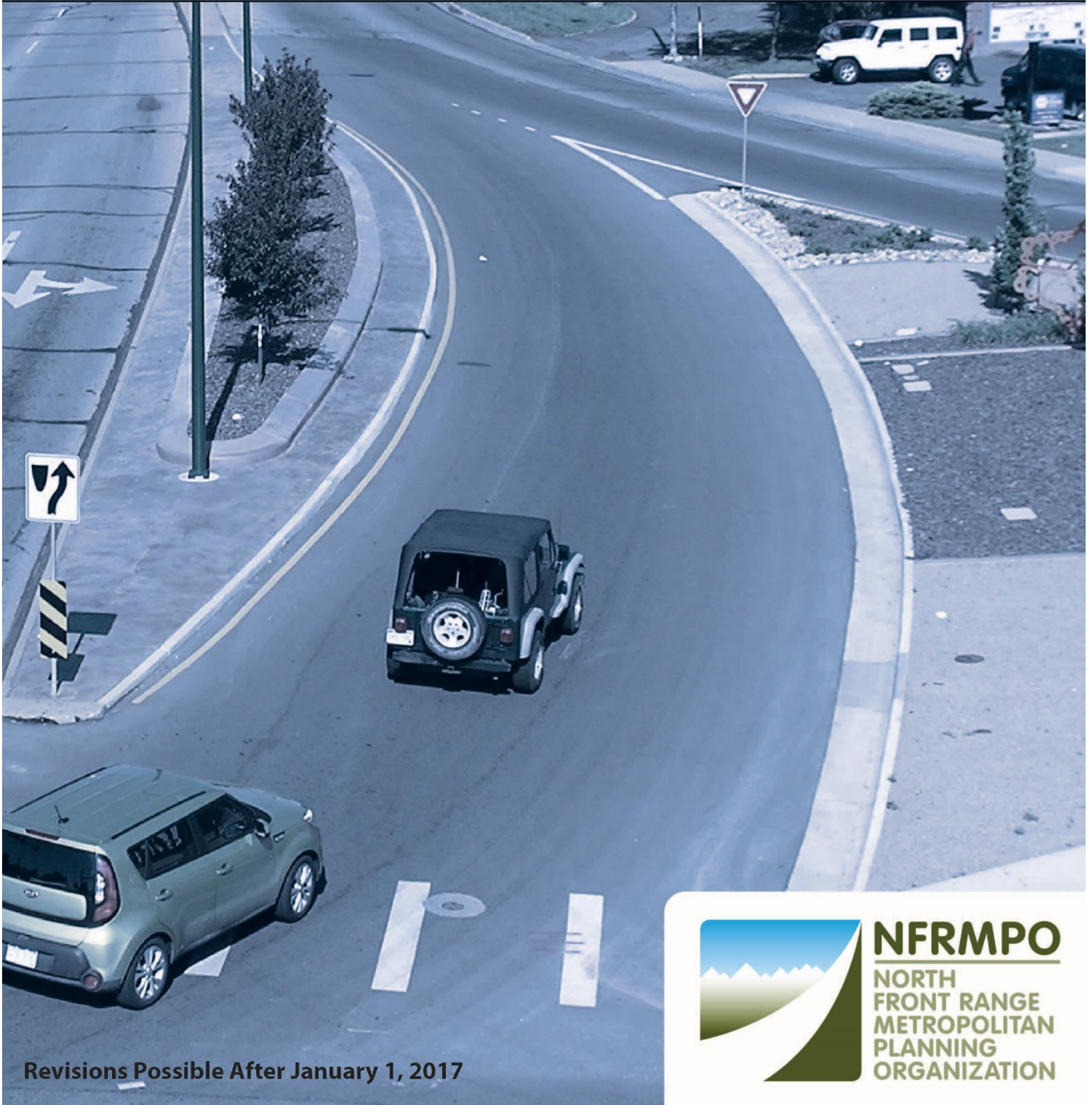


Annual Listing of Federally Obligated Projects

FFY 2016 | October 1, 2015 - September 30, 2016

December 22, 2016



Revisions Possible After January 1, 2017



NFRMPO
NORTH
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FFY2016 Listing of Federally Obligated Projects

Effective Date: December 22, 2016

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Preparation of this document has been financed in part through grants from the Federal Highway Administration, the Federal Transit Administration, and the local member communities of the North Front Range MPO.

