

# NFRMPO FY 2024 - FY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## Policy Amendment #2024-A1

Submitted to: TAC and Planning Council

Prepared by: AnnaRose Cunningham

DATE: 1/16/2024

### Transportation Alternatives

#### NEW ENTRY

Title:	Garfield Bike Route	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Loveland	Federal	TA	-	-	-	-	450	450	900	-
STIP ID:	Unassigned	Local	L	-	-	-	-	94	94	187	-
TIP ID:	2026-001	Local	LOM	-	-	-	-	-	265	265	-
Type:	Bike and Ped		<b>Total</b>	-	-	-	-	<b>544</b>	<b>808</b>	<b>1,352</b>	-
Air Quality:	Exempt from conformity analysis										
Description:	Roadway modifications within existing right-of-way to allow the creation of a 1.5 mile on-street buffered bicycle route.										
Revision:	New Project Addition.										

### Carbon Reduction Program (CRP)

#### NEW ENTRY

Title:	Wilson Ave Multiuse Path & Crossing	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CRP-6NF	-	-	-	-	-	581	581	-
STIP ID:	Unassigned	Federal	CRP-6CG	-	-	76	77	153	153	460	-
TIP ID:	2024-016	Local	L	-	-	16	16	32	153	216	-
Type:	Bike and Ped	Local	LOM	-	-	-	-	-	47	47	-
Air Quality:	Exempt from conformity analysis										
Description:	Construction of 7,685 ft long multimodal trail along Wilson Ave from 29th St to 43rd St, then east to Glen Isle Dr. Crossings of Wilson Ave at 43rd, 35th, and 29th St										
Revision:	New Project Addition.										

#### NEW ENTRY

Title:	Taft/US34 Adaptive Signals	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CRP-6NF	-	-	-	-	550	-	550	-
STIP ID:	Unassigned	Federal	CRP-6CG	-	-	-	-	71	-	71	-
TIP ID:	2026-002	Local	L	-	-	-	-	129	-	129	-
Type:	ITS Traffic Controls	Local	LOM	-	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis										
Description:	Installation of 5.7 miles adaptive signal control on Taft between SW 23rd St and 57th St and on US34 between Taft and Wilson.										
Revision:	New Project Addition.										

**NEW ENTRY**

Title:	Transfort Bus Stop Upgrades	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
<b>Sponsor:</b>	Fort Collins	Federal	CRP-6NF	-	-	-	538	-	-	538	-
<b>STIP ID:</b>	Unassigned	Federal	CRP-6CG	-	-	-	-	-	-	0	-
<b>TIP ID:</b>	2025-008	Local	L	-	-	-	112	-	-	112	-
<b>Type:</b>	Transit Capital	Local	LOM	-	-	-	-	-	-	0	-
<b>Air Quality:</b>	Exempt from conformity analysis		<b>Total</b>	-	-	-	650	-	-	650	-
<b>Description:</b>	Upgrade bus stops to be fully ADA compliant, in a state of good repair, and accessible including replacement of infrastructure and amenities including concrete pads, shelters, bike racks, benches, and trash cans.										
<b>Revision:</b>	New Project Addition.										

**Surface Transportation Block Grant (STBG)****NEW ENTRY**

Title:	Crossroads & Colorado Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
<b>Sponsor:</b>	Windsor	Federal	STBG	-	-	-	-	1,113	-	1,113	-
<b>STIP ID:</b>	Unassigned	Local	L	-	-	-	-	231	-	231	-
<b>TIP ID:</b>	2026-005	Local	LOM	-	-	-	-	5,156	-	5,156	-
<b>Type:</b>	Intersection Improvements		<b>Total</b>	-	-	-	-	6,500	-	6,500	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Convert existing signalized intersection to a multi-lane roundabout.										
<b>Revision:</b>	New Project Addition.										

**NEW ENTRY**

Title:	WCR13 & WCR50 Intersection Realignment	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
<b>Sponsor:</b>	Weld County	Federal	STBG	-	-	-	-	147	1,485	1,632	-
<b>STIP ID:</b>	Unassigned	Local	L	-	-	-	-	31	309	339	-
<b>TIP ID:</b>	2026-006	Local	LOM	-	-	-	-	-	2,219	2,219	-
<b>Type:</b>	Intersection Improvements		<b>Total</b>	-	-	-	-	178	4,013	4,190	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Align WCR13 south of the intersection to WCR13 on the north side of the intersection by moving the eastern intersection to the west approx. 600 ft. including aux. lanes.										
<b>Revision:</b>	New Project Addition.										

