

Annual Listing of Federally Obligated Projects

FFY 2018 | October 1, 2017 - September 30, 2018

December 27, 2018



North Front Range
Metropolitan
Planning
Organization

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FFY2018 Listing of Federally Obligated Projects

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Purpose of this Report

The purpose of this report is to identify Federal funding obligations in the North Front Range Metropolitan Planning Organization (NFRMPO) region that took place during Fiscal Year (FY) 2018, which covers October 1, 2017 to September 30, 2018.

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 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 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 2018, 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 “reasonably available” financial resources. Federal law requires the RTP be updated at least every

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

four years in nonattainment or maintenance areas. The applicable RTP for this document is the 2040 RTP. The NFRT&AQPC adopted the [2040 RTP](#) on September 3, 2015 and amended it on February 2, 2017 and June 1, 2017.

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 FY2019-2022 TIP was adopted by the NFRT&AQPC on June 7, 2018. Projects included in the FY2019-2022 TIP were eligible to receive federal funds beginning July 1, 2018.

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 [Public Involvement Plan](#) (PIP), adopted by the NFRT&AQPC on November 5, 2015.

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-related projects is a tracking number assigned by CDOT for financial management purposes. The Federal Transit Administration (FTA) assigns an FTA Subgrant WBS/Project ID for Transit projects.
- ❖ 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 the 2018 Federal fiscal Year (October 1, 2017 – September 30, 2018).
- ❖ The **Federal Request in TIP** identifies all federal funding programmed in current and/or previous TIPs. This information is not available for pool projects.
- ❖ The **Federal Funds Remaining** is federal funding programmed in the FY19-22 TIP for FY19-FY22. This information is not available for pool projects.

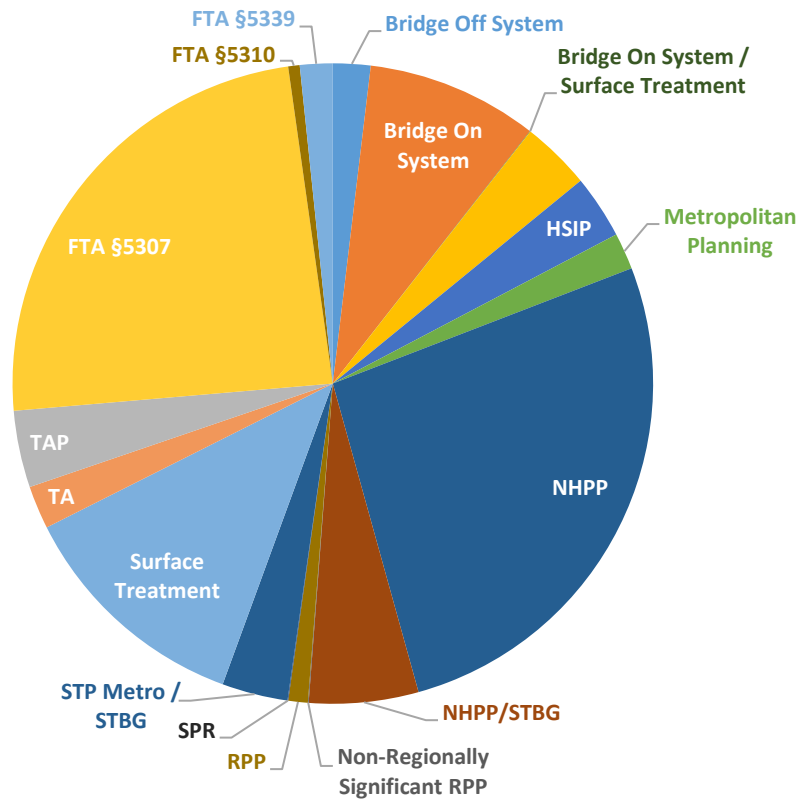
Some projects include funds from multiple TIP program categories; thus, one project line under one funding source does not necessarily equal the total obligated funding for that project. In these instances, the same project location description will appear in several funding sections of the project listing. For the total obligated in FFY2018 for the project, one must add the funding in each category.

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.

FFY2018 Program Summary



Funding Program	Percent of Total Obligation	Federal Obligation
Bridge - Off System	1.9%	\$707,474
Bridge - On System	8.7%	\$3,233,105
Bridge - On System / Surface Treatment	0.0%	\$10,000
Congestion Mitigation and Air Quality (CMAQ)	3.5%	\$1,307,436
Highway Safety Improvement Program (HSIP)	3.2%	\$1,199,331
Metropolitan Planning	1.8%	\$689,351
National Highway Performance Program (NHPP)	26.5%	\$9,911,201
NHPP/STBG	5.5%	\$2,059,717
Non-Regionally Significant RPP	0.0%	\$15,000
Regional Priority Program (RPP)	1.0%	\$366,729
State Planning and Research (SPR)	0.0%	\$13,508
STP Metro / Surface Transportation Block Grant (STBG)	3.3%	\$1,242,024
Surface Treatment	12.0%	\$4,479,349
Transportation Alternatives (TA)	2.2%	\$814,041
CDOT Region 4 Transportation Alternatives Program (TAP)	3.9%	\$1,447,922
FTA \$5307	24.1%	\$9,008,847
FTA \$5310	0.6%	\$216,213
FTA \$5339	1.7%	\$616,091
Total:	100.0%	\$37,337,339