December 2016

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Purpose of this Report

The purpose of this report is to report Federal funding obligations in the North Front Range Metropolitan Planning Area (NFRMPO) region that took place during Fiscal Year (FY) 2016, which covers October 1, 2015 to September 30, 2016.

The Federal Highway Administration (FHWA) defines “obligation” as “the federal government’s legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project’s eligible costs.”¹ 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 (FY) 2016 through 2020. 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 the urbanized 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 MPO’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 2016, the NFRMPO active committees included the Finance Committee and Transportation Advisory Committee (TAC). Working committees and ad hoc groups are also created and appointed, as needs dictate.

Regional Transportation Plan

The NFRMPO develops a 20-year, at a minimum, regional transportation plan (RTP), which is corridor based. 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 over a minimum 20-year planning horizon with “reasonably available” financial resources. Federal law requires the RTP be updated at least every 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.

¹ Financing Federal Aid Highways Glossary. <http://www.fhwa.dot.gov/reports/fifahiw/ffahappa.htm>. August 13, 2004

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the adopted list of public highway, bicycle, pedestrian, transit, and air quality improvement projects programmed to receive federal and state transportation funds over the next four years. The TIP implements the fiscally constrained portion of the RTP. 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 FY2016-2019 TIP was approved by the NFRT&AQPC on March 5, 2015 consistent with the 2035 RTP. It was readopted on September 3, 2015 to align with the 2040 RTP (mentioned above). Projects selected under the FY2016-2019 TIP were eligible to receive federal funds beginning October 1, 2015.

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 continuing 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 tables in this report are organized by TIP funding category. The Statewide Transportation Improvement Program (STIP) identification number, NFRMPO TIP number, the CDOT (or TIP) project description, project sponsor, improvement type, and the federal obligation amount are shown for each project:

- ❖ The work breakdown structure identification number (WBS I.D.) 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 a 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 approved federal portion available during the Federal fiscal Year (October 1 – September 30. For this report, the NFRMPO staff collected the total obligation amounts by individual project and funding source. The obligation amounts for each of the projects are summed to show the total obligation by TIP funding category.

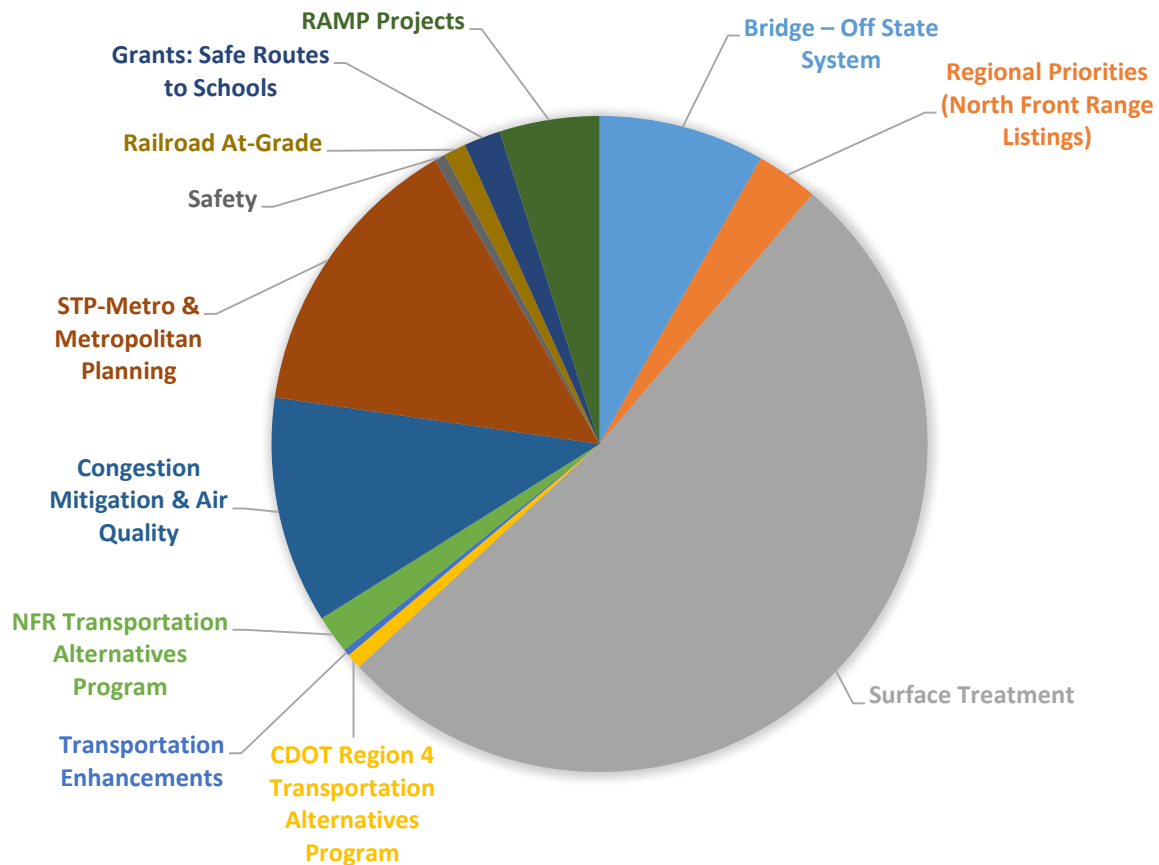
Some projects include funds from multiple TIP program categories; thus, one project line under one funding source does not necessarily equal the total obligated funding for that project. In these instances, the same project location description will appear in several funding sections of the project listing. For a total obligated 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.
- ❖ The obligations of funds listed include various phases of a project's development process. When one phase (for instance the Design Phase) has been completed any remaining funds must be de-obligated, closing out that phase. These funds will often be re-obligated for a subsequent phase of the same project (such as the Right-of-Way acquisition or Construction Phase).
- ❖ 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.

