



North Front Range  
Metropolitan  
Planning  
Organization

FY2026-2029

# Transportation Improvement Program (TIP)

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## List of Abbreviations

ALOP	Annual Listing of Obligated Projects
APCD	Air Pollution Control Division
AQCC	Air Quality Control Commission
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and the Environment
CMAQ	Congestion Mitigation & Air Quality
CMP	Congestion Management Process
CO	Carbon Monoxide
CRP	Carbon Reduction Program
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GET	Greeley Evans Transit
GOPMT	Goals, Objectives, Performance Measures, and Targets
IGA	Intergovernmental Agreement
IJA	Infrastructure Investment and Jobs Act
MAP-21	Moving Ahead for Progress in the 21st Century Act
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation and Air Quality Planning Council
NOx	Nitrogen Oxides
OMB	USDOT Office of Management and Budget
PIP	Public Involvement Plan
POP	Program of Projects
RAQC	Regional Air Quality Council
RSC	Regionally Significant Corridor
RTP	Regional Transportation Plan
SIP	State Implementation Plan
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
TA	Transportation Alternatives
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TCM	Transportation Control Measures
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPM	Transportation Performance Management
USDOT	US Department of Transportation
VOC	Volatile Organic Compounds

## SECTION 1: INTRODUCTION AND RESPONSIBILITIES

The North Front Range Transportation and Air Quality Planning Council (NFRT & AQPC) were officially formed on January 27, 1988. It was designated as the North Front Range Metropolitan Planning Organization (NFRMPO) on June 28, 1988, and as the Air Quality Lead Planning Agency for Carbon Monoxide (CO) on June 22, 1993. The Regional Air Quality Council (RAQC) was designated as the Lead Planning Agency for Ozone in the North Front Range on July 19, 2013<sup>1</sup>. Local government members of the Planning Council include Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor, and portions of Larimer and Weld counties. The Colorado Transportation Commission and the Colorado Department of Public Health and the Environment (CDPHE) also hold voting membership.

The NFRMPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) at least every four years. The TIP includes all regionally significant and/or federally funded transportation projects to be implemented in the North Front Range region over a four-year period. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) determine if the TIP is consistent with the adopted Regional Transportation Plan (RTP) and is produced through the continuing, cooperative, and comprehensive (3C) transportation process. FHWA and FTA approve conformity determinations for the TIP in accordance with [40 CFR Part 93](#).

The NFRMPO Planning Council is responsible for the creation of the NFRMPO's conformity determinations on the TIP working with CDPHE's Air Pollution Control Division (APCD). The Air Quality Control Commission (AQCC) is responsible for concurring with the determinations.

The NFRMPO Technical Advisory Committee (TAC) assists in the planning process, recommends projects for funding, and advises the Planning Council on technical matters. The TAC is comprised of one voting staff member from each member entity, one staff member from the Colorado Department of Transportation (CDOT), one staff member or representative from CDPHE-APCD, and non-voting members representing seniors, FHWA, FTA and RAQC. The TAC reviews and recommends most matters considered by the Planning Council.

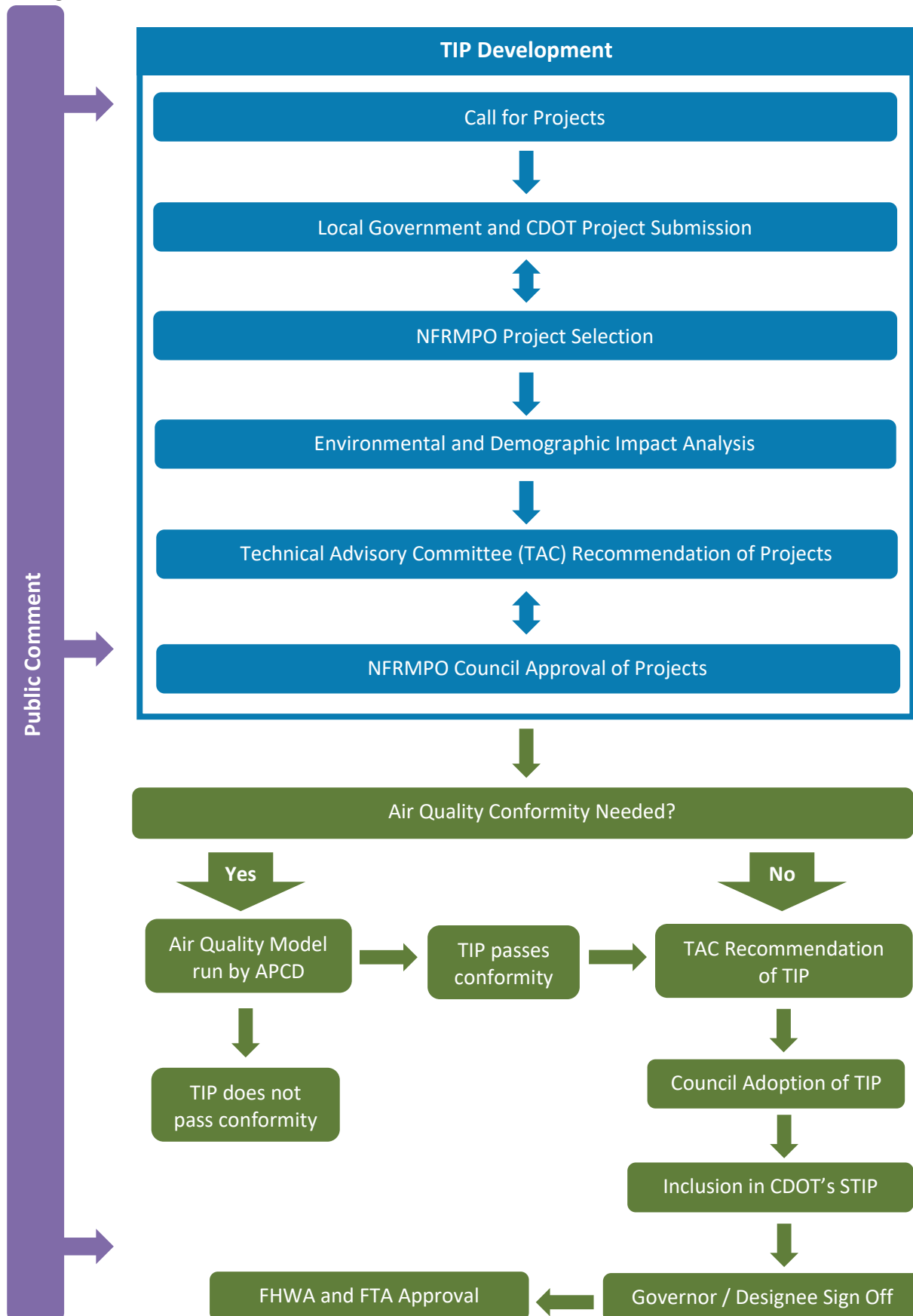
The Colorado Governor approves the TIP, as shown in Figure 1. The TIP is incorporated into the Statewide Transportation Improvement Program (STIP) produced by CDOT. The STIP is updated annually on a rolling basis. The NFRMPO currently updates the TIP annually to align with the funding years in the STIP. In the event of STIP expiration, the NFRMPO TIP would also be considered expired.

While Figure 1 appears hierarchical, many of the identified groups work closely in the development and approval of the TIP in an iterative and collaborative process.

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<sup>1</sup> Colorado Executive Order B2013-007, July 19, 2013

Figure 1: NFRMPO TIP Process



## Transportation Improvement Program (TIP) Development

The NFRMPO develops its transportation plans and programs using the 3C planning process, as required by [23 CFR §450.306](#) and [49 CFR §613.100](#). Infrastructure Investment and Jobs Act (IIJA) is the current comprehensive federal legislation addressing surface transportation and guides the long-range planning process. IIJA maintains the 10 planning factors that must be addressed by the 3C metropolitan transportation planning process:

### IIJA Planning Factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for all motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

A new requirement for MPOs in IIJA is the consideration of housing as a planning factor in the metropolitan transportation planning process. It has been determined to be a clarification of Planning Factor 5 and will be reflected in the NFRMPO's work as such.

The NFRMPO's 2050 Regional Transportation Plan (RTP), adopted September 7, 2023, with which the FY2026-2029 TIP is consistent, includes consideration of the 10 planning factors.

The RTP is a corridor-based plan and does not identify specific projects, except regionally significant projects that require air quality analyses and air quality conformity with Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx) budgets outlined in the applicable Colorado State Implementation Plans (SIPs). A corridor-based RTP provides greater flexibility for financial constraint and selecting projects for the TIP.

The 3C metropolitan transportation planning process requires the NFRMPO produce and maintain a multi-year TIP, which is fiscally constrained by program and by year. This TIP presents a four-year program of multi-modal projects using federal, state, and local funds. Specifically, all projects funded under [Title 23 U.S.C. Chapters 1 and 2](#) or [Title 49 U.S.C. Chapter 53](#) are included in the TIP, as are all regionally significant projects requiring an action by the FHWA or the FTA and all regionally significant projects funded with other Federal, state, or local sources. The period for this TIP is Fiscal Year (FY) 2026 through 2029.

The TIP identifies the type of improvement, a short project description, the funding source(s), the sponsoring entity(ies), and the implementation schedule. The TIP has significant flexibility, and projects may be moved within the four years of the TIP with an Administrative Modification if funds become available, projects are delayed, or priorities change. In addition, Amendments may be made as necessary, through the adopted TIP Amendment process described later in this document.

The NFRMPO's TIP project list must be incorporated without changes into the STIP developed by CDOT and approved by the Colorado Governor.

## Project Prioritization and Selection

The NFRMPO holds periodic Calls for Projects to award federal and state funding to transportation projects which are then programmed into the TIP. Member communities can apply for funding from four federal programs (Congestion Mitigation & Air Quality Improvement (CMAQ), Carbon Reduction Program (CRP), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA)) and one state funding program (Multimodal Options Fund/Multimodal Transportation and Mitigations Options Fund (MMOF)). Prior to opening each Call for Projects, the NFRMPO Planning Council and Technical Advisory Committee (TAC) review the policies, project requirements, and scoring criteria to ensure projects selected for funding reflect regional priorities and are in line with adopted NFRMPO plans and programs.

Projects in the TIP must be aligned with the policies of an approved RTP and follow the adopted 2023 Congestion Management Process (CMP), outlined in the 2050 RTP as well as contribute to the achievement of federally required performance measures and targets. The TIP must be consistent with other transportation plans and programs within the region and must show conformity according to air quality budgets outlined in the applicable SIP(s). The NFRMPO must provide residents, public agencies, and other interested parties with an opportunity to review and comment on the projects identified in the TIP prior to its adoption.

Federal transportation funding legislation, established by MAP-21 and carried forward in the FAST Act and IIJA, required 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 2050 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.

NFRMPO and CDOT worked together to produce the financial plan for the TIP, which provides the basis for fiscal constraint. Highway capacity projects programmed in the TIP are required by the NFRMPO, FHWA, and FTA to be consistent with the 2050 RTP and the adopted 2023 CMP.

The TIP includes projects selected for funding for CMAQ, STBG, CRP, and the TA funding through the FY2026-2027 Call for Projects held in 2024. The TIP also includes projects selected for State Multimodal Transportation and Mitigation Options Fund (MMOF) in 2022 and 2024. Federal CRP funding and FY2026-2027 MMOF funding were awarded through the additional allocation process in early 2024. A call will



be held in 2026 to award all four federal funding programs for FY2028-2029. Funding estimates for CDOT pool projects and FTA funding sources have been provided where available for FY2028-2029.

Guidelines and guidebooks for past NFRMPO Calls for Projects can be found on the NFRMPO [Call for Projects Webpage](#).

### FY 2026-2027 Call for Projects

The NFRMPO held a Call to award Fiscal Years 2026 and 2027 funding for the four NFRMPO controlled federal funding sources (CMAQ, CRP, STBG, and TA). The NFRMPO Planning Council approved the awards for the 2023 Call for Projects at their meeting on January 11, 2024. A total of \$25,535,521 was awarded to 12 projects in five NFRMPO communities. Twelve funding requests were recommended to be waitlisted and are eligible for award if additional funding becomes available for the requested funding program and fiscal years requested.

### Additional Allocations

Periodically, additional funding becomes available to NFRMPO controlled funding pools due to additional federal or state funding legislation, project savings, or project sponsors returning federal funds to the NFRMPO pool. During each Call for Projects, the Scoring Committee, TAC, and Planning Council determined if projects are fully funded, partially funded, waitlisted, or unfunded. Projects which are partially funded or waitlisted are eligible for funding up to the dollar amount agreed upon if additional funding becomes available within the funding program the project applied for and the years of the relevant Call. Projects which were considered unfunded through a specific Call are ineligible for funding within the Additional Allocation process. Additionally, project overages are the responsibility of the project sponsor and are ineligible for additional funding.

If additional funding becomes available to the NFRMPO funding pool and there are no projects eligible or able to accept additional federal or state funding, the funding shall be awarded based on a process determined by the TAC and Planning Council.

### Other TIP Projects

CDOT is responsible for projects shown for several other funding programs. As with all projects in the TIP, fiscal constraint by year and funding program are required. Changes in allocations to CDOT-sponsored programs and projects prompt TIP Amendments or Modifications.

Transit operators are responsible for projects in the “Transit” programs of the TIP. Funding levels shown for these programs are based on the anticipated allocations from FTA formula funds, a competitive process, or projections from past trends. The total amount available for a program is based on funding authorized under BIL and is apportioned according to population or competitive process. All three transit providers in the NFRMPO are direct recipients of FTA funds:

- Transfort receives FTA §5307, FTA §5310, and FTA §5339 funds directly based on an urbanized area formula program for areas with population between 200,000 and 999,999. Transfort receives the FTA §5310 funds on behalf of the Fort Collins Transportation Management Area (TMA), which includes Berthoud, Fort Collins, Loveland, and Windsor, and receives FTA §5307 and FTA §5339 on behalf of the TMA excluding Loveland.
- COLT became a direct recipient for FTA §5307 and FTA §5339 funding as of FY2020. COLT continues to be sub-recipient for FTA §5310 funds through the Fort Collins TMA.
- GET is a direct recipient of FTA §5307 funding and a sub-recipient of FTA §5310 and FTA §5339 funding from CDOT. GET uses the FTA funds to cover the Greeley, Evans, and Garden City area.

All three transit providers produce a Program of Projects (POP) 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 or a competitive process. These projects include capital transit improvements, bus purchase and rehabilitation, bus facility upgrades, maintenance, and operations. The POPs are revised into the TIP as they are received. The FTA requires all projects to be included in the TIP and the STIP before funds can be obligated.

According to [23 CFR 450.326\(h\)](#), projects that are consistent with the “exempt project” classifications contained in [40 CFR Part 93, Subpart A](#), may be grouped in the TIP instead of being identified individually. The TIP displays grouped projects within their funding pool, with current funding amounts per project, and total funding information identified for the total pool.

## Conformity Determination

Meeting air quality requirements is an objective of the 2050 RTP as well as a federal requirement. Federal regulations specify the national air quality standards, while SIPs identify the amount of transportation emissions that can be emitted to achieve the national standards. Conformity determinations are made by the NFRMPO Planning Council, with concurrence by the Air Quality Control Commission (AQCC) or the Colorado Department of Public Health and the Environment’s (CDPHE) Air Pollution Control Division (APCD) and approval by FHWA and FTA.

All regionally significant projects in the FY 2026-2029 TIP are included in the 2050 RTP, as adopted on September 7, 2023, and are included in the applicable Conformity Determination. Both the FY 2024-2027 TIP and 2050 RTP meet the air quality conformity requirements. As noted in the “TIP Amendment and Modification Process” section of this document, certain revision requests to the TIP may require an air quality conformity re-determination. The most current conformity determination for the FY 2026-2029 TIP can be found at <https://nfrmpo.org/air-quality/>.

## Colorado Greenhouse Gas (GHG) Transportation Report

In 2021, Senate Bill (SB) 21-260: Sustainability of the Transportation System was enacted in Colorado. The bill, which created new sources of funding for transportation, also required the Colorado Transportation Commission (TC) to adopt implementing guidelines and procedures for addressing GHG emissions in transportation planning. In December 2021, the TC adopted revisions to the statewide transportation planning rules to incorporate a new GHG Planning Standard to address the GHG requirements in SB21-260.

The GHG Planning Standard requires CDOT and MPOs in Colorado to determine the amount of GHG emissions from transportation projects included in transportation plans and take steps to reduce GHG emissions relative to estimated emissions resulting from Baseline Plans. Baseline plans are those plans in place at the time the GHG Planning Standard became effective on January 30, 2022.

The GHG transportation report demonstrating compliance of the 2050 RTP and the FY2026-2029 TIP with the GHG Planning standard was adopted by the NFRT&AQPC on June 20, 2023.

## Congestion Management

Federal requirements state that regions with a population of more than 200,000, known as TMAs, must maintain a CMP and use it to make informed transportation planning and programming decisions. The CMP monitors performance on all regionally significant congested corridors outlined in the 2050 RTP. The Fort Collins TMA was designated in 2002 as a result of data from the 2000 Census. The most recent CMP was adopted by Planning

Council on June 1, 2023 and is available at <https://nfrmpo.org/wp-content/uploads/2023-congestion-management-process.pdf>.

The NFRMPO's CMP requires project sponsors of projects located on Regionally Significant Corridors (RSC) demonstrate compliance with the CMP. The NFRMPO tracks performance measures and monitors the system and presents it to the public in a periodic CMP report available at <https://nfrmpo.org/wp-content/uploads/2022-performance-report-2019-cmp.pdf>.

## Public Participation

The NFRMPO follows FHWA and FTA requirements for public participation for all plans and projects. The NFRMPO carries out a process that is open to all desiring to participate and provides both the public and private sectors with reasonable opportunities to comment on the TIP during its development. To notify the public, the NFRMPO makes copies of the document available for public review on its website, promotes the opportunities on our social medias, and holds public comment opportunities at the beginning of each Planning Council and TAC meeting.