FFY2018 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						
SR46601.024	20823	Big Thomp. River at CR19E (LR19E-0.5-20)	Larimer County	\$84,132	N/A	\$0
SR46601.016	19742	CR3 at Larimer County Canal (LR3-0.2-50)	Larimer County	\$217,013	\$640,000	\$0
SR46601.028	20888	Bridge Replace Lov1050 Taft Ave	City of Loveland	\$406,329	N/A	\$0
Bridge – On State System						
SR45218.114	20586	SH 60 Resurfacing US 287 to Milliken	CDOT Region 4	\$2,697,222	N/A	N/A
SR45218.174	19185	US 85 Resurf Ph-I, & SH 392 Intersection	CDOT Region 4	\$510,000	N/A	N/A
SR46598.058	21542	US287 - Spring Creek	CDOT Region 4	\$25,883	N/A	N/A
Bridge – On State System / Surface Treatment						
SR45218.179	20844	US 34D Overlay and Bridge Work	CDOT Region 4	\$10,000	N/A	N/A
Congestion Mitigation & Air Quality (CMAQ)						
SNF5788.035	20389	10th Street in Greeley: Phase II	City of Greeley	\$455,719	\$1,000,000	\$0
SST7007.001	19484	FORT COLLINS FC BIKES CMAQ FY12 AND FY13	City of Fort Collins	(\$12,879)	\$705,000	\$0
SNF5173.015	16525	Jefferson Street/SH14 Improvements	City of Fort Collins	\$154,851	\$1,000,000	\$436,000

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
SST7007.009	21278	LARIMER CO FY16-19 CMAQ NFRMPO CNG	Larimer County	\$53,614	\$384,000	\$96,000
SNF5173.037	18119	Loveland I-25/US34/Crossroads VMS	City of Loveland	\$80,972	\$370,000	\$0
SNF5173.046	19561	US287: Willox to SH 1 & Ped Bridge	City of Fort Collins	\$126,835	\$752,000	\$175,000
SNF5173.055	22260	Weld County Fast Fill Station	Weld County	\$448,324	\$5,303,000	\$1,216,000
Highway Safety Improvement Program (HSIP)						
SR46666.052	19059	Shields St: Drake to Davidson Dr. HES	CDOT Region 4	\$398,831	\$887,000	\$0
SR45218.174	19185	US 85 Resurf Ph-I, & SH 392 Intersection	CDOT Region 4	\$400,000	N/A	N/A
SR46666.050	19061	US34 & Boyd Lake Ave.	CDOT Region 4	\$400,500	\$446,000	\$0
Metropolitan Planning						
SST5274.006	21188	FY2016 DTD NFRMPO CPG	CDOT	\$1,110	N/A	N/A
SST5274.006	21639	FY2017 DTD NFRMPO CPG	CDOT	\$207,830	N/A	N/A
SST5274.006	22114	FY 2018 DTD NFRMPO CPG	CDOT	\$480,411	N/A	N/A
National Highway Performance Program (NHPP)						
SSP4428.012	21506	I-25 North: SH 402 to SH 14	CDOT Region 4	\$21,167	\$2,000,000	\$0
SSP4428.001	18357	I-25: SH 392 to SH 14	CDOT Region 4	\$5,000	\$331,835,000	\$127,472,000

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
SR45218.174	20845	US 85 Resurfacing Eaton to Ault	CDOT Region 4	\$9,885,034	\$13,067,000	\$6,517,000
National Highway Performance Program (NHPP) / Surface Transportation Block Grant (STBG)						
SSP4428.004	20575	Crossroads Bridge Replacement @ I-25	CDOT Region 4	\$2,059,717	\$2,000,000	\$0
Non-Regionally Significant Regional Priority Program (RPP)						
SR45001.019	12372	US 287:SH1 to LaPorte Bypass	CDOT Region 4	\$15,000	N/A	N/A
Regional Priority Program (RPP)						
SR46600.053	21444	US 34 PEL Glade Road to Kersey	CDOT Region 4	\$366,729	\$1,831,000	\$0
State Planning and Research (SPR)						
SST7002	22371	NFRMPO Air Quality Monitoring	NFRMPO	\$13,508	\$120,000	\$0
STP Metro / Surface Transportation Block Grant (STBG)						
SNF3392.999	12509	SH402: US 287 to I-25 (Loveland)	CDOT Region 4	\$14,411	N/A	N/A
SNF5788.030	18404	US85 Access Control at 37th	City of Evans	(\$1)	\$687,000	\$0
SNF5788.031	18403	US85 Access Control at 31st	City of Evans	\$103,487	\$747,000	\$643,000
SNF5788.038	20148	65th Ave: US34 Bypass to 37th Ave	City of Greeley	\$250,000	\$2,082,000	\$0
SNF5788.041	20619	65th Ave Widening - Evans	City of Evans	\$750,417	\$1,424,000	\$0
SR45001.002	19889	SH14 / Greenfield Ct Frontage Rd	Larimer County	\$62,409	\$1,596,000	\$0