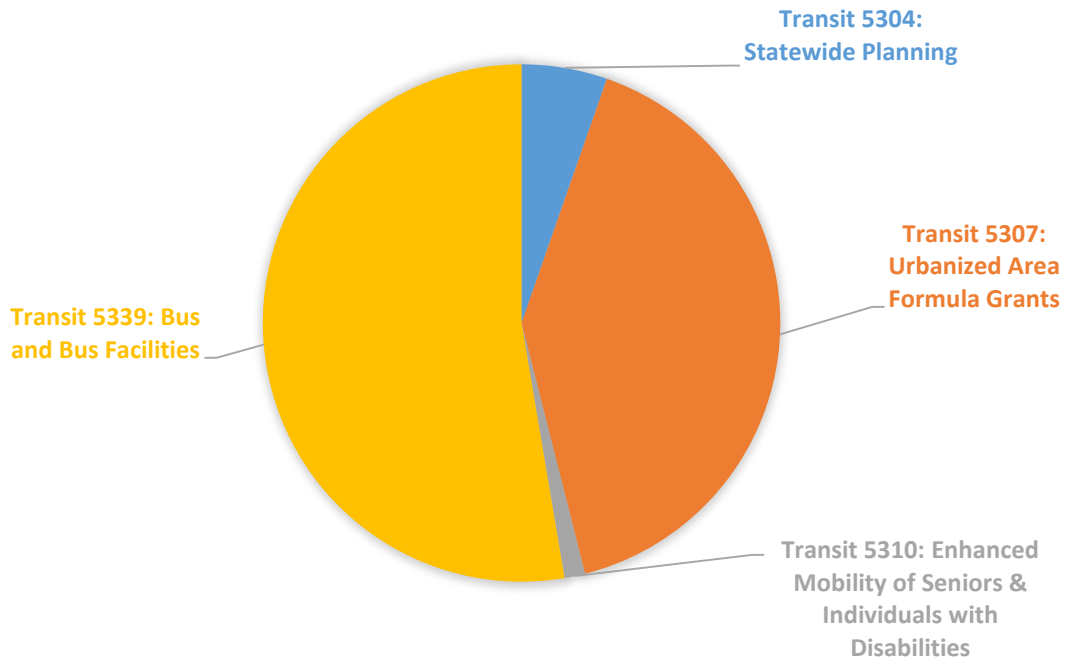
Nearly all of the projects listed in this report have also been featured individually in the NFRMPO's TIP documents, which are available at nfrmpo.org/tip/. The following charts and tables below are based on records obtained from CDOT, FTA, and/or local transit agencies as the NFRMPO does not participate directly in the obligation process.