The Public Involvement Plan (PIP), adopted December 1, 2022, guides the NFRMPO's public participation activities for all plans and programs, including the TIP. The 2022 PIP can be found at <https://nfrmpo.org/wp-content/uploads/2022-public-involvement-plan.pdf>.

## Annual Listing of Obligated Projects

Each year the NFRMPO publishes the Annual Listing of Obligated Projects (ALOP) which reports on the surface transportation projects that received an obligation of federal funds in the previous year. The term "obligation" means a legal commitment by the Federal government "to pay or reimburse a State or other entity for the Federal share of a project's eligible costs."<sup>2</sup> To receive an obligation of federal funds, a project must first be programmed in the TIP. The ALOP supplements the TIP by reporting the obligations that occurred for projects that are programmed to receive funding. The most current and past ALOPs may be found at <https://nfrmpo.org/tip/>.

## Funding Sources

The project listings in **Section 2** of the TIP are organized by funding program and phase, consistent with those found in the STIP. Federal/non-federal match ratios vary across funding types. The abbreviations used in the TIP project tables under "Funding Program" are defined in Table 1.

The list in **Table 1** is current as of the publication of this document and funding types are subject to change. Some programs listed here may not have funds assigned to North Front Range project locations during the period covered by this TIP. Additionally, new funding sources may emerge, or funding categories may change as new legislation is adopted and may be used for future projects in the TIP.

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<sup>2</sup> Funding Federal-Aid Highways. <https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/04.cfm>. January 2017.

**Table 1: Funding Program Abbreviations**

HIGHWAY	
Abbreviation	Funding Source
ADA	Americans with Disabilities Act
AQC	Congestion Mitigation and Air Quality Improvement (CMAQ)
ARP/ARPA	American Rescue Plan (ARP)/American Rescue Plan Act (ARPA)
BR	Bridge-On State System
BRO	Bridge-Off State System
CFI	Charging & Fueling Infrastructure Grant
CMAQ	Congestion Mitigation & Air Quality
CR	Congestion Relief
CRP	Carbon Reduction Program CRP-6NF – North Front Range (Fort Collins UA) Allocation CRP-6CG – City of Greeley UA Allocation
EAR	Exploratory Advanced Research
ER	Emergency Relief
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery Act of 2009 (State) FASTER Safety FASTER Bridge Enterprise FASTER Transit
HSIP	Highway Safety Improvement Program
MMOF	Multimodal Transportation and Mitigations Options Fund
PAN	Pandemic Federal Stimulus Funds – Region 4 Allocation
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RPP	Regional Priorities Program
RMS	Revitalizing Main Streets
RURAL	Rural Surface Transportation Grant Program
SMS	Safer Main Streets
SRH	Safety – Railroad Crossing Elimination
SRP	Safety – Railroad At-Grade Crossing Protection
SRTS	Grants: Safe Routes to School
STBG	Surface Transportation Block Grant
STS	Surface Transportation Program – Safety

STU	Surface Transportation Program – Metropolitan (STP Metro)
TAP	Transportation Alternatives Program (Region 4)
TA	Transportation Alternatives program (NFR)
TCC	Transportation Commission Contingency
TCI	Transportation Commission Initiatives Fund
[Various]	Surface Treatment (CDOT)
<b>TRANSIT</b>	
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery Act of 2009 (State) TRG-FASTER (State) transit funding for local projects STL-FASTER (State) transit funding for regional or State projects
FTA5304	Transit 5304: Statewide Planning
FTA5307	Transit 5307: Urbanized Area Formula Program (FTA funds allocated on a formula basis to urban areas larger than 50,000)
FTA5309	Transit 5309: Capital Investment Program (discretionary capital funds)
FTA5310	Transit 5310: Enhanced Mobility of Seniors & Individuals with Disabilities
FTA5311	Transit 5311: Rural & Small Urban Areas (Non-Urbanized Areas)
FTA5337	Transit 5337: State of Good Repair
FTA5339	Transit 5339: Bus and Bus Facilities Program
<b>ADDITIONAL ABBREVIATIONS: the following may also appear in project-specific entries:</b>	
7PX	Senate Bill 228/267 Funds (State)
BUILD	Better Utilizing Investments to Leverage Development
CARES	Coronavirus Aid, Relief, and Economic Security
CDC	Capital Development Committee (State)
CPG	Consolidated Planning Grant
IM	Interstate Maintenance
IMD	Interstate Maintenance Discretionary
HUTF	Highway Users Tax Fund (State)
ITI	ITS Investments
L	Local
LO/LOM	Local Overmatch
NHS	National Highway System
NHD	National Highway System – Discretionary

NHFP	National Highway Freight program
NHPP	National Highway Performance Program
RAG	Railroad Crossing Program – At Grade
RAMP	Responsible Acceleration of Maintenance and Partnerships
SB1	Senate Bill 2019-001 Funds (State)
<b>ADDITIONAL ABBREVIATIONS: the following may also appear in project-specific entries:</b>	
SB267	Senate Bill 2017-267 Funds (State)
SBT	Senate Bill 228 Transit
SHE	Surface Transportation Program – Hazard Elimination
SHF	State Highway Funding
STA	Surface Transportation Program – Any Area
STP	Surface Transportation Program
STF	Surface Transportation Program – Flexible
TCC	Transportation Commission Contingency (CDOT)
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery

Note: CDOT periodically updates abbreviations associated with various funding programs. As those are assigned to specific projects and replace the abbreviations used initially in the TIP, the TIP will be administratively modified to reflect the changes as needed.

## Project Delay Procedure

The goal of the NFRMPO's TIP Project Delay Procedure is to maximize the funding obligated each fiscal year and enable the NFRMPO to redirect funds to alternate projects if any are inactive or not making progress.

The delay procedure applies to all projects awarded by the NFRMPO Planning Council. Federal funds subject to the delay procedure include CMAQ, CRP, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation). State funds subject to the delay procedure include MMOF. Any other federal or state funds which are awarded by the NFRMPO Planning Council for the active years of the FY2026-2029 TIP will also be subject to the delay procedure.

The delay procedure provides an incentive for local agency sponsors to develop their projects according to an identified schedule and expedite the use of federal funds. Projects are reviewed on an annual basis, with TAC providing recommendations to Planning Council on granting extensions, if necessary, occurring the month following review.

Each project subject to the delay procedure identifies the anticipated timing of project milestones in the project's application. If a project is awarded funds in fiscal years other than what was requested in the application, the deadline for meeting the milestone is advanced or postponed accordingly. As identified in **Table 2** projects are considered delayed if they do not meet the milestone deadline based on their project type.

**Table 2: Milestones by Project Type**

Project Type	Milestone	Milestone Deadline
Construction	Advertisement	Fiscal Year identified in the project application adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded
Non-Construction	Issuance of “Notice to Proceed”	

Construction projects that have more than one advertisement date and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project.

The “Notice to Proceed” for vehicle purchase projects, which are considered non-construction, is the grant agreement or intergovernmental agreement (IGA) date.

Within the CMAQ, CRP, STBG, and TA funding programs, project sponsors are allowed to swap funds one time between projects awarded funding in an approved Call for Projects. Swapping funds allows projects with different funding years in the same funding program to advance/delay projects and their milestone deadlines upon the approval of the impacted project sponsors. If advancing or delaying either project impacts air quality conformity by moving a project from one air quality conformity band to another, then the swap requires staff review. The swapped projects will have their milestone deadline updated based on the revised first year of funding. Milestone deadline revisions will only occur the first time a project is swapped to advance/delay the project. Upon any subsequent timing changes due to swapping funds, the project’s milestone deadline will not be adjusted to prevent a project from being extended indefinitely.

Granting extensions on delays:

- TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year.
- TAC may recommend Planning Council approve any subsequent extensions if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted a second one-year extension if extenuating circumstances exist outside the project sponsor’s control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on second extensions.

Projects which have federal funding removed must submit a letter or signed resolution by the project sponsor agency. Upon receipt of the letter or resolution, NFRMPO staff will complete a TIP amendment removing the project from the TIP, which will allow CDOT to move the federal funds into the corresponding funding pool after which the NFRMPO may award the funding to another project.

MMOF funds are required to be obligated and expended by certain dates depending on the Fiscal Year of the funds. Additionally, as outlined in SB21-260, MMOF project sponsors are required to submit a status report each year for each project to ensure timely expenditure of State funds.

## Federal Cost Principles

In its efforts to deliver on the promise of a 21st-Century government that is more efficient, effective and transparent, the [USDOT Office of Management and Budget \(OMB\)](#) has streamlined the OMB Circulars on Administrative Requirements, Cost Principles, and Audit Requirements for all Federal awards into one

document, referred to as the Federal Cost Principles. Guidance published December 26, 2013, is in effect for all federal awards or funding increments to nonfederal entities as of December 26, 2014 and will apply to nonfederal entity audits for fiscal years beginning on or after that date. This guidance supersedes and streamlines requirements contained in OMB Circulars A-21, A-50, A-87, A-89, A-102, A-110, A-122, and A-133 by consolidating the requirements of these eight documents into one.

The Federal Cost Principles require local agencies establish the projects' performance period start and end date and include it in the Federal Award. Changes to the Federal Award may only include allowable costs incurred during the period of performance. Any extension or modification to the project end date must be authorized by the FHWA or FTA. The Local Agency must submit, no later than 90 calendar days after the end date of the period of performance, all financial, performance, and other reports as required by the terms and conditions of the Federal award. The project must be closed, and all final reimbursements be made in this 90-day period. CDOT is required to evaluate the risk of each Local Agency to effectively deliver the project. **Table 3** explains the Federal code related to the Federal Cost Principles.

**Table 3: References to Federal Cost Principles<sup>2</sup>**

References to Federal Cost Principles		
1.	Period of Performance	<a href="#">200.309</a>
2.	Project Closeout	<a href="#">200.343</a>
3.	Evaluation of Subrecipient's Risk	<a href="#">200.205</a> , <a href="#">200.207</a> , <a href="#">200.331</a>
4.	Performance Management	<a href="#">200.301</a>
5.	15 Standard Data Sets	<a href="#">200.210</a> , <a href="#">200.331</a>
6.	Indirect Cost Rates	<a href="#">200.331</a> , <a href="#">200.414</a> , <a href="#">200.68</a>
7.	Time and Effort Rules	<a href="#">200.430(i)</a>
8.	Internal Controls	<a href="#">200.303</a>
9.	Required Disclosures	<a href="#">200.112</a> , <a href="#">200.113</a>
10.	Procurement	<a href="#">200.317-200.326</a> , <a href="#">2 CFR 1201.317</a>
11.	Payments	<a href="#">200.305</a>
12.	Single Audit (A-133) Requirements	<a href="#">200.501</a>

## Entities Eligible for Funding

Applications for TIP projects which involve public-private partnerships are only accepted from a member government when the member government assumes sole responsibility for the project. Private sector partners may include, but are not limited to, trail management groups, developers, and financiers. Member governments will represent their private sector partner(s) in all dealings with NFRMPO, CDOT, FHWA, or FTA. The private sector partner may not participate in such activities without the sponsoring local government present. Eligible projects must demonstrate a strong public benefit. Partnerships must have a legal, written agreement in place between the public agency and the private entity before a project may be included in the TIP.



## Partially Funded Projects and Program Efficiencies

During a call for projects, the project selection committee may stay within financial constraints by reducing the funding of a proposed project before it is programmed into the TIP. Such partially funded projects may be awarded additional funding if and when it becomes available. Project sponsors of partially funded projects will need to reapply in subsequent calls to be considered for additional funding. An important consideration for Project Sponsors is the following excerpt from Title 23 of the U.S. Code regarding engineering cost reimbursement:

“If on-site construction of or acquisition of right of way for a highway project is not commenced within 10 years (or such longer period as the State requests and the Secretary determines to be reasonable) after the date on which Federal funds are first made available, out of the Highway Trust Fund (other than Mass Transit Account), for preliminary engineering of such project, the State shall pay an amount equal to the amount of Federal funds reimbursed for the preliminary engineering. The Secretary shall deposit in such Fund all amounts paid to the Secretary under this section,” (23 U.S.C. §102).”

Typically, CDOT’s intergovernmental agreements (IGAs) with local agency Project Sponsors concerning federal-aid projects contain provisions to ensure that local agencies would, in turn, provide the state with the funds necessary to satisfy this cost reimbursement provision of the federal law.

Some projects that were initially programmed in the TIP prior to Fiscal Year 2024 remain active but have not reached the implementation phase at the time the TIP was being updated. In the project funding tables these projects are listed with the note, “Roll Forward,” because their implementation is scheduled to proceed in FY2026.

As each fiscal year draws to a close and a new one is started, the TIP’s project funding tables are revised to reflect additional instances for which the funding for projects needs to be rolled forward. Rolling forward the projects subject to the NFRMPO’s Delay Policy occurs only if their schedules are being extended in accordance with those requirements and the funding remains available.

## TIP Amendment and Modification Process

Amendments to the TIP are necessary to facilitate project implementation, identify changes in funding and scheduling, and add or delete projects. The NFRMPO forwards TIP Amendments and Modifications to CDOT upon approval at the appropriate organizational level, as described below. Amendments approved by the Planning Council are accompanied by a Resolution of Adoption. Subsequently, each Administrative Modification will be provided for informational purposes to both the TAC and Planning Council. Any member may request Planning Council review of any action taken by NFRMPO staff or the TAC. The two types of TIP changes are described in the following sections.

### Policy Amendments

Policy Amendments require TAC review and Planning Council approval for all CMAQ, CRP, STBG, TA funded and Air Quality Significant Projects.

Examples of Air Quality Significant Projects are:

- Adding at least two (2) through lane miles or completing a regional connection along a regionally significant corridor (RSC);
- Adding a new intersection on principal arterials or above;

- Adding new interchanges or grade-separated intersections;
- Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, considering existing service levels.

The following items require a Policy Amendment:

1. Any project, outside of a CDOT STIP funding pool, added to the TIP using federal funds including CMAQ, CRP, STBG or TA funds, or if the project is an Air Quality Significant Project (see examples above).
2. Any project that has all Federal funding removed or is deleted from the TIP.
3. The addition or deletion of \$5M or more in federal or state funds for any project.
4. A change in funding sources from local/state to include any amount of federal funds.
5. Addition of a new CDOT STIP pool or a change in the total amount of a CDOT STIP pool by \$5M or more in state or federal funding.
6. Any major change in the scope of a project. A major scope change is defined as any sponsor-directed alteration that requires a modification in a project's activity, location, or schedule which triggers a review of the National Environmental Policy Act (NEPA) process or air quality analysis. Common scope changes are: (1) engineering change, (2) quantity change, (3) location change, and (4) schedule change. Specifically, any schedule changes that might impact the TIP's air quality conformity as the completion date of a regionally significant project would occur in a different time frame than that modeled by APCD.

Policy Amendments will be processed according to the following schedule:

- Amendments will be processed every other month, including January, March, May, July, September, and November. Amendments in off-cycle months can be completed as needed.
- The deadline to submit an Amendment request is 5:00 pm on the first business day of the month the Amendment is processed.
- The 30-day Public Comment period for TIP Amendments will open when the next TAC meeting packet is released, one week prior to the TAC meeting.
- TIP Amendments will go to TAC and Council once each for Action. Council adoption of the TIP Amendment will be contingent on public comments received during any portion of the 30-day Public Comment period occurring after the Council meeting.

TIP amendment requests which require air quality conformity re-determination and/or Regional Transportation Plan Amendment ("Plan Amendment") take longer to process than indicated by the schedule. TIP amendment requests meeting either of those conditions will be amended into the TIP after the conformity determination and/or the Plan Amendment is complete. Further details on the Conformity process can be found in the [Conformity Determination](#) section of this document.

### Administrative Modifications

Administrative modifications are minor changes to existing projects in the TIP. An administrative modification could include any of the following:

1. A change between federal funding sources.
2. A change in project funding of less than \$5M of state or federal funding which does not change the scope of the project.
3. A change in local funding of any amount which does not completely remove local funding or change the scope of the project.

4. A transfer of funds between project years, with concurrence of Project Sponsors, and not impacting air quality conformity.
5. A change of less than \$5M in the total amount of a CDOT STIP pool in state or federal funding.
6. Changes in the projects included in a CDOT STIP pool due to Transportation Commission action, including a change in the state resource allocation.
7. Addition or deletion of new projects which are not federally funded or air quality significant but are under \$5M.
8. Minor scope changes which do not meet the criteria of a major scope change and do not change the project type.

The deadline for submitting Administrative Modifications is 5:00 pm on the last business day of the month. Administrative Modifications will be released on the first business day of each month. Processed Modifications are posted to the NFRMPO TIP webpage, available at <https://nfrmpo.org/tip/>. Each quarter processed Modifications from the previous three months are provided to the TAC and Planning Council for informational purposes.

For projects funded through CDOT-managed pools that are not regionally significant or transit projects, the NFRMPO TIP shows pool totals by year. CDOT will provide a list of the projects within each pool. The NFRMPO TIP Table refers readers to the CDOT STIP Report for project funding within the CDOT-managed pools. To access the STIP tables, please visit: <https://www.codot.gov/programs/planning/transportation-plans-and-studies/stip>.

### Scope Changes for NFRMPO Selected Projects

Any change in scope for an NFRMPO funded project will need to be reviewed by the TAC which will determine whether the change is a minor scope change, a major scope change, or a new project:

- Minor scope changes: Following review by the TAC, a minor scope change will be incorporated into the TIP through an Administrative Modification.
- Major scope changes: Major scope changes must be reviewed by both the TAC and Planning Council, followed by incorporation into the TIP through the Policy Amendment process.
- New project: Changes which are determined to be significantly different than the original project awarded will require project sponsors to prepare a new application to be reviewed by both the TAC and Planning Council. The deletion of the old project and addition of the new project will be completed through the Policy Amendment process.

