

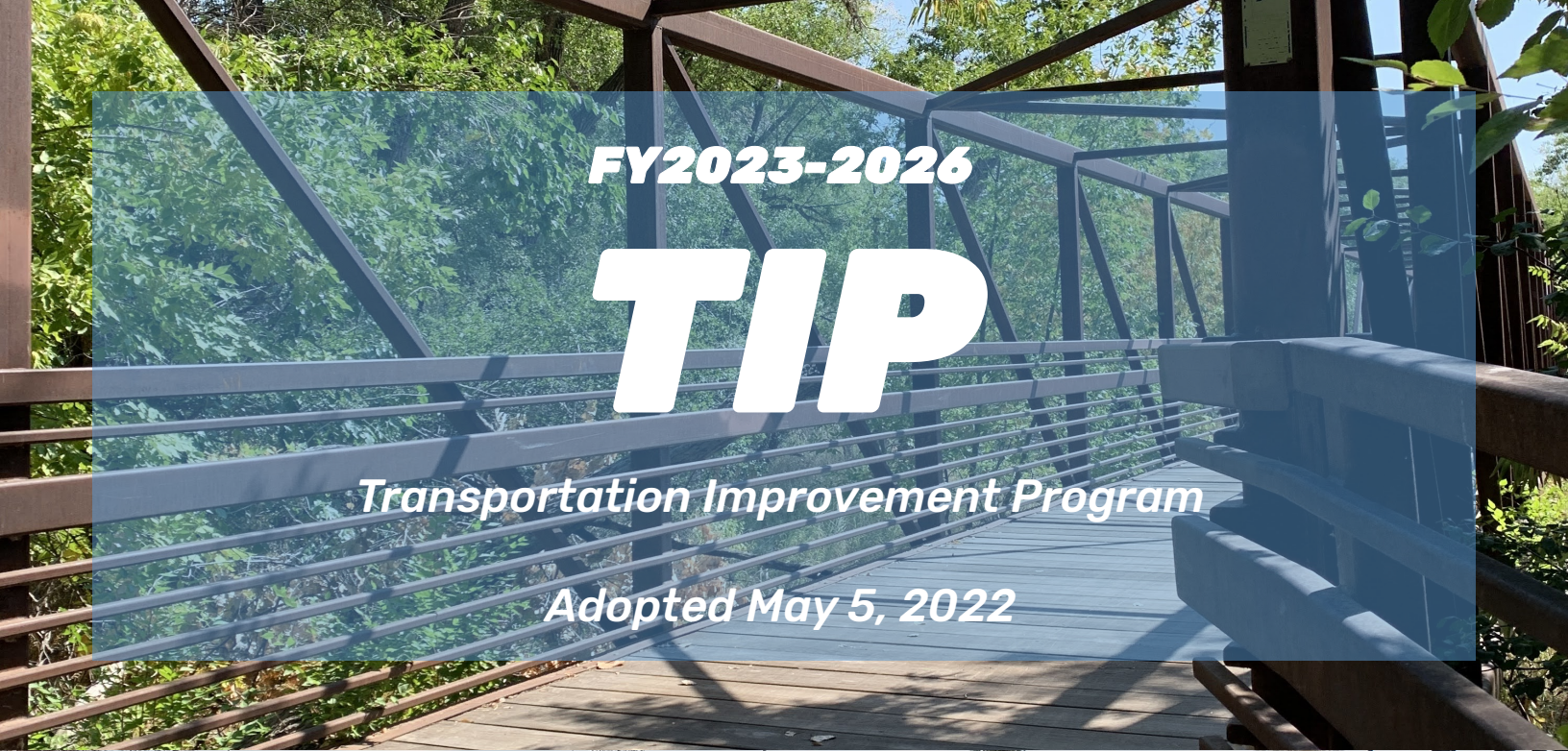


FY2023-2026

TIP

Transportation Improvement Program

Adopted May 5, 2022



North Front Range
Metropolitan
Planning
Organization



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Metropolitan
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FY2023-2026

Transportation Improvement Program (TIP)

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Top – NFRMPO Staff – Aerial view of I-25 and SH 402 Interchange

Middle – NFRMPO Staff – Poudre Trail Pedestrian Bridge

Bottom – City of Evans – 37th Street Overlay project construction

ADOPTED MAY 5, 2022

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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
EJ	Environmental Justice
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
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) was 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, 2013¹. 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 time 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 making, and the Air Quality Control Commission (AQCC) is responsible for concurring with, the NFRMPO conformity determinations on the TIP working with CDPHE's Air Pollution Control Division (APCD).

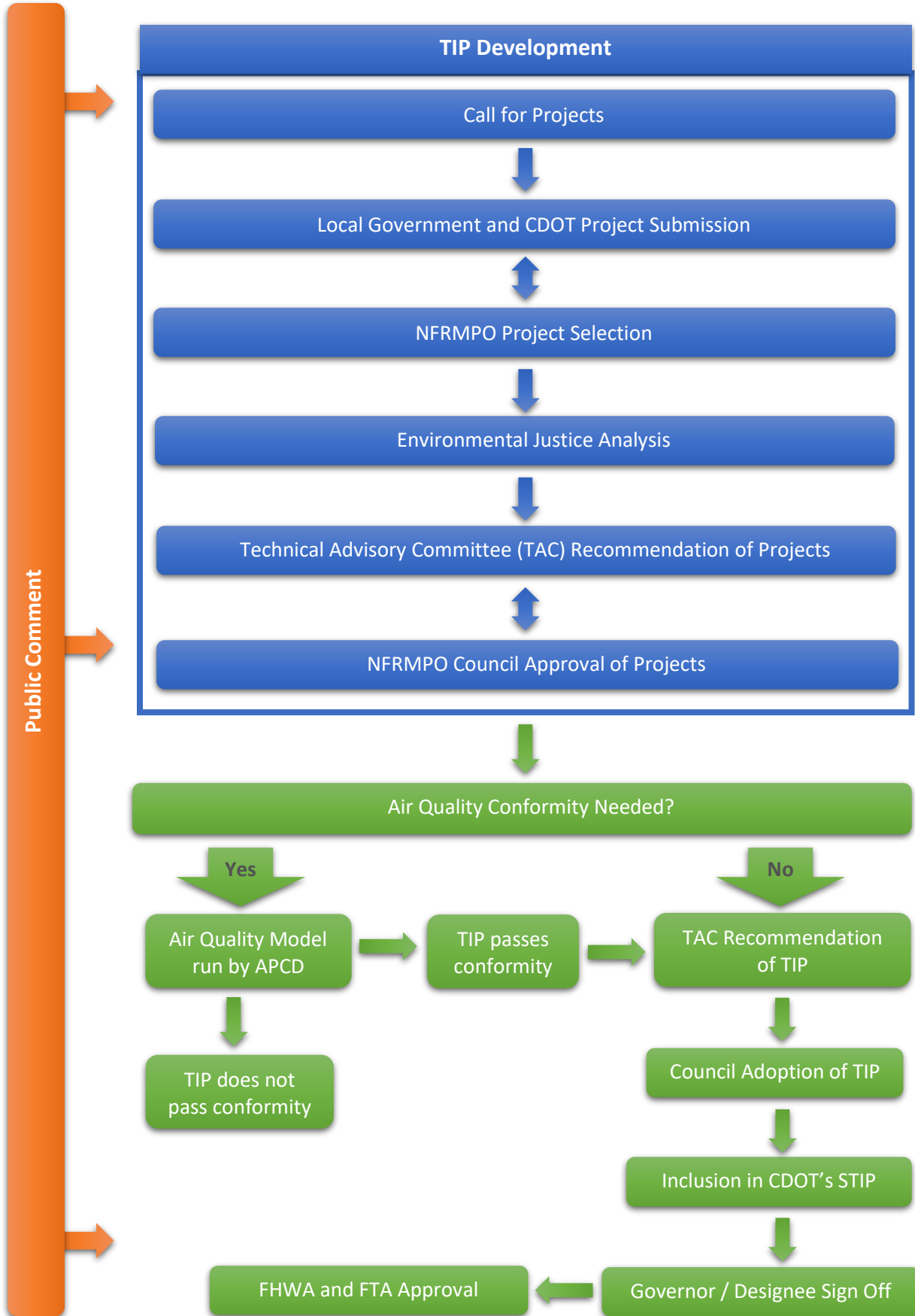
The NFRMPO Technical Advisory Committee (TAC) assists in the planning process, recommends projects for funding, and advises the Planning Council on technical matters. The TAC is comprised of one voting staff member from each member entity, one staff member from the Colorado Department of Transportation (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.