**NEW ENTRY**

Title:	US34 & US287 Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Loveland	Federal	STBG	-	-	-	-	-	3,168	3,168	-
STIP ID:	Unassigned	Local	L	-	-	-	-	-	659	659	-
TIP ID:	2027-001	Local	LOM	-	-	-	-	-	8,482	8,482	-
Type:	Intersection Improvements		<b>Total</b>	-	-	-	-	-	12,309	12,309	-
Air Quality:	Exempt from conformity analysis										
Description:	Operational improvements at the intersection of US 34 & US 287 to improve capacity, reduce delay, and enhance safety.										
Revision:	New Project Addition.										

**Congestion Mitigation and Air Quality (CMAQ)**

**NEW ENTRY**

Title:	US34 Transit Operating	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Greeley	Federal	CMAQ	-	-	-	-	697	697	1,394	-
STIP ID:	Unassigned	Local	L	-	-	-	-	145	145	290	-
TIP ID:	2026-003	Local	LOM	-	-	-	-	-	-	0	-
Type:	Transit Operating		<b>Total</b>	-	-	-	-	842	842	1,684	-
Air Quality:	Exempt from conformity analysis										
Description:	Funding to begin transit operation along US34 from UNC's Campus to the Centerra/Loveland Mobility Hub for two years.										
Revision:	New Project Addition.										