### Emergency Funds

Projects receiving funding from the Emergency Relief Program [23 CFR 668.105](#) may be processed into the STIP prior to being processed into the TIP. CDOT shall follow up and request a TIP Amendment or Modification at the same time the STIP action is requested. The procedure for projects providing emergency repairs as defined by the Governor, the Transportation Commission, or the CDOT Executive Director will be addressed on a case-by-case basis.

### TIP/STIP Reconciliation Process

To ensure consistency between the TIPs and the STIP, the NFRMPO and CDOT will conduct a reconciliation process with any relevant stakeholder agencies, such as Transit Direct Recipients, FHWA, and FTA. These reconciliations must be completed on a semi-annual basis. The first reconciliation is completed by the end of January each year for the FHWA funding programs, as well as Transit. The second reconciliation is completed by the end of September. The reconciliation may include all programs and projects included in the TIP and STIP.

## Environmental and Demographic Impact Analysis

The NFRMPO Environmental and Demographic Impact Analysis process combines federal and state guidance on evaluating the impact of transportation projects on communities identified as disadvantaged.

### Disproportionately Impacted (DI) Communities

Disproportionately Impacted (DI) communities were established through *Colorado House Bill (HB) 21-1266: Environmental Justice Disproportionate Impacted Community* was passed in 2021 and revised under HB 23-1233 in 2023. Colorado law defines a DI community as census block groups where:

- More than 40 percent of the population are low-income (meaning that median household income is at or below 200 percent of the federal poverty line)
- 50 percent of the households are housing cost-burdened (meaning that a household spends more than 30 percent of its income on housing costs like rent or a mortgage)
- 40 percent of the population are people of color (including all people who do not identify as non-Hispanic white)
- 20 percent of households are linguistically isolated (meaning that all members of a household that are 14 years old or older have difficulty with speaking English)
- Census block groups that experience higher rates of cumulative impacts, which are represented by an EnviroScreen Score (Percentile) above 80<sup>3</sup>.

### NFRMPO Environmental and Demographic Impact Process

An Environmental and Demographic Impact Analysis is completed for all location-specific individual projects included in the TIP. If a project is within ¼ mile of, or adjacent to an area with a substantial disadvantaged population, it is an Environmental and Demographic project. If it does not, it is not considered for analysis. The benefits and burdens of each project must be examined individually on all projects. An overall analysis on projects in the TIP determines if it meets Environmental and Demographic Impact Analysis requirements.

The Environmental and Demographic Impact Analysis Form can be found in **Appendix A**.

## FY2026-2029 TIP Project Map

The NFRMPO has developed and will maintain an interactive online map of all location-specific individual projects. The map can be found on the NFRMPO's TIP webpage at [nfrmpo.org/tip](https://nfrmpo.org/tip) or online at the following link:

<https://nfrmpo.maps.arcgis.com/apps/instant/sidebar/index.html?appid=0b2fde291d154c1e883b05faaf90b7f6>

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<sup>3</sup> Colorado EnviroScreen, 2023. <https://cdphe.colorado.gov/enviroscreen> (Accessed 6/8/2023)

Figure 2: FY2026-2029 TIP Projects by Project Type

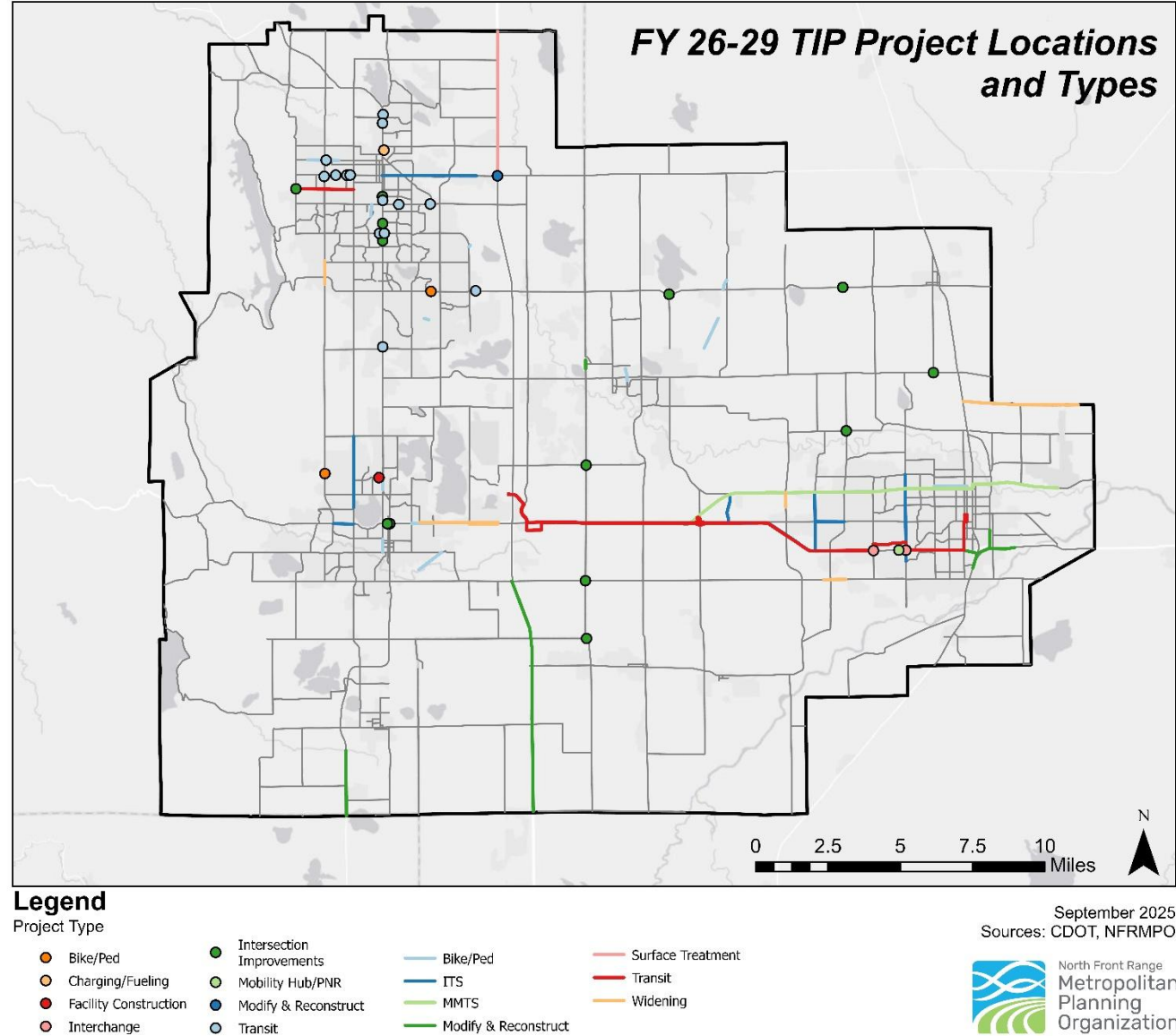
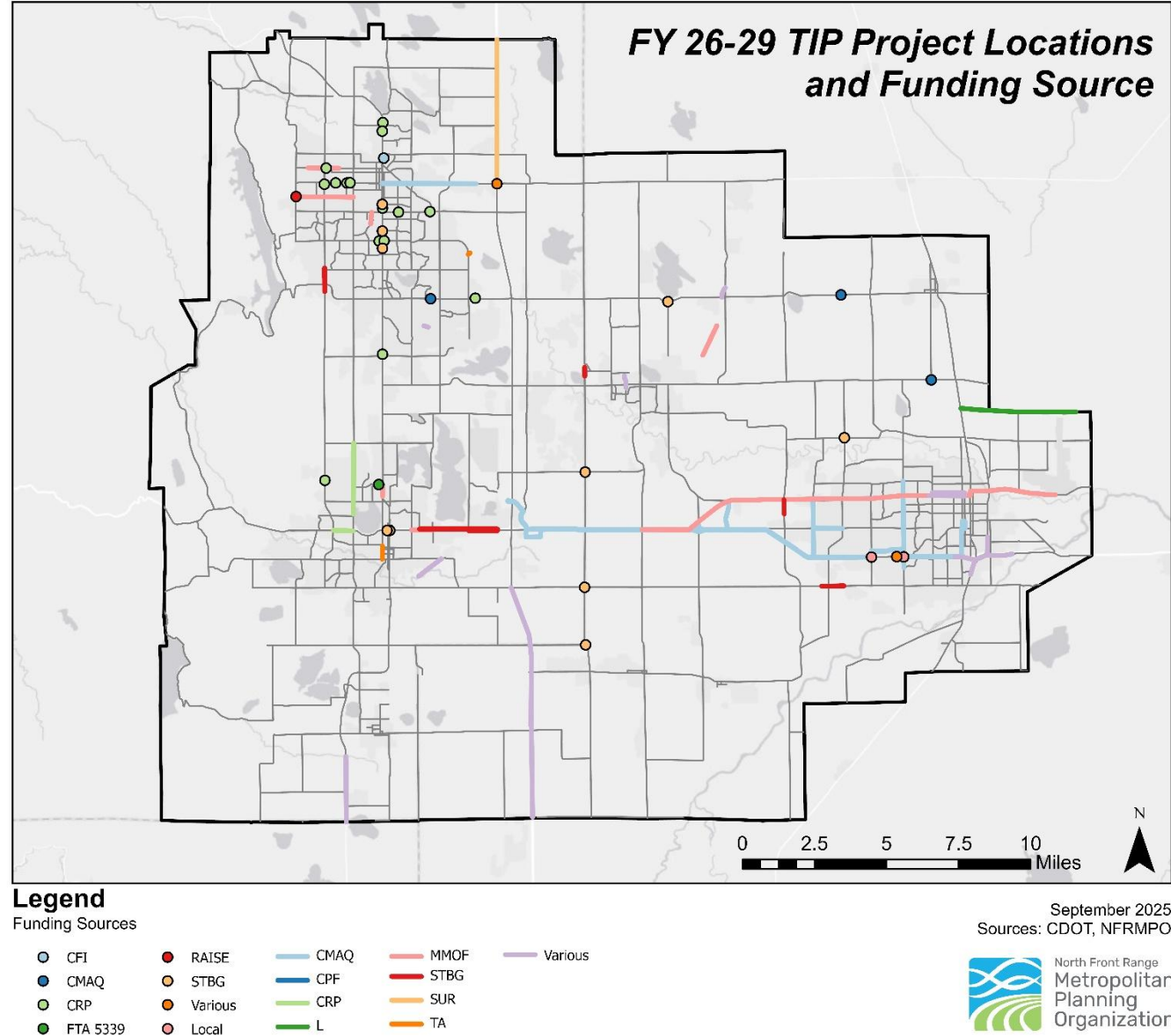


Figure 3: FY2026-2029 TIP Projects by Funding Source





## Transportation Performance Management

FHWA defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The application of the TPM approach is directed by federal regulations and guidance, ensuring that transportation investments are performance-driven and outcome-based.

The FHWA performance management regulation outlines major activities that State DOTs and MPOs should approach in a cooperative manner, including establishing targets, developing reporting standards, and incorporating TPM elements in the statewide and metropolitan planning processes. For more information on the federal requirements and regulations, visit the FHWA TPM website: <https://www.fhwa.dot.gov/tpm/>.

The objective of the performance and outcome-based program first identified in MAP-21 and carried forward in the FAST Act and the IIJA, is for planning agencies to invest resources in projects that collectively support seven specific national goal areas, detailed in **Table 4**.

**Table 4: TPM National Goals<sup>4</sup>**

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System.
System Reliability	To improve the efficiency of the surface transportation system.
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Impact	To enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

National performance measures in seven program areas have been established by FHWA and FTA in support of the national goals: highway safety, infrastructure condition, system performance, freight, air quality, transit asset management, and transit safety. States were required to set targets for the highway safety measures by August 31, 2017 and were required to set targets for the infrastructure condition, system performance, freight, and air quality performance measures by May 20, 2018. After each of the state's deadlines, MPOs had 180 days to either support the State's targets or establish their own targets. Transit agencies were required to report transit asset management (TAM) targets in their TAM plans by October 1, 2018, while MPOs were required to

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<sup>4</sup> §1203; 23 USC 150(b)

include TAM targets in TIPs and RTPs adopted after October 1, 2018. The three transit agencies in the region were required to develop a Public Transportation Safety Plan (PTASP) which included transit safety targets in 2020. The NFRMPO adopted the targets set by the transit agencies on April 1, 2021. Transit safety targets are updated annually and reported to the NFRMPO. The NFRMPO incorporates up to date transit safety targets in any update of the TIP and RTP but is not required to adopt transit safety targets annually.

For the second performance period (2022-2026) the NFRMPO was required to develop two new traffic congestion targets: annual hours of peak hours of excessive delay and non-single occupant vehicle (SOV) commute for the Fort Collins Transportation Management Area (TMA). These targets only apply to the Fort Collins (TMA) whereas the other federally required targets apply to the full NFRMPO planning area. Additionally, these targets are required to be joint targets with the CDOT and were determined through collaboration with CDOT staff. The NFRMPO Planning Council adopted the traffic congestion targets on June 2, 2022.

The NFRMPO has adopted targets for all the federally required performance measures. The NFRMPO adopted CDOT’s statewide targets for the highway safety, infrastructure condition, system performance, freight, and air quality performance measures, and joint traffic congestion targets established between the NFRMPO and CDOT, as shown in **Table 5**. The NFRMPO adopted transit asset management targets and transit safety targets by supporting the targets set by the transit agencies in the region, as shown in **Table 6** and **Table 7**.

Targets for both federally required and regionally adopted performance measures are reported and updated on the NFRMPO’s Performance Measure webpage: <https://nfrmpo.org/performance-measures/>.



**Table 5: NFRMPO Targets for Federal Roadway Performance Measures as of 2025**

Performance Measure	Target
<b>Highway Safety</b>	
Number of fatalities	740
Fatality rate per 100 million vehicle miles traveled	1.363
Number of serious injuries	3,640
Serious injury rate per 100 million vehicle miles traveled	6,701
Number of non-motorized fatalities and serious injuries	659
<b>Bridge and Pavement Condition</b>	
Percent of pavement on Interstate System in Good condition	47%
Percent of pavement on Interstate System in Poor condition	3.5%
Percent of pavement on non-Interstate System in good condition	43%
Percent of pavement on non-Interstate System in poor condition	3.5%
Percentage of NHS bridges in good condition	36%
Percentage of NHS bridges in poor condition	4%
<b>System Reliability</b>	
Percent of person-miles traveled on Interstate that are reliable	79%
Percent of person-miles traveled on non-Interstate NHS that are reliable	94%
Truck Travel Time Reliability Index	1.46
Total emissions reduction	482 kg/day VOC reduction 5,393 kg/day CO reduction 1,086 kg/day NOx reduction
Annual Hours of Peak Hours Excessive Delay (PHED)	2-Year: 3.8 4-Year: 3.7
Non-Single Occupant Vehicle (SOV) Travel	2-Year : 25.3% 4-Year : 25.6%

**Table 6: NFRMPO Targets for Federal Transit Performance Measures as of 2025**

Agency	Percent Revenue Vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	Target
Transfort	Bus	15	25%
	Articulated Bus	17	
	Cutaway	12	
	Automobile	10	
	Minivan	10	
	Truck/SUV	10	
GET	Bus	14	5%
	Cutaway (Fixed Route)	7	10%
	Cutaway (Paratransit)	8	20%
Statewide Tier II	Bus	14	20%
	Cutaway Bus	10	7%-20%
	Automotive	8	50%
	Minivan	8	38%
Agency	Percent Service vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	Target
Transfort	Automobile	10	25%
	Truck and other rubber-tire vehicles	10	25%
GET	Equipment	10	1%
Statewide Tier II	Automobile	8-14	28%
	Truck and other rubber-tire vehicles	8-14	28%
Agency	Percent Passenger and Maintenance Facilities Rated Below Condition 3	Target	
Transfort	Passenger Facility	25%	
	Passenger Parking		
	Maintenance		
	Administrative		
GET	Administrative	10%	
Statewide Tier II	Passenger Facility	19%	
	Passenger Parking		
	Maintenance	19%	
	Administrative		