FFY2016 Program Summary for FHWA



Program Summary for FHWA: FFY2016 Federal Obligation	Percent of Total Obligation	Federal Obligation
Bridge – Off State System	8.18%	\$1,598,625.00
Regional Priorities (North Front Range Listings)	3.05%	\$596,565.00
Surface Treatment	51.88%	\$10,138,680.00
CDOT Region 4 Transportation Alternatives Program	0.76%	\$147,980.00
Transportation Enhancements	0.33%	\$64,099.00
NFR Transportation Alternatives Program	1.88%	\$368,000.00
Congestion Mitigation & Air Quality	11.19%	\$2,187,468.00
STP-Metro & Metropolitan Planning	14.36%	\$2,807,167.00
Safety	0.55%	\$106,797.00
Railroad At-Grade	1.09%	\$212,162.00
Grants: Safe Routes to Schools	1.81%	\$353,809.00
RAMP Projects	4.92%	\$962,181.00
FTA Total:	100.00%	\$19,543,533.00

FFY2016 Program Summary for FTA



Program Summary for FTA: FFY2016 Federal Obligation	Percent of Total Obligation	Federal Obligation
Transit 5304: Statewide Planning	5.36%	\$40,000.00
Transit 5307: Urbanized Area Formula Grants	40.70%	\$304,000.00
Transit 5310: Enhanced Mobility of Seniors & Individuals with Disabilities	1.29%	\$9,600.00
Transit 5339: Bus and Bus Facilities	52.66%	\$393,340.00
FHWA Total:	100.00%	\$746,940.00

FFY2016 Listing of Federally Obligated Projects

FHWA

STIP WBS ID	Project Code Number	CDOT (or TIP) Project Description	Project Sponsor	Federal Obligation
Bridge – Off State System				
SR46601.008	17888	LCR 11 Bridge Over Boyd Horseshoe Canal	CDOT Region 4	\$398,629.00
SR46601.009	17908	BR LR50-0.2-17 LCR50 - Larimer/Weld Canal	CDOT Region 4	\$657,452.00
SR46601.014	18876	WCR 21 @ Greeley #2 Canal	CDOT Region 4	\$488,200.00
SR46601.016	19742	CR3 at Larimer County Canal (LR3-0.2-50)	CDOT Region 4	\$5,745.00
SR46598.049	20830	GWRR Bridge Repairs over I-25 S/O US-34	CDOT Region 4	(\$33,916.00)
SR46601.024	20823	Big Thomp River at CR19E (LR19E-0.5-20)	CDOT Region 4	\$82,515.00
Regional Priorities (North Front Range Listings)				
SNF3392.999	12509	SH402: US 287 to I-25 (Loveland)	CDOT Region 4	\$215,880.00
SR46600.053	21444	US 34 PEL Glade Road to Kersey	CDOT Region 4	\$380,685.00
Surface Treatment				
SR45218.087	17136	SH 14: I-25 East to Weld CR 23	CDOT Region 4	\$10,201,725.00
SR45218.102	17800	I-25 Rubblization, Harmony Road South	CDOT Region 4	(\$476,085.00)
SR45218.129	19164	US34/85 Interchange Reconstruction	CDOT Region 4	\$172,100.00
SR45218.112	19724	SH 56: Berthoud East	CDOT Region 4	\$0.00
SR45218.182	21305	US 287 Repairs at LCR 17	CDOT Region 4	\$240,940.00
CDOT Region 4 Transportation Alternatives Program				
SR47020.006	20664	Pitkin Street Bike Corridor	CDOT Region 4	\$147,980.00
Transportation Enhancements				
SNF5094.003	15282	Evans Bike/Ped Trail-Phase II	Various	\$693.00
SNF5094.018	16938	Linden Street Enhancement Project	Various	\$31,210.00

SNF5094.034	17906	Madison Ave Bridge - Loveland	Various	\$32,196.00
NFR Transportation Alternatives Program				
SNF5094.031	18399	SH 14 Mulberry Ped Bridge Relocation	Various	\$368,000.00
Congestion Mitigation & Air Quality				
SNF5173.001	15279	Mason Trail Overpass @ BNSF	NFRMPO	\$133,800.00
SNF5173.015	16525	Jefferson Street/SH14 Improvements	NFRMPO	\$21,696.00
SNF5173.014	16526	Mason/Corridor Troutman Crossing	NFRMPO	\$58,870.00
SNF5173.026	17573	North Ft Collins Adaptive Signals	NFRMPO	\$155,937.00
SNF5173.037	18119	Loveland I-25/US34/Crossroads VMS	NFRMPO	\$0.00
SNF5173.041	18391	Greeley Fiber Optic Communications #2	NFRMPO	\$178,107.00
SNF5173.045	19307	Timberline at Horsetooth Turn Lanes	NFRMPO	\$319,801.00
SST7007.001	19484	FORT COLLINS FC BIKES CMAQ FY12 AND FY13	NFRMPO	\$114,359.00
SNF5173.046	19561	US287: Willox to SH 1 & Ped Bridge	NFRMPO	\$58,620.00
SST7007.008	20111	WELD COUNTY FY14 NFR CMAQ CNG FLEETS	NFRMPO	\$363,375.00
SNF5173.048	20150	Loveland Traffic Signal Controls	NFRMPO	\$0.00
SNF5173.050	20614	Greeley Signal Timing 2016	NFRMPO	\$0.00
SST7007.008	21554	WELD CO. FY16 NFR CNG STATION IMPROV	NFRMPO	\$300,510.00
SNF5173.044	19289	Loveland Fiber Optic Project	NFRMPO	\$462,437.00
SST7007.009	21278	LARIMER CO FY16-19 CMAQ NFRMPO CNG	NFRMPO	\$19,956.00
STP-Metro & Metropolitan Planning				
SNF5788.035	20389	10th Street in Greeley: Phase II	NFRMPO	\$199,524.00
SNF5788.029	18392	Larimer CR 30 & Larimer CR 11	NFRMPO	\$535,000.00
SNF5788.030	18404	US85 Access Control at 37th	NFRMPO	\$130,249.00

