NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
July 17, 2019
1:00 – 3:30 p.m.

1. Call Meeting to Order, Welcome, and Introductions
2. Public Comment (2 minutes each)
3. Approval of June 19, 2019 Meeting Minutes (Page 2)

CONSENT AGENDA

No items this month.

ACTION ITEMS

1) July 2019 TIP Amendment (Page 7) Bornhoft
2) Freight Northern Colorado Plan (Page 11) Dusil

PRESENTATION

3) Proposed Bustang Outrider Presentation CDOT & HDR Staff

DISCUSSION ITEMS

4) 2045 Regional Transportation Plan (RTP) (Page 12) Karasko
5) Readoption of FY2020-2023 Transportation Improvement Program (TIP) (Page 31) Bornhoft

OUTSIDE PARTNER REPORTS

6) NoCo Bike & Ped Collaborative Handout
7) Regional Air Quality Council
8) Regional Transit Agencies
9) Senior Transportation

REPORTS

10) Mobility Committee Updates (Page 32) Written Report
11) Q2 TIP Modifications (Page 34) Written Report
13) Roundtable All

4. Final Public Comment (2 minutes each)
5. Next Month’s Agenda Topic Suggestions
6. Next TAC Meeting: August 21, 2019

AUGUST TAC MEETING LOCATION CHANGE:
Windsor Public Works Service Facility
922 N. 15th Street—Conference Room
Windsor, Colorado 80550

Town of Windsor Wi-Fi
Username: Windsor Rec Center Public Wi-Fi
Password: password
MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Windsor Recreation Center - Pine Room
250 North 11th Street
Windsor, CO
June 19, 2019
1:05 – 2:25 p.m.

TAC MEMBERS PRESENT:
Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Allison Baxter – Greeley
Aaron Bustow – FHWA
Tim Kemp – Fort Collins
Elizabeth Reiford – Weld County Alternate
Karen Schneiders – CDOT
Dennis Wagner – Windsor

TAC MEMBERS ABSENT:
Amanda Brimmer – RAQC
Stephanie Brothers – Berthoud
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Pepper McClenahan – Milliken
Kim Meyer – Johnstown
Rusty McDaniel – Larimer County
Randy Ready – Evans
Jeff Schreier – Eaton
Ranae Tunison – FTA
Town of LaSalle

NFRMPO STAFF:
Suzette Mallette
Becky Karasko
Medora Bornhoft
Ryan Dusil
Alex Gordon

IN ATTENDANCE:
Omar Herrera – Windsor
Tamara Keefe – FHU
Annabelle Phillips – Fort Collins/Transfort
Jan Rowe – CDOT
Jake Schuch – CDOT
Tara Sorrels – Severance

CALL TO ORDER
Chair Klockeman called the meeting to order at 1:05 p.m.

PUBLIC COMMENT
There was no public comment.

APPROVAL OF THE MAY 15, 2019 TAC MINUTES
Schneiders moved to approve the May 15, 2019 TAC minutes. The motion was seconded by Nelson and approved unanimously.

CONSENT AGENDA
None.
**ACTION ITEMS**

**2045 Fiscally Constrained Plan** – Bornhoft presented the 2045 Fiscally Constrained Plan for the 2045 Regional Transportation Plan (RTP), which had been updated following the June 7 TAC Work Session with additional data provided by TAC members. The additional data included project funding, roadway operations and maintenance cost estimates, intersection improvement cost estimates, and local revenue estimates. The deadline to TAC members for providing additional data was June 18, and a handout was provided with the latest revenue and expenditure estimates. The revenue estimates for the funding programs in orange in Table 1 of the handout were new or revised compared to the figures in the TAC packet. The new estimates account for discretionary grant awards reasonably anticipated based on past trends and reasonably anticipated developer contributions based on project sponsor estimates.

The funding programs were organized into five categories based on the types of projects funded in the Transportation Improvement Program (TIP). The five categories included Roadway Operations & Maintenance, Intersection Improvements, Transit, Bike/Ped, and Discretionary.

Project sponsors had until June 18 to update the fiscal constraint status for their projects. Projects identified as unconstrained or without an identified constraint status were considered unconstrained in the Fiscally Constrained Plan.

The Plan identifies a total need of $10.636M and total revenue estimate of $9.080M. The reasonably available revenues cover the full anticipated cost of roadway operations and maintenance, transit operations and maintenance, local transit system expansion, Regional Transit Element (RTE) corridors, and Regional Non-Motorized Corridor (RNMC) buildout. There is not enough funding for all of the identified roadway projects, so only those projects identified as fiscally constrained by project sponsors are included in the fiscally constrained plan. The constrained expenditures total $8.996M, leaving $84M in discretionary revenue unassigned. Bornhoft asked if TAC concurred with the proposed allocation of revenues to expenditures and asked if TAC would prefer to assign the $84M to unconstrained RSC capacity projects or unconstrained non-RSC capacity projects. Mallette asked if the Plan needs to specify how the $84M will be programmed. Bustow stated the funds can be assigned to unspecified RSCs instead of specific projects. TAC members agreed to assign the funds to unspecified RSC projects.

Mallette asked if Front Range Passenger Rail should be included. Karasko stated the RFP has been released and more information will be known about the cost and service plan within the next year, at which point information can be included in a subsequent 2045 RTP Amendment.

Klockeman emphasized the fiscal plan is a planning estimate based on current knowledge, and a lot of work went into revising and updating the estimates.

Baxter asked why Table 5 did not include Greeley sales tax as a funding source. Bornhoft stated she would review the data and update the table.

Schneiders asked why only $1.2M of STBG funding was identified as constrained in Table 5. TAC members noted not all of the STBG funds were awarded to capacity projects. Bornhoft said she would compare the TIP and RTP project listing to ensure all capacity STBG funds are correctly reflected in the fiscal plan. Bornhoft will notify TAC of any major changes to the fiscal plan prior to the Planning Council meeting on July 11.

Karasko noted the fiscal plan will need to be re-evaluated once the 2045 revenue projections from CDOT are determined and distributed. Karasko stated if anyone had comments the deadline for incorporating edits to the fiscal plan is June 28.

Kemp moved to recommend approval of the methodology of the Fiscally Constrained Plan. The motion was seconded by Baxter and approved unanimously.
2019 Congestion Management Process (CMP) – Dusil presented the 2019 CMP, including several updates based on requests from Planning Council and additional data. The 2019 CMP includes revised alignments to the 2045 RSC network based on Planning Council’s requests to retain the 2040 RSC extents for RSC 19 and RSC 21 contingent on functional classification requests being submitted to NFRMPO staff by local agencies. To allow time for those requests, Planning Council opted not to act on the 2045 RSCs at their June 6 meeting. Instead, the 2045 RSC network will be approved as part of the 2019 CMP at their July 11 meeting.

Staff removed the 2030 Travel Time Index (TTI) from the definition of a congested corridor due to the delay in completion of the 2015 Base Year Regional Travel Demand Model (RTDM).

Congested corridor profiles were finalized for each corridor with a congested segment. The corridor inset maps on the profiles identify locations of congestion strategies that can readily be mapped, including bike share stations, transit stops, non-motorized facilities, and Park-n-Rides.

Klockeman asked about the status of the functional classification requests. Karasko stated they are waiting on a signature from CDOT. Bustow stated FHWA approval would take place after CDOT’s approval. Karasko stated the 2045 RSC network in the 2019 CMP assumes all functional classification requests will be approved. The RSCs can be revisited if not all requests are approved.

Nelson moved to recommend Planning Council adoption of the 2019 CMP. The motion was seconded by Relford and approved unanimously.

PRESENTATION
None.

DISCUSSION
2045 Regional Transportation Plan (RTP) Draft Safety & Resiliency and Implementation Sections and Schedule – Karasko stated these are the final sections of the 2045 RTP. The Plan is scheduled to be approved by Planning Council in September with air quality conformity concurrence from the Air Quality Control Commission (AQCC) in September.

The Safety and Resiliency section covers the NFRMPO’s role, analysis of crash data, an overview of the CMP, hazards, and security. Baxter stated the map of crash locations is useful. Bornhoft will send the geocoded crash data to Baxter.

The Implementation Chapter covers the RTP Amendment process, which is new, with two types of revisions: Administrative Modifications for minor editorial edits and Amendments for changes to projects or funding. RTP Amendments will generally be processed on an annual basis. Schneiders stated an annual cycle could be too limiting. Karasko noted Amendments take around six months to process, so they should not occur more frequently. However, the exact schedule of the Amendments is not identified in the Chapter and an Amendment cycle could be started if warranted by funding changes.

Karasko requested submission of high-level comments by July 3 and will send out a calendar reminder.