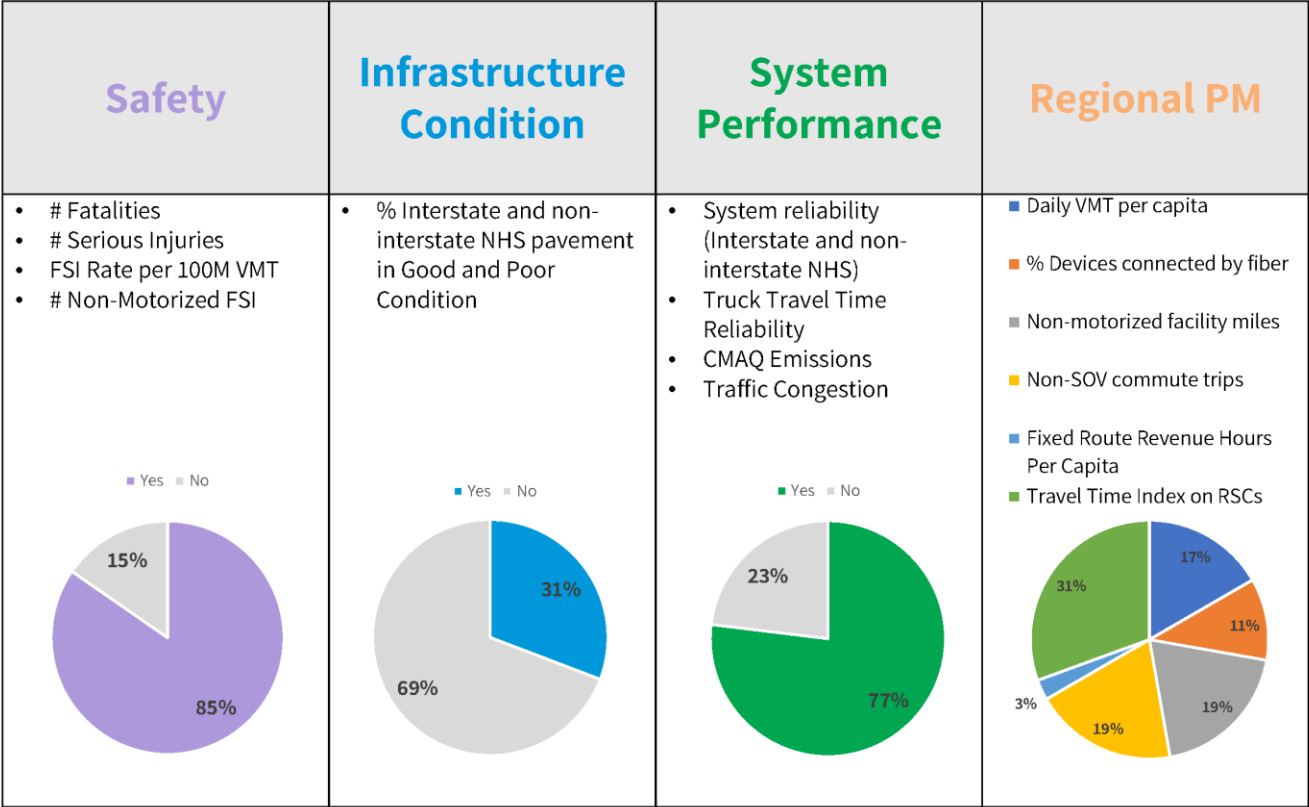
**Table 7: NFRMPO Targets for Federal Transit Safety Performance Measures as of 2025**

Agency	Mode	Fatalities (Total)	Fatality Rate	Injuries (Total)	Injury Rate	Safety Events (Total)	Safety Events Rate	System Reliability
Transfort	Fixed Route Bus Directly Operated	0	0	0	0	0	0	0
	Bus Rapid Transit, Directly Operated	0	0	0	0	0	0	0
	Fixed Route Bus, Purchased Transportation	0	0	0	0	0	0	0
	Demand Response, Purchase Transportation	0	0	0	0	0	0	0
	Demand Response, Taxi, Purchased Transportation	0	0	0	0	0	0	0
COLT	Fixed Route Bus	0	0	0	0	0	0	0
	ADA/Paratransit	0	0	0	0	0	0	0
GET	Fixed Route Bus, Paratransit, and Demand Response	0	0	1	0	0	0	1.5

The projects in the FY 2026-2029 TIP funded with CMAQ, STBG, and TA funding in FY 2026 and FY 2027 were scored and selected using the 2050 Goals, Objectives, Performance Measures, and Targets (GOPMT) adopted by the NFRMPO Planning Council on June 1, 2023. The 2050 GOPMT was developed to meet MAP-21, FAST Act, and IIJA requirements. Each Goal, Objective, and Performance Measure directly relates to one or more of the seven national goal areas. Each Performance Measure is associated with a Target to monitor system performance. Project applications were scored in part on their ability to contribute to the achievement of the established targets.

In total, \$25,535,521M federal funds were awarded to CMAQ, STBG, and TA projects in FY 2024-2028 in the 2023 Call for Projects. Each project awarded funding supports at least one of the four goals included in the 2050 RTP GOPMT. **Figure 4** identifies the performance measures the selected projects were based off.

**Figure 4: Performance Measure Analysis, 2023 Call for Projects**



**Table 8** summarizes the federally required performance measures and targets, in addition to the number of TIP projects, including NFRMPO awarded projects, CDOT pool projects, and FTA funded projects, and total funding contributing towards achievement of those targets over the four years of the TIP. The intent of the table is to illustrate the extent to which all TIP projects work towards achievement of federal performance measure targets.

**Table 8: Federal Performance Measures and TIP Project Impact**

Goal		Performance Measure	TIP Projects	Funding Amount
PM 1	Safety	Number of fatalities	41	\$302,766,402
		Rate of fatalities (per 100M VMT)		
		Number of Serious Injuries		
		Rate of Serious Injuries (per 100M VMT)		
		Number of non-motorized fatalities and serious injuries		
PM 2	Pavement	Percent Interstate Pavement in Good Condition	5	\$166,668,320
		Percent Interstate Pavement in Poor Condition		
		Percent Non-Interstate NHS in Good Condition		
		Percent Non-Interstate NHS in Poor Condition		
	Bridge	Percentage NHS Bridges in Good Condition	4	\$17,077,197
		Percent NHS bridges in Poor Condition		
PM 3	System Performance	Percent person miles traveled on the Interstate system that are reliable	11	\$333,831,150
		Percent person miles traveled on the non-interstate NHS that are reliable		
	Traffic Congestion	Annual Hours of Peak Hours Excessive Delay	13	\$320,632,077
		Non-SOV Commute		
	Freight	Travel time reliability index	3	\$230,436,175
	Emissions Reductions	VOC Reduction	8	\$48,722,258
		Carbon Monoxide Reduction		
		Nitrogen Oxides Reduction		
Transit	TAM	Transit Asset Management	12	\$43,916,011
	Transit Safety	Transit Safety	4	\$15,825,334

## Status of Major Projects from the FY 2024-2027 TIP

As required by [23 CFR 450.326\(n\)\(2\)](#), **Table 9** identifies the implementation status of major projects from the previous TIP (FY2024-2027). The status indicates whether the project is programmed (project initiation is anticipated in FY 27 or beyond), initiated (construction is under contract), delayed, deleted, or completed. Major projects are defined as non-operations projects with a total cost greater than \$5M.

**Table 9: Implementation Status of FY 2024-2027 TIP Major Projects**

TIP ID	Project Title	Improvement Type	Sponsor	Status
2017-032	North I-25: Design Build	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Completed
2019-014	North I-25: WCR38 to SH402	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Completed
2023-019	I-25: Segment 5 (CO56 to CO66)	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Initiated
2024-011	US85 and US34 Interchange	Modify & Reconstruct	CDOT Region 4	Initiated
2022-002	Transfort Electric Bus Purchase	Rolling Stock Replacement	Fort Collins	Completed
2022-004	N Taft Avenue & US 34 Intersection Improvements	Intersection Improvements	Loveland	Initiated
2023-002	US287 and Trilby Intersection improvements	Intersection Improvements	Fort Collins	Initiated
2024-008	Power Trail Grade Separated Crossing	Bike/Ped Facility	Fort Collins	Initiated
2025-005	CR74 and CR31 Roundabout	Intersection Improvements	Weld County	Programmed
2026-004	9 <sup>th</sup> & 10 <sup>th</sup> St Mobility Improvements	Modify & Reconstruct	Greeley	Programmed
2020-011	59th Avenue and O Street Roundabout	Modify & Reconstruct	Greeley/Weld County	Programmed
2022-005	CR 19 (Taft Hill) Improvements	Widening	Fort Collins, Larimer County	Programmed
2023-003	Roundabout at WCR 74 and WCR 33	Intersection Improvements	Weld County/Eaton	Completed
2023-006	83rd Ave Roadway Improvements	Widening	Greeley	Programmed
2024-007	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	Intersection Improvements	Weld/ Larimer Counties	Programmed
2026-005	Crossroads & Colorado Intersection Improvements	Intersection Improvements	Windsor	Programmed

2027-001	US34 & US287 Intersection Improvements	Intersection Improvements	Loveland	Programmed
2020-025	West Elizabeth Corridor Design	Transit	Fort Collins	Initiated
2020-026	Laporte Ave Improvements – Fishback to Sunset	Bike/Ped	Fort Collins	Initiated
2020-031	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Bike/Ped	Fort Collins	Initiated
2023-017	US34 Regional Mobility Hub	Transit Capital	Greeley/CDOT	Programmed
2024-017	10 <sup>th</sup> Street Multimodal Improvements	Safety, Bike/Ped	Greeley	Programmed
2025-006	US34 and 35 <sup>th</sup> Ave Interchange	Intersection Improvements	Greeley	Programmed
2025-007	US34 and 47 <sup>th</sup> Ave Interchange	Intersection Improvements	Greeley	Programmed
2023-009	Transfort Maintenance Facility Repairs	Facility Improvements	Fort Collins	Programmed
2024-014	Foothills Transit Station & Roundabout	Transit Capital	Fort Collins	Programmed

## SECTION 2: TIP MODIFICATION AND AMENDMENT FORMS

### Form Instructions

1. Determine if the revision is an Amendment or a Modification by reviewing the TIP policies at [nfrmpo.org/tip/](https://nfrmpo.org/tip/). If you are unsure, submit the revision using either form and the NFR TIP Planner will identify the correct method.
2. If revising a project currently in the tip, use the project information in the "Most Recent FY 2026-2029 tip project tables" at [nfrmpo.org/tip/](https://nfrmpo.org/tip/) to fill out the "Previous Entry" section. If adding a new project to the TIP, leave the "Previous Entry" section blank.
3. in the "Revised Entry" section, enter the revised project information.
4. Email the Amendment(s) or Modification(s) to the NFR TIP Planner.

## Form Definitions

**Project Title** - Describe project in 60 characters or fewer.

**Sponsor** - Identify the project sponsor(s)

**STIP ID & TIP ID** - For projects already in the TIP, refer to the current TIP tables. For new projects, leave the TIP ID blank and provide a STIP ID if already assigned by CDOT, otherwise leave blank.

**Type** - Identify project type (e.g. Capacity, Modify & Reconstruct, Operations, Safety, Bike/Ped Facility, Intersection Improvements, Vehicle Replacement, etc.)

**Air Quality** - If unknown, leave blank. Otherwise, specify as "Exempt from conformity analysis" or "Included in conformity analysis."

**Description** - Provide 1-2 sentence project description.

**Revision** - Explain the proposed revision (e.g. New project, funding change, scope change, sponsor change, etc.)

**Funding Program** - Refer to **Table 1.** in the FY 2024 - FY 2027 TIP Narrative for funding program abbreviations

**Funding Amounts** - Identify the funding amounts for each funding program and each fiscal year.



# Sample TIP Modification Form

## NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification Request

Submitted to:  Prepared By:  Date:

### PREVIOUS ENTRY

Title:

Sponsor:

STIP ID:

TIP ID:

Type:

Air Quality:

Description:

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY 26	FY 27	FY 28	FY 29	Previous Funding	Future Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### REVISED ENTRY

Title:

Sponsor:

STIP ID:

TIP ID:

Type:

Air Quality:

Description:

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY 26	FY 27	FY 28	FY 29	Previous Funding	Future Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Revision #

2026-M#

Revision Description

# Sample TIP Amendment Form

## NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Policy Amendment Request

Submitted to:

Prepared By:

Date:

### PREVIOUS ENTRY (if applicable)

Title:  
Sponsor:  
STIP ID:  
TIP ID:  
Type:  
Air Quality:  
Description:

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY 26	FY 27	FY 28	FY 29	Previous Funding	Future Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### NEW ENTRY / REVISED ENTRY

Title:  
Sponsor:  
STIP ID:  
TIP ID:  
Type:  
Air Quality:  
Description:

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY 26	FY 27	FY 28	FY 29	Previous Funding	Future Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

2026-A#

## SECTION 3: FY 2026-2029 PROJECTS

### Project Tables

The projects listed are those adopted by Planning Council at their regular meeting on [REDACTED] based on project information as of [REDACTED]. TIP Amendments and Modifications completed between [REDACTED] and the effective date of the FY 2026-2029 TIP will be incorporated into TIP following the completion of the TIP approval process. The project tables identify the project title, project sponsor, funding source and funding program by project phase, funding amount by year in thousands, STIP ID, TIP ID, and project type. The previous funding identifies the previously programmed funding for individual projects and for the currently programmed pool projects. Rolled funding identifies funding from a fiscal year prior to FY2026 that has been rolled forward for obligation in the current year. The Future Funding column is any reasonably anticipated funding for the project in FY2029 and beyond.

Additional information on pool projects is available in the CDOT STIP at <https://www.codot.gov/programs/planning/transportation-plans-and-studies/stip>.

The project listings will continue to be updated via Modifications and Amendments. The most up to date version of the TIP project tables is available online at [nfrmpo.org/tip/](http://nfrmpo.org/tip/).

Highways  
Strategic

**Title:** North I-25: Design Build  
**Sponsor:** CDOT Region 4  
**STIP ID:** SSP4428.012  
**TIP ID:** 2017-032  
**Type:** Modify & Reconstruct  
**Air Quality:** Included in conformity analysis  
**Description:** One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements. (Segments 7-8)

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	TIGER	\$0	\$0	\$0	\$0	\$0	\$0	\$21,970,000	\$0
Federal	ITI	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$0
Federal	CMAQ	\$260,047	\$0	\$260,047	\$0	\$0	\$0	\$5,165,941	\$0
Federal	SPR	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0
Federal	TCC	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0
Federal	FSB	\$0	\$0	\$0	\$0	\$0	\$0	\$7,013,941	\$0
Federal	OIM	\$0	\$0	\$0	\$0	\$0	\$0	\$60,927	\$0
Federal	TIFIA/CTIO	\$0	\$0	\$0	\$0	\$0	\$0	\$154,231,000	\$0
Federal	RPP	\$0	\$0	\$0	\$0	\$0	\$0	\$4,315,876	\$0
Federal/State	ITS/RoadX	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0
Federal/State	NHPP/SHF	\$0	\$0	\$0	\$0	\$0	\$0	\$31,751,000	\$0
Federal/State	PWQ	\$0	\$0	\$0	\$0	\$0	\$0	\$7,347,000	\$0
Federal/State	SBT	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000,000	\$0
Federal/State	7TH/NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$88,800,000	\$0
State	SSR	\$0	\$0	\$0	\$0	\$0	\$0	\$21,149,875	\$0
State	FAS	\$0	\$0	\$0	\$0	\$0	\$0	\$1,486,000	\$0
State	PRI	\$0	\$0	\$0	\$0	\$0	\$0	\$65,000	\$0
State	7PX	\$0	\$0	\$0	\$0	\$0	\$0	\$190,598,628	\$0
State	7PT	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0
Local	LOM	\$0	\$0	\$0	\$0	\$0	\$0	\$48,503,797	\$0
Local	Private	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000,000	\$0
	Total	\$0	\$0	\$260,047	\$0	\$0	\$0	\$596,055,452	\$0

Revision # Revision Description

**Title:** I-25: Segment 5 (CO56 to CO66)  
**Sponsor:** CDOT Region 4  
**STIP ID:** SSP4428.017  
**TIP ID:** 2023-019  
**Type:** Modify & Reconstruct  
**Air Quality:** Included in conformity analysis  
**Description:** One new express lane in each direction from CO56 to CR38 (MPO boarder). Replacement/rehabilitation of key bridges, ITS, transit & safety components, multimodal options, replacement of portions of existing facility and interchange improvements

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal/State	LEG	\$35,341,000	\$35,341,000	\$0	\$0	\$0	\$0	\$0	\$0
Federal/State	LEG-UFR	\$9,200,000	\$9,200,000	\$0	\$0	\$0	\$0	\$0	\$0
Federal	10C (NHPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$10,748,975	\$0
Federal	PRT	\$0	\$0	\$0	\$0	\$0	\$0	\$960,000	\$0
Federal	TIFIA/CTIO	\$113,488,208	\$113,488,208	\$0	\$0	\$0	\$0	\$24,369,639	\$0
Federal	RPP	\$24,245	\$24,245	\$0	\$0	\$0	\$0	\$0	\$0
State	FAS	\$2,674,675	\$2,674,675		\$0	\$0	\$0	\$0	\$0
State	7Px	\$0	\$0	\$0	\$0	\$0	\$0	\$21,000,000	\$0
	Total	\$160,728,128	\$160,728,128	\$0	\$0	\$0	\$0	\$28,709,000	\$0

Revision # Revision Description

NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** I-25 and CO14 Interchange Improvements  
**Sponsor:** CDOT Region 4  
**STIP ID:** SSP4428.016  
**TIP ID:** 2023-020  
**Type:** Modify & Reconstruct  
**Air Quality:** Excluded from conformity analysis  
**Description:** Replacement of portions of existing facility, replacement of bridge, interchange improvements, ITS, ped/bike enhancements.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal/State	LEG	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$27,000,000
Federal	BFP	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0
State	7PX	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0
	Total	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$3,000,000	\$27,000,000

Revision # Revision Description

**Title:** US85 and US34 Interchange  
**Sponsor:** CDOT Region 4  
**STIP ID:** SR45218.129  
**TIP ID:** 2024-011  
**Type:** Modify & Reconstruct  
**Air Quality:** Excluded from conformity analysis  
**Description:** Signing, striping, and bridge improvements of US85 and US34.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	10C (NHPP)	\$356,000	\$356,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0
State	7PX-UFR	\$2,880,016	\$2,880,016	\$0	\$0	\$0	\$0	\$3,119,984	\$0
	Total	\$3,236,016	\$3,236,016	\$0	\$0	\$0	\$0	\$4,119,984	\$0

Revision # Revision Description

**Title:** I-25 NB and SB Diamond Grind: CO 1 North  
**Sponsor:** CDOT Region 4  
**STIP ID:** SR45218.241  
**TIP ID:** 2024-012  
**Type:** Surface Treatment  
**Air Quality:** Excluded from conformity analysis  
**Description:** Resurface I-25 NB and SB lanes between MP 269-282 in the through lanes by means of panel replacement and diamond grinding.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	SUR	\$0	\$0	\$0	\$0	\$0	\$0	\$3,411,254	\$0
State	SUR	\$150,405	\$150,405	\$0	\$0	\$0	\$0	\$178,341	\$0
	Total	\$150,405	\$150,405	\$0	\$0	\$0	\$0	\$3,589,595	\$0

