discretionary programs such as Recreational Trails, the Transportation and Community and System Preservation, Access to Jobs/Reverse Commute, and various FTA grants can provide additional funding for specific transportation projects. Program and grant applicants are required to coordinate with the NFRMPO to ensure consistency with the regional transportation plans and programs. Similarly, notification to CDOT is necessary to facilitate coordination between regional and statewide plans and programs. The consistency requirement is considered to be met in the STIP if demonstrated at the RTP and TIP level. This enables the projects awarded grants under the discretionary programs to be interpreted as eligible for inclusion in the STIP.



G. Transit Plan

A variety of FTA programs are used for funding transit services in the region. Some the funds are received and managed directly by local agencies in the urbanized areas. Other programs are administered by CDOT through a competitive process and other funds are competed for nationally. The \$148 million in FTA funds identified as resources represents the average amount received from a variety of programs over the last three years. The primary formula programs through which the region received ongoing funding are the:

- ▶ **FTA 5307 Urbanized Area Formula Program** – This formula program supports the provision of transit services in urbanized areas.
- ▶ **FTA 5310 Transportation for Elderly Persons and Persons with Disabilities Program** – This program supports the purchase of vehicles for transportation of the elderly and individuals with disabilities. It is used by a variety of non-profit and public agencies. In Colorado, 5310 funds can also be used for mobility management program and project implementation.
- ▶ **FTA 5311 Rural & Small Urban Areas Non-urbanized Areas Program** – This program supports the provision of transit services in rural portions of the region.
- ▶ **FTA 5316 Job Access Reverse Commute Program** – This program supports alternative transportation oriented to providing job access for low-wage workers.
- ▶ **FTA 5317 New Freedom Program** – This program is for projects or services that exceed the ADA paratransit requirements. These projects or services support providing access to activities of daily living for people with disabilities.

As some are capital programs or may reflect discretionary funding, it is not unusual to have significant variation in the amount of funding received, especially when projects such as the Mason Corridor BRT or maintenance and operations facility construction/expansion is included.

This 2035 RTP also supports the inclusion of projects in the NFRMPO TIP and the Statewide Transportation Improvement Program (STIP) selected from the discretionary programs listed below by processes involving national competition and are not formula-driven program-specific applications, or by CDOT:

- ▶ **Colorado Senate Bill 1 Funds** – Three projects were funded in the region: the purchase of transit coaches to be used to initiate service on US 34 between Greeley and Loveland and the construction of the BRT Phase 1 and a new South Transit Center to serve the Mason Corridor (\$300,000 for vehicles, \$4.6 million for the Mason Corridor BRT Phase 1, and \$4 million for the South Transit Center). These are known projects as this plan update continues to account for all funds from 2008 onward.
- ▶ **FASTER Transit** - The CDOT Division of Transit and Rail will oversee the statewide transit program, which will promote, plan, design, finance, operate, maintain, and contract for transit services such as passenger rail, buses, and advanced guideway systems. This past year, CDOT has created the FASTER transit funding guidelines to begin distribution of the available funds statewide. In addition, the department established a FASTER Local Grant Program and the

FASTER State Program for transit-related projects. The FASTER Transit funds are limited to expend only on capital, not maintenance and operations, at this time.

- ▶ **FTA 5309 Bus Discretionary Program** - This federal discretionary program covers both vehicles and capital facilities. Agencies providing transit service rely upon this program for the capital needed for routine bus replacements and for facility construction or expansion. A base level of funding from this program has been built into the estimations, but when facilities are constructed, the amount received from this source is likely to exceed the averages. The Town of Berthoud has received funding from this program for an operations facility (\$300,000). The City of Fort Collins is applying for funding through this program to expand their existing maintenance and operations program (\$12 to \$15 million cost estimate).
- ▶ **FTA 5309(e) Small Starts Program** – The City of Fort Collins applied for and received Small Starts funds for the construction of the Mason Corridor project (\$66 million). Local matching funds are secured.

H. Aviation Plan

The constrained costs for aviation were developed by the CDOT Division of Aeronautics in their *2005 Aviation System Plan* for the airports in Colorado using very general assumptions and forecasts. Airports that receive entitlement money fell under the assumption that they will continue to receive entitlements through 2035 at the current level. In addition to the entitlements, forecasts were used to determine how much discretionary money an airport would receive. The discretionary money is all FAA dollars other than entitlement and any money the state might grant. The forecasts were derived from any projects in their five year CIP, any major projects anticipated outside the five year CIP, as well as looking at historic funding levels at that airport to help predict the possible level of funding over the next 28 years. Any contributions to the airport from the local communities were not included in these constrained costs. An estimated \$50 million will be available to the two airports in the North Front Range over the 28 year period. By no means do these constrained costs shown in **Table 8-8** guarantee that each airport will receive this amount through 2035.

Table 8-8 Fiscally Constrained Aviation Plan

Airport	Amount (in millions)
Greeley-Weld County	\$12
Fort Collins/Loveland	\$38
Total	\$50