¹ 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](#). The Fixing America's Surface Transportation (FAST) Act, adopted December 4, 2015, is the current, comprehensive federal legislation addressing surface transportation and guides the long-range planning process. The FAST Act contains 10 planning factors which must be addressed by the 3C metropolitan transportation planning process:

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.

The NFRMPO's [2045 Regional Transportation Plan \(RTP\)](#), adopted September 5, 2019, with which the FY2023-2026 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 Carbon Monoxide (CO), 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 time period for this TIP is Fiscal Year (FY) 2023 – FY2026.

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 have the opportunity to apply for funding from three federal programs (Congestion Mitigation & Air Quality Improvement (CMAQ), 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 in alignment with the policies of an approved RTP and follow the adopted 2019 Congestion Management Process (CMP), outlined in the 2045 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 SIPs. 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.

The FAST Act requires 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 RTP, linking investment priorities to those performance targets.
- A priority list of proposed federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.
- A financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources reasonably expected to be available to carry out the program, and identifies 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 EPA's 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 2045 RTP and the adopted 2019 CMP.

The TIP includes projects selected for Congestion Mitigation & Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and the Transportation Alternatives (TA) funding through the FY 2022-2023 Call for Projects held in 2018 and the FY2024-2025 Call for Projects held in 2021. The TIP also includes projects selected for State Multimodal Options Fund (MMOF) in 2020. A future call will be held to award FY2026 Federal funding and FY2022-2023 State and Federal MMOF funding. Funding estimates for CDOT pool projects and FTA funding sources have been provided where available for FY2025-2026.

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

FY 2024-2025 Call for Projects

The NFRMPO selected projects in the FY2024-2025 Call for Projects using the project scoring criteria and process approved on October 7, 2021 by the NFRMPO Planning Council. The selected projects were approved by Planning Council on March 3, 2022 and include five CMAQ projects, five STBG projects, and two TA projects. If

additional funds become available, they will be distributed to partially funded and waitlisted project in the rank order determined by the Scoring Committees. The waitlisted projects for each funding program are as follows:

- CMAQ - One partially funded and two fully waitlisted
- STBG - One partially funded and two fully waitlisted
- TA - One partially funded and three fully waitlisted

During the development of the 2021 Call for Projects Guidebook, the NFRMPO agreed to hold \$5M FY2025 CMAQ funds out of the call to be put towards North I-25 if the project still needs funding closer to when the funds are available. The NFRMPO will coordinate with CDOT to determine if the funds are still needed for the North I-25 project, if they are not, the NFRMPO will award funds to the waitlisted projects following which a supplemental Call for Projects will be held to award the remaining FY2025 funds.

The *2021 Call for Projects Guidebook* can be found at the following link: <https://nfrmpo.org/wp-content/uploads/2021-call-for-projects-guidebook.pdf>

FY 2022-2023 Call for Projects

The NFRMPO selected projects in the FY2022-2023 Call for Projects using the project scoring criteria and process approved on October 4, 2018 by the NFRMPO Planning Council. The selected projects were approved by Planning Council on March 7, 2019 and included five CMAQ projects, four STBG projects, and two TA projects. Additional allocations for FY22 and FY23 funds were held in October 2020, July 2021 and April 2022 and fully funded the partially funded and waitlisted projects in both the STBG and CMAQ pools.

TAC and Planning Council, in coordination with TAC and NFRMPO Staff, will determine how to allocate any additional funding which becomes available for any year prior to FY2024.

The *2018 Call for Projects Guidebook* can be found at the following link: <https://nfrmpo.org/wp-content/uploads/2018-call-for-projects-guidebook-revised-10172018.pdf>

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 is 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 the FAST Act 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 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 [2045 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 2023-2026 TIP are included in the [2045 RTP](#), as adopted on September 5, 2019, and are included in the applicable Conformity Determination. Both the FY 2023-2026 TIP and [2045 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 FY2023-2026 TIP can be found at <https://nfrmpo.org/air-quality/>.

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 [2045 RTP](#). The Fort Collins TMA was designated in 2002 as a result of data from the 2000 Census.

The NFRMPO’s CMP requires project sponsors of projects located on Regionally Significant Corridors (RSC) demonstrate conformity 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/2016-cmp-annual-report.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 at the NFRMPO offices and on its website and holds public comment opportunities at the beginning and end of each Planning Council and TAC meeting.

The [Public Involvement Plan](#) (PIP), adopted March 7, 2019, guides the NFRMPO’s public participation activities for all plans and programs, including the TIP.

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.”² 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.

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.

² 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
CR	Congestion Relief
ER	Emergency Relief
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery Act of 2009 (State) FASTER Safety FASTER Bridge Enterprise
HSIP	Highway Safety Improvement Program
PAN	Pandemic Federal Stimulus Funds – Region 4 Allocation
PNF	Pandemic Federal Stimulus Funds -North Front Range Allocation
RPP	Regional Priorities Program
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)
TCI	Transportation Commission Initiatives Fund
[Various]	Surface Treatment (CDOT)

TRANSIT	
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)
FTA5339	Transit 5339: Bus and Bus Facilities Program
ADDITIONAL ABBREVIATIONS: the following may also appear in project-specific entries:	
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
MMOF	Multimodal Options Fund/Multimodal Transportation and Mitigations Options Fund
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)

ADDITIONAL ABBREVIATIONS: the following may also appear in project-specific entries:	
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, 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 FY2023-2026 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, 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 a second one-year extension 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.

Multimodal Options Fund/Multimodal Transportation and Mitigation Options Funds (MMOF) 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’ period of performance 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 Principles²

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

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 2023 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 FY2023.

As each fiscal year draws to a close and a new one 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, STBG, TA funded and Air Quality Significant Projects.

Examples of Air Quality Significant Projects are:

- Adding at least two (2) 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, taking into account 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, 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.
- 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

1. A change between federal funding sources.
2. A change in project funding 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.

Administrative Modifications will be processed within two weeks of receipt. Processed Modifications are posted to the NFRMPO TIP webpage, available at <https://nfrmpo.org/tip/>, at least monthly. 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/business/budget>.

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.

Environmental Justice

[Executive Order 12898 – 1994](#)

Executive Order 12898, Federal Action to address Environmental Justice (EJ) in minority and low-income populations, requires the U.S. Department of Transportation (USDOT) and the Federal Transit Administration (FTA), to make EJ part of an MPO's transportation planning mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority populations and/or low-income populations (collectively "EJ populations"). EJ at FTA and FHWA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews.

[DOT Order 5610.2\(a\) – May 2012](#)

In May 2012, DOT issued an updated internal Order, *Actions to Address EJ in Minority Populations and Low-Income Populations* (DOT Order). The DOT Order updates the Department's original EJ Order, which was published April 15, 1997. The DOT Order continues to be a key component of the USDOT's strategy to promote the principles of EJ in all DOT programs, policies, and activities.