Revision # Revision Description

NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** US85 UPRR Gaps Project  
**Sponsor:** CDOT Region 4  
**STIP ID:** SR46600.072  
**TIP ID:** 2025-013  
**Type:** Safety  
**Air Quality:** Exempt from conformity analysis  
**Description:** Clean up WCR/UPRR crossing closures

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	TCC	\$0	\$0	\$0	\$0	\$0	\$0	\$43,785	\$0
Federal	RPP	\$0	\$0	\$0	\$0	\$0	\$0	\$458,000	\$0
Local	L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$501,785	\$0

Revision # Revision Description

**Title:** WCR 66 Corridor  
**Sponsor:** Weld County  
**STIP ID:**  
**TIP ID:** 2026-011  
**Type:** Capacity Expansion  
**Air Quality:** Included in conformity analysis  
**Description:** Expansion of WCR 66 from US 85 to WCR 47 (4 Miles) from 2 through lanes to 4 through lanes

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Local	L	\$69,448,000	\$0	\$5,587,000	\$32,849,000	\$31,012,000	\$0	\$8,063,000	\$0
	Total	\$69,448,000	\$0	\$5,587,000	\$32,849,000	\$31,012,000	\$0	\$8,063,000	\$0

Revision # Revision Description

FASTER (North Front Range Listings of State Highway Locations)									
Title:	Region 4 FASTER Safety Pool								
Sponsor:	CDOT Region 4								
STIP ID:	SR46606								
TIP ID:	P-7								
Type:	Safety								
Air Quality:	Exempt from conformity analysis								
Description:	Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:								
STIP ID:	Sponsor	Total Project Cost Title:							
SR46606.109	Fort Collins	\$1,364,000	US287 & Triangle Drive						
TBD	CDOT R4	\$640,000	I-25 & CO392 Intersection Imp.						
Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
State	FAS	\$572,311	\$572,311	\$0	\$0	\$0	\$0	\$15,979,689	\$0
Local	L	\$572,311	\$572,311	\$0	\$0	\$0	\$0	\$109,689	
Local	LOM	\$0	\$0	\$0	\$0	\$0	\$0	\$947,000	\$0
	Total	\$1,144,622	\$1,144,622	\$0	\$0	\$0	\$0	\$17,036,378	\$0

Revision # Revision Description

Non-Regionally Significant Regional Priority Program Pool (RPP)									
Title:	Non-Regionally Significant Regional Priority Program Pool								
Sponsor:	CDOT Region 4								
STIP ID:	SR46600								
TIP ID:	P-11								
Type:	Safety and Bridge Replacement								
Air Quality:	Exempt from conformity analysis								
Description:	Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming in the North Front Range region.								
STIP ID:	Sponsor	Total Project Cost Title:							
SR46600.113	Loveland	\$1,800,000	US 287 Over Big Thompson Bridge						
Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STP	\$8,800,000	\$8,800,000	\$0	\$0	\$0	\$0	\$1,100,000	\$0
Federal	FR8	\$0	\$0	\$0	\$0	\$0	\$0	\$21,000	\$0
Federal	STBG/NHPP	\$95,587	\$95,587	\$0	\$0	\$0	\$0	\$1,436,028	\$0
Federal	DIS	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$0
State	SHF/HUTF	\$19,870	\$19,870	\$0	\$0	\$0	\$0	\$569,021	\$0
State	SB1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$0
Local	L	\$0	\$0	\$0	\$0	\$0		\$0	\$0
Local	LOM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$8,915,457	\$8,915,457	\$0	\$0	\$0	\$0	\$5,026,049	\$0

Revision # Revision Description

**NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

## Surface Treatment

**Title:** Region 4 Surface Treatment

**Sponsor:** CDOT Region 4

**STIP ID:** SR45218

**TIP ID:** P-13

**Type:** Surface Treatment

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:

STIP ID:	Sponsor	Total Project Cost	Title:

SR45218.250	CDOT R4	\$754,412	CO60: Champion East Chips
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SR45218.251	CDOT R4	\$4,211,380	CO402: CR7 to I-25
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Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG/NHPP	\$3,516,997	\$3,516,997	\$0	\$0	\$0	\$0	\$58,212,315	\$0
State	SHF	\$1,211,283	\$1,211,283	\$0	\$0	\$0	\$0	\$9,819,860	\$0
	<b>Total</b>	<b>\$4,728,280</b>	<b>\$4,728,280</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$68,032,175</b>	<b>\$0</b>

Revision #	Revision Description
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Roadways									
Federal									
Bridge - Off State System									
Title:	Region 4 Bridge - Off System Pool								
Sponsor:	CDOT Region 4								
STIP ID:	SR46601								
TIP ID:	P-5								
Type:	Bridge Reconstruct								
Air Quality:	Exempt from conformity analysis								
Description:	Summary of CDOT Region 4 Bridge - Off System Pool in the North Front Range region. Includes the following pool projects:								
STIP ID:	Sponsor	Total Project Cost Title:							
SR46601.032	Weld	\$625,000 Little Thompson (WEL019.0-046.5A)							
SR46601.039	Greeley	\$1,834,000 5th St and 23rd Ave (Greeley-0000006)							
SR46601.044	Greeley	\$1,730,000 37th Street Bridge Replacement - Greeley							
SR46601.047	Severance	\$350,000 CR80 - Severance							
Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	BRO	\$2,659,548	\$2,659,548	\$0	\$0	\$0	\$0	\$2,223,527	\$0
Local	L	\$664,887	\$664,887	\$0	\$0	\$0	\$0	\$390,745	\$0
Local	LOM	\$1,101,289	\$1,101,289	\$0	\$0	\$0	\$0	\$760,711	\$0
	Total	\$4,425,724	\$4,425,724	\$0	\$0	\$0	\$0	\$3,374,983	\$0

Revision # Revision Description

CDOT Region 4 Transportation Alternatives (TAP)									
Title:	Region 4 Transportation Alternatives Program Pool								
Sponsor:	CDOT Region 4								
STIP ID:	SR47020								
TIP ID:	P-14								
Type:	Bike/Ped Facility								
Air Quality:	Exempt from conformity analysis								
Description:	Summary of CDOT Region 4 Transportation Alternatives Program in the North Front Range region. Includes the following pool projects:								
STIP ID:	Sponsor	Total Project Cost Title:							
SR47020.042	Larimer	\$1,362,500 Non-Motorized sidewalk at 57th St/US287							
SR47020.044	Milliken	\$1,003,000 Town of Milliken Sidewalk and ADA							
Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	TAP	\$764,303	\$764,303		\$0	\$0	\$0	\$2,347,229	\$0
Local	L	\$190,075	\$190,075		\$0	\$0	\$0	\$628,134	\$0
Local	LOM	\$0	\$0		\$0	\$0	\$0	\$1,846,000	\$0
	Total	\$954,378	\$954,378	\$0	\$0	\$0	\$0	\$4,821,363	\$0

Revision # Revision Description

NFRMPO Transportation Alternatives (TA)									
Title:		William Neil/Ziegler Int Improvements							
Sponsor:		Fort Collins							
STIP ID:		SNF5095.008							
TIP ID:		2024-010							
Type:		Bike/Ped Facility							
Air Quality:		Exempt from conformity analysis							
Description:		Install enhanced at-grade pedestrian and bicycle facilities at the William Neal/Ziegler Intersection.							
Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	TA	\$458,743	\$415,470	\$43,273	\$0	\$0	\$0	\$144,882	\$0
Local	L	\$95,360	\$86,365	\$8,995	\$0	\$0	\$0	\$30,118	\$0
	Total	\$554,103	\$501,835	\$52,268	\$0	\$0	\$0	\$175,000	\$0

Revision # Revision Description

Title:		Great Western Trail Crossing & Paving							
Sponsor:		Severance							
STIP ID:		SNF5095.009							
TIP ID:		2025-003							
Type:		Bike/Ped Facility							
Air Quality:		Exempt from Conformity Analysis							
Description:		Construction of pedestrian crossing with RRFB, raised crosswalk, and bike/ped signage at CR74 and CR23 and pave the trail from CR74 to CR23.							
Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	TA	\$93,497	\$93,497	\$0	\$0	\$0	\$0	\$0	\$0
Federal	STBG	\$206,503	\$206,503	\$0	\$0	\$0	\$0	\$0	\$0
Local	L-TA	\$19,440	\$19,440	\$0	\$0	\$0	\$0	\$0	\$0
Local	L-STBG	\$42,927	\$42,927	\$0	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$137,637	\$137,637	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$500,004	\$500,004	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** Garfield Bike Route  
**Sponsor:** Loveland  
**STIP ID:** SNF5095.010  
**TIP ID:** 2026-001  
**Type:** Bike and Ped  
**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.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	TA	\$900,000	\$0	\$450,000	\$450,000	\$0	\$0	\$0	\$0
Local	L	\$187,088	\$0	\$93,544	\$93,544	\$0	\$0	\$0	\$0
Local	LOM	\$264,566	\$0	\$0	\$264,566	\$0	\$0	\$0	\$0
	Total	\$1,351,654	\$0	\$543,544	\$808,110	\$0	\$0	\$0	\$0

Revision # Revision Description

Carbon Reduction Program (CRP)

**Title:** NFRMPO TMO Incubator  
**Sponsor:** NFRMPO  
**STIP ID:** SST7104.003  
**TIP ID:** 2024-013  
**Type:** TDM  
**Air Quality:** Excluded from conformity analysis  
**Description:** Funding to support TMOs in Northern Colorado and other TDM non-infrastructure projects to be selected through Calls for Projects.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CRP-6CG	\$300,000	\$0	\$200,000	\$100,000	\$0	\$0	\$0	\$0
Local	Local	\$62,340	\$0	\$41,560	\$20,780	\$0	\$0	\$0	\$0
	Total	\$362,340	\$0	\$241,560	\$120,780	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** Wilson Ave Multiuse Path & Crossing  
**Sponsor:** Loveland  
**STIP ID:** SNF7000.003  
**TIP ID:** 2024-016  
**Type:** Bike and Ped  
**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

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CRP-6NF	\$581,023	\$0	\$0	\$581,023	\$0	\$0	\$0	\$0
Federal	CRP-6CG	\$459,946	\$153,214	\$153,286	\$153,446	\$0	\$0	\$0	\$0
Local	L	\$216,391	\$31,849	\$31,864	\$152,678	\$0	\$0	\$0	\$0
Local	LOM	\$47,145	\$0	\$0	\$47,145	\$0	\$0	\$0	\$0
	Total	\$1,304,505	\$185,063	\$185,150	\$934,292	\$0	\$0	\$0	\$0

Revision # Revision Description

NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** Transfort Bus Stop Upgrades  
**Sponsor:** Fort Collins  
**STIP ID:** SNF7000.001  
**TIP ID:** 2025-008  
**Type:** Transit Capital  
**Air Quality:** Exempt from conformity analysis  
**Description:** 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.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CRP-6NF	\$538,447	\$538,447	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$111,930	\$111,930	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$650,377	\$650,377	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** Taft/US34 Adaptive Signals  
**Sponsor:** Loveland  
**STIP ID:** SNF7000.002  
**TIP ID:** 2026-002  
**Type:** ITS Traffic Controls  
**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.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CRP-6NF	\$550,000	\$0	\$550,000	\$0	\$0	\$0	\$0	\$0
Federal	CRP-6CG	\$70,925	\$0	\$70,925	\$0	\$0	\$0	\$0	
Local	L	\$129,075	\$0	\$129,075	\$0	\$0	\$0	\$0	\$0
	Total	\$750,000	\$0	\$750,000	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

Congestion Mitigation & Air Quality (CMAQ)									
Title:		Citywide Signal Retiming							
Sponsor:		Greeley							
STIP ID:		SNF5173.059							
TIP ID:		2023-001							
Type:		Operations							
Air Quality:		Exempt from conformity analysis							
Description:		Retime all non-adaptive signals.							
Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CMAQ	\$273,000	\$273,000	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$283,000	\$283,000	\$0	\$0	\$0	\$0	\$0	\$0

Revision #      Revision Description

Title:            Phase 3 Fiber  
Sponsor:       Greeley  
STIP ID:        SNF5173.058  
TIP ID:         2022-003  
Type:           Operations  
Air Quality:    Exempt from conformity analysis  
Description:    Install a total of 7.8 miles of fiber along US 34, 71st Avenue, 20th Street, and Promontory Parkway and add three adaptive signals.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CMAQ	\$2,067,000	\$2,067,000	\$0	\$0	\$0	\$0	\$309,000	\$0
Local	L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$2,067,000	\$2,067,000	\$0	\$0	\$0	\$0	\$309,000	\$0

Revision #      Revision Description

NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** 35th Avenue Adaptive Signal Control Technology  
**Sponsor:** City of Greeley  
**STIP ID:** SNF5173.060  
**TIP ID:** 2024-002  
**Type:** ITS Traffic Controls  
**Air Quality:** Exempt from Conformity Analysis  
**Description:** Purchase and installation of adaptive control technology along 35th Ave from 4th St to 29th St

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CMAQ	\$604,662	\$604,662	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$125,694	\$125,694	\$0	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$32,986	\$32,986	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$763,342	\$763,342	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** Mulberry Street Traffic Signal Synchronization  
**Sponsor:** City of Fort Collins  
**STIP ID:** SNF5173.062  
**TIP ID:** 2024-003  
**Type:** ITS Traffic Controls  
**Air Quality:** Exempt from Conformity Analysis  
**Description:** Evaluation, purchase, and installation of adaptive signal timing on Mulberry St from College Ave to Greenfield Ct

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CMAQ	\$440,000	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$91,465	\$91,465	\$0	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$757	\$757	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$532,222	\$532,222	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** Power Trail Grade Separated Crossing  
**Sponsor:** Fort Collins  
**STIP ID:** SR47020.026  
**TIP ID:** 2024-008  
**Type:** Bike/Ped Facility  
**Air Quality:** Exempt from Conformity Analysis  
**Description:** Design, ROW acquisition, and construction of a multimodal grade separated crossing for the Power Trail at Harmony Road. See also CDOT R4 TAP pool.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CMAQ	\$5,939,301	\$2,700,001	\$3,239,300	\$0	\$0	\$0	\$0	\$0
Local	L	\$1,234,635	\$561,264	\$673,371	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$3,238,735	\$3,238,735	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$10,412,671	\$6,500,000	\$3,912,671	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** CR74 and CR31 Roundabout  
**Sponsor:** Weld County  
**STIP ID:** SNF5173.063  
**TIP ID:** 2025-005  
**Type:** Intersection Improvements  
**Air Quality:** Exempt from Conformity Analysis  
**Description:** Construction of a roundabout at the intersection of WCR74 and WCR31.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CMAQ	\$1,269,435	\$1,269,435	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$263,884	\$263,884	\$0	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$6,330,639	\$6,330,639	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$7,863,958	\$7,863,958	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** US34 Transit Operating  
**Sponsor:** Greeley  
**STIP ID:** SST7007.021  
**TIP ID:** 2026-003  
**Type:** Transit Operating  
**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.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CMAQ	\$1,394,184	\$0	\$697,092	\$697,092	\$0	\$0	\$0	\$0
Local	L	\$229,816	\$0	\$114,908	\$114,908	\$0	\$0	\$0	\$0
	Total	\$1,624,000	\$0	\$812,000	\$812,000	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** WCR 37 & SH392 Aux Lane Improvements  
**Sponsor:** Weld County  
**STIP ID:** SNF5173.065  
**TIP ID:** 2027-002  
**Type:** Intersection Improvements  
**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

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CMAQ	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0
Local	L	\$415,751	\$0	\$0	\$415,751	\$0	\$0	\$0	\$0
Local	LOM	\$1,643,469	\$0	\$0	\$1,643,469	\$0	\$0	\$0	\$0
	Total	\$4,059,220	\$0	\$0	\$4,059,220	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** 9th & 10th St Mobility Improvements  
**Sponsor:** Greeley  
**STIP ID:** SNF5173.064  
**TIP ID:** 2026-004  
**Type:** Modify & Reconstruct  
**Air Quality:** Exempt from conformity analysis  
**Description:** 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

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$3,168,343	\$0	\$3,168,343	\$0	\$0	\$0	\$0	\$0
Federal	CMAQ	\$4,064,315	\$0	\$1,222,740	\$2,841,575	\$0	\$0	\$0	\$0
Local	L-STBG	\$658,620	\$0	\$658,620	\$0	\$0	\$0	\$0	\$0
Local	L-CMAQ	\$844,871	\$0	\$254,178	\$590,693	\$0	\$0	\$0	\$0
Local	LOM	\$12,263,852	\$0	\$6,131,926	\$6,131,926	\$0	\$0	\$0	\$0
	Total	\$21,000,001	\$0	\$11,435,807	\$9,564,194	\$0	\$0	\$0	\$0

Revision # Revision Description

Surface Transportation Block Grant (STBG)

**Title:** 59th Avenue and O Street Roundabout  
**Sponsor:** Greeley, Weld County  
**STIP ID:** SNF5788.048  
**TIP ID:** 2020-011  
**Type:** Modify & Reconstruct  
**Air Quality:** Included in conformity analysis  
**Description:** Construct roundabout with center refuge medians.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$1,329,000	\$1,329,000	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$276,000	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$5,308,000	\$5,308,000	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$6,913,000	\$6,913,000	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description



NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** CR 19 (Taft Hill) Improvements  
**Sponsor:** Fort Collins, Larimer County  
**STIP ID:** SNF5788.051  
**TIP ID:** 2022-005  
**Type:** Widening  
**Air Quality:** Included in conformity analysis  
**Description:** 4-lane arterial from Horsetooth Rd to Harmony Rd.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$3,321,289	\$3,321,289	\$0	\$0	\$0	\$0	\$512,737	\$0
Local	L	\$690,414	\$690,414	\$0	\$0	\$0	\$0	\$106,585	\$0
Local	LOM	\$1,407,343	\$1,407,343	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$5,419,046	\$5,419,046	\$0	\$0	\$0	\$0	\$619,322	\$0