2045 Regional Transportation Plan (RTP) Draft Scenarios Section – Bornhoft stated the Scenarios section includes the regional household and jobs forecast, the baseline land use scenario, and a high density in urban cores alternative scenario. The travel model forecast and scenarios section will be developed once the travel model is delivered by the consultant. The completed scenarios section will be included in the Draft 2045 RTP which will be a Discussion item at the July TAC meeting. Comments on the section are due July 3. Mallette asked what geography the land use density maps use. Bornhoft stated she would add a note identifying the geography.
FY2019 & FY2020 Additional Funding Allocations Process – Bornhoft stated there are unprogrammed Congestion Mitigation and Air Quality Improvement (CMAQ) funds and Surface Transportation Block Grant (STBG) funds in fiscal year (FY) 2019 and 2020 that can be allocated to projects this fall. An allocation will not occur in state FY19, which ends June 30, because CDOT is in the process of confirming the amount of unprogrammed CMAQ funds. There are eligible projects from both the FY16-19 Call for Projects and the FY20-21 Call for Projects. Since the unprogrammed funds will become FY20 funding once the state FY starts July 1, staff is requesting TAC guidance on whether the allocation should be distributed among projects from both Calls or just from the FY20-21 Call for Projects.

Kemp stated the Fort Collins’ unfunded STBG project from FY16-19 does not need additional funding. Baxter stated she would find out if Greeley’s partially funded STBG project from FY16-19 could receive additional funds. Offline, Fort Collins and Greeley will discuss their agreement set in 2018 on exchanging funds between projects.

Freight Northern Colorado (FNC) – Dusil identified the major components of the FNC, the first regional freight plan for the NFRMPO, and asked for feedback on the existing conditions, trends, and recommendations. The comment deadline is June 27 for incorporation in the Planning Council packet for the July Planning Council Discussion. Dusil will send out a calendar appointment for the comment deadline that includes the feedback questions.

Bustow noted DRCOG is kicking off their freight plan and asked about coordination. Dusil stated he spoke with DRCOG staff and is also using the same commodity flow data from Cambridge Systematics (CS). CS is planning to send survey results and crash hot spot analysis. If the data arrives in time it will improve consistency between the state’s freight plan, DRCOG’s freight plan, and the FNC.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Dusil provided a handout summarizing the facilitated discussion held June 12 to identify the essential functions of the Collaborative. The discussion will continue at the July 10 meeting.

Regional Transit Agencies – Baxter reported the Poudre Express is moving forward and GET is updating bus stop design standards. Phillips stated the local transit agencies are holding monthly meetings to discuss logistics and an IGA for the shared transit pass.

Senior Transit Items – Gordon stated the Call Center project is moving forward and the stakeholder meetings are well-attended. A call will be held tomorrow with Senior Resource Services (SRS) and CDOT to determine if the NFRMPO can apply on behalf of SRS to CDOT for operations and vehicle funding.

Dusil noted the 2nd annual Ride and Revel fundraising event will be held July 20, 2019 to benefit SRS.

REPORTS

None.

ROUNDTABLE

Karasko stated the Southwest Chief & Front Range Passenger Rail Commission met in Fort Collins on Friday with high turnout. She provided the handout created by Randy Grauberger identifying the Commission’s mission. Karasko reported the NFRMPO intern started May 31 and a new transportation planner starts July 8.

Schneider reported there is no Region 4 Regional Transportation Director (RTD) yet, Olson is retiring from CDOT on June 28, and Region 4 and CDOT Headquarters staff are holding the 4P meetings on June 24 in Weld County and June 25 in Larimer County.

Kemp stated Fort Collins is recruiting for the Director of Planning, Development, and Transportation.
Wagner stated Windsor started construction of the first of two roundabouts on New Liberty Road (7th and WCR13). Wagner is retiring in August after which Herrera, a project manager, will represent Windsor on the TAC.

Baxter reported the 10th Street construction project is delayed due to a 6-inch vertical surveying error.

Relford stated the WCR 13 & US34 intersection is under construction.

Bustow reported the Advanced Transportation and Congestion Management Technologies Deployment Initiative grant program was just announced with applications due July 19. He noted the FAST Act will expire December 5, 2020 and conversations on the next transportation funding will begin soon.

Mallette stated Finance Director Crystal Hedberg is retiring at the end of August and the NFRMPO will be looking to hire someone part-time to fill the position.

**MEETING WRAP-UP**

**Final Public Comment** – There was no final public comment.

**Next Month’s Agenda Topic Suggestions** – Karasko stated the agenda will include the July TIP Amendment and FNC as Action Items, a Bustang Outrider presentation, and the Full 2045 RTP and re-adoPTION of FY20-23 TIP for Discussion.

**Meeting adjourned at 2:25 p.m.**

**Meeting minutes submitted by:**

Medora Bornhoft, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, July 17, 2019 at the Windsor Recreation Center, Pine Room.
AGENDA ITEM SUMMARY (AIS)
North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)

Meeting Date | Agenda Item | Submitted By
--- | --- | ---
July 17, 2019 | July 2019 TIP Amendment | Medora Bornhoft

### Objective/Request Action

To recommend Planning Council approval of the July 2019 TIP Amendment to the FY2019-FY2022 TIP.

### Key Points

NFRMPO staff received five Amendment requests for the July 2019 TIP Amendment cycle.

The NFRMPO is requesting to delete one project:

- Deleting the *MPO Vehicle* project with $14K Federal Consolidated Planning Grant (CPG) funding, $0.5K Federal FTA §5310 funding, $1K Federal Surface Transportation Block Grant (STBG) funding, and $9K local funding. The vehicle will be purchased with VanGo funding instead.

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Transfort is requesting to revise one project and add two projects:

- Revising the *Transfort CNG and eBus Replacement* project by removing $776K Federal Congestion Mitigation & Air Quality Improvement (CMAQ) funds awarded for an eBus and $314K local funds and revising the project name to *Transfort CNG Bus Replacement*.

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- Adding the *eBus & Charger Purchase* project with $776K Federal CMAQ funds, $1,138K State Settlement funds, and $324K local funds in FY19 and FY20.

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- Adding the *LPG FX Cutaway Replacement* project with $197K State FASTER funding, $116K State Settlement funding, and $49K local funding in FY20.

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Key Points, Continued

Greeley-Evans Transit (GET) is requesting to add one project:

- Adding the GET Cutaway Vehicle Replacement and CNG Regional Bus Expansion project with $517K Federal FTA §5339a funds and $129K local funds in FY20.

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Committee Discussion

This is the first and only time TAC is scheduled to see the July 2019 TIP Amendment.

Supporting Information

The 30-day Public Comment period for the July 2019 TIP Amendment begins on July 10, 2019 and concludes on August 8, 2019.

An environmental justice analysis is not required. The three new projects to the TIP do not impact a specific location.

Following adoption, the July 2019 Amendment will be carried forward to the FY20-23 TIP once the TIP becomes effective by action from the State.

**Funding Types and Uses**

- **Congestion Mitigation & Air Quality Improvement (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.

- **Consolidated Planning Grant (CPG)** funds combine FTA metropolitan or statewide planning funds with FHWA Planning (PL) funds for highway and transit planning activities.

- **Surface Transportation Block Grant Program (STBG)** provides flexible funding for projects to preserve and improve any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

- **FASTER Transit Local** funds are awarded competitively by CDOT regional offices for projects such as purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.

- **FTA §5310**, the 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**, the Bus and Bus Facilities Program, provides federal funds to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Within §5339, §5339(a) is a formula grant, §5339(b) is a competitive grant for buses and bus facilities, and §5339(c) is a competitive grant for low or no emission vehicles.

Advantages

TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2019-2022 TIP remains fiscally constrained.
### Disadvantages
None noted.

### Analysis/Recommendation
Staff supports the July 2019 TIP Amendment to the FY2019-2022 TIP.

### Attachments
- July 2019 Policy Amendment Form
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**AGENDA ITEM SUMMARY (AIS)**

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

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Agenda Item</th>
<th>Submitted By</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 17, 2019</td>
<td>Freight Northern Colorado (FNC) Plan</td>
<td>Ryan Dusil</td>
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**Objective/Request Action**

To recommend Planning Council adoption of **FNC**.

**Key Points**

- **FNC** is the first regionwide freight plan for the NFRMPO region.
- The purpose of **FNC** is to provide a guide for the improvement of the overall freight system within the NFRMPO region. **FNC** serves as the freight component of the **2045 Regional Transportation Plan (RTP)**, providing a holistic view of freight and industry in the region and positions the region to pursue funds for freight-benefitting projects.
- Creating a regional freight plan was a recommended action by the Federal Highway Administration (FHWA) in the NFRMPO quadrennial review in 2014.
- **FNC** is organized into five chapters: **1 – Introduction**, **2 – Plans, Studies, and Programs**, **3 – Existing Conditions**, **4 – Emerging Trends and Opportunities**, and **5 – Implementation**.
- The **FNC** can be found at the following link: [https://nfrmpo.org/wp-content/uploads/draft-for-adoption-2019-fnc.pdf](https://nfrmpo.org/wp-content/uploads/draft-for-adoption-2019-fnc.pdf)

**Committee Discussion**

This is the third time the TAC is discussing **FNC**.

**Supporting Information**

- It is anticipated the **Colorado Freight Plan (CFP)**, Colorado’s first comprehensive multimodal freight planning effort to integrate policies and strategies across freight modes, will be adopted by the Colorado Transportation Commission (TC) in 2019.
- Following the June 19, 2019 TAC meeting, NFRMPO staff incorporated TAC member feedback and region-specific data from development of the **CFP**, including: freight-industry stakeholder survey responses, truck crash “hot spot” analysis results, and truck bottleneck data.