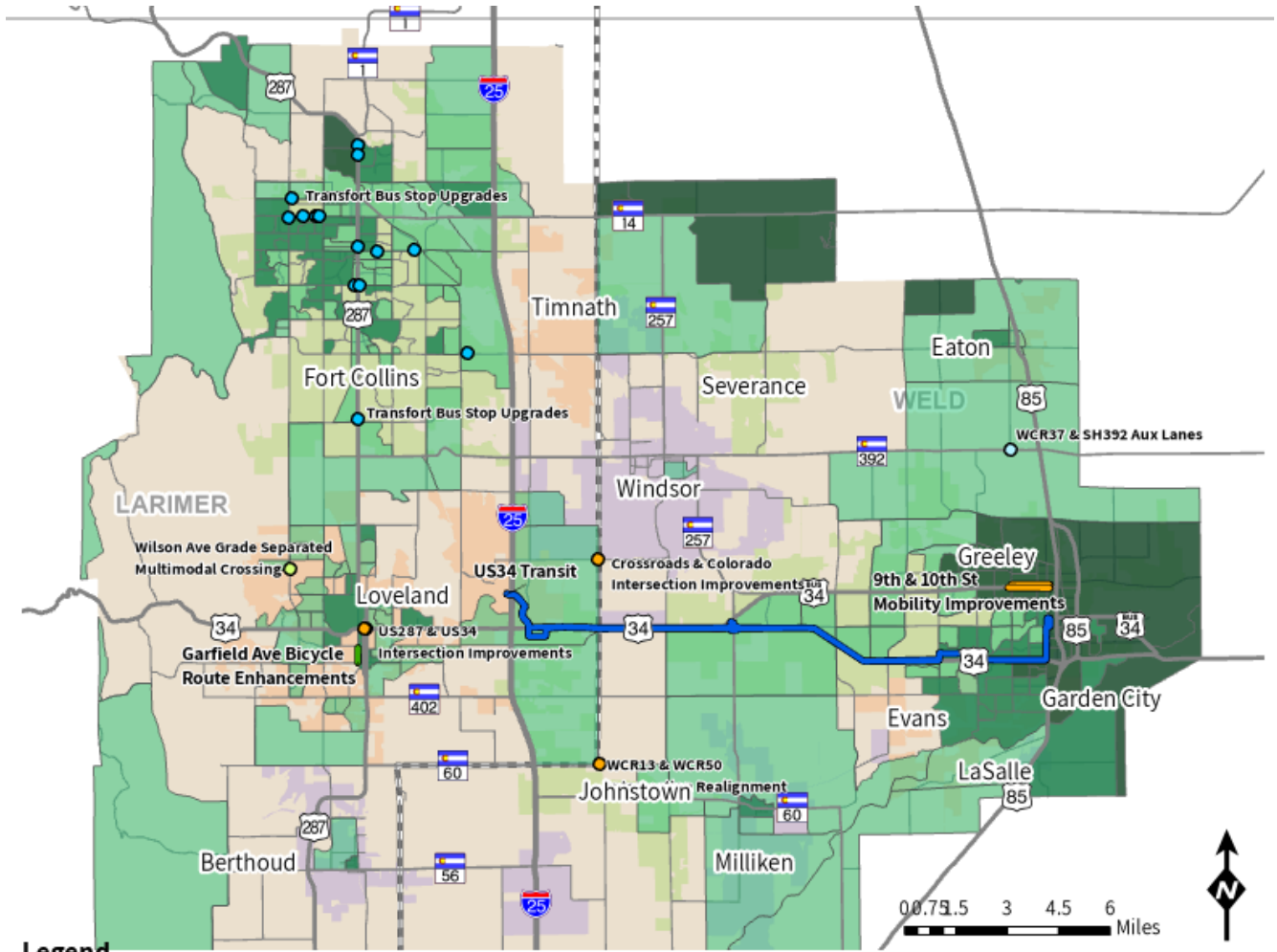
**NEW ENTRY**

Title:	WCR 37 & SH392 Aux Lane Improvements	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Weld County	Federal	CMAQ	-	-	-	-	-	2,000	2,000	-
STIP ID:	Unassigned	Local	L	-	-	-	-	-	416	416	-
TIP ID:	2027-002	Local	LOM	-	-	-	-	-	1,643	1,643	-
Type:	Intersection Improvements		<b>Total</b>	-	-	-	-	-	4,059	4,059	-
Air Quality:	Exempt from conformity analysis										
Description:	Construct left turn lanes on all 4 legs of the intersection, deceleration lane for EB traffic turning South, and WB traffic turning North										
Revision:	New Project Addition.										

**NEW ENTRY**

<b>Title:</b>	<b>9th &amp; 10th St Mobility Improvements</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>FY24 Rolled</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>	<b>FY 24-27 TOTAL</b>	<b>Future Funding</b>
<b>Sponsor:</b>	Greeley	Federal	STBG	-	-	-	-	3,168	-	<b>3,168</b>	-
<b>STIP ID:</b>	Unassigned	Federal	CMAQ	-	-	-	-	1,223	2,842	<b>4,064</b>	-
<b>TIP ID:</b>	2026-004	Local	L-STBG	-	-	-	-	659	-	<b>659</b>	-
<b>Type:</b>	Modify & Reconstruct	Local	L-CMAQ	-	-	-	-	254	591	<b>845</b>	-
<b>Air Quality:</b>	Exempt from conformity analysis	Local	L	-	-	-	-	6,132	6,132	<b>12,264</b>	-
			<b>Total</b>	-	-	-	-	<b>11,436</b>	<b>9,564</b>	<b>21,000</b>	-
<b>Description:</b>	Redesign and reconstruct the two streets. Proposed work includes reducing 9th St to 2-lanes and 10th St to 2-lanes with traffic calming, interconnected signalized intersections and roundabouts and improved multimodal options										
<b>Revision:</b>	New Project Addition.										

# January 2024 TIP Amendment Equity Analysis Map



## Legend

- |                                  |                          |                    |
|----------------------------------|--------------------------|--------------------|
| ● Bike and Ped,CMAQ              | — Bike and Ped,CMAQ/STBG | Equity Index Score |
| ● Bike and Ped,CRP               | — Bike and Ped,TA        | 1                  |
| ● Intersection Improvements,CMAQ | — Transit,CMAQ           | 2                  |
| ● Intersection Improvements,STBG | — NFRMPO Planning Area   | 3                  |
| ● Transit,CRP                    | — County Boundary        |                    |