Revision # Revision Description

**Title:** US 34 Widening - Boise to Rocky Mountain Ave  
**Sponsor:** Loveland  
**STIP ID:** SNF5788.052  
**TIP ID:** 2023-005  
**Type:** Widening  
**Air Quality:** Included in conformity analysis  
**Description:** Widen 1,100 LF from 4-lanes to 6-lanes.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$2,272,496	\$2,272,496	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$472,395	\$472,395	\$0	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$105,109	\$105,109	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$2,850,000	\$2,850,000	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** US 287 Intersection Improvements  
**Sponsor:** Fort Collins  
**STIP ID:** SNF5788.053  
**TIP ID:** 2021-002  
**Type:** Operations  
**Air Quality:** Exempt from conformity analysis  
**Description:** Address traffic signal deficiencies at two intersections along US287 (College Ave): Pitkin St & Columbia Rd. See also Region 4 ADA Pool.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$583,961	\$583,961	\$0	\$0	\$0	\$0	\$292,855	\$0
Local	L	\$121,391	\$121,391	\$0	\$0	\$0	\$0	\$60,877	\$0
Local	LOM	\$81,000	\$81,000	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$786,352	\$786,352	\$0	\$0	\$0	\$0	\$353,732	\$0

Revision # Revision Description

NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** 83rd Avenue Roadway Improvements  
**Sponsor:** Greeley  
**STIP ID:** SNF5788.054  
**TIP ID:** 2023-006  
**Type:** Widening  
**Air Quality:** Exempt from conformity analysis  
**Description:** Widen from 2-lane to 4-lane between 10th St to Sheepdraw Bridge and add detached sidewalks and bike lanes.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$3,884,089	\$3,884,089	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$807,406	\$807,406	\$0	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$430,968	\$430,968	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$5,122,463	\$5,122,463	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** WCR 13 Alignment Improvements  
**Sponsor:** Windsor  
**STIP ID:** SNF5788.056  
**TIP ID:** 2023-008  
**Type:** Modify & Reconstruct  
**Air Quality:** Exempt from Conformity Analysis  
**Description:** Realigning south leg of WCR31/LCR32E intersection, add auxiliary lanes, improve safety, and add bike connectivity.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$1,187,311	\$1,187,311	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$246,813	\$246,813	\$0	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$613,176	\$613,176	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$2,047,300	\$2,047,300	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout  
**Sponsor:** Weld County, Larimer County  
**STIP ID:** SNF5788.059  
**TIP ID:** 2024-007  
**Type:** Intersection Improvement  
**Air Quality:** Exempt from Conformity Analysis  
**Description:** Installation of a single-lane roundabout at the intersection of WCR 13 (LCR1) and WCR 54 (LCR18)

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$1,419,409	\$1,419,409	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$295,041	\$295,041	\$0	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$6,164,967	\$6,164,967	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$7,879,417	\$7,879,417	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** Harmony Rd & CR19 Int Improvements  
**Sponsor:** Severance  
**STIP ID:** SNF5788.060  
**TIP ID:** 2024-009  
**Type:** Intersection Improvements  
**Air Quality:** Exempt from Conformity Analysis  
**Description:** Installation of traffic signal at E. Harmony Road and WCR 19.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$294,533	\$294,533	\$0	\$0	\$0	\$0	\$964,350	\$0
Local	L	\$61,467	\$61,467	\$0	\$0	\$0	\$0	\$200,465	\$0
Local	LOM	\$0	\$0	\$0	\$0	\$0	\$0	\$579,303	\$0
	Total	\$356,000	\$356,000	\$0	\$0	\$0	\$0	\$1,744,118	\$0

Revision # Revision Description

**Title:** US 34 EB Widening Construction  
**Sponsor:** City of Loveland  
**STIP ID:** SNF5788.057  
**TIP ID:** 2025-001  
**Type:** Widening  
**Air Quality:** Exempt from Conformity Analysis  
**Description:** Widening of US34 eastbound from 2 lanes to 3 lanes for portions of the section from Boyd Lake Ave to Rocky Mountain Ave

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$1,646,728	\$1,646,728	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$342,115	\$342,115	\$0	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$557,312	\$557,312	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$2,546,155	\$2,546,155	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** 37th Street Widening Phase 3  
**Sponsor:** City of Evans  
**STIP ID:** SNF5788.058  
**TIP ID:** 2025-002  
**Type:** Widening  
**Air Quality:** Exempt from Conformity Analysis  
**Description:** Widening of 37th St from 2 lanes to 4 lanes including intersection improvements at 65th Ave

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$1,543,462	\$1,543,462	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$320,847	\$320,847	\$0	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$2,535,691	\$2,535,691	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$4,400,000	\$4,400,000	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** Crossroads & Colorado Intersection Improvements  
**Sponsor:** Windsor  
**STIP ID:** SNF5788.063  
**TIP ID:** 2026-005  
**Type:** Intersection Improvements  
**Air Quality:** Exempt from conformity analysis  
**Description:** Convert existing signalized intersection to a multi-lane roundabout.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$1,113,061	\$0	\$1,113,061	\$0	\$0	\$0	\$0	\$0
Local	L	\$231,378	\$0	\$231,378	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$5,155,561	\$0	\$5,155,561	\$0	\$0	\$0	\$0	\$0
	Total	\$6,500,000	\$0	\$6,500,000	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** WCR13 & WCR50 Intersection Realignment  
**Sponsor:** Weld County  
**STIP ID:** SNF5788.062  
**TIP ID:** 2026-006  
**Type:** Intersection Improvements  
**Air Quality:** Exempt from conformity analysis  
**Description:** Align WCR13 south of intersection to WCR13 on the north side by moving the eastern intersection to the west approx. 600 ft. including aux. lanes.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$1,632,177	\$0	\$128,715	\$1,503,462	\$0	\$0	\$0	\$0
Local	L	\$339,289	\$0	\$30,610	\$308,679	\$0	\$0	\$0	\$0
Local	LOM	\$2,219,014	\$0	\$0	\$2,219,014	\$0	\$0	\$0	\$0
	Total	\$4,190,480	\$0	\$159,325	\$4,031,155	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** US34 & US287 Intersection Improvements  
**Sponsor:** Loveland  
**STIP ID:** SNF588.061  
**TIP ID:** 2027-001  
**Type:** Intersection Improvements  
**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.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$3,168,000	\$0	\$0	\$3,168,000	\$0	\$0	\$0	\$0
Local	L	\$658,549	\$0	\$0	\$658,549	\$0	\$0	\$0	\$0
Local	LOM	\$8,482,319	\$0	\$0	\$8,482,319	\$0	\$0	\$0	\$0
	Total	\$12,308,868	\$0	\$0	\$12,308,868	\$0	\$0	\$0	\$0

Revision # Revision Description

Safety									
Title:		Region 4 Hotspots							
Sponsor:		CDOT Region 4							
STIP ID:		SR46667							
TIP ID:		P-16							
Type:		Safety							
Air Quality:		Exempt from conformity analysis							
Description:		Summary of CDOT Region 4 Hotspots Project Programming. Pool projects are not listed for Region 4 Hot Spots.							
Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	NHPP/STBG	\$500,000	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$0	\$0
State	SHF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$500,000	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$0	\$0

Revision # Revision Description

Title: Region 4 Traffic Signals  
Sponsor: CDOT Region 4  
STIP ID: SR46668  
TIP ID: P-17  
Type: Safety  
Air Quality: Exempt from conformity analysis  
Description: Summary of CDOT Region 4 Traffic Signals Project Programming.  
STIP ID: Sponsor Total Project Cost Title:

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$1,500,000	\$0	\$375,000	\$375,000	\$375,000	\$375,000	\$4,375,000	\$0
State	SHF	\$260,000	\$0	\$65,000	\$65,000	\$65,000	\$65,000	\$440,000	\$0
	Total	\$1,760,000	\$0	\$440,000	\$440,000	\$440,000	\$440,000	\$4,815,000	\$0

Revision # Revision Description

**Title:** Region 4 Hazard Elimination Pool (HSIP)  
**Sponsor:** Various Below  
**STIP ID:** SR46666  
**TIP ID:** P-20  
**Type:** Safety  
**Air Quality:** Exempt from conformity analysis  
**Description:** Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:

STIP ID:	Sponsor	Total Project Cost	Title:
SR46666.079	Fort Collins	\$1,000,000	Lemay Ave & Drake Rd
SR46666.081	Fort Collins	\$3,001,500	Timberline Rd and Carpenter (SH 392)
SR46666.085	Fort Collins	\$1,693,000	Timberline Rd/Lincoln Ave/Mulberry St
SR46666.086	Greeley	\$126,000	US 34 & WCR 17 Traffic Signal Upgrades
SR46666.087	Greeley	\$53,000	US 85 Business & 8th Ave
SR46666.088	Larimer	\$267,000	CR 38E & CR 73C
SR46666.092	Greeley	\$464,000	Hwy 34 Business Intersection Improvements
SR46666.093	Loveland	\$1,689,000	Backplate & dilemma Zone Detections
SR46666.095	Larimer	\$396,000	Guardrail and HFST
SR46666.097	CDOT R4	\$2,871,000	CO 392 & Weld CR 35
SR46666.099	Fort Collins	\$674,000	City of Fort Collins Signal Upgrades (13 Locations)
SR46666.100	Fort Collins	\$1,389,000	Pedestrian Intersection Imp.
SR46666.102	Loveland	\$450,000	1st St & Washington Ave
SR46666.106	Larimer	\$426,667	Bingham Hill Rd (CR 50E) Shoulders
SR46666.107	Loveland	\$425,000	Intersection Ped Improvements (5) Locations
SR46666.108	Greeley	\$831,000	11th Ave & 26th St Ped Safety Imp.
SR46666.111	Weld	\$240,000	CO 392 & WCR 43, WCR 17 & WCR 38-ICWS
SR46666.115	Fort Collins	\$381,366	Harmony Rd Intersection Imp.
SR46666.116	Fort Collins	\$1,383,000	Lemay Ave and Riverside Ave Int. Imp
SR46666.117	Fort Collins	\$1,213,000	Welch St and Prospect Rd Inter. Imp
SR46666.118	Loveland	\$830,000	Loveland Ped Crossings
SR46666.119	Loveland	\$800,000	Boyd Lake Ave & CR 20E Inter Imp
SR46666.120	Loveland	\$2,456,000	Loveland Pedestrian Xing
SR46666.121	Greeley	\$800,368	City of Greeley Signal Upgrade
SR46666.122	Fort Collins	\$549,250	Fort Collins Pedestrain Xing
SR46666.123	Fort Collins	\$1,825,740	Shields Signal Upgrades

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	HSIP	\$10,961,849	\$0	\$3,525,409	\$3,768,628	\$3,667,812	\$0	\$16,217,954	\$0
State	SHF	\$31,000	\$0	\$6,000	\$0	\$25,000	\$0	\$454,632	\$0
Local	L	\$1,211,994	\$0	\$385,712	\$418,736	\$407,546	\$0	\$717,899	\$0
Local	LOM	\$164,080	\$0	\$0	\$164,080	\$0	\$0	\$833,216	\$0
	Total	\$12,368,923	\$0	\$3,917,121	\$4,351,444	\$4,100,358	\$0	\$18,223,701	\$0

Revision #      Revision Description

**Title:** Safe Routes to School  
**Sponsor:** Various Below  
**STIP ID:** SR47001  
**TIP ID:** P-24  
**Type:** Bike/Ped  
**Air Quality:** Exempt from conformity analysis  
**Description:** Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:  
**STIP ID: Sponsor Total Project Cost Title:**  
SR47001.038 Fort Collins \$932,000 Bike/Ped Crossings Zach Elementary SRTS  
SR47001.040 Fort Collins \$1,043,750 Irish Elementary Roadway Improvements  
SR47001.041 Johnstown \$461,191 Elwell Elementary SRTS

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	STBG	\$1,949,531	\$0	\$745,578	\$0	\$1,203,953	\$0	\$1,329,000	\$0
Local	L	\$487,386	\$0	\$186,398	\$0	\$300,988	\$0	\$341,000	\$0
Local	L	\$0	\$0	\$0	\$0	\$0	\$0	\$499,000	\$0
	Total	\$2,436,917	\$0	\$931,976	\$0	\$1,504,941	\$0	\$2,169,000	\$0

Revision # Revision Description

**Title:** Hydrogen Refueling Infrastructure - CSU  
**Sponsor:** Colorado State University  
**STIP ID:** SR46600.117  
**TIP ID:** 2025-009  
**Type:** Charging & Fueling Infrastructure  
**Air Quality:** Exempt from Conformity Analysis  
**Description:** Construction of a hydrogen refueling station at 430 N College Ave, Fort Collins

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	DIS	\$1,800,061	\$0	\$1,783,263	\$16,798	\$0	\$0	\$1,076,841	\$0
	Total	\$1,800,061	\$0	\$1,783,263	\$16,798	\$0	\$0	\$1,076,841	\$0

**Title:** US287: Median Safety Berthoud South  
**Sponsor:** CDOT Region 4  
**STIP ID:** SR46666.114  
**TIP ID:** 2025-012  
**Type:** Modify & Reconstruct  
**Air Quality:** Exempt from conformity analysis  
**Description:** Install concrete barrier in the median to prevent vehicles from crossing over and to improve public safety in the US287 corrdior.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	DIS	\$0	\$0	\$0	\$0	\$0	\$0	\$2,036,250	\$0
Federal	HSIP	\$723,840	\$0	\$239,005	\$484,835	\$0	\$0	\$0	\$0
State	FASTER	\$356,160	\$0	\$356,160	\$0	\$0	\$0	\$300,000	\$0
	Total	\$1,080,000	\$0	\$595,165	\$484,835	\$0	\$0	\$2,336,250	\$0

Revision # Revision Description

**Title:** Greeley Neighborhood Safety Program  
**Sponsor:** City of Greeley  
**STIP ID:** SNF5000.002  
**TIP ID:** 2025-015  
**Type:** Bike and Ped  
**Air Quality:** Excluded from conformity analysis  
**Description:** Improvements throughout Greeley consist of crosswalk markings, stop bars, speed humps, raised crosswalks, curb bulb outs, bike lanes, and push button signals.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	EAR	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
Local	L-EAR	\$103,938	\$103,938	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$603,938	\$603,938	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

State

**Title:** Region 4 ADA Pool  
**Sponsor:** Various Below  
**STIP ID:** SR47021  
**TIP ID:** P-23  
**Type:** Curb Ramp Upgrades  
**Air Quality:** Exempt from conformity analysis  
**Description:** Summary of CDOT Region 4 curb ramp upgrades to ADA compliance in the North Front Range region. Includes the following pool projects:  
**STIP ID: Sponsor Total Project Cost Title:**  
SR47021.014 CDOT R4 \$12,000 Greeley & Evans Curb Ramp Replacement  
SNF5788.053 Fort Collins \$510,000 US 287 Intersection Improvements  
SR46606.109 Fort Collins \$183,843 US287 & Triangle Dr Signal Installation

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
State	SHF	\$0	\$0	\$0	\$0	\$0	\$0	\$4,402,000	\$0
Federal	STBG	\$801,460	\$801,460	\$0	\$0	\$0	\$0	\$304,000	\$0
	Total	\$801,460	\$801,460	\$0	\$0	\$0	\$0	\$4,706,000	\$0

Revision # Revision Description

Multimodal Transportation and Mitigation Options Fund (MMOF)

**Title:** RideNoCo  
**Sponsor:** NFRMPO  
**STIP ID:** SST7077.003  
**TIP ID:** 2020-019  
**Type:** Mobility  
**Air Quality:** Exempt from conformity analysis  
**Description:** Operational funds for the RideNoCo program. Local Match to be provided by VanGo Exchange Sales Tax.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
State	MMOF	\$170,000	\$0	\$170,000	\$0	\$0	\$0	\$730,000	\$0
State	FASTER	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0
Local	L	\$170,000	\$0	\$170,000	\$0	\$0	\$0	\$438,000	\$0
	Total	\$340,000	\$0	\$340,000	\$0	\$0	\$0	\$1,200,000	\$0

Revision # Revision Description



NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** West Elizabeth Corridor Design  
**Sponsor:** Fort Collins  
**STIP ID:** SR47007.024  
**TIP ID:** 2020-025  
**Type:** Transit  
**Air Quality:** Exempt from conformity analysis  
**Description:** Engineering design for West Elizabeth corridor from Overland to Mason

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5309	\$240,000	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0
Federal	MMOF	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000	\$0
State	GENF	\$0	\$0	\$0	\$0	\$0	\$0	\$482,248	\$0
State	MMOF	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000	\$0
Local	L	\$60,000	\$0	\$0	\$60,000	\$0	\$0	\$1,982,248	\$0
Local	LOM	\$0	\$0	\$0	\$0	\$0	\$0	\$35,504	\$0
	Total	\$300,000	\$0	\$0	\$300,000	\$0	\$0	\$4,000,000	\$0

Revision # Revision Description

**Title:** Laporte Ave Improvements - Fishback to Sunset  
**Sponsor:** Fort Collins  
**STIP ID:** SR47020.037  
**TIP ID:** 2020-026  
**Type:** Bike/Ped  
**Air Quality:** Exempt from conformity analysis  
**Description:** 1 mile of multimodal improvements including sidewalk, protected bike lanes, on-street bike lanes, and/or multi-use paths

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$3,250,000	\$0
State	MMOF	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0
Local	L - TAP	\$813,000	\$149,000	\$625,000	\$39,000	\$0	\$0	\$813,000	\$0
Local	LOM	\$703,791	\$0	\$0	\$703,791	\$0	\$0	\$703,791	\$0
	Total	\$1,766,791	\$399,000	\$625,000	\$742,791	\$0	\$0	\$5,016,791	\$0