**Advantages**

- Identifying freight-related needs and constraints as well as potential solutions and action steps allows the NFRMPO and its member agencies to improve their planning processes and remain competitive for freight-related funding opportunities.
- **FNC** allows the NFRMPO and its member agencies to reaffirm the regional importance of recommendations and implementation steps identified in other recent and ongoing statewide planning efforts such as the **Colorado Freight Plan (2019)**, the **Colorado Truck Parking Assessment (2019)**, the **Statewide Freight and Passenger Rail Plan (2018)**, and local agency plans with freight-related components.

**Disadvantages**

None noted.

**Analysis/Recommendation**

Staff requests TAC recommend Planning Council adoption of **FNC**.

**Attachments**

None.
### Agenda Item Summary (AIS)

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

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<td>July 17, 2019</td>
<td>DRAFT 2045 Regional Transportation Plan (RTP)</td>
<td>Becky Karasko</td>
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#### Objective/Request Action

Staff is providing the final draft version of the *2045 Regional Transportation Plan (RTP)* for TAC review and discussion. This document has been developed with input from the public and TAC members. This document will be going to the Planning Council for discussion at their August 1, 2019 meeting. At the August 21, 2019 it is anticipated TAC will make a recommendation for Planning Council approval at their September 5, 2019 meeting.

#### Report

- [ ] Report
- [x] Work Session
- [✓] Discussion
- [ ] Action

#### Key Points

- MPO staff is developing the *2045 RTP*, scheduled for September 5, 2019 Planning Council adoption.
- The *2045 RTP* includes a long-term transportation vision for the region.
- The Draft Fiscally Constrained Plan and Plan Projects Sections are attached.
- Comments are due to NFRMPO staff by **5:00 p.m. on July 31, 2019**.

#### Committee Discussion

This is the first time TAC will discuss the final DRAFT 2045 RTP. TAC began their review of the 2045 RTP chapters in February 2019 and will complete them in July 2019.

#### Supporting Information

The RTP is a federally-mandated plan for MPOs and includes a long-term transportation vision for the region. The *2045 RTP* summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes a fiscally-constrained corridor plan for the future.


#### Advantages

Having TAC review the full Draft 2045 RTP prior to Council discussion allows TAC to maximize their time and input for review prior to final 2045 RTP recommendation at the August 21, 2019 TAC meeting for Council adoption at their September 5, 2019 meeting.

#### Disadvantages

None noted.

#### Analysis/Recommendation

Staff requests TAC members review the portions of the DRAFT *2045 RTP* applicable to their jurisdictions for accuracy and content.

#### Attachments

- Section 3-4: Fiscally Constrained Plan
The 2045 RTP is a fiscally constrained plan, which means the total estimated cost of operating, maintaining, and improving the transportation system does not exceed the forecasted revenue over the horizon of the Plan. The estimated costs for operating and maintaining the transportation system were developed by extrapolating current operations and maintenance costs. The cost of improving the system is based on the roadway, transit, and non-motorized project costs identified by member communities and in local plans. The forecasted revenue represents the amount of public and private funding for transportation that is reasonably anticipated from 2020 through 2045.

The fiscally constrained plan was cooperatively developed by the North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC), the NFR Technical Advisory Committee (TAC), the Colorado Department of Transportation (CDOT), local communities, and NFRMPO staff to project anticipated revenues used for transportation operations, maintenance, and improvements throughout the region from 2020 through 2045. All revenues and costs are presented in year of expenditure (YOE) dollars using a two percent inflation factor.

A. Revenue Estimates

The revenue estimates use current information and reasonable assumptions about future funding to forecast transportation revenue over the time horizon of the Plan. The revenue estimates are based on a variety of sources, including the CDOT 2045 Long Range Revenue Projections; the CDOT 2040 Program Distribution; the fiscal year (FY) 2019-2022 Transportation Improvement Program (TIP); and forecasted discretionary grants, developer contributions, local revenue, and transit revenue. Overall, an estimated $9.1B in funding is reasonably anticipated for transportation projects within the North Front Range region.

The funding sources controlled by each entity are identified in the following sections.

share controlled by the State at 20 percent. Developers control six percent of the funding, as do federal agencies including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The NFRMPO controls the smallest share at two percent.

The funding sources controlled by each entity are identified in the following sections.
Locally Controlled Revenue Sources

Local communities derive revenue for transportation from a variety of sources, including, taxes, fees, and fares.

- **Highway Users Tax Fund**: The HUTF provides funding to the state and local governments to fund the transportation system, including transit. The fund is comprised primarily of motor fuel taxes and motor vehicle license fees along with other fees and fines. HUTF funds are allocated to the state highway fund, counties, and municipalities based on statutory formulas.

- **Other State-collected Funds**: In addition to the HUTF, local communities receive a share of the FASTER funds collected by the State from motor vehicle registration surcharges, rental vehicle fees, and oversize/overweight vehicle surcharges. With SB 2018-001, local communities will also receive a share of the funding transferred to transportation purposes from the State’s General Fund.

- **Impact Fees**: Impact fees are development charges imposed to fund capital projects intended to offset the impacts caused by a proposed development.

- **General Funds**: Local General funds typically are the primary operating funds for municipalities. The general funds represented in the 2045 RTP are specifically directed towards transportation system maintenance and improvements.

- **Local Tax**: Funds generated by sales, use, specific ownership, and property taxes can be transferred to general funds or directed towards capital projects.
  - **Sales Tax**: Fort Collins began implementing a capital improvement tax in 1973 as part of the general election cycle. The current improvement tax, an extension of the 2005 Building on Basics (BOB) initiative, is a 0.25 percent sales tax for the construction
of certain capital projects. BOB 2.0 was approved by voters on April 7, 2015 and covers a 10-year period, including FY2016-2025.

- **Use Tax:** A use tax can be charged on the use or consumption of a taxable item that is not subject to a sales tax. The Town of Windsor collects a 3.95% construction use tax on new construction permits. The majority of the construction use tax is dedicated to the Capital Improvement Fund, which funds capital projects including transportation projects.

- **Specific Ownership Tax:** This tax is collected annually during vehicle registration and is based on the vehicle’s age and value. Local governments may choose to use this revenue for transportation improvements.

- **Property Tax:** Property taxes in Larimer and Weld counties from a dedicated mill levy are used to fund projects on county roads. In addition, 50 percent of the mill levy collected by the county on properties within municipalities is allocated to municipalities for their road and street projects.

**Transit Fares and Directly Generated Funds:** Transit systems generate revenue through fares, passes, and other directly generated revenue such as advertising.

### State Controlled Funding Programs

The State awards funding from state and federal sources for roadway, transit, and bicycle and pedestrian projects. Projects may be selected by the Colorado Transportation Commission (CTC), the regional CDOT office, CDOT Headquarters, or by other state-approved entities.

- **Regional Priorities Program (RPP):** The goal of this program is to implement regionally significant projects identified through the transportation planning process. These funds are flexible in use and are allocated to the regions by the CTC on an annual basis. The allocations are based on regional population, CDOT on-system lane miles, and CDOT on-system truck Vehicle Miles Traveled (VMT).

- **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, and an increase to oversize and overweight vehicle permits. For CDOT, Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) funds are broken into three programs: Bridge, Safety, and Transit.

  - **FASTER Safety:** Created by the Colorado General Assembly, funds roadway safety projects including construction, reconstruction, or maintenance of projects needed to enhance the safety of the State and federal highway system. Collected fees are distributed by CDOT to cities, towns, and counties based on crash data weighted by the National Safety Council. Estimates include cost per fatality, injury, or other crash types.
- **FASTER Bridge Enterprise**: This program was formed in 2009 to finance, repair, reconstruct and replace bridges designated as structurally deficient or functionally obsolete. FASTER Bridge is administered through the Colorado Bridge Enterprise, which targets funding to address Colorado’s deficient bridges.

- **FASTER Transit**: A CDOT-administered, statewide program implemented to promote, plan, design, finance, operate, maintain, and contract for transit services such as passenger rail, buses, and advanced guideway systems.

### Asset Management

- **Maintenance**: This program evaluates maintenance levels of service on the State Highway system. The CTC has established specific grade levels as objectives for the various activities associated with the maintenance program.

- **Surface Treatment**: This program identifies the remaining service life of the State Highway system to determine where the surface treatment funding should be used in meeting the CTC’s goals. In 2013, the Transportation Commission set an objective of having 80 percent of the State Highway system rated as high-drivability (10+ years) or moderate-drivability (four to 10 years) remaining life.

- **Bridge Program (Structures On-System and Structures Off-System)**: This program identifies the condition of every bridge on public roads to determine where bridge funding should be allocated. The purpose of the Bridge Program is to finance, repair, reconstruct, and replace bridges designated as structurally deficient.