January 2024  
Sources: CDOT, NFRMPO



Criteria			
<b>Project Information</b>		<b>Garfield Bike Route</b>	
Project included in the FY 2024-2027 TIP	No		
TIP ID #	2026-001		
Project located 1/4 mile of an Equity Index Area	Yes		
Project Sponsor	Loveland		
Project Type	Bike/Ped		
Funding Source	TA		
Call Awarded	2023 Call for Projects		
<b>Burdens</b>	<b>Short Term (Construction)</b>	<b>Long Term (Post Construction)</b>	
Bodily impairment, infirmity, illness, or death	No	No	
Air, noise, and water pollution and soil contamination	Yes	No	
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No	
Adverse impacts on community cohesion or economic vitality	No	No	
Noise and vibration	Yes	No	
Increased traffic congestion, isolation, exclusion, or separation	No	No	
<b>Additional Anticipated Burdens</b>			
None			
<b>Benefits</b>			
Decrease in travel time	No		
Improved air quality	Yes		
Expanded access to employment opportunities	No		
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes		
<b>Additional Anticipated Benefits</b>			
Traffic calming due to reduced lane widths.			
<b>Outreach (800-character limit)</b>			
The Project will include extensive outreach to residents along the corridor. Particularly in the area between 1st Street and 7th Street, residents will be impacted by a reduction in on-street parking. In addition, several properties will be impacted as they have landscaping or retaining walls in the Right-of-Way. Residents will be consulted for project direction during project open house meetings. In addition, "intercept" meetings with the travelling public using active modes will be emphasized during Loveland's annual Everybody Bike Day in June during the project's development phase.			

Criteria			
<b>Project Information</b>		<b>Wilson Ave Multiuse Path &amp; Crossing</b>	
Project included in the FY 2023-2026 TIP	No		
TIP ID #	2024-016		
Project located 1/4 mile of an Equity Index Area	Yes		
Project Sponsor	Loveland		
Project Type	Bike/Ped		
Funding Source	TA		
Call Awarded	2023 Call for Projects		
<b>Burdens</b>	<b>Short Term (Construction)</b>	<b>Long Term (Post Construction)</b>	
Bodily impairment, infirmity, illness, or death	No	No	
Air, noise, and water pollution and soil contamination	Yes	No	
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No	
Adverse impacts on community cohesion or economic vitality	No	No	
Noise and vibration	Yes	No	
Increased traffic congestion, isolation, exclusion, or separation	No	No	
<b>Additional Anticipated Burdens</b>			
None			
<b>Benefits</b>			
Decrease in travel time	No		
Improved air quality	Yes		
Expanded access to employment opportunities	No		
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes		
<b>Additional Anticipated Benefits</b>			
Increased safety and comfort for users of bike/ped mode in area			
<b>Outreach (800-character limit)</b>			
As a part of the design and delivery of the project, local residents will be consulted as part of the outreach effort. In addition, during bicycle intercept outreach, the project and connections will be emphasized.			

Criteria		
<b>Project Information</b>	<b>Taft/US34 Adaptive Signals</b>	
Project included in the FY 2023-2026 TIP	No	
TIP ID #	2026-002	
Project located 1/4 mile of an Equity Index Area	<b>Yes</b>	
Project Sponsor	Loveland	
Project Type	ITS/Signal Timing	
Funding Source	CRP	
Call Awarded	2023 Call for Projects	
<b>Burdens</b>	<b>Short Term (Construction)</b>	<b>Long Term (Post Construction)</b>
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	<b>No</b>	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	<b>No</b>	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
<b>Additional Anticipated Burdens</b>		
None noted		
<b>Benefits</b>		
Decrease in travel time	Yes	
Improved air quality	<b>Yes</b>	
Expanded access to employment opportunities	<b>No</b>	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	<b>No</b>	
<b>Additional Anticipated Benefits</b>		
None noted		
<b>Outreach</b>		
None noted.		



Criteria		
<b>Project Information</b>	<b>Transfort Bus Stop Upgrades</b>	
Project included in the FY 2023-2026 TIP	No	
TIP ID #	2025-008	
Project located 1/4 mile of an Equity Index Area	<b>Yes</b>	
Project Sponsor	Fort Collins	
Project Type	Bike/Ped	
Funding Source	CRP	
Call Awarded	2023 Call for Projects	
<b>Burdens</b>	<b>Short Term (Construction)</b>	<b>Long Term (Post Construction)</b>
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	<b>Yes</b>	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	<b>Yes</b>	No
Increased traffic congestion, isolation, exclusion, or separation	<b>Yes</b>	No
<b>Additional Anticipated Burdens</b>		
N/A		
<b>Benefits</b>		
Decrease in travel time	No	
Improved air quality	<b>Yes</b>	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	<b>Yes</b>	
<b>Additional Anticipated Benefits</b>		
N/A		
<b>Outreach</b>		
<p>The Bus Stop Design Standards and Guidelines were created with the assistance of a Citizen Advisory Committee (CAC) comprised of local transit riders, cycling advocates, safety specialists, urban designers, students, media professionals, Transfort staff and other interested parties. The CAC included individuals with a wide range of abilities and experiences with the transit network. A project management team (PMT) of City staff also contributed with focus on the technical components and safety considerations. The following City departments were represented in the PMT: Engineering, FC Moves, Planning, Streets, Traffic, and Transfort.</p> <p>In April 2015, the voters of Fort Collins passed a 10-year tax renewal dedicated to community improvements including \$1M to bus stops upgrades.</p>		