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
SR45001.011	19887	Loveland RWIS Update / Expansion	City of Loveland	(\$8,760)	\$304,000	\$0
SST7005.002	21197	FY2016 NFRMPO STP-METRO FOR PLANNING	CDOT	\$70,061	N/A	N/A
Surface Treatment						
SR45218.114	20586	SH 60 Resurfacing US 287 to Milliken	CDOT Region 4	\$3,466,119	N/A	N/A
SR45218.182	21305	US 287 Repairs at LCR 17	CDOT Region 4	\$1,013,230	N/A	N/A
CDOT Region 4 Transportation Alternatives Program						
SR47020.005	20661	Long View Corridor Trail	Larimer County	\$977,009	N/A	N/A
SR47020.006	20664	Pitkin Street Bike Corridor	City of Fort Collins	\$470,913	\$593,000	\$0
NFR Transportation Alternatives Program						
SNF5095.001	20612	Colorado Front Range Trail	Larimer County, City of Fort Collins, and City of Loveland	\$456,000	\$456,000	\$0
SR47020.025	19561	US287: Willox to SH 1 & Ped Bridge	Larimer County	\$259,481	\$648,000	\$0
SNF5095.002	20613	Great Western Trail - Windsor	Towns of Windsor, Severance, and Eaton	\$98,560	\$965,000	\$665,000

FTA Funding

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						
SST6741.111	CO-2018-017-01	Vehicle and Facility Preventative Maintenance	City of Fort Collins	\$1,935,794	\$1,936,000	\$0
SST6741.086	CO-2018-017-02	Demand Response Paratransit Service	City of Fort Collins	\$450,185	\$450,000	\$0
SST6741.101	CO-2018-017-03	Fixed Route Operations	City of Fort Collins	\$2,115,869	\$2,116,000	\$0
SST6741.111	CO-2018-001-01	Vehicle and Facility Preventative Maintenance	City of Fort Collins	\$1,896,000	\$1,896,000	\$0
SST6741.086	CO-2018-001-02	Demand Response Paratransit Service	City of Fort Collins	\$436,900	\$437,000	\$0
SST6741.101	CO-2018-001-03	Fixed Route Operations	City of Fort Collins	\$2,134,099	\$2,134,000	\$0
SST6741.123	CO-2018-001-04	Ridership Survey in Support of Operating Plan Update	City of Fort Collins	\$40,000	\$40,000	\$0
FTA §5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program						
SST6731.034	CO-2018-016-01	Cutaway Paratransit Vehicles	City of Fort Collins	\$128,000	\$128,000	\$0
SST6731.035	CO-2018-016-02	Travel Training Coordinator Salary	City of Fort Collins	\$61,213	\$61,000	\$0
SST6732.007	18-10-1058.NFRT.117	NFRMPO Mobility Management	NFRMPO	\$27,000	\$54,000	\$54,000
FTA §5339 - Bus and Bus Facilities Program						
SST7066.015	CO-2018-002-06	Data Warehouse Implementation and Training	City of Fort Collins	\$28,000	\$28,000	\$0
SST7066.016	CO-2018-002-01	Service and Scheduling Software Upgrade	City of Fort Collins	\$98,000	\$98,000	\$0

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
SST7066.019	CO-2018-002-02	Smart Card Integration Project	City of Fort Collins	\$240,000	\$240,000	\$0
SST7066.020	CO-2018-002-03	Specialty Lifts for Maintenance Shop	City of Fort Collins	\$44,000	\$44,000	\$0
SST7066.022	CO-2018-002-05	Bus Wash	City of Fort Collins	\$159,091	\$357,000	\$197,909
SST7066.021	CO-2018-002-04	Purchase of MDTs	City of Fort Collins	\$47,000	\$47,000	\$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.

Bridge – On State System funds the rehabilitation, widening, or the total replacement of deficient bridges located on the State Highway System. 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 also 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.

State Planning and Research (SPR) funds support statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation research activities throughout the State.

Surface Transportation Block Grant (STBG) was authorized under the FAST Act and replaces the STP Metro program. The STBG program 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.

Surface Transportation Program – Metro (STP Metro) was a funding program available prior to the FAST Act. STP Metro provided 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. The FAST Act replaced the STP Metro program with the Surface Transportation Block Grant program.

Surface Treatment funds are used by CDOT to repave and resurface the State Highway System. These projects are intended to address recommendations from the statewide pavement management system.

Transportation Alternatives (TA), also known as the TA Set-Aside, was authorized under the FAST Act and replaces the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant program (STBG). 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

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.