Revision # Revision Description

NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** WCR23/Great Western Trail Pedestrian Connection  
**Sponsor:** Severance  
**STIP ID:** SR47020.039  
**TIP ID:** 2020-029  
**Type:** Bike/Ped  
**Air Quality:** Exempt from conformity analysis  
**Description:** Construct 0.7 miles of trail

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	TAP	\$8,000	\$8,000	\$0	\$0	\$0	\$0	\$600,000	\$0
State	MMOF	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0
Local	L	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0
	Total	\$8,000	\$8,000	\$0	\$0	\$0	\$0	\$750,000	\$0

Revision # Revision Description

**Title:** US34 Regional Mobility Hub  
**Sponsor:** Greeley, CDOT  
**STIP ID:** SR47007.028  
**TIP ID:** 2023-017  
**Type:** Transit Capital  
**Air Quality:** Exempt from Conformity Analysis  
**Description:** Regional mobility hub paired with a central local travel facility within the Centerplace commercial district, a pedestrian/bike underpass, EV charging station locations for micromobility service, fixed and micro transit, and on-demand transportation pick-up and drop-off.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CMAQ	\$1,593,727	\$1,593,727	\$0	\$0	\$0	\$0	\$0	\$0
State	MMOF	\$5,406,273	\$5,406,273	\$0	\$0	\$0	\$0	\$0	\$0
Local	L-CMAQ	\$331,297	\$331,297	\$0	\$0	\$0	\$0	\$0	\$0
Local	L-MMOF	\$3,468,757	\$3,468,757	\$0	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$14,199,950	\$14,199,950	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$25,000,004	\$25,000,004	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** 10th Street Transit Vision  
**Sponsor:** Greeley  
**STIP ID:** Unassigned  
**TIP ID:** 2025-014  
**Type:** Multimodal Transportation Study  
**Air Quality:** Excluded from conformity analysis  
**Description:** Study, envision the long-range goals of, and plan next steps for the 10th Street Premium Transit Corridor.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
State	MMOF	\$17,957	\$0	\$17,957	\$0	\$0	\$0	432,043	\$0
Local	L	\$5,000	\$0	5,000	\$0	\$0	\$0	145,000	\$0
	Total	\$22,957	\$0	\$22,957	\$0	\$0	\$0	\$577,043	\$0

Revision # Revision Description

**NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**Title:** Greeley Active Modes Plan

**Sponsor:** Greeley

**STIP ID:** SST7077.083

**TIP ID:** 2026-007

**Type:** Multimodal Transportation Study

**Air Quality:** Excluded from conformity analysis

**Description:** Build off 2045 Transportation Master Plan and Greeley Safe Streets for All Vision Zero Planning efforts to develop Greeley's active modes network.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
State	MMOF	\$117,661	\$0	\$117,661	\$0	\$0	\$0	\$0	\$0
Local	L	\$50,000	\$0	50,000	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$32,339	\$0	\$32,339	\$0	\$0	\$0	\$0	\$0
	Total	\$167,661	\$0	\$167,661	\$0	\$0	\$0	\$0	\$0

Revision #	Revision Description
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**Title:** US34 Transit Sidewalk Connectivity

**Sponsor:** Loveland

**STIP ID:** SR47007.039

**TIP ID:** 2027-003

**Type:** Bicycle and pedestrian

**Air Quality:** Excluded from conformity analysis

**Description:** Provide safe bike and ped multi-use trail connectivity adjacent to US 34 to connect critical destinations.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
State	MMOF	\$1,387,297	\$0	\$0	\$139,807	\$1,247,490	\$0	\$0	\$0
Local	L	\$462,766	\$0	\$0	\$0	\$462,766	\$0	\$0	\$0
Local	LOM	\$500	\$0	\$0	\$0	\$500	\$0	\$0	\$0
	Total	\$1,850,063	\$0	\$0	\$139,807	\$1,710,756	\$0	\$0	\$0

Revision #	Revision Description
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NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** Weld County On-demand Transit Program  
**Sponsor:** Weld County  
**STIP ID:** Unassigned  
**TIP ID:** 2026-009  
**Type:** Operating costs  
**Air Quality:** Excluded from conformity analysis  
**Description:** Allows residents of Weld County to schedule fare free transportation locally/regionally.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
State	MMOF	\$567,661	\$0	\$152,250	\$201,930	\$213,481	\$0	\$0	\$0
Local	L	\$164,079	\$0	\$54,693	\$54,693	\$54,693	\$0	\$0	\$0
Local	LOM	\$63,500	\$0	\$0	\$0	\$63,500	\$0	\$0	\$0
	Total	\$731,740	\$0	\$206,943	\$256,623	\$331,674	\$0	\$0	\$0

Revision # Revision Description

**Title:** Taft Hill Road Corridor  
**Sponsor:** Fort Collins, Larimer County  
**STIP ID:** SNF5788.051  
**TIP ID:** 2026-010  
**Type:** Bike and Ped  
**Air Quality:** Excluded from conformity analysis  
**Description:** Wider sidewalks, adding a new side path and protected bike lanes, and safer crossings.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
State	MMOF	\$1,700,000	\$0	\$653,440	\$1,046,560	\$0	\$0	\$0	\$0
Local	L	\$674,793	\$0	\$259,376	\$415,417	\$0	\$0	\$0	\$0
	Total	\$2,374,793	\$0	\$912,816	\$1,461,977	\$0	\$0	\$0	\$0

Revision # Revision Description

**Title:** NFR Revitalizing Main Streets  
**Sponsor:** Various Below  
**STIP ID:** SR46000  
**TIP ID:** P-26  
**Type:** Operations  
**Air Quality:** Exempt from conformity analysis  
**Description:** Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:

**STIP ID:** SR46000.005  
**Sponsor:** Evans  
**Total Project Cost:** \$1,079,444  
**Title:** Evans Ditch Trail (37th Street Corridor)

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	RMS	\$0	\$0	\$0	\$0	\$0	\$0	\$2,159,860	\$0
State	General Funds	\$99,792	\$99,792	\$0	\$0	\$0	\$0	\$2,976,780	\$0
State	SMS	\$0	\$0	\$0	\$0	\$0	\$0	\$3,615,816	\$0
Local	L	\$107,944	\$107,944	\$0	\$0	\$0	\$0	\$1,368,159	\$0
Local	LOM	\$0	\$0	\$0	\$0	\$0	\$0	\$2,384,684	\$0
	Total	\$207,736	\$207,736	\$0	\$0	\$0	\$0	\$10,120,615	\$0

Revision # Revision Description

Local									
Title:		10th Street Multimodal Improvements							
Sponsor:		Greeley							
STIP ID:		SNF5000.001							
TIP ID:		2024-017							
Type:		Safety, Bike/Ped							
Air Quality:		Exempt from Conformity Analysis							
Description:		Improvements along 10th St from 47th Ave to 71st Ave intended to calm traffic, enhance multimodal mobility, and improve vehicle safety.							
Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	CDF	\$1,050,000	\$1,050,000	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$218,270	\$218,270	\$0	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$7,200,730	\$7,200,730	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$8,469,000	\$8,469,000	\$0	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description

Title: US34 and 35th Ave Interchange  
Sponsor: Greeley  
STIP ID: SR45218.209  
TIP ID: 2025-006  
Type: Interchange  
Air Quality: Included in Conformity Analysis  
Description: Construction of interchange at 35th Ave and US 34.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	RAISE	\$14,719,972	\$14,719,972	\$0	\$0	\$0	\$0	\$0	\$0
State	LEG	\$10,800,000	\$0	\$0	\$0	\$10,800,000	\$0	\$0	\$0
State	SB1	\$0	\$0	\$0	\$0	\$0	\$0	\$29,892	\$0
Local	L	\$43,080,000	\$0	\$21,540,000	\$21,540,000	\$0	\$0	\$0	\$0
	Total	\$68,599,972	\$14,719,972	\$21,540,000	\$21,540,000	\$10,800,000	\$0	\$29,892	\$0

Revision # Revision Description

Title: US34 and 47th Ave Interchange  
Sponsor: Greeley  
STIP ID: SR45218.210  
TIP ID: 2025-007  
Type: Interchange  
Air Quality: Included in Conformity Analysis  
Description: Construction of interchange at 47th Ave and US 34.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	RAISE	\$14,719,972	\$14,719,972	\$0	\$0	\$0	\$0	\$0	\$0
State	LEG	\$9,700,000	\$0	\$0	\$0	\$9,700,000	\$0	\$0	\$0
Local	L	\$38,480,000	\$0	\$19,240,000	\$19,240,000	\$0	\$0	\$0	\$0
	Total	\$62,899,972	\$14,719,972	\$19,240,000	\$19,240,000	\$9,700,000	\$0	\$0	\$0

Revision # Revision Description

TRANSIT									
Federal									
FTA 5307 - Urbanized Area Formula Program									

**Title:** Greeley-GET Operating Assistance 50/50  
**Sponsor:** Greeley  
**STIP ID:** SST6741.112  
**TIP ID:** 2017-023  
**Type:** Operations  
**Air Quality:** Exempt from conformity analysis  
**Description:** Fixed route operations

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5307	\$14,531,397	\$0	\$3,552,909	\$3,659,496	\$3,659,496	\$3,659,496	\$11,217,528	\$0
Local	L	\$14,531,401	\$0	\$3,552,910	\$3,659,497	\$3,659,497	\$3,659,497	\$11,216,528	\$0
	Total	\$29,062,798	\$0	\$7,105,819	\$7,318,993	\$7,318,993	\$7,318,993	\$22,434,056	\$0

Revision # Revision Description

**Title:** Greeley-GET ADA Operations 80/20  
**Sponsor:** Greeley  
**STIP ID:** SST6741.113  
**TIP ID:** 2017-025  
**Type:** Operations  
**Air Quality:** Exempt from conformity analysis  
**Description:** ADA operations

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5307	\$2,696,128	\$0	\$659,200	\$678,976	\$678,976	\$678,976	\$3,688,000	\$0
Local	L	\$674,032	\$0	\$164,800	\$169,744	\$169,744	\$169,744	\$1,184,000	\$0
	Total	\$3,370,160	\$0	\$824,000	\$848,720	\$848,720	\$848,720	\$4,872,000	\$0

Revision # Revision Description

**Title:** Greeley-GET Preventative Maintenance 80/20  
**Sponsor:** Greeley  
**STIP ID:** SST6741.114  
**TIP ID:** 2017-024  
**Type:** Capital  
**Air Quality:** Exempt from conformity analysis  
**Description:** Preventative maintenance

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5307	\$2,237,865	\$0	\$547,155	\$563,570	\$563,570	\$563,570	\$6,347,119	\$0
Local	L	\$559,469	\$0	\$136,790	\$140,893	\$140,893	\$140,893	\$1,817,805	\$0
	Total	\$2,797,334	\$0	\$683,945	\$704,463	\$704,463	\$704,463	\$8,164,924	\$0

Revision # Revision Description

NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** Greeley-GET Capital Projects 80/20  
**Sponsor:** Greeley  
**STIP ID:** SST6741.142  
**TIP ID:** 2023-022  
**Type:** Capital  
**Air Quality:** Exempt from conformity analysis  
**Description:** GET capital projects

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5307	\$2,546,987	\$0	\$2,125,148	\$140,613	\$140,613	\$140,613	\$5,400,894	\$0
Local	L	\$329,595	\$0	\$224,130	\$35,155	\$35,155	\$35,155	\$1,349,975	\$0
	Total	\$2,876,582	\$0	\$2,349,278	\$175,768	\$175,768	\$175,768	\$6,750,869	\$0

Revision # Revision Description

**Title:** Fixed Route Operations  
**Sponsor:** Fort Collins  
**STIP ID:** SST6741.101  
**TIP ID:** 2017-037  
**Type:** Operations  
**Air Quality:** Exempt from conformity analysis  
**Description:** Transfort Fixed Route Operations including Transit Planning, Design, and Capital.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5307	\$12,000,000	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,052,319	\$0
Local	L	\$12,000,000	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$11,239,990	\$0
	Total	\$24,000,000	\$0	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$23,292,309	\$0

Revision # Revision Description

**Title:** Demand Response Paratransit Services  
**Sponsor:** Fort Collins  
**STIP ID:** SST6741.086  
**TIP ID:** 2017-039  
**Type:** Operations  
**Air Quality:** Exempt from conformity analysis  
**Description:** Provision of contracted demand response paratransit services for the Transfort service area.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5307	\$1,345,688	\$0	\$336,422	\$336,422	\$336,422	\$336,422	\$1,072,442	\$0
Local	L	\$2,018,532	\$0	\$504,633	\$504,633	\$504,633	\$504,633	\$1,609,633	\$0
	Total	\$3,364,220	\$0	\$841,055	\$841,055	\$841,055	\$841,055	\$2,682,075	\$0

Revision # Revision Description

NFRMPO FY 2026 - FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Title:** Maintain, Repair & Replace Assets  
**Sponsor:** Fort Collins  
**STIP ID:** SST6741.111  
**TIP ID:** 2017-038  
**Type:** Operations  
**Air Quality:** Exempt from conformity analysis  
**Description:** Acquisition, maintenance, repair and replacement of fleet, facilities and technology assets, including security projects.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5307	\$4,800,000	\$0	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$5,581,235	\$0
Federal	FTA 5339	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$1,200,000	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$1,139,649	\$0
	Total	\$6,000,000	\$0	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,720,884	\$0

Revision # Revision Description

**Title:** Fixed Route Operations  
**Sponsor:** Loveland  
**STIP ID:** SST6741.121  
**TIP ID:** 2020-033  
**Type:** Operations  
**Air Quality:** Exempt from conformity analysis  
**Description:** COLT fixed route operations including security projects

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5307	\$3,364,000	\$0	\$841,000	\$841,000	\$841,000	\$841,000	\$3,047,007	\$0
Local	L	\$3,364,000	\$0	\$841,000	\$841,000	\$841,000	\$841,000	\$3,047,007	\$0
	Total	\$6,728,000	\$0	\$1,682,000	\$1,682,000	\$1,682,000	\$1,682,000	\$6,094,014	\$0

Revision # Revision Description

**Title:** Maintain Repair & Replace Assets  
**Sponsor:** Loveland  
**STIP ID:** SST6741.134  
**TIP ID:** 2020-035  
**Type:** Operations  
**Air Quality:** Exempt from conformity analysis  
**Description:** Maintenance, repair and replacement of fleet, facilities and other assets.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5307	\$240,000	\$0	\$60,000	\$60,000	\$60,000	\$60,000	\$986,402	\$0
Local	L	\$60,000	\$0	\$15,000	\$15,000	\$15,000	\$15,000	\$762,826	\$0
	Total	\$300,000	\$0	\$75,000	\$75,000	\$75,000	\$75,000	\$1,749,228	\$0

Revision # Revision Description



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

**Title:** Goods and Services for Seniors and Individuals with Disabilities  
**Sponsor:** Fort Collins  
**STIP ID:** SST6731.024  
**TIP ID:** 2017-041  
**Type:** Operations  
**Air Quality:** Exempt from conformity analysis  
**Description:** Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5310	\$1,440,000	\$0	\$360,000	\$360,000	\$360,000	\$360,000	\$877,939	\$0
Local	L	\$360,000	\$0	\$90,000	\$90,000	\$90,000	\$90,000	\$218,735	\$0
	Total	\$1,800,000	\$0	\$450,000	\$450,000	\$450,000	\$450,000	\$1,096,674	\$0

Revision # Revision Description

**Title:** NFRMPO Mobility Management  
**Sponsor:** NFRMPO  
**STIP ID:** SST6732.007  
**TIP ID:** 2016-030  
**Type:** Capital  
**Air Quality:** Exempt from conformity analysis  
**Description:** Capitalized operating of the Mobility Management Program including passthrough funding for partner purchased services.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5310	\$524,243	\$0	\$128,177	\$132,022	\$132,022	\$132,022	\$595,563	\$0
Local	L	\$131,062	\$0	\$32,044	\$33,006	\$33,006	\$33,006	\$128,641	\$0
	Total	\$655,305	\$0	\$160,221	\$165,028	\$165,028	\$165,028	\$724,204	\$0

Revision # Revision Description

FTA 5337 - State of Good Repair

**Title:** BRT State of Good Repair  
**Sponsor:** Fort Collins  
**STIP ID:** SST7071.001  
**TIP ID:** 2023-021  
**Type:** Capital Improvements  
**Air Quality:** Exempt from conformity analysis  
**Description:** Acquire, replace, repair, and maintain rolling stock, facilities, technology, and equipment along the Mason Express (MAX) Bus Rapid Transit Guideway.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5337	\$2,800,000	\$0	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$0
Local	L	\$700,000	\$0	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000	\$0
	Total	\$3,500,000	\$0	\$875,000	\$875,000	\$875,000	\$875,000	\$875,000	\$0

Revision # Revision Description

FTA 5339 - Bus and Bus Facilities Program

**Title:** Repair/Replace/Enhance Rolling Stock, Facilities & Technology  
**Sponsor:** Fort Collins  
**STIP ID:** SST7066.028  
**TIP ID:** 2019-02  
**Type:** Capital Improvements  
**Air Quality:** Exempt from conformity analysis  
**Description:** Funding will go toward projects to acquire, repair, replace, and/or enhance existing rolling stock, facilities and technology (hardware and software).