Criteria		
<b>Project Information</b>	<b>Crossroads &amp; Colorado Intersection Improvements</b>	
Project included in the FY 2023-2026 TIP	No	
TIP ID #	2026-005	
Project located 1/4 mile of an Equity Index Area	<b>Yes</b>	
Project Sponsor	Windsor	
Project Type	Intersection Improvements	
Funding Source	STBG	
Call Awarded	2023 Call for Projects	
<b>Burdens</b>	<b>Short Term (Construction)</b>	<b>Long Term (Post Construction)</b>
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	<b>No</b>	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	<b>No</b>	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
<b>Additional Anticipated Burdens</b>		
There are no anticipated burdens for this project at this location. All items will be improved with the proposed project		
<b>Benefits</b>		
Decrease in travel time	<b>Yes</b>	
Improved air quality	<b>Yes</b>	
Expanded access to employment opportunities	<b>Yes</b>	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	<b>Yes</b>	
<b>Additional Anticipated Benefits</b>		
Project will improve safety and efficiency of this existing intersection to the traveling public.		
<b>Outreach (800-character limit)</b>		
With the design of this project near 90%, the local nearby residents have already been informed of the future project via the Town website and a project mailer that was sent in early 2023 to everyone in a half mile radius. The nearby communities (Loveland) and Counties (Larimer and Weld) have also been notified and have received plans sets at 30% and 90% to review since detour routes are proposed that utilized roads outside of the Town of Windsor. Local utilities have also been notified such as PVREA, Lumen, Little Thompson Water District, Thornton Water, Northern Water and Xcel. This coordination has resulted in early utility relocations that will allow this project to move ahead in a timely matter.		

Criteria		
<b>Project Information</b>	<b>WCR13 &amp; WCR50 Intersection Realignment</b>	
Project included in the FY 2023-2026 TIP	No	
TIP ID #	2026-006	
Project located 1/4 mile of an Equity Index Area	<b>Yes</b>	
Project Sponsor	Weld County	
Project Type	Intersection Improvements	
Funding Source	STBG	
Call Awarded	2023 Call for Projects	
<b>Burdens</b>	<b>Short Term (Construction)</b>	<b>Long Term (Post Construction)</b>
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	<b>Yes</b>	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	<b>Yes</b>	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
<b>Additional Anticipated Burdens</b>		
No additional anticipated burdens.		
<b>Benefits</b>		
Decrease in travel time		Yes
Improved air quality		<b>Yes</b>
Expanded access to employment opportunities		<b>Yes</b>
Improved access to transit options and alternative modes of transportation (walking and bicycling)		<b>Yes</b>
<b>Additional Anticipated Benefits</b>		
Improvements related to safety, decreased travel time, and improved air quality will benefit local residents.		
<b>Outreach</b>		
Weld County and the Town of Johnstown will inform local residents of the upcoming improvements when we get closer to construction. Weld County and the Town of Johnstown have met with local stakeholders and will continue those discussions.		

Criteria		
<b>Project Information</b>	<b>US34 &amp; US287 Intersection Improvements</b>	
Project included in the FY 2023-2026 TIP	No	
TIP ID #	2027-001	
Project located 1/4 mile of an Equity Index Area	<b>Yes</b>	
Project Sponsor	Loveland	
Project Type	Intersection Improvements	
Funding Source	STBG	
Call Awarded	2023 Call for Projects	
<b>Burdens</b>	<b>Short Term (Construction)</b>	<b>Long Term (Post Construction)</b>
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	<b>Yes</b>	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	No
Adverse impacts on community cohesion or economic vitality	Yes	No
Noise and vibration	<b>Yes</b>	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
<b>Additional Anticipated Burdens</b>		
None noted.		
<b>Benefits</b>		
Decrease in travel time	Yes	
Improved air quality	<b>Yes</b>	
Expanded access to employment opportunities	<b>Yes</b>	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	<b>Yes</b>	
<b>Additional Anticipated Benefits</b>		
None noted.		
<b>Outreach</b>		
The project will have a comprehensive communication plan during the remaining design phase, and throughout construction.		