SNF5788.034	18877	Shields St & Vine Dr Intersection Imp	NFRMPO	\$847,025.00
SNF5788.036	19745	Loveland Traffic OPS Center (2014)	NFRMPO	\$42,615.00
SST7005.002	20125	FY2014 NFRMPO STP-METRO MATCHED	CDOT	\$29,720.00
SNF5788.038	20148	65th Ave: US34 Bypass to 37th Ave	NFRMPO	\$295,116.00
SST7005.004	20585	NFR STP-METRO UNMATCHED 2015	CDOT	\$492.00
SST7005.002	21197	FY2016 NFRMPO STP-METRO FOR PLANNING	CDOT	\$127,139.00
SST5274.006	19139	FY2013 DTD NFR CPG	CDOT	\$0.00
SR47001.020	19594	FY2014 DTD NFRMPO CPG	CDOT	(\$1.00)
SST5274.006	19756	FY2015 DTD NFRMPO CPG	CDOT	\$270,413.00
SST5274.006	20505	FY2016 DTD NFRMPO CPG	CDOT	\$187,530.00
SR46601.024	20823	FY2017 DTD NFRMPO CPG	CDOT	\$142,345.00
Safety				
SR46666.052	19059	Shields St: Drake to Davidson Dr. HES	CDOT Region 4	\$106,797.00
Railroad At-Grade				
SR47000.016	18590	Weld County Road 76 at US 85	CDOT	\$212,162.00

Grants: Safe Routes to Schools				
SR47001.015	19073	North Madison Ave Trail Connector- SRTS	CDOT Region 4	\$49,373.00
SR47001.019	19595	Tavelli Elementary SRS - Fort Collins	CDOT Region 4	\$77,218.00
SST6751.030	19618	SRTS CITY OF FORT COLLINS	Various	\$16,015.00
SST6751.006	20196	2014 SRTS CITY OF LOVELAND	Various	\$0.00
SR47001.022	20212	Garfield Elementary Sidewalks (SRTS)	CDOT Region 4	\$90,864.00
SR47001.020	19594	7th Street Trail - Windsor	CDOT Region 4	\$120,339.00
RAMP Projects				
SR45001.011	19887	Loveland RWIS Update / Expansion	CDOT Region 4	\$0.00
SR45001.002	19889	SH14 / Greenfield Ct Frontage Rd	CDOT Region 4	\$28,168.00
SR45001.009	19960	Adaptive Signal US 85 Greeley	CDOT Region 4	\$29,544.00
SR45001.015	19962	FY14 US 34 Fiber & Devices	CDOT Region 4	\$904,469.00

Note: The NFRMPO will no longer report on [FASTER](#) obligations. The FASTER funding source is a State of Colorado funding source, not a Federal source. Additionally, the State and Federal fiscal years differ, which increases the difficulty of reporting. For more information, please contact Aaron Buckley at 970-416-2309 or abuckley@nfrmpo.org.