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5339	\$1,400,000	\$0	\$350,000	\$350,000	\$350,000	\$350,000	\$1,263,257	\$0
Local	L	\$350,000	\$0	\$87,500	\$87,500	\$87,500	\$87,500	\$349,124	\$0
	Total	\$1,750,000	\$0	\$437,500	\$437,500	\$437,500	\$437,500	\$1,612,381	\$0

Revision # Revision Description

**Title:** Repair, Replace or Purchase Rolling Stock, Facilities & Tech  
**Sponsor:** Loveland  
**STIP ID:** SST7073.005  
**TIP ID:** 2020-038  
**Type:** Capital Improvements  
**Air Quality:** Exempt from conformity analysis  
**Description:** Funding will go toward projects to replace, rehabilitate or purchase buses, bus facilities and related equipment

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	FTA 5339	\$380,016	\$0	\$95,004	\$95,004	\$95,004	\$95,004	\$540,404	\$0
Local	L	\$95,004	\$0	\$23,751	\$23,751	\$23,751	\$23,751	\$180,083	\$0
	Total	\$475,020	\$0	\$118,755	\$118,755	\$118,755	\$118,755	\$720,487	\$0

Revision # Revision Description

Other Federal Transit

**Title:** Foothills Transit Station & Roundabout  
**Sponsor:** Fort Collins  
**STIP ID:** SST7084.002  
**TIP ID:** 2024-014  
**Type:** Transit Capital  
**Air Quality:** Excluded from conformity analysis  
**Description:** Construct new Foothills Transit Station and a roundabout at the station's adjacent intersection.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
Federal	RAISE	\$0	\$0	\$0	\$0	\$0	\$0	\$10,714,000	\$0
State	MMOF	\$210,165	\$0	\$210,165	\$0	\$0	\$0	\$107,504	\$0
State	FASTER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$210,165	\$0	\$210,165	\$0	\$0	\$0	\$10,821,504	\$0

Revision # Revision Description

State

FASTER Transit

**Title:** FLEX Operating  
**Sponsor:** Fort Collins  
**STIP ID:** SST7035.220  
**TIP ID:** 2016-019  
**Type:** Operations  
**Air Quality:** Exempt from conformity analysis  
**Description:** Operating assistance for FLEX regional route.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
State	FASTER	\$800,000	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$600,000	\$0
Local	L	\$800,000	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$600,000	\$0
	Total	\$1,600,000	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$1,200,000	\$0

**Revision #**      **Revision Description**  
2024-M8      Remove FY24 Rolled \$400,000 (\$200,000 S / \$200,000 L).Update FY24 \$600,000 (\$300,000 S / \$300,000 L). Rolling FY24 Rolled \$600,000 into FY25 Rolled.

**Title:** Poudre Express Greeley-Fort Collins  
**Sponsor:** GET  
**STIP ID:** SST7035.336  
**TIP ID:** 2020-018  
**Type:** Operations  
**Air Quality:** Exempt from conformity analysis  
**Description:** Operating assistance for Poudre Express regional route.

Funding Source	Funding Program	FY 26-29 TOTAL	FY26 Rolled	FY26	FY27	FY28	FY29	Previous Funding	Future Funding
State	FASTER	\$1,000,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,200,000	\$0
Local	L	\$1,000,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,200,000	\$0
Local	LOM	\$825,000	\$165,000	\$165,000	\$165,000	\$165,000	\$165,000	\$990,000	\$0
	Total	\$2,825,000	\$565,000	\$565,000	\$565,000	\$565,000	\$565,000	\$3,390,000	\$0

**Revision #**      **Revision Description**

## SECTION 4: FINANCIAL PLAN

Federal guidelines state the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, identifies public and private resources reasonably expected to be available to carry out the TIP, and recommends any additional financing strategies for projects and programs. The financial plan must use revenue and cost estimates that apply an inflation rate to reflect year-of-expenditure (YOE) dollars.

The summary of revenue and programming for the FY 2026-2029 TIP is presented in Table 10. The table compares projected revenues and additional funding commitments against programmed expenditures for each funding program and for each year of the TIP. As demonstrated by the positive balances for each program area, the TIP is fiscally constrained as of its adoption.

The projected revenue is primarily based on the [2045 Program Distribution](#) developed by CDOT in 2021. The 2045 Program Distribution projects revenues for individual years spanning FY2021 through FY2030, and for five-year periods from FY2031 through FY2045. It summarizes anticipated federal, state, and local funding by program, and provides statewide projections as well as MPO-level projections.

CDOT updated the 2045 Program Distribution Tables for the NFRMPO 2050 RTP based on the most recent funding estimates available including updating the NFRMPO sub-allocated federal funding programs based on increases resulting from the IIJA.

Additional commitments include any additional local, state, or federal commitment made to projects within the region, including competitive grant awards and local overmatch. These funds were not assigned to specific funding programs in the 2045 Program Distribution but are considered reasonably available and are included in the TIP and the RTP fiscally constrained plan.

The expenditures in the table summarize all the programming included in the FY 2026-2029 TIP.

The balance identifies the difference between the revenue(s) and expenditures. For each program, the balance is positive, indicating the programmed projects in the FY 2026-2029 TIP are fiscally constrained. Additional projects will be programmed with the remaining funding over the course of the TIP.

The rolled funding column identifies funds programmed in earlier years that were not obligated and have been rolled forward to FY 2026. Additional roll forwards may occur as information becomes available and will be revised into the FY2026-2029 TIP tables through administrative modifications.

The Financial Plan will continue to be updated, as necessary, via TIP Amendments. The most up to date version of the Financial Plan is available online at [nfrmpo.org/tip/](https://nfrmpo.org/tip/).

Table 10: Summary of Revenue and Programming, FY 2026-2029

\*Includes Federal, State, and Local Funds in YOE in \$1,000s

# FY 2026 - 2029 TIP Financial Plan

## As of September 2, 2025

*Includes Federal, State, and Local Funds in YOE in \$1,000s*

Funding Program	Rolled FY				
	26	FY 26	FY 27	FY 28	FY 29
<b>Surface Treatment</b>					
Projected Revenue	0	10,137	10,249	10,361	10,475
Additional Commitment	150	0	0	0	0
Expenditure	150	0	0	0	0
Balance	0	10,137	10,249	10,361	10,475
<b>Structures On-System</b>					
Projected Revenue	0	2,024	2,047	2,069	2,092
Additional Commitment	0	0	0	0	0
Expenditure	0	0	0	0	0
Balance	0	2,024	2,047	2,069	2,092
<b>Structures Off-System</b>					
Projected Revenue	0	0	0	0	0
Additional Commitment	4,426	0	0	0	0
Expenditure	4,426	0	0	0	0
Balance	0	0	0	0	0
<b>Regional Priority Program</b>					
Projected Revenue	0	0	0	9,000	0
Additional Commitment	24	0	0	0	0
Expenditure	24	0	0	0	0
Balance	0	0	0	9,000	0
<b>Highway Safety Improvement Program (HSIP)</b>					
Projected Revenue	0	4,150	4,508	4,075	4,244
Additional Commitment	0	0	164	0	0
Expenditure	0	4,150	4,672	4,075	0
Balance	0	0	0	0	4,244
<b>FASTER - Safety</b>					
Projected Revenue	0	4,012	4,117	4,253	4,388
Additional Commitment	3,819	0	0	0	0
Expenditure	3,819	356	0	0	0
Balance	0	3,656	4,117	4,253	4,388
<b>Transportation Alternatives (TAP) - CDOT R4 (NFR Allocation)</b>					
Projected Revenue	0	680	745	761	777
Additional Commitment	1,111	0	743	0	0
Expenditure	1,111	625	39	0	0
Balance	0	55	1,449	761	777
<b>Transportation Alternatives - NFR</b>					
Projected Revenue	0	680	745	761	777
Additional Commitment	615	0	265	0	0
Expenditure	615	596	544	0	0
Balance	0	84	466	761	777

<b>Funding Program</b>	<b>Rolled FY 26</b>	<b>FY 26</b>	<b>FY 27</b>	<b>FY 28</b>	<b>FY 29</b>
<b>Congestion Mitigation and Air Quality (CMAQ)</b>					
Projected Revenue	0	5,839	6,400	6,464	6,529
Additional Commitment	19,935	6,132	7,775	0	0
Expenditure	19,935	6,462	6,660	0	0
Balance	0	5,509	7,515	6,464	6,529
<b>Surface Transportation Block Grant</b>					
Projected Revenue	0	5,363	5,841	5,892	5,943
Additional Commitment	49,621	0	10,701	0	0
Expenditure	49,621	4,486	6,139	500	500
Balance	0	877	10,403	5,392	5,443
<b>Carbon Reduction Program (6NF)</b>					
Projected Revenue	0	914	1,002	1,012	1,023
Additional Commitment	650	0	0	0	0
Expenditure	650	679	581	0	0
Balance	0	235	421	1,012	1,023
<b>Carbon Reduction Program (6CG)</b>					
Projected Revenue	0	306	313	317	324
Additional Commitment	185	0	47	0	0
Expenditure	185	498	427	0	0
Balance	0	(192)	(67)	317	324
<b>Multimodal Transportation and Mitigation Options Fund (MMOF)</b>					
Projected Revenue	0	2,238	2,366	1,507	1,601
Additional Commitment	23,075	32	0	64	0
Expenditure	23,075	1,861	1,858	1,978	0
Balance	0	410	507	(408)	1,601
<b>Federal Grants (TIGER, BUILD, RAISE, CFI, DIS)</b>					
Projected Revenue	0	0	0	0	0
Additional Commitment	29,440	42,563	40,797	0	0
Expenditure	29,440	42,563	40,797	0	0
Balance	0	0	0	0	0
<b>ADA</b>					
Projected Revenue	0	0	0	0	0
Additional Commitment	0	0	0	0	0
Expenditure	0	0	0	0	0
Balance	0	0	0	0	0
<b>Safe Routes to School (SRTS)</b>					
Projected Revenue	0	0	0	0	0
Additional Commitment	0	932	0	1,505	0
Expenditure	0	932	0	1,505	0
Balance	0	0	0	0	0

<b>Funding Program</b>	<b>Rolled FY 26</b>	<b>FY 26</b>	<b>FY 27</b>	<b>FY 28</b>	<b>FY 29</b>
<b>Strategic Local and Private</b>					
Projected Revenue	0	0	0	0	0
Additional Commitment	0	0	0	0	0
Expenditure	0	0	0	0	0
Balance	0	0	0	0	0
<b>FTA 5307</b>					
Projected Revenue	0	21,061	19,146	19,146	19,146
Additional Commitment	0	0	0	0	0
Expenditure	0	21,061	19,146	19,146	19,146
Balance	0	0	0	0	0
<b>FTA 5309</b>					
Projected Revenue	0	0	0	0	0
Additional Commitment	0	0	300	0	0
Expenditure	0	0	300	0	0
Balance	0	0	0	0	0
<b>FTA 5310</b>					
Projected Revenue	0	610	615	615	615
Additional Commitment	0	0	0	0	0
Expenditure	0	610	615	615	615
Balance	0	0	0	0	0
<b>FTA 5339</b>					
Projected Revenue	0	556	556	556	556
Additional Commitment	0	0	0	0	0
Expenditure	0	556	556	556	556
Balance	0	0	0	0	0
<b>FTA 5337</b>					
Projected Revenue	0	0	0	0	0
Additional Commitment	0	875	875	875	875
Expenditure	0	875	875	875	875
Balance	0	0	0	0	0
<b>FASTER Transit</b>					
Projected Revenue	0	200	200	200	200
Additional Commitment	0	165	165	165	165
Expenditure	0	800	800	800	800
Balance	0	(435)	(435)	(435)	(435)
<b>Legislative NFR (State/Federal)</b>					
Projected Revenue	0	0	0	0	0
Additional Commitment	35,841	0	0	20,500	0
Expenditure	35,841	0	0	20,500	0
Balance	0	0	0	0	0

<b>Funding Program</b>	<b>Rolled FY 26</b>	<b>FY 26</b>	<b>FY 27</b>	<b>FY 28</b>	<b>FY 29</b>
<b>Legislative UFR (State/Federal)</b>					
Projected Revenue	0	0	0	0	0
Additional Commitment	9,200	0	0	0	0
Expenditure	9,200	0	0	0	0
Balance	0	0	0	0	0
<b>General Funding (GENF)</b>					
Projected Revenue	0	0	0	0	0
Additional Commitment	208	0	0	0	0
Expenditure	208	0	0	0	0
Balance	0	0	0	0	0
<b>Other State Funds</b>					
Projected Revenue	0	0	0	0	0
Additional Commitment	4,111	71	65	90	65
Expenditure	4,111	0	0	0	0
Balance	0	71	65	90	65
<b>Other Federal Funds</b>					
Projected Revenue	0	0	0	0	0
Additional Commitment	131,717	0	0	0	0
Expenditure	131,717	0	0	0	0
Balance	0	0	0	0	0
<b>Other Local Funds</b>					
Projected Revenue	0	0	0	0	0
Additional Commitment	0	5,587	32,849	31,012	0
Expenditure	0	5,587	32,849	31,012	0
Balance	0	0	0	0	0
<b>Total</b>					
<b>Projected Revenue</b>	<b>0</b>	<b>58,771</b>	<b>58,849</b>	<b>66,990</b>	<b>58,692</b>
<b>Additional Commitment</b>	<b>314,128</b>	<b>56,358</b>	<b>94,746</b>	<b>54,211</b>	<b>1,105</b>
<b>Expenditure</b>	<b>314,128</b>	<b>92,697</b>	<b>116,858</b>	<b>81,563</b>	<b>22,492</b>
<b>Balance</b>	<b>0</b>	<b>22,431</b>	<b>36,738</b>	<b>39,638</b>	<b>37,305</b>



In addition to reconciling the programmed expenditures with anticipated revenue, the financial plan must include system-level estimates of costs and revenue sources for adequately operating and maintaining the Federal-aid highway and public transportation systems. Many projects in the FY 2026-2029 TIP address the operation and maintenance of the system. However, several operations and maintenance activities that take place in the region are not appropriate to include as individual projects in the TIP because they are not federally funded and are not regionally significant.

The public transportation system includes all providers of public transportation in the North Front Range region. The Federal-aid highway system includes all roadways eligible for federal aid in the North Front Range region, including public roadways classified as minor collectors and above in urban areas and roadways classified as major collectors and above in rural areas, as defined in 23 CFR Part 470.103.<sup>5</sup>

Operations and maintenance costs for public transportation include a variety of ongoing costs such as salaries for operator staff, fuel, and vehicle maintenance. For the federal-aid highway system, operations and maintenance costs include, but are not limited to, repaving, traffic control operations, and snow and ice removal.

Table 11 identifies the revenue sources for operations and maintenance for the public transportation system and Federal-aid highways within the North Front Range region, along with the operations and maintenance costs over the four-year timespan represented by the TIP. The costs and revenues are presented in YOE dollars using a two percent inflation factor agreed to by the regional planning partners. As demonstrated by the positive balance, the projected operations and maintenance revenues cover the projected costs for adequately maintaining the system.

**Table 11: Operations and Maintenance Costs and Revenues by Source in YOE Dollars, FY 2026-2029**

	Funding Source	Public Transportation	Federal-Aid Highways
<b>Revenue</b>	Federal	\$63,672,026	\$97,181,550
	State	\$3,840,620	\$213,596,280
	Local	\$50,670,109	\$119,864,426
	Directly Generated*	\$15,887,475	\$0
	<b>Total</b>	<b>\$134,070,231</b>	<b>\$430,642,257</b>
<b>Cost</b>	<b>Total</b>	<b>\$0</b>	<b>\$158,986,849</b>
<b>Balance</b>	<b>Total</b>	<b>\$134,070.231</b>	<b>\$271,655,408</b>

\*Directly generated funding includes sources such as fares and advertising

<sup>5</sup> 40 CFR Part 470.103, <https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13>

# APPENDIX A: ENVIRONMENTAL AND DEMOGRAPHIC IMPACT

## Environmental and Demographic Impact Worksheet (2026)

Criteria		
<b>Project Information</b>	<b>Project Title</b>	
Project previously included in TIP	Yes/No	
Within 1/4 mile of Environmental and Demographic Impact Index Area	Yes/No	
Project Sponsor		
TIP ID		
Project Type		
Funding Source		
Call Awarded		
<b>Burdens</b>	<b>Short Term (Construction)</b>	<b>Long Term (Post Construction)</b>
Bodily impairment, infirmity, illness, or death	Yes/No	Yes/No
Air, noise, and water pollution and soil contamination	Yes/No	Yes/No
Destruction or disruption of resources, aesthetic values, or availability of public and private facilities and services	Yes/No	Yes/No
Adverse impacts on community cohesion or economic vitality	Yes/No	Yes/No
Noise and vibration	Yes/No	Yes/No
Increased traffic congestion, isolation, exclusion, or separation	Yes/No	Yes/No
<b>Additional Anticipated Burdens</b>		
<b>Benefits</b>		
Decrease in travel time	Yes/No	
Improved air quality	Yes/No	
Expanded access to employment opportunities	Yes/No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes/No	
<b>Additional Anticipated Benefits</b> Detail any additional anticipated project burdens		
<b>Outreach</b> – Describe any outreach completed in selection of project or future anticipated outreach		

## APPENDIX B: AIR QUALITY FINDINGS

### Conformity Determination

The most current Conformity Determination document can be found on the Air Quality page of the NFRMPO's website: <https://nfrmpo.org/air-quality/>. The latest resolution of adoption of the Conformity Determination will be included upon approval by the NFRMPO Planning Council.

### GHG Transportation Report

The most current GHG Transportation Report as required by the GHG Planning Standard can be found on the GHG page of the NFRMPO website: <https://nfrmpo.org/air-quality/ghg/>. The resolution of adoption of the GHG Transportation Report for the FY2026-2029 TIP and the 2050 RTP Amendment by the NFRMPO Planning Council on November 6, 2025 is included.

## APPENDIX C: CERTIFICATION OF PLANNING PROCESS

Please see following page.







## APPENDIX D: STATE CONCURRENCE AND APPROVAL

(to be provided)



## APPENDIX E: FHWA CONFORMITY DETERMINATION

(to be provided)

## APPENDIX F: RESOLUTION OF ADOPTION

Please see following page.