NFRMPO Environmental Justice Process

An EJ analysis is completed for all location-specific individual projects included in the TIP and is presented in **Appendix A: Environmental Justice Analysis**. An EJ Analysis is also completed for all location-specific individual projects amended into the TIP. If a project is located in, within ¼ mile of, or adjacent to an area with a substantial EJ population, it is considered to be an EJ project. If it does not, it is considered to be Non-EJ. The benefits and burdens of each project must be examined individually on all EJ and Non-EJ projects. An overall analysis on projects in the TIP determines if it meets EJ requirements. The analysis process follows three guiding principles outlined in DOT Order 5610.2(a):

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations in relation to transportation improvements.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Under this DOT Order, an adverse effect may include:

- Bodily impairment, infirmity, illness, or death;
- Air, noise, and water pollution and soil contamination;
- Destruction or disruption of man-made or natural resources;
- Destruction or diminution of aesthetic values;
- Destruction or disruption of community cohesion or a community's economic vitality;
- Destruction or disruption of the availability of public and private facilities and services;
- Vibration;
- Adverse employment effects;
- Displacement of persons, businesses, farms, or non-profit organizations;
- Increased traffic congestion, isolation, exclusion, or separation of individuals within a given community or from the broader community; and
- Denial of, reduction in, or significant delay in the receipt of benefits of USDOT programs, policies, or activities.

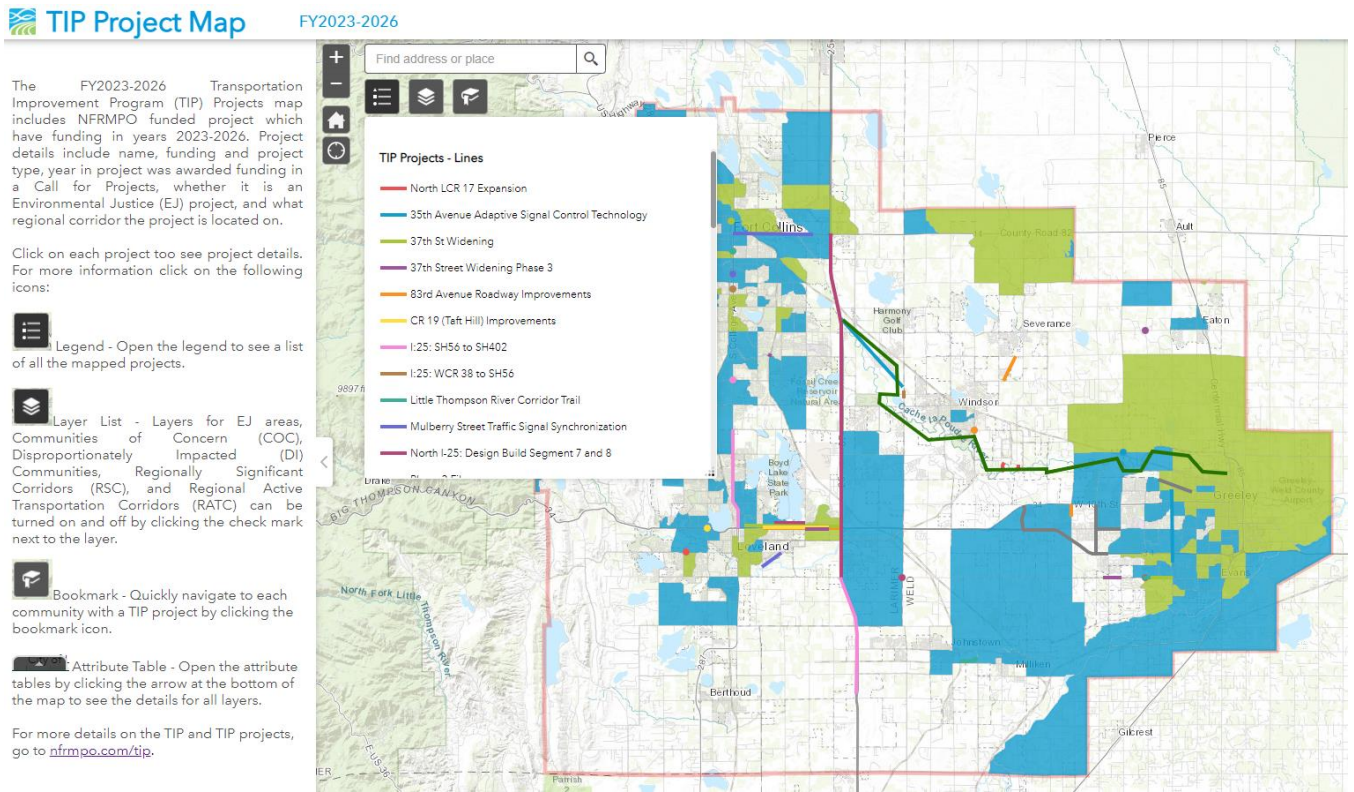
An EJ analysis also includes a determination of whether the activity will result in a “disproportionately high and adverse effect on human health or the environment,” defined in DOT Order 5610.2(a) as:

- Being predominately borne by a minority population and/or low-income population, or
- Suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income populations.

The EJ analysis on projects awarded funding by the NFRMPO prior to 2022 were completed by NFRMPO Staff and include a report of the benefits and burdens anticipated as a result of each project. On April 1, 2021 the NFRMPO Planning Council adopted the 2021 Environmental Justice (EJ) Plan which identified ways in which the NFRMPO can conduct more detailed EJ analysis in the TIP and better integrate EJ into the Call for Projects process. During the 2021 Call for Projects, which awarded funding in FY2024 and FY2025, the NFRMPO required all project applicants to complete an Environmental Justice Impact Worksheet (**Figure 3**).

Additionally, the NFRMPO has developed and will maintain an interactive online map of all location-specific individual projects, EJ areas, additional Communities of Concern (COC)³ as identified in the EJ Plan, and Disproportionately Impacted (DI) communities as identified in Colorado House Bill (HB) 21-1266⁴. The map can be found on the NFRMPO’s TIP webpage at nfrmpo.org/tip or online at the following link: <https://nfrmpo.maps.arcgis.com/apps/webappviewer/index.html?id=36b5f50c9048400683cba346f46b8321>

Figure 2: TIP Project Online Mapping Application



³ The NFRMPO EJ Plan identifies a COC as a census tract with high concentrations of older adults and youths, limited English proficiency, populations with a disability, female-headed households, the homeless and unhoused populations, and zero-car households.

⁴ [Colorado HB21-1266](#) defines a DI community as “a community that is in a census block group where the proportion of households that are low income, identify as minority, or that are housing cost-burdened is greater than 40 percent”.

Figure 3: Environmental Justice Impact Worksheet

Project Information	Yes/No
EJ Project: Project located in an EJ Area or within 1/4 mile of an EJ Area	
Anticipated Project Burdens	
Bodily impairment, infirmity, illness, or death	
Air, noise, and water pollution and soil contamination	
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	
Adverse impacts on community cohesion or economic vitality	
Noise and vibration	
Increased traffic congestion, isolation, exclusion, or separation	
Please describe any other additional anticipated burdens.	
Anticipated Project Benefits	
Decrease in travel time	
Improved air quality	
Expanded access to employment opportunities	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	
Please describe any other additional anticipated benefits.	
Outreach	
Please briefly describe the outreach or public involvement that went into choosing this project and/or any planned outreach	

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, is for planning agencies to invest resources in projects that collectively support seven specific national goal areas, detailed in **Table 4**.

Table 4: MAP-21 National Goals⁵

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 Sustainability	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

⁵ §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.