- **Transportation Alternatives (TA)**: provides funding for programs and projects defined as transportation alternatives. These programs include, but are not limited to, on-road and off-road bicycle and pedestrian facilities, infrastructure for non-driver access to public transportation, recreational trail program projects, and Safe Routes to School projects. A portion of TA funding is controlled by the regional CDOT offices, while another portion is controlled by MPOs.

- **Highway Safety Improvement Program (HSIP)**: This program addresses safety improvements on all public roads using a mixture of state and federal funds.

- **Great Outdoors Colorado (GOCO)**: Funding from the Colorado Lottery is awarded to a variety of project types, including trail projects, across the state by the GOCO Board. GOCO Board members are appointed by the Governor and confirmed by the Colorado State Senate.

- **New Funding Source**: The CDOT 2045 Long Range Revenue Projections assume an increase in the HUTF of $300M per year beginning in 2026. The increase could come as a result of a State sales tax increase for transportation, an increase in State gas tax, or another equivalent mechanism.

- **FTA Funds**: The state controls and awards funding from two FTA funding programs that fund transit operations, maintenance,
and/or capital for small urban areas, including Greeley, as well as rural 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 programs and project implementation.

- **FTA §5339 Bus and Bus Facilities Program**: This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

### Federally Controlled Funding Programs

The US Department of Transportation (USDOT) awards discretionary funding through competitive processes to projects across the nation. Currently there are two major grant programs, Better Utilizing Investments to Leverage Development (BUILD) and Infrastructure for Rebuilding America (INFRA). BUILD, formerly known as TIGER, is a national program funding investment in roads, bridges, transit, rail, ports, or intermodal transportation to improve regional connectivity and facilitate economic growth and competitiveness. The INFRA program, formerly known as FASTLANE, is designed to address critical issues facing the nation’s highway and bridges to align with national and regional economic vitality goals and leverage additional non-federal funding.

FTA allocates funding directly to certain transit agencies and awards discretionary grants. The total amount available for a program is based on funding authorized under the FAST Act and is apportioned according to population and other reported data. There are two transit providers that receive FTA funds based on population in the region: the City of Fort Collins (Transfort) and Greeley-Evans Transit (GET):

- **Transfort** receives funds based on an urbanized area formula program for areas with a population between 200,000 and 999,999. Transfort receives FTA funds on behalf of the Fort Collins – Loveland – Berthoud Transportation Management Area (TMA), which also includes the VanGo™ vanpool program.

- **GET** receives funds based on an urbanized area formula program for areas with a population between 50,000 and 199,999. GET uses the FTA funds to provide services to the Greeley – Evans area.

The two transit providers produce a program of projects each fiscal year based on FTA apportionments as published annually in the Federal Register. The program includes projects to be carried out using funds made available based on the urbanized area formulas. These projects include capital transit improvements, bus purchase and rehabilitation, bus facility upgrades, maintenance, and operations. As discussed in the state controlled funding section, CDOT also administers some FTA funding programs through a competitive process.
The following federally controlled programs are anticipated to continue to be available for transit funding in the region:

- **FTA §5307 Urbanized Area Formula Program:** This program makes federal resources available to urbanized areas for transit capital and operating assistance. Urbanized areas those areas with a population of 50,000 or more as designated by the U.S. Census Bureau.

- **FTA §5310 Transportation for Elderly Persons and Persons with Disabilities Program:** See program description on previous page. FTA controls §5310 funds for large urban areas, including Fort Collins.

- **FTA §5339 Bus and Bus Facilities Program:** See program description on previous page. FTA controls §5339 funds for large urban areas, including Fort Collins. The §5339 program includes a formula funding component under §5339(a) and a competitive grant component under §5339(b) and §5339(c).

### NFRMPO Controlled Funding Programs

The NFRT&AQPC selects projects to receive funding through an approved call for projects process. Two calls for projects were held to award funding in the FY2020-2023 TIP. These projects represent the first four years of the 2045 RTP.

- **Congestion Mitigation and Air Quality (CMAQ) Improvements:** CMAQ funds are FHWA funds restricted to improvements which contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS). CMAQ funds may be used for air quality improvement projects, including operation improvements, ITS, transportation demand management (TDM) strategies, alternative fuel vehicles and vehicle retrofitting, non-motorized improvements, and alternative fuel bus purchases and replacements. CMAQ funds used for transit purposes can be flexed from FHWA to FTA funds, including limited transit operations.

- **Surface Transportation Block Grant (STBG):** 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 the urbanized areas in the U.S. Funds may be used on a wide variety of highway transportation improvement projects, as defined in 23 U.S.C. 123. This is one of the most flexible federal funding sources available for transportation.

- **Transportation Alternatives (TA):** See program description on page X.

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Funding Estimates by Category

Estimates of available federal, state, local, and private funding by funding program and expenditure category for 2020 through 2045 are identified in Table 3. These are considered by CDOT and local communities to be reasonable estimates of what will be available for the timeframe of the 2045 RTP. Revenues were classified as dedicated or flexible based on how the funds are typically used. Dedicated funds are those that are typically used for one of four categories: roadway operations and maintenance, intersection improvements, transit, or bicycle and pedestrian. Flexible funds are those that could be assigned to a variety of project types.

Figure 3-30: Revenue Estimates by Expenditure Category, 2020-2045

As shown in Figure 3-30, the majority of the revenue for the 2045 RTP is flexible, meaning it can be spent on a variety of project types. Approximately 15 percent of revenue is from funding programs that fund roadway operations and maintenance while 11 percent is from funding programs for transit systems. Only one percent of revenue is dedicated to intersection improvement projects, with another one percent is dedicated to bicycle and pedestrian projects.
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$96</td>
<td>$96</td>
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<td>Congestion Mitigation/Air Quality (CMAQ)</td>
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<td>$1</td>
<td>$51</td>
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<td>$112</td>
</tr>
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<td>Regional Priority Program (RPP)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$88</td>
<td>$88</td>
</tr>
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<td>New Funding Source</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$189</td>
<td>$189</td>
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<td>Federal Discretionary Grants</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$258</td>
<td>$258</td>
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<tr>
<td>FASTER Transit - Transit and Rail Grants</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$14</td>
<td>$0</td>
<td>$14</td>
</tr>
<tr>
<td>FASTER Transit - Bustang</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$42</td>
<td>$0</td>
<td>$42</td>
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<td>FTA §5307</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$236</td>
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<td>FTA §5310</td>
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<td>$0</td>
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<td>$5</td>
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<td>FTA §5339</td>
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<td>$0</td>
<td>$64</td>
<td>$0</td>
<td>$64</td>
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<tr>
<td>Local - Transit</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$538</td>
<td>$0</td>
<td>$538</td>
</tr>
<tr>
<td>Local - Roadway</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$5,438</td>
<td>$0</td>
<td>$5,438</td>
</tr>
<tr>
<td>Local - Bike/Ped</td>
<td>$0</td>
<td>$0</td>
<td>$85</td>
<td>$0</td>
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<td>$85</td>
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<tr>
<td>State Discretionary Bike/Ped Grants</td>
<td>$0</td>
<td>$0</td>
<td>$18</td>
<td>$0</td>
<td>$0</td>
<td>$18</td>
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<tr>
<td>Developer Contributions</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$517</td>
<td>$0</td>
<td>$517</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,339</strong></td>
<td><strong>$99</strong></td>
<td><strong>$122</strong></td>
<td><strong>$951</strong></td>
<td><strong>$6,586</strong></td>
<td><strong>$9,097</strong></td>
</tr>
</tbody>
</table>
B. Operations and Maintenance Expenses

The cost of operating and maintaining the transportation system over the time horizon of the 2045 RTP was developed using information provided by NFR member communities.

Roadway operations costs include the cost of lighting, traffic control, and snow and ice removal. The roadway operations estimate in 2020 dollars is $8,057 per lane mile on municipal roads, $1,691 per lane mile on county roads, and $6,784 per lane mile on state highways. The roadway maintenance estimate, which represents resurfacing costs, is $12,800 per lane mile on municipal roads, $5,606 per lane mile on county roads, and $11,631 per lane mile on state highways in 2020 dollars. The cost of intersection improvements system-wide is estimated at $531M over the time horizon of the Plan.

C. System Expansion Expenses

To adequately support the forecasted growth of the NFR region, investment in the transportation system beyond operations and maintenance is required. The NFRMPO solicited capacity projects from member agencies and compiled capacity projects from local transportation plans and the most up-to-date planning studies to identify the total need for transportation system expansion over the time horizon of the 2045 RTP.