FTA

STIP WBS ID	Project Code Number	CDOT (or TIP) Project Description	Project Sponsor	Federal Obligation
TRANSIT 5304: Statewide Planning				
SST6728	CO-80-2022.FTCO-NFRMPO	Statewide Transit USC Section 5304 Pool	City of Fort Collins	\$40,000.00
TRANSIT 5310: Transportation for Elderly Persons & Persons with Disabilities				
SST6727.035	CO-16-0039.NFRT-NFRMPO	NFRMPO- Mobility Management	NFRMPO	\$9,600.00
TRANSIT 5339 - Bus and Bus Facilities Program				
SST7047.039	CO-34-0007.GREE-NFRMPO	NFR- Bus Replacement fr GET	City of Greeley	\$393,340.00

Note: The NFRMPO will no longer report on [FASTER](#) Transit and Rail obligations. The FASTER funding source is a State of Colorado funding source, not a Federal source. Additionally, the State and Federal fiscal years differ, which increases the difficulty of reporting. For more information, please contact Aaron Buckley at 970-416-2309 or abuckley@nfrmpo.org.

Appendix A: Highway Funding Pool Descriptions

Bridge – Off State System projects pay for the same kinds of improvements to bridges as “On State System” bridge projects, but are located on either county roads or municipal streets.

Regional Priority Program (RPP) projects generally provide construction, widening, and reconstruction on roadways on the State Highway System.

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 Program (TAP) funds a variety of projects that promote safe streets projects, including bike, pedestrian, and complete streets infrastructure, such as bicycle / pedestrian projects, recreation trail, and safe routes to school. MAP-21 consolidated Transportation Enhancements, Safe Routes to School and Recreational Trails into a new single program.

Transportation Alternatives program (TA) replaces the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program (STBG). This program was authorized under the FAST Act. For administrative purposes, the Federal Highway Administration (FHWA) will refer to these funds as the TA Set-Aside. The TA Set-Aside authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

Congestion Mitigation & Air Quality (CMAQ) funding covers activities and projects that reduce transportation-related emissions in non-attainment 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.

Surface Transportation Program – Metro (STP-Metro) funds are allocated using a formula to Transportation Management Areas (TMA). These funds are highly flexible and typically provide roadway reconstruction, roadway operational improvements, roadway widening, new roadway reconstruction, interchange reconstruction, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads.

Surface Transportation Block Grant (STBG) replaces the STP-Metro program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how the Federal Highway Administration (FHWA) has historically administered it. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. This program was authorized under the FAST Act.

Metropolitan Planning funds are also allocated by formula and assist MPO's 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.

Safety funds are allocated to locations where crashes are numerous and improvements can reduce their number and severity. A portion of these funds addresses strictly State Highway locations and the remaining funds are allocated for projects selected by the "Special Highway Committee," a cooperative effort of the Colorado Municipal League and Colorado Counties, Inc., which solicits project application from local agencies across the state.

Railroad At-Grade projects address at-grade intersections of roadways and railroad tracks where there are significant safety concerns. Both State Highway and non-State Highway rail crossing locations receive funds.

Safe Routes to Schools projects provide safer transportation facilities near schools, including bicycle and pedestrian facilities, benefitting elementary and middle school students (K-8). This program also funds non-infrastructure-related activities to encourage walking and bicycling to school.

RAMP (Responsible Acceleration of Maintenance and Partnerships) was established to fund multi-year projects based on year of expenditure, rather than saving for the full amount of a project before construction begins.

Appendix B: Transit Funding Pool Descriptions

CMAQ Flexed Funds are CMAQ funds that have been used for transit improvements. At the end of each fiscal year, any funds under the Highway section used for transit improvements are flexed to FTA funds.

Transit §5307: Large Urban Cities – Urbanized Area Formula Program is distributed by formula to transit agencies in urban areas over 50,000 in population for purchase, repair, rehabilitations, and construction of bus and rail vehicles, equipment, facilities, and infrastructure. §5307 can cover operating costs in urban areas under 200,000 in population and small bus systems operating in larger areas.

Transit §5309:

Capital Investment Program New Starts / Small Starts is a competitive program for design, engineering, and construction of new fixed guideways for Bus Rapid Transit (BRT), light rail, or trolley projects or extensions to existing systems.

Capital Investment Program funds are allocated on a discretionary basis to provide transit capital assistance for three primary activities such as new and replacement buses and facilities, modernization of existing rails systems, and new fixed guideway systems (New Starts).

Transit §5310: Transportation for Elderly Persons & Persons with Disabilities – Enhanced Mobility of Seniors and Individuals with Disabilities program was combined with Transit §5317: New Freedom under Map-21. Funds are distributed by formula to states, MPO's, and transit agencies for capital and operating projects to meet needs of seniors and individuals with disabilities. The program can fund vans, dial-a-ride, and other services removing barriers facing Americans with disabilities.

Transit §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.