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 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 2021

Performance Measure	Statewide Target
Highway Safety	
Number of fatalities	597
Fatality rate per 100 million vehicle miles traveled	1.093
Number of serious injuries	3,194
Serious injury rate per 100 million vehicle miles traveled	5.846
Number of non-motorized fatalities and serious injuries	571
Bridge and Pavement Condition	
Percent of pavement on Interstate System in Good condition	40.0%
Percent of pavement on Interstate System in Poor condition	5.0%
Percent of pavement on non-Interstate System in good condition	40.0%
Percent of pavement on non-Interstate System in poor condition	5.0%
Percentage of NHS bridges in good condition	44.0%
Percentage of NHS bridges in poor condition	4.0%
System Reliability	
Percent of person-miles traveled on Interstate that are reliable	81.0%
Percent of person-miles traveled on non-Interstate NHS that are reliable	64.0%
Truck Travel Time Reliability Index	1.5
Total emissions reduction	105.000 kg/day VOC reduction 1,426.000 kg/day CO reduction 105.000 kg/day NOx reduction

Table 6: NFRMPO Targets for Federal Transit Performance Measures as of 2021

Agency	Percent Revenue Vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	Target
Transfort	Bus	15	25%
	Articulated Bus	17	
	Cutaway Bus	12	
	Automobile	10	
	Minivan	10	
	Truck/SUV	10	
GET	Bus	14	5%
	Cutaway (Paratransit)	8	10%
Statewide Tier II	Bus	14	30.46%
	Cutaway Bus	10	25.79%
	Automobile	8	30.77%
	Minivan	8	28.97%
Agency	Percent Service vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	Target
Transfort	Automobile	10	25%
	Truck and other rubber-tire vehicles		
GET	Equipment	10	1%
Statewide Tier II	Automobile	8 to 14	63.27%
	Truck and other rubber-tire vehicles		21.74%
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	2.44%	
	Passenger Parking		
	Maintenance	8.33%	
	Administrative		

Table 7: NFRMPO Targets for Federal Transit Safety Performance Measures as of 2021

Agency	Mode	Fatalities (Total)	Fatality Rate	Injury Rate	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 2022-2025 TIP funded with CMAQ, STBG, and TA funding in FY 2022 and FY 2023 were scored and selected using the 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) adopted by the NFRMPO Planning Council on October 4, 2018. The 2045 GOPMT were developed to meet MAP-21 and FAST Act 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 achievement of the established targets.

In total, \$15.8M federal funds were awarded to CMAQ, STBG, and TA projects in FY 2023-2025 in the 2021 Call for Projects. Each project awarded funding supports at least one of the four goals included in the 2045 GOPMT. **Figure 4** identifies the amount of federal funding awarded in support of each of the four goals. Projects supporting the Economic Development/Quality of Life, Mobility and Multimodal received the highest amount of funding, with \$15.6M, followed by Operations at \$10.0.

Figure 4: Project Funding by Goal, 2021 Call for Projects

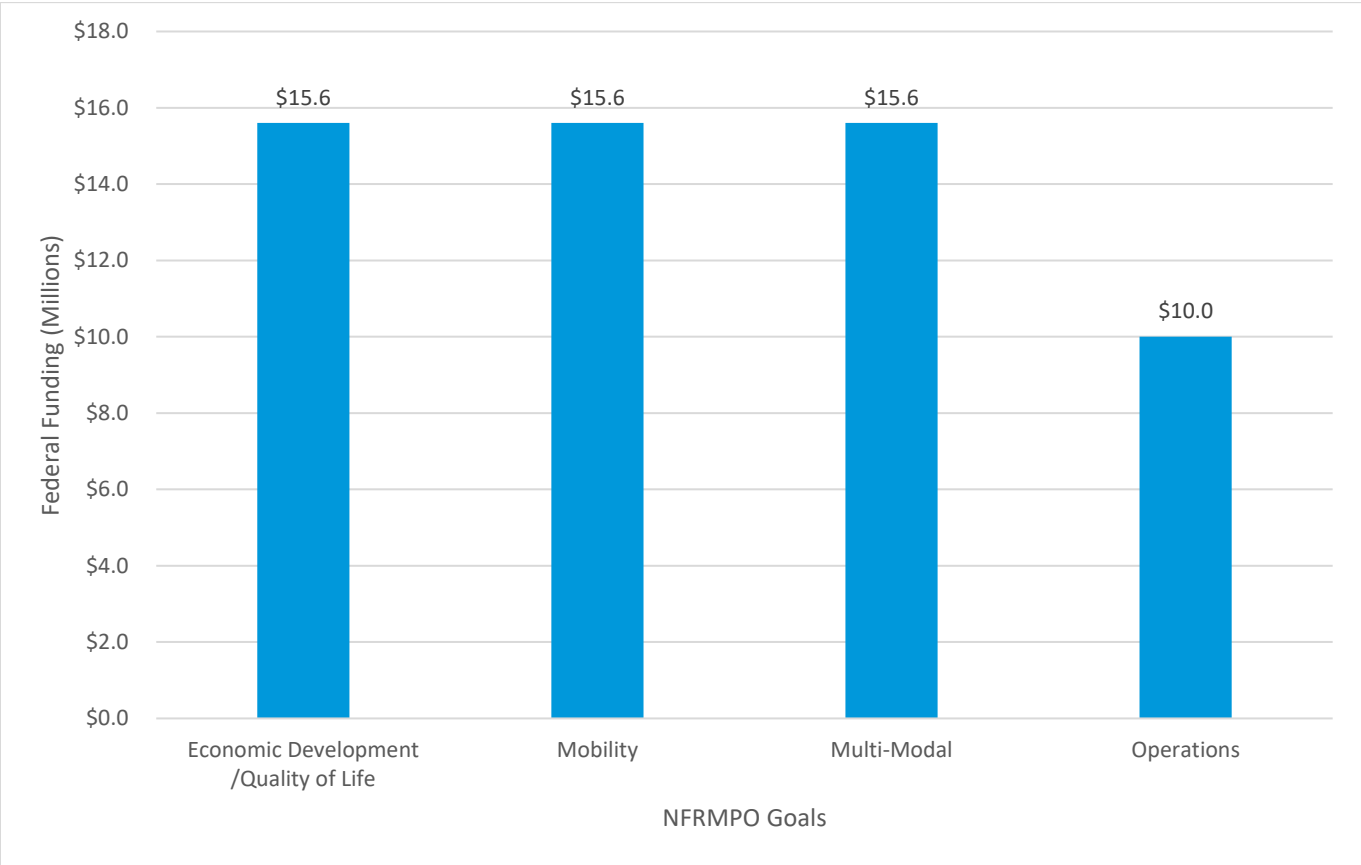


Table 8 summarizes the federally required performance measures and targets, in addition to the number of TIP projects, including NFRMPO awarded projects, CDOT pool projects, and FTA funded projects, and total funding contributing towards achievement of those targets over the four years of the TIP. The 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	38	\$ 125,900,114
		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	7	\$ 240,020,708
		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	5	\$ 184,010,000
		Percent NHS bridges in Poor Condition		
	PM 3	System Performance & Freight	Percent person miles traveled on the Interstate system that are reliable	2
Percent person miles traveled on the non-interstate NHS that are reliable			14	\$ 204,058,085
Freight		Travel time reliability index	2	\$ 182,479,000
Emissions Reductions		VOC Reduction	12	\$ 25,780,911
		Carbon Monoxide Reduction		
	Nitrogen Oxides Reduction			
Transit	TAM	Transit Asset Management	9	\$ 23,417,111
	Transit Safety	Transit Safety	6	\$37,923,111

Status of Major Projects from the FY 2022-2025 TIP

As required by [23 CFR 450.326\(n\)\(2\)](#), **Table 9** identifies the implementation status of major projects from the previous FY 2022-2025 TIP. The status indicates whether the project is programmed (project initiation is anticipated in FY 23 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 2020-2023 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	Initiated
2019-014	North I-25: WCR38 to SH402	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Initiated
2020-010	Timberline Road Corridor Improvements	Modify & Reconstruct	Fort Collins	Completed
2022-002	Transfort Electric Bus Purchase	Rolling Stock Replacement	Fort Collins	Initiated
2022-004	N Taft Avenue & US 34 Intersection Improvements	Intersection Improvements	Loveland	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
2023-004	37th Street Widening	Widening	Evans	Programmed
2023-006	83rd Ave Roadway Improvements	Widening	Greeley	Programmed

SECTION 2: TIP MODIFICATION AND AMENDMENT FORMS

Sample TIP Modification Form

NFRMPO FY 2023 - FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Administrative Modification Request

Submitted to:

Prepared by:

DATE:

PREVIOUS ENTRY

	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Title:										
Sponsor:	Federal		-	-	-	-	-	-	-	-
STIP ID:	State		-	-	-	-	-	-	-	-
TIP ID:	Local		-	-	-	-	-	-	-	-
Type:	Total		-	-	-	-	-	-	-	-
Air Quality:										
Description:										