A total of 212 roadway capacity projects, 17 transit capacity projects, and 9 non-motorized capacity projects were identified, as shown in Table 3-14. The cost of roadway capacity projects on Regionally Significant Corridors (RSCs) totals $3.6B and the cost of roadway capacity projects on non-RSCs totals $0.7B. The capital and operating costs of the 2045 Regional Transit Element (RTE) buildout projects and Front Range Passenger Rail are $2.0B. The cost of transit system expansion planned by local agencies is incorporated into the local transit system cost of $1.3B over the time horizon of the Plan. The cost of RNMC buildout is $231M with an estimated maintenance cost of $42M over the time horizon of the Plan.
Table 3-14: System Expansion Expenses in Millions of YOE Dollars, 2020-2045

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Project Sub-Type</th>
<th>Number of Projects</th>
<th>Cost* ($M, YOE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Capacity Projects</td>
<td>RSC Roadway</td>
<td>104</td>
<td>$3,638</td>
</tr>
<tr>
<td></td>
<td>Non-RSC Roadway</td>
<td>108</td>
<td>$687</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>212</td>
<td>$5,359</td>
</tr>
<tr>
<td>Transit Capacity Projects</td>
<td>Planned local system expansion on local routes</td>
<td>5</td>
<td>$134</td>
</tr>
<tr>
<td></td>
<td>Planned local system expansion on RTE Recommended Corridors</td>
<td>3</td>
<td>$134</td>
</tr>
<tr>
<td></td>
<td>Proposed regional routes</td>
<td>9</td>
<td>$2,029</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>17</td>
<td>$2,297</td>
</tr>
<tr>
<td>Non-Motorized Capacity Projects</td>
<td>Total</td>
<td>9</td>
<td>$231</td>
</tr>
</tbody>
</table>

*Costs for roadway capacity projects include capital expenses only. Costs for transit capacity projects include capital and operating expenses.

**D. Resource Allocation**

The total identified need for operating, maintaining, and improving the transportation system from 2020 through 2045 is $13.6B, well beyond the forecasted revenue of $9.1B, as shown in Table 3-15. Due to the importance of operating and maintaining the system, the financial plan for the 2045 RTP fully funds the operations and maintenance costs for roadways, including the costs of intersection improvements, as well as the operations and maintenance costs for transit and RNMCs. In addition, the financial plan fully funds the transit system expansion planned by the local transit agencies and the cost of building out the RNMCs. These expenditures are funded through a combination of dedicated and flexible funding sources.

The 2045 RTP fiscally constrains a portion of the roadway capacity and regional transit projects based on project-based funding and feasibility submitted by project sponsors. Flexible funding is assigned for the recommended RTE corridors at a total cost of $14M, leaving $2B in unfunded regional transit projects for the buildout RTE corridors and Front Range Passenger Rail. The roadway capacity projects for RSCs and non-RSCs are assigned $1.9B in flexible funding, which provides funding for 139 projects, leaving $2.4B in unfunded roadway capacity projects for a total of 73 projects. The fiscally constrained transit and roadway capacity projects are identified in Section 3-5: Plan Projects.
### Table 3-15: Resource Allocation by Expenditure Category in Millions of YOE Dollars, 2020-2045

<table>
<thead>
<tr>
<th>Expenditure Category</th>
<th>Cost</th>
<th>Dedicated Funding</th>
<th>Flexible Funding</th>
<th>Total Funded</th>
<th>Unfunded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Operations &amp; Maintenance</td>
<td>$5,070</td>
<td>$1,339</td>
<td>$3,731</td>
<td>$5,070</td>
<td>$0</td>
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<tr>
<td>Intersection Improvement Projects</td>
<td>$531</td>
<td>$99</td>
<td>$432</td>
<td>$531</td>
<td>$0</td>
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<tr>
<td>Regional Non-Motorized Corridor (RNMC) Operations, Maintenance, and Expansion</td>
<td>$273</td>
<td>$122</td>
<td>$151</td>
<td>$273</td>
<td>$0</td>
</tr>
<tr>
<td>Transit Operations, Maintenance, and Local System Expansion</td>
<td>$1,339</td>
<td>$950</td>
<td>$390</td>
<td>$1,339</td>
<td>$0</td>
</tr>
<tr>
<td>Regional Transit Expansion: Regional Transit Element Corridors (RTE) and Front Range Passenger Rail</td>
<td>$2,043</td>
<td>$0</td>
<td>$14</td>
<td>$14</td>
<td>$2,029</td>
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<tr>
<td>Regionally Significant Corridor (RSC) Capacity Projects</td>
<td>$3,638</td>
<td>$0</td>
<td>$1,392</td>
<td>$1,392</td>
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<tr>
<td>Non-RSC Capacity Projects</td>
<td>$678</td>
<td>$0</td>
<td>$477</td>
<td>$477</td>
<td>$200</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$13,573</strong></td>
<td><strong>$2,510</strong></td>
<td><strong>$6,586</strong></td>
<td><strong>$9,097</strong></td>
<td><strong>$4,476</strong></td>
</tr>
</tbody>
</table>

### E. Transit Plan

The NFRMPO transit systems are explored in Chapter 2, with the future transit network based on the 2017 Greeley Evans Transit 5-10 Year Strategic Plan, 2019 Transfort Transit Master Plan, the 2045 Regional Transit Element (RTE), and other input from local and state agencies. Funding is estimated based on current trends at the local, state, and federal levels, and expenses are estimated based on data reported to the National Transit Database (NTD) and long-range transit plans. Funding sources which can be used across multiple transportation modes are explained in the previous section.

#### Transit Funding Trends

Identification of long-term and consistent transit funding has been part of local, state, and national conversations for many years. These funding sources are explained in further detail in this Chapter, but some major trends to note as part of the planning process include:

- The FAST Act increased funding for bus maintenance and replacement due to the USDOT’s focus on asset management. Transit Asset Management (TAM) is a requirement for all transit agencies.
- State efforts have led to guaranteed transportation funding, including a multimodal pool. Multimodal funds can be used for bicycle, pedestrian, and transit projects. Sales tax initiatives to raise funds have not passed the Statewide electorate as of 2019.
- Communities in the NFRMPO region have come together on issues like North I-25 and on the Larimer County Senior Transportation project to successfully apply for national and State grants. Partnerships can increase the funding options for the region.
Potential Funding Sources
Currently, only Fort Collins and Greeley have sales tax going toward transportation and only Fort Collins provides sales tax funding to transit. In the future, there is the potential for other communities to pass sales tax initiatives.

Transfort’s Transit Master Plan identifies the following potential funding sources:

- Utility fees
- Transportation Capacity Expansion Fee/Street Oversizing Fund
- Public-Private Partnerships
- Payroll or Business Head Tax
- Improvement Districts
- Additional Advertising
- Increasing farebox recovery

Non-USDOT Funding
In addition to funding from the USDOT, funding for transit-related activities can come from multiple other federal agencies. These funds can be used to varying degrees as local match for FTA funding, but also may be (and are currently) used for funding for vulnerable populations like older adults and individuals with disabilities.

Department of Health and Human Services
Funding sources distributed by the federal Department of Health and Human Services include Temporary Assistance for Needy Families (TANF), Older Americans Act Funds (OAA), Development Disabilities Assistance and Bill of Rights, and Medicaid.

Department of Housing & Urban Development
Community Development Block Grants can be used to support transit and transit-related infrastructure.

Veterans Administration
The Veterans Administration (VA) provides funding to transport veterans to VA hospitals, including from Larimer and Weld counties to the hospital in Cheyenne.

InterCity Bus Expenses
The NFRMPO region does not directly support intercity bus services using federal or local dollars; however, CDOT operates the Bustang service which connects Fort Collins and Loveland to Denver and has planned expansions benefiting the region. A new Park-n-Ride at SH56, a mobility hub at Kendall Parkway including bus slip ramps and non-motorized trail connections, and the creation of a Bustang Outrider route connecting Fort Collins, Greeley, and Fort Morgan to points farther east are anticipated. Additional service may be provided in the future, but current Bustang projects focus predominantly on capital projects. The new Kendall Parkway Park-n-Ride is being funded as part of the I-25 North Express Lanes: Johnstown to Fort Collins project.

Projected Expenditures
Operating expenses fluctuate year to year for each transit agency. Estimates in this Section were done using data from NTD, the 2019 Transfort Transit Master Plan, and the 2017 Greeley Evans Transit 5-10 Year Strategic Plan. These expenditures were discussed with each transit agency for feedback.
TIP-Identified Expenditures
GET and Transfort complete Programs of Projects (POP) each year to identify projects using FTA funding. Based on these POPs, the NFRMPO Call for Projects, and the CDOT Consolidated Call for Projects, the following expenditures have been identified for transit projects in the FY2020-2023 TIP including local match, Figure 3-##.

<table>
<thead>
<tr>
<th>Table 3-16 FY2020-23 TIP Transit Projects</th>
</tr>
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<tbody>
<tr>
<td>Funding Source</td>
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<tr>
<td>CMAQ</td>
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<td>§5307</td>
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<td>§5310</td>
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<tr>
<td>§5339</td>
</tr>
<tr>
<td>FASTER</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

Source: NFRMPO FY2020-2023 TIP

Short-Term Expenditures
Both long-range transit plans identify projects through approximately 2025-2026, which is considered the short-range financial plan of the 2045 RTP.

Capital Expenditures
Transfort proposed the following capital expenditures as part of its long-range plan. These total costs are estimated to be approximately $51M based on 2019 dollars.