Criteria		
<b>Project Information</b>	<b>US34 Transit Operating</b>	
Project included in the FY 2023-2026 TIP	No	
TIP ID #	2026-003	
Project located 1/4 mile of an Equity Index Area	<b>Yes</b>	
Project Sponsor	Greeley	
Project Type	Transit Service	
Funding Source	CMAQ	
Call Awarded	2023 Call for Projects	
<b>Burdens</b>	<b>Short Term (Construction)</b>	<b>Long Term (Post Construction)</b>
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	<b>No</b>	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	<b>No</b>	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
<b>Additional Anticipated Burdens</b>		
We do not expect additional burdens caused to EJ populations by operating public transit along US34.		
<b>Benefits</b>		
Decrease in travel time	Yes	
Improved air quality	<b>Yes</b>	
Expanded access to employment opportunities	<b>Yes</b>	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	<b>Yes</b>	
<b>Additional Anticipated Benefits</b>		
There will be decreased travel time for transit users specifically. There may be steady or decreased travel time for other uses if existing users along the corridor shift to using the new transit service as population in the area (and related travel needs) increase over time.		
<b>Outreach</b>		
During both the LinkNoCo Phase I and the Greeley on the Go Transportation Master Plan, citizens indicated the need for transit on US34. The community engagement for TMP (summarized beginning on page 174) categorized the US34 Premium Transit Route to I-25 as a Tier 1 (highest priority) project. TMP outreach yielded that the #1 concern from the public is improving congestion. We will conduct additional public outreach during our Mobility Development Planning process in 2024.		

Criteria		
<b>Project Information</b>	<b>WCR 37 &amp; SH392 Aux Lane Improvements</b>	
Project included in the FY 2023-2026 TIP	No	
TIP ID #	2027-002	
Project located 1/4 mile of an Equity Index Area	<b>Yes</b>	
Project Sponsor	Weld County	
Project Type	Intersection Improvements	
Funding Source	CMAQ	
Call Awarded	2023 Call for Projects	
<b>Burdens</b>	<b>Short Term (Construction)</b>	<b>Long Term (Post Construction)</b>
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	<b>Yes</b>	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	<b>Yes</b>	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
<b>Additional Anticipated Burdens</b>		
No additional anticipated burdens.		
<b>Benefits</b>		
Decrease in travel time	Yes	
Improved air quality	<b>Yes</b>	
Expanded access to employment opportunities	<b>Yes</b>	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	<b>Yes</b>	
<b>Additional Anticipated Benefits</b>		
Improvements related to safety, decreased travel time, and improved air quality will benefit local residents.		
<b>Outreach</b>		
Weld County will inform local residents of the upcoming improvements when we get closer to construction.		

Criteria			
<b>Project Information</b>		<b>9th &amp; 10th St Mobility Improvements</b>	
Project included in the FY 2023-2026 TIP	No		
TIP ID	2026-004		
Project located 1/4 mile of an Equity Index Area	Yes		
Project Sponsor	Greeley		
Project Type	Bike/Ped		
Funding Source	CMAQ & STBG		
Call Awarded	2023 Call for Projects		
<b>Burdens</b>	<b>Short Term (Construction)</b>	<b>Long Term (Post Construction)</b>	
Bodily impairment, infirmity, illness, or death	Yes	No	
Air, noise, and water pollution and soil contamination	Yes	No	
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	No	
Adverse impacts on community cohesion or economic vitality	Yes	No	
Noise and vibration	Yes	No	
Increased traffic congestion, isolation, exclusion, or separation	Yes	No	
<b>Additional Anticipated Burdens</b>			
None noted.			
<b>Benefits</b>			
Decrease in travel time	Yes		
Improved air quality	Yes		
Expanded access to employment opportunities	Yes		
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes		
<b>Additional Anticipated Benefits</b>			
None noted.			
<b>Outreach</b>			
Phase 1 focused on visioning and discovering what residents found as issues, assets, and opportunities to improve the corridor. Engagement included walking from home to home, speaking with residents along the corridor. Phase 2 focused on corridor priorities, narrowing potential projects within broader topics listed. Additional intercept events and community events were held. Phase 2 utilized targeted outreach materials based on feedback received in Phase 1. Phase 3 built upon work in Phase 1 and Phase 2 by targeted community meetings for City staff and broader community to gain further insight on vehicular circulation and pedestrian amenities. Circulation diagrams were introduced into the engagement process, allowing residents to visualize how vehicles might move throughout the corridor.			