REVISED ENTRY

	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Title:										
Sponsor:	Federal		-	-	-	-	-	-	-	-
STIP ID:	State		-	-	-	-	-	-	-	-
TIP ID:	Local		-	-	-	-	-	-	-	-
Type:	Total		-	-	-	-	-	-	-	-
Air Quality:										
Description:										
Revision:										

NFRMPO FY 2023 - FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Policy Amendment Request

Submitted to:

Prepared by:

DATE:

PREVIOUS ENTRY (IF APPLICABLE)

	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Title:										
Sponsor:	Federal		-	-	-	-	-	-	-	-
STIP ID:	State		-	-	-	-	-	-	-	-
TIP ID:	Local		-	-	-	-	-	-	-	-
Type:	Total		-	-	-	-	-	-	-	-
Air Quality:										
Description:										

NEW ENTRY / REVISED ENTRY

	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Title:										
Sponsor:	Federal		-	-	-	-	-	-	-	-
STIP ID:	State		-	-	-	-	-	-	-	-
TIP ID:	Local		-	-	-	-	-	-	-	-
Type:	Total		-	-	-	-	-	-	-	-
Air Quality:										
Description:										
Revision:										

SECTION 3: FY 2023-2026 PROJECTS

Project Tables

The projects listed are those adopted by Planning Council at their regular meeting on May 5, 2022 based on project information as of March 1, 2022. TIP Amendments and Modifications completed between March 1, 2022 and the effective date of the FY 2023-2026 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 FY 2023 that has been rolled forward for obligation in the current year. The Future Funding column is any reasonably anticipated funding for the project in FY2027 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/.

NFRMPO FY 2023 - FY 2026 Transportation Improvement Program (TIP)

Anticipated Adoption by the North Front Range Transportation Air Quality Planning Council on 5/5/2022

Tables as of 3/25/2022

Funding in Thousands

HIGHWAYS

Bridge - On State System

Title:	Region 4 Bridge - On System Pool	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
STIP ID:	SR46598	Federal	NHPP	2,161	1,119	224	-	-	-	1,343	-
TIP ID:	P-4	State	SHF	245	129	59	-	-	-	188	-
Sponsor:	CDOT Region 4	Local	LOM	-	-	-	-	-	-	-	-
Type:	Bridge		Total	2,406	1,248	283	-	-	-	1,531	-

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Bridge - On System Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor	Total Current Project Cost
SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4	\$2,901
SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4	\$ 300

Strategic

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	3,640	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
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.		Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
		Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	500	-	-	-	-	-	-	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,735	42,421	93,402	18,408	-	-	154,231	-
	Local	Private	6,000	-	-	-	-	-	-	-	
			Total	497,262	42,421	93,402	18,408	-	-	154,231	-

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	7PX (SB 228/267)	191,534	-	-	-	-	-	-	-
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	6,456	7,550	6,080	-	-	-	13,630	-
		State	7PT (SB 267 Transit)	4,300	1,000	-	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	7,714	-	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			Total	267,196	22,082	13,794	-	-	-	35,876	-

FASTER (North Front Range Listings of State Highway Locations)

Title:	Region 4 FASTER Safety Pool	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	FAS	2,900	3,350	4,545	2,550	-	-	10,445	-
STIP ID:	SR46606	Local	L	-	-	-	-	-	-	-	-
TIP ID:	P-7		Total	2,900	3,350	4,545	2,550	-	-	10,445	-

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	Title	Sponsor	Total Current Project Cost
SR46666.060	US 287 (College Ave) & Trilby Rd	City of Fort Collins	\$1,043
SR46606.095	US 287 and Swallow Signal Improvements	CDOT Region 4	\$ 725
SR46606.097	US 85 and WCR 66 Left Turn Accel Lanes	CDOT Region 4	\$1,820

Non-Regionally Significant Regional Priority Program Pool (RPP)

Title:	Non-Regionally Significant Regional Priority Program Pool	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STP	1,100	-	-	9,000	-	-	9,000	-
STIP ID:	SR46600	Federal	FR8	-	21	-	-	-	-	21	-
TIP ID:	P-11	State	SHF/HUTF	20	4	-	-	-	-	4	-
Type:	Safety and Bridge Replacement	State	SB1	1,200	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis	Local	L	-	-	-	-	-	-	-	-
		Local	LOM	-	-	-	-	-	-	-	-
			Total	1,220	25	-	9,000	-	-	9,025	-

Description: Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming in the North Front Range region.

STID	Title	Sponsor	Total Current Project Cost
SR46600.100	US 34 Weather Cameras and RWIS	CDOT Region 4	\$ 25

Surface Treatment

Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG/NHPP	25,302	8,813	7,459	9,999	8,757	-	35,028	-
STIP ID:	SR45218	State	SHF	3,952	2,087	1,398	1,926	1,668	-	7,079	-
TIP ID:	P-13	State	SB1	-	-	-	-	-	-	-	-
Type:	Surface Treatment	Local	L	-	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis	Local	LOM	-	-	-	-	-	-	-	-
			Total	29,254	10,900	8,857	11,925	10,425	0	42,107	-

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

STIP ID	Title	Sponsor	Total Current Project Cost
SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4	\$4,500
SNF5788.045	SH257 & Eastman Park Drive Intersection	CDOT Region 4	\$1,125
SR45218.232	US 85 5th to O St. Business Surface	CDOT Region 4	\$5,600
SR45218.234	SH257 Windsor Resurfacing Eastman to 34	CDOT Region 4	\$5,764

ROADWAYS

Federal

Bridge - Off State System

Title:	Region 4 Bridge - Off System Pool	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
STIP ID:	SR46601	Federal	BRO	837	2,591	-	-	-	-	2,591	-
TIP ID:	P-5	Local	L	209	636	-	-	-	-	636	-
Sponsor:	CDOT Region 4	Local	LOM	-	834	-	-	-	-	834	-
Type:	Bridge Reconstruct		Total	1,046	4,061	-	-	-	-	4,061	-

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	Title	Sponsor	Total Current Project Cost
SR46601.032	Little Thompson (WEL019.0-046.5A)	Weld	\$ 625
SR46601.033	1st St. Irrigation Canal Bridge (LOC180W)	Loveland	\$ 625
SR46601.035	7th Street Bridge (WIN017.0-064.0A)	Town of Windsor	\$ 330
SR46601.037	Main St./Union Ditch Crossing (LaSalle001)	Town of LaSalle	\$ 846
SR46601.039	5th St and 23rd Ave (Greeley-0000006)	City of Greeley	\$1,834

CDOT Region 4 Transportation Alternatives (TA)

Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TAP	2,995	1,500	1,475	573	575	-	4,123	-
STIP ID:	SR47020	Local	L	2,137	374	370	-	-	-	744	-
TIP ID:	P-14	Local	LOM	0	546	2,260	-	-	-	2,806	-
Type:	Bike/Ped Facility		Total	5,132	2,420	4,105	573	575	-	7,673	-

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	Title	Sponsor	Total Current Project Cost
SR47020.026	Power Trail Grade Separation at Harmony Rd	Fort Collins	\$1,300
SR47020.028	Namaqua Ave Trail Underpass	Loveland	\$1,296
SR47020.042	Non-Motorized sidewalk at 57th St/US287	Larimer County	\$1,124

NFRMPO Transportation Alternatives (TA)											
Title:	Little Thompson River Corridor Trail – Phase 1a	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Johnstown	Federal	TAP	94	156	-	-	-	-	156	-
STIP ID:	SNF5095.004	Local	L	39	24	-	-	-	-	24	-
TIP ID:	2020-014		Total	133	180	-	-	-	-	180	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	5,000 linear feet of 8' width crusher fines trail. Described in Johnstown-Milliken Parks Trails and Open Space Master Plan.										

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Larimer County	Federal	TA	-	151	-	-	-	-	151	-
STIP ID:	SNF5095.003	Federal	PNF	-	113	-	-	-	-	113	-
TIP ID:	2021-001	Local	L	-	66	-	-	-	-	66	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.										