- New Bus Rapid Transit (BRT) on West Elizabeth Street ($28M)
- Mobility Innovation Zone in the southeast area of the City
- Mobility hub on the Harmony corridor ($3M)
- Capital investments to expand the fleet and maintenance facility, bus stop improvements ($20M)

GET proposed the following capital expenditures as part of its long-range plan. These total costs are estimated to be approximately $11.6M in 2019 dollars.

- Security upgrades ($650,000)
- Fleet and facility needs ($9M)
- Alternative fuel vehicles and infrastructure ($2M)

City of Loveland Transit (COLT) is undertaking a long-range planning effort, which will not be complete by the adoption of the 2045 RTP. The expected proposed project is a North Transfer Center at US287 and 37th Street ($3.8M).

Based on the Useful Life Benchmarks (ULB) identified in the Transfort TAM Plan, the GET TAM Plan, and the Statewide Tier II TAM Plan, the following is expected to be replaced between 2019 and 2025:

- COLT: 11 vehicles (approximately $2.1M)
- GET: 21 vehicles (approximately $1.2M)
- Transfort: 16 vehicles (approximately $5.9M)
- Bustang: 10 vehicles (approximately $8.2M)

CDOT proposed the following projects in the Intercity and Regional Bus Plan, which are also included in the NFRMPO region’s Transit Development Program (TDP):
Operating Expenditures
Route expansion, upgrades, and efficiencies are proposed in each of the identified long-range plans.

- The proposed 2025 Transport network would require an additional $5.2M (in 2019 dollars) per year to operate.
- The proposed 2026 GET network would require an additional $5.6M (in 2017 dollars) per year to operate.
- Future COLT expenditures were calculated using a two percent compound annual growth rate (CAGR) based on 2017 data reported to NTD. Using this method, COLT operational costs will be approximately $3.2M between 2024 and 2025.

Long-Term Expenditures
The 2045 RTE and the 2019 Transport Transit Master Plan identify projects and expected expenditures through at least 2040.

Building out the BRT system, additional Mobility Hubs, and Operations and Maintenance facilities, transit fleet expansion and renewal, bus stops and bus stop enhancements, and other items to complete the Transport Transit Master Plan is estimated to cost $300M (including the $51M identified in the short-range plan) in 2019 dollars.

Extrapolating from the 5-10 Year Strategic Plan, GET would need $112.3M between 2026 and 2045 to operate its planned network.

Using the same method identified in the short-term expenditures, COLT would need an estimated $40.1M between 2026 and 2045 to operate.

The 2045 RTE identified investments along the following corridors, Table 3-17. The NFRMPO Technical Advisory Committee (TAC) identified SH1, the Poudre Express, US287, US34, and US85 as the key corridors for investment. TAC members asked to keep all RTE corridors as potential routes to study should funding arise. The Poudre Express, SH1 route, and US287 are identified in Transfort’s 2019 Transit Master Plan and the GET 5-10 Year Strategic Plan as corridors for investment and are included in the Short-Term and Long-Term Expenditures.
Table 3-17: 2045 RTE Routes and Recommendations

<table>
<thead>
<tr>
<th>Route</th>
<th>Recommended</th>
<th>Buildout</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Collins to Wellington (SH1)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Poudre Express</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>US287/FLEX</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>US34</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>US85</td>
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<tr>
<td>WCR74</td>
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<td>X</td>
</tr>
<tr>
<td>Greeley to Fort Morgan</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Loveland to Estes Park</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Loveland to Windsor</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Regional Rail (Greeley to Loveland,</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Greeley to Fort Collins)</td>
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<td></td>
</tr>
<tr>
<td>Front Range Passenger Rail</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

The remainder of routes have not been studied beyond the 2045 RTE or await further study. The following assumptions were used to calculate the operating and capital costs of proposed routes. A two-percent annual average growth rate was used to extrapolate future years.

- For intraregional services like US34 between Loveland and Greeley, an estimate of $116.08 per vehicle revenue hour was used to estimate operating costs. This number is based on the 2016 estimate to run FLEX as reported to NTD. Vehicle revenue hours were estimated using distance and frequency.
- For capital costs, cost estimates were based on previous purchases or estimates. Interregional buses, like the ones used on Bustang, were estimated based on CDOT’s 2015 purchase of 13 buses for $7.0M. Intraregional buses, like the ones used on FLEX or the Poudre Express, were based on GET’s purchase of five buses for $2.8M in 2018. NFRMPO staff assumed at least two buses were needed per route but estimated the number of buses based on vehicle revenue hours and comparisons to existing service.
- Rail costs were based on the 2015 I-25 Environmental Impact Statement (EIS) North Commuter Rail Update for capital costs. Track upgrade costs were estimated at $13.0M per mile and trains were estimated at $4.4M (2015 dollars). Operating costs were based on the Denver Regional Transportation District’s (RTD) vehicle revenue hour estimates reported to NTD.
F. Transportation Improvement Program (TIP)

The NFRMPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) for the region at least every four years. The TIP presents a four-year program of multi-modal projects using a combination of federal, state, and local funds, and identifies the type of improvement, the funding source(s), the sponsoring entity(ies), and an implementation schedule. Projects in the TIP must come from an approved RTP, follow the regional Congestion Management Process (CMP), provide all interested parties with a reasonable opportunity to provide comment on the proposed TIP, and within nonattainment areas, it must show conformity according to air quality budgets outlined in the Statewide Implementation Plan (SIP). The TIP is fiscally constrained by program and year.

FHWA and Federal Transit Administration (FTA) determine if the TIP is consistent with the adopted RTP and if it was produced through the 3C transportation planning process. The TIP is included without changes in the Statewide Transportation Improvement Program (STIP), developed by CDOT and approved by the Governor.

MAP-21 required, and the FAST Act carried forward, that the TIP include:

- To the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the 2045 RTP, linking investment priorities to those performance targets.

- A priority list of proposed federally supported projects and strategies to be carried out within each four-year period after the initial adoption of the TIP.

- A financial plan which demonstrates how the TIP can be implemented, indicating resources from public and private sources reasonably expected to be available to carry out the program, and identifying innovative financing techniques to finance projects, programs, and strategies.

- In air quality nonattainment and maintenance areas, the TIP shall give priority to timely implementation of Transportation Control Measures (TCMs) contained in the applicable SIP in accordance with the Environmental Protection Agency’s (EPA) transportation conformity regulations.

As of the adoption of the 2045 RTP, the current TIP is the FY2019-2022 TIP which identifies projects for fiscal years 2019 through 2022. The FY2020-2023 TIP, adopted by the NFRT&AQPC on
June 6, 2019, will become effective upon action by the state.

The FY2020-2023 Transportation Improvement Program (TIP) provides the first four years of programmed projects for the 2045 RTP. **Figure 3-31** shows the location of projects included in the FY2020-2023 TIP.

**Figure 3-31: FY2020-2023 TIP Projects**
**Meeting Date** | **Agenda Item** | **Submitted By**
--- | --- | ---
July 17, 2019 | FY2020-2023 Transportation Improvement Program (TIP) Readoption | Medora Bornhoft

**Objective/Request Action**

To review and discuss the readoption of the FY2020-2023 TIP.

**Key Points**

- The FY2020-2023 TIP must be readopted to be fiscally constrained under the 2045 Regional Transportation Plan (RTP).
- The NFRMPO Planning Council is scheduled to readopt a final version of the FY2020-2023 TIP, pending final public comment, at their September 5, 2019 meeting.

**Committee Discussion**

- The Planning Council adopted the FY2020-2023 TIP as fiscally constrained under the 2040 RTP on June 6, 2019.

**Supporting Information**

- The projects in the TIP are based on information as of March 13, 2019. TIP Amendments and Modifications completed between March 13, 2019 and the effective date of the FY2020-2023 TIP will be incorporated into TIP following the completion of the TIP approval process by the State.
- Additional project selections made through the Colorado Department of Transportation (CDOT) process will be added into the TIP as the information becomes available.

**Advantages**

- Approval of the TIP will ensure the timely merger of projects into the CDOT STIP.

**Disadvantages**

- None.

**Analysis/Recommendation**

Staff requests TAC review and discuss the FY2020-2023 TIP Narrative and Tables.

**Attachments**

- None.
**Statewide Transportation Plan to be multimodal**

The Colorado Department of Transportation (CDOT) is undertaking the long-range Statewide Transportation Plan (STP), which will include the Statewide Transit Plan and discussions of bicycle and pedestrian needs throughout the State.

This summer, CDOT is taking a fresh look at the Statewide investment priorities. CDOT is bringing planning efforts together to create the Plan, which will identify a 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input.

A survey to provide feedback on priorities is available at https://yourtransportationplan.metroquest.com/.

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**Travel Trainings Update**

On June 18, Transfort and the NFRMPO teamed up to host a small Regional Travel Training. Four people attended the training, which saw the group meeting at the Downtown Transit Center in Fort Collins before proceeding to Denver Union Station via Bustang. In Fort Collins, the group learned how to read the bus schedules, plan a trip on different Transfort Routes, and fares. In Denver, RTD Travel Trainer Farrah Champliss met the group and provided a tour of Union Station, including ticket vending machines (TVM) to purchase fares. The Senior Transportation Coalition expects to continue the trainings, including hosting one in Spanish with the Family Center/La Familia.

City of Loveland Transit (COLT) is teaming up with the Chilson Senior Center and Transfort to host regional travel trainings. The group meets at the Chilson Senior Center, takes COLT to the FLEX, and then transfers to the MAX. In Downtown Fort Collins, the group has lunch at Austin’s before heading back to Loveland. More information is available in the Loveland Parks and Recreation Summer and Fall 2019 Activity Guide.

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**GET serving UC Health Campus in west Greeley with Call-n-Ride Service**

The new UC Health Greeley Hospital is located outside of the Greeley Evans Transit (GET) service area. GET has initiated a shuttle service for paratransit users and for the general public. For paratransit users, the service will be a door-to-door service to go to the doctor or meet other medical needs. For the general public, a standardized curb-to-curb service is offered from the Greeley Mall Transfer Center to the main entrance of the hospital. Customers wishing to use the service may call GET dispatch at least a day and up to 14 days in advance. Same day service may be available, depending on vehicle and seating availability.

Each shuttle can accommodate 11 passengers per trip, including three wheelchairs. Standing room only will not be available on the Call-n-Ride service. The trip will cost $3 per person, each way, and bulk tickets can be purchased for $48 for 20 rides. More information is available at https://greeleyevanstransit.com/services/#uchealth.
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 300 users have logged onto the online service to find potential service matches since January 1, 2019, with 99.1 percent of users being new. To request printed Rider’s Guides, contact Alex Gordon at agordon@nfrmpo.org or (970) 416-2023. The online Rider’s Guide is available at noco.findmyride.info.

### Upcoming Meeting Schedule

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<thead>
<tr>
<th></th>
<th>July 2019</th>
<th>August 2019</th>
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**LCMC Meeting** | **STC Meeting** | **WCMC Meeting**

### Committee Members

#### Larimer County Mobility Committee

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<tr>
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<th>Berthoud Area Transportation System</th>
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<td>City of Loveland Transit</td>
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<td>Foothills Gateway</td>
<td>Heart&amp;SOUL Paratransit</td>
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<td>LC Office on Aging</td>
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<td>Transfort</td>
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#### Weld County Mobility Committee

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<td>Greeley Evans Transit</td>
<td>North Range Behavioral Health</td>
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<td>Senior Resource Services</td>
<td>Sunrise Community Health</td>
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<td>United Way of Weld County</td>
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For additional meeting details including agendas, notes & meeting location, visit nfrmpo.org/mobility.
### Regional Priority Program (IPP) (North Front Range Listings)

**Previous Entry**

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<tr>
<th>Entry</th>
<th>NFR TIP Number</th>
<th>Project Title/Location</th>
<th>SSP/Region 4</th>
<th>Highway Added Capacity</th>
<th>State Highway Fund - HUTF</th>
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<td>State Highway Fund - HUTF</td>
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**Revised Entry**

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<td>SST6741.130</td>
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<td>Modify &amp; Reconstruct</td>
<td>Highway Added Capacity</td>
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### FTA 5307 - Urbanized Area Formula Program

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</table>

### Additional Notes:

- **Reason:** Shift $2,298K federal and $478K state funding from FY20 to FY19.
- **Project Description:** Pre-construction activities.

### Additional Projects:

- **I-25: Fort Collins North Cable Rail**
- **SH-60 and WCR-40 Intersection**
- **College & Troutman Signal Upgrades**
- **US 287 and Foothills Parkway**

### Summary:

For the most current project funding information, please see CDOT's STIP at [https://www.codot.gov/business/budget/documents/dailySTIP.pdf](https://www.codot.gov/business/budget/documents/dailySTIP.pdf).
## FY 2019 - FY 2022 Transportation Improvement Program (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M5

Prepared by: Medora Bomhof

| Funding Program / NFR TIP Number | Project Title/Location | Project Sponsor | Improvement Type | Source of Funds | Funding Type / Program | Previous Funding | Rolled Funding FY 19 | FY 20 | FY 21 | FY 22 | TIP TOTAL
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### Surface Transportation Block Grant (STBG)

#### Previous Entry
- **2018-014 North I-25: WCR38 to SH402**
  - **MP 247 - 255.23**
  - CDOT Region 4
  - Modify & Reconstruct
  - Funding Type: Federal
  - STP-Metro
  - Total: 20,000
  - State SB1
  - Total: 39,000
  - State SB267
  - Total: 76,200
  - Total: 136,200

#### Revised Entry
- **2018-014 North I-25: WCR38 to SH402**
  - **MP 247 - 255.23**
  - CDOT Region 4
  - Modify & Reconstruct
  - Funding Type: Federal
  - STP-Metro
  - Total: 20,000
  - State SB1
  - Total: 39,000
  - State SB267
  - Total: 76,200
  - Total: 137,200

### Project Description:
One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.

#### Previous Entry
- **2019-017 I-25 Parallel Road - WCR 9.5**
  - **SR46600.081**
  - CDOT Region 4
  - Pre-construction
  - State SB1
  - Total: 900

#### Revised Entry
- **2019-017 I-25 Parallel Road - WCR 9.5**
  - **SR46600.081**
  - CDOT Region 4
  - Pre-construction
  - State SB1
  - Total: 900

### Project Description:
Up to 30% Design for future I-25 parallel road on WCR 9.5, construction TBD.

#### Reason:
Change in fund type from state SB1 to state 7PX (SB267).

### Surface Transportation Block Grant (STBG)

#### Previous Entry
- **2018-002 US40 Widening Loveland: Denver Ave to Boyd Lake Ave**
  - **SNF5788.040**
  - Lowell
  - Highway Added Capacity
  - Bike/Ped Facility
  - Federal
  - STP-Metro
  - Total: 1,069
  - State SB1
  - Total: 228
  - State SB267
  - Total: 2,623
  - Total: 5,308

#### Revised Entry
- **2018-002 US40 Widening Loveland: Denver Ave to Boyd Lake Ave**
  - **SNF5788.040**
  - Lowell
  - Highway Added Capacity
  - Bike/Ped Facility
  - Federal
  - STP-Metro
  - Total: 1,069
  - State SB1
  - Total: 228
  - State SB267
  - Total: 2,623
  - Total: 5,308

### Project Description:
Widening of existing 4-lane arterial to 6 lanes, including bike lanes and sidewalks.

#### Reason:
Widening of existing 4-lane arterial to 6 lanes, including bike lanes and sidewalks.

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

#### Previous Entry
- **2016-030 NFRMPO Mobility Management**
  - **SST06732.007**
  - Capital
  - Federal
  - FTA5310
  - Total: 10
  - Local
  - Local
  - Total: 3

#### Revised Entry
- **2016-030 NFRMPO Mobility Management**
  - **SST06732.007**
  - Capital
  - Federal
  - FTA5310
  - Total: 10
  - Local
  - Local
  - Total: 3

### Project Description:
Capitalized operating of the Mobility Management Program.

#### Reason:
Capitalized operating of the Mobility Management Program.
### FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**North Front Range Transportation & Air Quality Planning Council**

**Administrative Modification #2019-M6**

**Prepared by:** Medora Bonhoff

**DATE:** 6/17/2019

#### Funding Program / STIP ID | NFR TIP Number | Project Title/Location | Project Sponsor | Improvement Type | Source of Funds | Funding Type / Program | Previous Funding | Rolled Funding | FY 19 | FY 20 | FY 21 | FY 22 | FY 19-22 TIP TOTAL
| CDOT Region 4 Project Description: Minor Rehab | 2020-012 | Loveland Modify & Reconstruct | Federal | BUILD | - | - | 20,000 | - | - | - | 20,000 |
| CDOT Region 4 Project Description: Surface Treatment | Federal STP-Metro | 2020-012 | Loveland Modify & Reconstruct | Federal | STP-Metro | - | 2,000 | - | - | - | 2,000 |
| CDOT Region 4 Project Description: Surface Treatment | Federal NHPP | 2020-012 | Loveland Modify & Reconstruct | Federal | NHPP | - | 88,800 | - | - | - | 88,800 |
| CDOT Region 4 Project Description: Surface Treatment | State SB1 | 2020-012 | Loveland Modify & Reconstruct | State | SB1 | - | 39,000 | - | - | - | 39,000 |
| CDOT Region 4 Project Description: Surface Treatment | Local SB267 | 2020-012 | Loveland Modify & Reconstruct | Local | SB267 | - | 75,300 | - | - | - | 75,300 |
| CDOT Region 4 Project Description: Surface Treatment | Local Local | 2020-012 | Loveland Modify & Reconstruct | Local | Local | - | 500 | - | - | - | 500 |
| **Total** | 2020-012 | Loveland Modify & Reconstruct |Federal | - | - | 20,000 | - | 224,100 | 500 | - | - | 225,600 |

### Project Description:

- One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.

- Add $1,300K ITM state funding in FY19 for ITS improvements.