Title:	Poudre River Trail Realignment	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Windsor	Federal	TA	-	271	273	-	-	-	544	-
STIP ID:	SNF5095.005	Local	L	-	98	160	-	-	-	258	-
TIP ID:	2022-001		Total	-	369	433	-	-	-	802	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Realigning two segments of the Poudre Trail approximately 1 mile east of SH 257										

Title:	Poudre Trail Wayfinding - I25 to Island Grove Park	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Town of Windsor, Town of Timnath, Larimer County, City of Greeley, Poudre Trail Corridor Board	Federal	TA	-	-	85	-	-	-	85	-
		Local	L	-	-	18	-	-	-	18	-
		Local	LOM	-	-	5	-	-	-	5	-
			Total	-	-	108	-	-	-	108	-
STIP ID:	SNF5095.007										
TIP ID:	2023-010										
Type:	Bike/Ped										
Air Quality:	Exempt from Conformity Analysis										
Description:	Installation of wayfinding signs along the Poudre Trail between I-25 in Timnath and Island Grove Park in Greeley										
Revision:	New project entry from 2021 Call for Projects awarded funding with Planning Council Resolution #2022-06										

Title:	Willow Bend Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	City of Loveland	Federal	TA	-	-	-	259	260	-	518	-
STIP ID:	SNF5095.006	Local	L	-	-	-	54	54	-	108	-
TIP ID:	2024-001	Local	LOM	-	-	250	250	311	-	811	-
Type:	Bike/Ped Facility		Total	-	-	250	562	625	-	1,437	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Construction of 10' wide, 1.3-mile trail with two bridges and two crosswalks.										

Congestion Mitigation & Air Quality (CMAQ)

Title:	CNG Fast Fill Stations	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	-	828	-	-	-	-	828	-
STIP ID:	SNF5173.053	Local	L	-	174	-	-	-	-	174	-
TIP ID:	2020-004	Local	LOM	-	200	-	-	-	-	200	-
Type:	Operations		Total	-	1,202	-	-	-	-	1,202	-
Air Quality:	Exempt from conformity analysis										
Description:	Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.										

Title:	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Title: Traffic Signal Progression Improvements—US 34										
Sponsor: Loveland	Federal	CMAQ	630	10	-	-	-	-	10	-
STIP ID: SNF5173.054	Local	L	131	2	-	-	-	-	2	-
TIP ID: 2020-005	Local	LOM	-	27	-	-	-	-	27	-
Type: ITS Traffic Controls		Total	761	39	-	-	-	-	39	-
Air Quality: Exempt from conformity analysis										
Description: US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.										

Title:	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Title: Citywide Signal Retiming										
Sponsor: Greeley	Federal	CMAQ	-	-	273	-	-	-	273	-
STIP ID: SNF5173.059	Local	L	-	-	10	-	-	-	10	-
TIP ID: 2023-001		Total	-	-	283	-	-	-	283	-
Type: Operations										
Air Quality: Exempt from conformity analysis										
Description: Retime all non-adaptive signals.										

Title:	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Title: Transfort Electric Bus Purchase										
Sponsor: Fort Collins	Federal	CMAQ	1,569	-	2,798	-	-	-	2,798	-
STIP ID: SST7007.017	Federal	5339c	3,523	-	-	-	-	-	0	-
TIP ID: 2022-002	State	FASTER	200	-	-	-	-	-	0	-
Type: Rolling Stock Replacement	Local	L	706	-	582	-	-	-	582	-
Air Quality: Exempt from conformity analysis		Total	5,998	-	3,380	-	-	-	3,380	-
Description: Purchase of five electric buses and associated equipment.										

Title:	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Title: Phase 3 Fiber										
Sponsor: Greeley	Federal	CMAQ	-	309	2,067	-	-	-	2,376	-
STIP ID: SNF5173.058	Local	L	-	-	-	-	-	-	-	-
TIP ID: 2022-003		Total	-	309	2,067	-	-	-	2,376	-
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.										

Title:	N Taft Avenue & US 34 Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	-	3,331	-	-	-	-	3,331	-
STIP ID:	SNF5173.056	Local	L	-	692	-	-	-	-	692	-
TIP ID:	2022-004	Local	LOM	-	1,224	-	-	-	-	1,224	-
Type:	Intersection Improvements		Total	-	5,247	-	-	-	-	5,247	-
Air Quality:	Exempt from conformity analysis										
Description:	New signals, improve geometry, install medians, dual turn lanes, lengthen turn lanes, and bicycle and pedestrian improvements.										

Title:	US 287 and Trilby Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	387	-	-	-	-	-	-	-
STIP ID:	SR46666.060	Federal	STBG	-	-	571	3,045	-	-	3,616	-
TIP ID:	2023-002	Local	L	81	-	119	633	-	-	752	-
Type:	Intersection Improvements	Local	LOM	919	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis										
Description:	Engineering, utilities, and ROW acquisition and construction of new signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool and FASTER Safety pools.										
			Total	1,387	-	690	3,678	-	-	4,368	-

Title:	35th Avenue Adaptive Signal Control Technology	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	City of Greeley	Federal	CMAQ	-	-	-	605	-	-	605	-
STIP ID:	SNF5173.060	Local	L	-	-	-	126	-	-	126	-
TIP ID:	2024-002	Local	LOM	-	-	-	33	-	-	33	-
Type:	ITS Traffic Controls		Total	-	-	-	763	-	-	763	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Purchase and installation of adaptive control technology along 35th Ave from 4th St to 29th St										

Title:	Mulberry Street Traffic Signal Synchronization	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	City of Fort Collins	Federal	CMAQ	-	-	-	440	-	-	440	-
STIP ID:	SNF5173.062	Local	L	-	-	-	91	-	-	91	-
TIP ID:	2024-003	Local	LOM	-	-	-	1	-	-	1	-
Type:	ITS Traffic Controls		Total	-	-	-	532	-	-	532	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Evaluation, purchase, and installation of adaptive signal timing on Mulberry St from College Ave to Greenfield Ct										

Title:	US287 Signal Coordination Improvements - Loveland	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	City of Loveland, CDOT	Federal	CMAQ	-	-	-	621	-	-	621	-
STIP ID:	SNF5173.061	Local	L	-	-	-	-	-	-	-	-
TIP ID:	2024-004		Total	-	-	-	621	-	-	621	-
Type:	ITS Traffic Controls										
Air Quality:	Exempt from Conformity Analysis										
Description:	Evaluation, purchase, and installation of adaptive signal timing on US287 between 71st St and Eisenhower Blvd. Local match provided by CDOT R4 with 2024 Hot Spot funding.										

Title:	On-Route Battery Electric Bus Chargers	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	-	-	-	1,599	-	-	1,599	-
STIP ID:	Unassigned	Local	L	-	-	-	332	-	-	332	-
TIP ID:	2024-005		Total	-	-	-	1,931	-	-	1,931	-
Type:	Capital										
Air Quality:	Exempt from Conformity Analysis										
Description:	Purchase of two on-route charges for battery electric buses to be placed at Transfort's Downtown Transit Center.										

Title:	COLT Bus Replacement/Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	City of Loveland	Federal	CMAQ	-	-	-	1,775	-	-	1,775	-
STIP ID:	Unassigned	Local	L	-	-	-	369	-	-	369	-
TIP ID:	2024-006	Local	LOM	-	-	-	84	-	-	84	-
Type:	Bus Replacement/Expansion										
Air Quality:	Exempt from Conformity Analysis										
Description:	Replacing diesel buses and/or expanding local bus service with new Compressed Natural Gas (CNG) buses										

Surface Transportation Block Grant (STBG)

Title:	59th Avenue and O Street Roundabout	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley, Weld County	Federal	STBG	-	1,329	-	-	-	-	1,329	-
STIP ID:	SNF5788.048	Local	L	-	276	-	-	-	-	276	-
TIP ID:	2020-011	Local	LOM	-	5,308	-	-	-	-	5,308	-
Type:	Modify & Reconstruct										
Air Quality:	Included in conformity analysis										
Description:	Construct roundabout with center refuge medians.										