### Surface Treatment

#### Surface Treatment

**Previous Entry**

- **SR45218.114** - SH60: I-25 to Milliken
  - CDOT Region 4
  - Project Description: Surface Treatment

- **SR45218.182** - US287 Berthoud Bypass Repair
  - CDOT Region 4
  - Project Description: Surface Treatment

- **SR45218.210** - US 34 & 47th Ave Interchange
  - CDOT Region 4
  - Project Description: Surface Treatment

**Previous Entry**

- **SR45218.114** - SH60: I-25 to Milliken
  - CDOT Region 4
  - Project Description: Minor Rehab

- **SR45218.182** - US287 Berthoud Bypass Repair
  - CDOT Region 4
  - Project Description: Surface Treatment

- **SR45218.210** - US 34 & 47th Ave Interchange
  - CDOT Region 4
  - Project Description: Surface Treatment

### Surface Transportation Block Grant (STBG)

**Previous Entry**

- **SNF5788.044** - US 34 (Eisenhower Boulevard)
  - Loveland Modify & Reconstruct
  - Federal Surface Transportation Block Grant

- **SNF5788.044** - Widening—Boise Avenue to I-25
  - Loveland Modify & Reconstruct

**Previous Entry**

- **SNF5788.044** - US 34 (Eisenhower Boulevard)
  - Loveland Modify & Reconstruct

- **SNF5788.044** - Widening—Boise Avenue to I-25

- **SNF5788.044** - Widening—Boise Avenue to I-25
  - Loveland Modify & Reconstruct

### Pool Projects:

- **SH60: I-25 to Milliken**
  - CDOT Region 4
  - Project Description: Minor Rehab

- **SH263: US 85 to Greeley Airport**
  - CDOT Region 4
  - Project Description: Surface Treatment

- **Fort Collins CBC Underpass (College Ave S/o F)**
  - CDOT Region 4
  - Project Description: Surface Treatment

- **US 34 & WCR 17**
  - CDOT Region 4
  - Project Description: Interchange Improvements

- **US 34 & 35th Ave Interchange**
  - CDOT Region 4
  - Project Description: Interchange Improvements

- **US 34 & 47th Ave Interchange**
  - CDOT Region 4
  - Project Description: Interchange Improvements

- **US 34 & WCR 17**
  - CDOT Region 4
  - Project Description: Interchange Improvements

### Summary of CDOT Region 4 Surface Treatment Project Programming in the North Front Range region.

- Advance $1,300K ITM state funding in FY19 for ITS improvements.
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<tr>
<th>Funding Program</th>
<th>NFR TIP Number</th>
<th>Project Title/Location</th>
<th>Project Sponsor</th>
<th>Improvement Type</th>
<th>Source of Funds</th>
<th>Funding Type/ Program</th>
<th>Previous Funding</th>
<th>Rolled Funding</th>
<th>FY 19</th>
<th>FY 20</th>
<th>FY 21</th>
<th>FY 22</th>
<th>FY 19-22 TIP TOTAL</th>
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<td>FTA 5304 - Statewide Planning</td>
<td>PREVIOUS ENTRY 2019-015</td>
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Project Description: Create an Implementation Plan with pilot projects for a One Call/One Click Call Center serving Larimer County

Reason: Adding $70K NADTC local funding grant in FY 19.
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<td>US 287 SH1 to LaPorte Bypass</td>
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| Sub-total    |       |     |         |        |                                                 |                 | $16,890,513 | ($16,200,311) | $690,202       |           |      |           |      |

Projects with unexpended balances of more than $200k with activity in the last year (FHWA §630.106 (5)(i))
FHWA OK Over $200k NFR CDOT FBR 0253-261 I-25 North: Prospect - Bridge Enterprise ROW $1,758,700 $0 $1,758,700 0 0

FHWA OK Over $200k NFR CDOT FBR 0253-261 I-25 North: Prospect - Bridge Enterprise Utility $1,144,500 $0 $1,144,500 0 0

FHWA OK Over $200k NFR Fort Collins FSA M455-126 College & Troutman Signal Upgrades Misc. $250,000 $0 $250,000 0 0

FHWA OK Over $200k NFR&UF CDOT C 0853-111 WCR 30 Closure Supplemental Impr. Misc. $7,000,000 $0 $7,000,000 0 0

FHWA OK Over $200k NFR CDOT NHPP 0253-270 I-25 Express Lanes SH7 to SH1 Utility $550,000 $0 $550,000 0 0

FHWA OK Over $200k NFR CDOT C 0341-102 SH34 & WCR17 Interchange Design $475,000 $0 $475,000 0 0

FHWA OK Over $200k NFR CDOT C 0341-103 US34 & 35th Ave. Interchange Design $1,500,000 $0 $1,500,000 0 0

FHWA OK Over $200k NFR CDOT C 0341-104 US34 & 47TH Ave Interchange Design $1,500,000 $0 $1,500,000 0 0

FHWA OK Over $200k DR&NF CDOT NHPP 0253-273 I-25 Express Lanes Segment 5 & 6 CP0 Const. $500,000 $0 $500,000 0 0

FHWA OK Over $200k NFR CDOT C 402A-012 SH402: Advanced ROW Purchase ROW $1,800,000 $0 $1,800,000 0 0

FHWA OK Over $200k DR&NF CDOT NHPP 0253-277 I-25 Express Lanes Segment 5 & 6 CP0 Const. $2,869,482 $0 $2,869,482 0 0

Sub-Total $549,259,435 ($165,615,812) $383,643,623

FHWA OK Under $200k NFR CDOT NH 0341-091 US 34 PEL Glade Road to Kersey Design $2,512,000 ($2,385,821) $126,179 09-Sep-16 1025 31-May-19 31

FHWA OK Under $200k NFR Loveland SHO M830-062 US287 & Orchards Shopping Center HES Const. $250,000 ($83,634) $166,367 17-Jan-18 530 02-May-19 60

FHWA OK Under $200k NFR Loveland SHO M830-092 Various Loveland Left Turn Signals Design $54,000 $0 $54,000 01-May-18 426 0 0

FHWA OK Under $200k NFR CDOT FBR 060A-022 SH 60 Over the South Platte River ROW $253,200 ($140,467) $112,733 0 0

FHWA OK Under $200k NFR&UF CDOT C 0853-258 I-25: SH 14 North Cable Rail Design $150,000 ($74,797) $75,203 0 0

Sub-Total $3,468,359 ($2,684,719) $783,640

FHWA OK Under $50k NFR Fort Collins AQC M455-111 US401 PEL Glade Road to Kersey Design $492,879 ($490,417) $2,461 03-Jan-14 2005 10-Jun-19 21

FHWA OK Under $50k NFR CDOT IM 0253-242 Crossroads Bridge Replacement @ I-25 Utility $279,601 ($262,686) $16,915 04-Apr-16 1183 29-Aug-18 306

FHWA OK Under $50k NFR CDOT ER 0342-058 PR US 34D MP 13.75 to MP 14.71 ROW $200,000 ($156,618) $43,382 02-Aug-16 1063 13-Jun-19 18

FHWA OK Under $50k NFR CDOT FBR 060A-022 SH 60 Over the South Platte River Utility $59,000 ($57,971) $1,029 0 0

FHWA OK Under $50k NFR CDOT ER R400-322 PR SH60 & SH257 Structures Utility $86,580 ($59,501) $27,079 0 0

FHWA OK Under $50k NFR Windsor TAP M377-006 Great Western Trail - Windsor Design $195,276 ($186,123) $9,153 0 0

FHWA OK Under $50k NFR Milliken TAP M887-006 West Alice + Inez Blvd Ped Impmnt Design $130,219 ($86,802) $43,417 0 0

FHWA OK Under $50k NFR&UF CDOT C 0853-110 US85 ROW Settlement Agreement Misc. $50,000 ($12,596) $37,404 0 0

FHWA OK Under $50k NFR CDOT FBR 060A-022 SH 60 Over the South Platte River Design $860,264 ($849,938) $10,326 0 0

FHWA OK Under $50k NFR CDOT NH 0853-104 US 85 Signal at WCR 76 N. of Eaton Design $20,000 ($5,467) $14,533 0 0

FHWA OK Under $50k NFR CDOT FBR 0253-247 I25 at Vine Drive Bridge Replacement Design $418,009 ($395,277) $22,732 0 0

FHWA OK Under $50k NFR CDOT STA 0853-101 US 85 Resurfacing Eaton to Ault Utility $211,811 ($193,744) $18,067 0 0

FHWA OK Under $50k NFR CDOT FBR 0253-247 I25 at Vine Drive Bridge Replacement ROW $234,190 ($215,019) $19,171 0 0

FHWA OK Under $50k NFR CDOT C 2571-013 SH257 & 392:Windsor Curb Ramps Design $104,235 ($81,981) $22,254 0 0

FHWA OK Under $50k NFR CDOT IM 0253-246 I-25: Preventative Bridge Maint. Design $26,000 ($2,445) $23,555 0 0

FHWA OK Under $50k NFR CDOT C 2873-192 Loveland ADA Curb Ramps Phase 1 ROW $55,000 ($24,383) $30,617 0 0

Sub-Total $9,217,033 ($8,820,003) $397,030

Grand Total $578,835,340 ($193,320,845) $385,514,495