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Larimer County	Federal	STBG	-	253	-	-	-	-	253	-
STIP ID:	SNF5095.003	Federal	PNF	-	243	-	-	-	-	243	-
TIP ID:	2021-001	Local	L	-	343	-	-	-	-	343	-
Type:	Widening	Local	LOM	-	1,155	-	-	-	-	1,155	-
	Bike/Ped Facility		Total	-	1,994	-	-	-	-	1,994	-
Air Quality:	Included in conformity analysis										
Description:	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.										

Title:	US 34 (Eisenhower Blvd) Widening—Boise Ave. to I-25	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	STBG	350	735	-	-	-	-	735	-
STIP ID:	SNF5788.044	Local	L	74	152	-	-	-	-	152	-
TIP ID:	2020-012		Total	424	887	-	-	-	-	887	-
Type:	Widening										
Air Quality:	Included in conformity analysis										
Description:	Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.										

Title:	Intersection Improvements at SH257 & Eastman Park Dr.	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Windsor	Federal	STBG	-	-	1,705	-	-	-	1,705	-
STIP ID:	SNF5788.045	Federal	PNF	-	1,000	-	-	-	-	1,000	-
TIP ID:	2020-013	Local	L	-	266	355	-	-	-	621	-
Type:	Intersection Improvements										
Air Quality:	Exempt from conformity analysis										
Description:	Project moves the existing signal islands on the SE and NE quadrants farther east to expand the space for truck turning movements.										

Title:	CR 19 (Taft Hill) Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins, Larimer County	Federal	STBG	-	3,834	-	-	-	-	3,834	-
STIP ID:	SNF5788.051	Local	L	-	797	-	-	-	-	797	-
TIP ID:	2022-005	Local	LOM	-	749	-	-	-	-	749	-
Type:	Widening										
Air Quality:	Included in conformity analysis										
Description:	4-lane arterial from Horsetooth Rd to Harmony Rd.										

Title:	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Roundabout at WCR 74 and WCR 33										
Sponsor: Weld County, Eaton	Federal	STBG	-	-	1,092	-	-	-	1,092	-
STIP ID: SNF5788.049	Local	L	-	-	227	-	-	-	227	-
TIP ID: 2023-003	Local	LOM	-	1,430	1,953	-	-	-	3,383	-
Type: Intersection Improvements		Total	-	1,430	3,272	-	-	-	4,702	-
Air Quality: Exempt from conformity analysis										
Description: Single lane roundabout.										

Title:	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Widening and Roundabout at 37th St and 47th Ave										
Sponsor: Evans, Weld County	Federal	STBG	-	-	1,119	-	-	-	1,119	-
STIP ID: SNF5788.050	Local	L	-	-	233	-	-	-	233	-
TIP ID: 2023-004	Local	LOM	-	-	2,018	-	-	-	2,018	-
Type: Intersection Improvement and Widening		Total	-	-	3,370	-	-	-	3,370	-
Air Quality: Exempt from conformity analysis										
Description: Two lane roundabout and widening from 2-lanes to 4-lanes of 37th Street between Sienna Ave and a couple hundred feet west of 47th Ave including										

Title:	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
US 34 Widening - Boise to Rocky Mountain Ave										
Sponsor: Loveland	Federal	STBG	-	1,537	-	-	-	-	1,537	-
STIP ID: SNF5788.052	Local	L	-	319	-	-	-	-	319	-
TIP ID: 2023-005		Total	-	1,856	-	-	-	-	1,856	-
Type: Widening										
Air Quality: Included in conformity analysis										
Description: Widen 1,100 LF from 4-lanes to 6-lanes.										

Title:	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
US 287 Intersection Improvements										
Sponsor: Fort Collins	Federal	STBG	-	877	-	-	-	-	877	-
STIP ID: SNF5788.053	Local	L	-	182	-	-	-	-	182	-
TIP ID: 2021-002		Total	-	1,059	-	-	-	-	1,059	-
Type: Operations										
Air Quality: Exempt from conformity analysis										
Description: Address traffic signal deficiencies at three intersections along US287 (College Ave): Pitkin Street, Columbia Road, and Harvard Street.										

Title:	Regional Ozone Planning, Modeling, and Analysis	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Regional Air Quality Council	Federal	STBG	25	-	25	25	25	-	75	-
STIP ID:	SST7005.010	Local	L	5	-	5	5	5	-	15	-
TIP ID:	2022-006		Total	30	-	30	30	30	-	90	-
Type:	Modeling										
Air Quality:	Exempt from conformity analysis										
Description:	Ozone planning, including modeling, control strategy analysis, and State Implementation Plan (SIP) development, to help the region attain federal ozone standards.										

Title:	83rd Ave Roadway Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley	Federal	STBG	-	-	1,873	-	-	-	1,873	-
STIP ID:	SNF5788.054	Local	L	-	-	389	-	-	-	389	-
TIP ID:	2023-006	Local	LOM	-	-	2,860	-	-	-	2,860	-
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										

Title:	WCR 13 Alignment Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Windsor	Federal	STBG	-	-	1,187	-	-	-	1,187	-
STIP ID:	SNF5788.056	Local	L	-	-	247	-	-	-	247	-
TIP ID:	2023-008	Local	LOM	-	-	1,644	-	-	-	1,644	-
Type:	Modify & Reconstruct										
Air Quality:	Exempt from Conformity Analysis										
Description:	Construct new alignment of WCR 13 near LCR 32E (WCR 68.5)										
Revision:	#2021-A7 - New project addition awarded with Resolution #2021-017.										

Title:	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Weld County, Larimer County	Federal	STBG	-	-	-	842	578	-	1,419	-
STIP ID:	SNF5788.059	Local	L	-	-	-	175	120	-	295	-
TIP ID:	2024-007	Local	LOM	-	-	-	6,165	-	-	6,165	-
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)										

Title:	US 34 EB Widening Construction	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	City of Loveland	Federal	STBG	-	-	-	-	1,647	-	1,647	-
STIP ID:	SNF5788.057	Local	L	-	-	-	-	342	-	342	-
TIP ID:	2025-001	Local	LOM	-	-	-	-	557	-	557	-
Type:	Widening		Total	-	-	-	-	2,546	-	2,546	-
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										

Title:	37th Street Widening Phase 3	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	City of Evans	Federal	STBG	-	-	-	-	1,543	-	1,543	-
STIP ID:	SNF5788.058	Local	L	-	-	-	-	321	-	321	-
TIP ID:	2025-002	Local	LOM	-	-	-	-	2,536	-	2,536	-
Type:	Widening		Total	-	-	-	-	4,400	-	4,400	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Widening of 37th St from 2 lanes to 4 lanes including intersection improvements at 65th Ave										

Safety											
Title:	Region 4 Hotspots	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	NHPP/STBG	590	-	175	175	175	175	700	-
STIP ID:	SR46667	State	SHF	192	-	-	129	-	-	129	-
TIP ID:	P-16		Total	782	-	175	304	175	175	829	-
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.										

Title:	Region 4 Traffic Signals	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG	245	65	65	65	65	65	325	-
STIP ID:	SR46668	State	SHF	3,250	375	375	375	375	375	1,875	-
TIP ID:	P-17		Total	3,250	440	440	440	440	440	2,200	-

Type:	Safety										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 Traffic Signals Project Programming.										
	STID	Title	Sponsor	Total Current Project Cost							
	SR46666.097	CO 392 & Weld CR 35	CDOT Region 4	\$ 491							

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Various Below	Federal	HSIP	1,463	3,734	4,615	3,927	1,250	-	13,526	-
STIP ID:	SR46666	State	SHF	17	30	257	-	-	-	287	-
TIP ID:	P-20	Local	L	105	385	255	297	-	-	937	-
Type:	Safety Improvements	Local	LOM	94	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis		Total	1,585	4,149	5,127	4,224	1,250	-	14,750	-

Description: Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:

STIP ID	Title	Sponsor	Total Current Project Cost
SR46666.060	US287 (College Ave) & Trilby Rd	City of Fort Collins	\$2,250
SR46666.079	Lemay Ave & Drake Rd	City of Fort Collins	\$1,000
SR46666.081	Timberline Rd and Carpenter (SH 392)	City of Fort Collins	\$ 696
SR46666.085	Timberline Rd/Lincoln Ave/Mulberry St	City of Fort Collins	\$1,693
SR46666.086	US 34 & WCR 17 Traffic Signal Upgrades	City of Greeley	\$ 126
SR46666.087	US 85 Business & 8th Ave	City of Greeley	\$ 53
SR46666.088	CR 38E & CR 73C	Larimer County	\$ 267
SR46666.089	US 34 and Glade Road	Larimer County	\$ 612
SR46666.092	Hwy 34 Business Intersection Improvements	City of Greeley	\$ 464
SR46666.093	Backplate & dilemma Zone Detections	City of Loveland	\$1,689
SR46666.094	Intersections (Ped) Improvements	City of Loveland	\$ 425
SR46666.095	Guardrail and HFST	Larimer County	\$ 396
SR46666.097	CO 392 & Weld CR 35	CDOT Region 4	\$2,871

Grants: Safe Routes to School

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Various Below	Federal	STBG	1,329	-	-	-	-	-	0	-
STIP ID:	SR47001	Local	L	341	-	-	-	-	-	0	-
TIP ID:	P-24	Local	LOM	499	-	-	-	-	-	0	-
Type:	Bike/Ped		Total	2,169	-	-	-	-	-	0	-

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	Title	Sponsor	Total Current Project Cost
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STATE											
Title:	Region 4 ADA Pool	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	SHF	2,000	-	2,000	-	-	-	2,000	-
STIP ID:	SR47021		Total	2,000	-	2,000	-	-	-	2,000	-
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	Title			Sponsor						Total Current Project Cost

Multimodal Options Fund (MMOF)											
Title:	Poudre Trail Regional Trail Windsor to Timnath Connection	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Larimer County	State	MMOF	-	399	-	-	-	-	399	-
STIP ID:	SR47007.019	Local	L	-	399	-	-	-	-	399	-
TIP ID:	2020-022	Local	LOM	-	1,423	-	-	-	-	1,423	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct grade separated crossing and 0.8 miles of trail;										

Title:	Greeley #3 Canal Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley	State	MMOF	-	350	-	-	-	-	350	-
STIP ID:	SR47007.018	Local	L	-	350	-	-	-	-	350	-
TIP ID:	2020-021		Total	-	700	-	-	-	-	700	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.9 miles of trail (phase 2 and phase 3)										

Title:	Centerra Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	TAP	93	632	-	-	-	-	632	-
STIP ID:	SR47020.038	State	MMOF	64	436	-	-	-	-	436	-
TIP ID:	2020-023	Local	L	23	102	-	-	-	-	102	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.8 miles of trail										
			Total	180	1,170	-	-	-	-	1,170	-

Title:	Laporte Ave Improvements - Fishback to Sunset	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	TAP	-	750	-	-	-	-	750	-
STIP ID:	SR47020.037	State	MMOF	-	250	-	-	-	-	250	-
TIP ID:	2020-026	Local	L	-	188	-	-	-	-	188	-
Type:	Bike/Ped Facility	Local	LOM	-	704	-	-	-	-	704	-
Air Quality:	Exempt from conformity analysis			Total	1,891	-	-	-	-	1,891	-
Description:	1 mile of multimodal improvements including sidewalk, protected bike lanes, on-street bike lanes, and/or multi-use paths										

Title:	WCR23/Great Western Trail Pedestrian Connection	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Severance	Federal	TAP	69	531	-	-	-	-	531	-
STIP ID:	SR47020.039	State	MMOF	9	66	-	-	-	-	66	-
TIP ID:	2020-029	Local	L	-	75	-	-	-	-	75	-
Type:	Bike/Ped Facility		Total	78	672	-	-	-	-	672	-
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.7 miles of trail										

Title:	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	State	MMOF	-	500	-	-	-	-	500	-
STIP ID:	SR47007.021	Local	L	-	500	-	-	-	-	500	-
TIP ID:	2020-031	Local	LOM	-	1,135	-	-	-	-	1,135	-
Type:	Bike/Ped Facility		Total	-	2,135	-	-	-	-	2,135	-
Air Quality:	Exempt from conformity analysis										
Description:	Construct grade separated crossing and 0.8 miles of trail										

Title:	SH 287 West Sidewalk Gap	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	State	MMOF	118	175	-	-	-	-	175	-
STIP ID:	SR47007.016	Local	L	-	293	-	-	-	-	293	-
TIP ID:	2020-032		Total	118	467	-	-	-	-	467	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.2 miles of sidewalk										

Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Various Below	Federal	RMS	-	1,438	-	-	-	-	1,438	-
STIP ID:	SR46000	State	SMS	-	3,081	-	-	-	-	3,081	-
TIP ID:	P-26	Local	L	-	1,080	-	-	-	-	1,080	-
Type:	Operations		Total	-	5,599	-	-	-	-	5,599	-

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	Title	Sponsor	Total Current Project Cost
SR47007.017	Berthoud Parkway Trail Gap Elimination	Town of Berthoud	\$ 625
SR46000.001	Center Bikeway Improvements - CSU	Colorado State University	\$ 684
SR47020.037	Laporte Ave Improvements - Fishback to Sunset	City of Fort Collins	\$ 1,790
SR46000.002	16th Street Corridor Improvements	City of Greeley	\$ 2,500

Local

Title:	37th St Widening	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Evans, Weld County	Local	L	-	-	9,916	-	-	-	9,916	-
STIP ID:	SNF5788.055		Total	-	-	9,916	-	-	-	9,916	-
TIP ID:	2023-007										

Type: Widening

Air Quality: Included in conformity analysis

Description: Widen from 2-lanes to 4-lanes between 35th Ave and Sienna Ave including median, turn lanes, and detached multi-use paths.

TRANSIT

Federal

FTA 5307 - Urbanized Area Formula Program

Title:	Greeley-GET Operating Assistance 50/50	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley	Federal	FTA 5307	5,415	-	1,034	1,120	1,142	1,142	4,438	-
STIP ID:	SST6741.112	Local	L	5,415	-	1,034	1,120	1,142	1,142	4,438	-
TIP ID:	2017-023		Total	10,830	-	2,068	2,240	2,284	2,284	8,876	-

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Fixed route operations

Title:	Greeley-GET ADA Operations 80/20	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley	Federal	FTA 5307	1,540	-	372	542	553	553	2,020	-
STIP ID:	SST6741.113	Local	L	646	-	190	136	138	138	602	-
TIP ID:	2017-025		Total	2,186	-	562	678	691	691	2,622	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	ADA operations										

Title:	Greeley-GET Preventative Maintenance 80/20	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley	Federal	FTA 5307	4,701	-	1,029	1,049	1,070	1,070	4,218	-
STIP ID:	SST6741.114	Local	L	1,178	-	257	265	271	271	1,064	-
TIP ID:	2017-024		Total	5,879	-	1,286	1,314	1,341	1,341	5,282	-
Type:	Capital										
Air Quality:	Exempt from conformity analysis										
Description:	Preventative maintenance										

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5307	4,400	-	2,200	2,200	2,200	2,200	8,800	-
STIP ID:	SST6741.101	Local	L	4,100	-	2,200	2,200	2,200	2,200	8,800	-
TIP ID:	2017-037		Total	8,500	-	4,400	4,400	4,400	4,400	17,600	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Transfort Fixed Route Operations including Transit Planning, Design, and Capital.										

Title:	Demand Response Paratransit Services	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5307	736	-	400	400	400	400	1,600	-
STIP ID:	SST6741.086	Local	L	1,105	-	600	600	600	600	2,400	-
TIP ID:	2017-039		Total	1,841	-	1,000	1,000	1,000	1,000	4,000	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Provision of contracted demand response paratransit services for the Transfort service area.										

Title:	Maintain, Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5307	2,214	-	1,090	1,090	1,090	1,090	4,360	-
STIP ID:	SST6741.111	Local	L	553	-	272	272	272	272	1,088	-
TIP ID:	2017-038		Total	2,767	-	1,362	1,362	1,362	1,362	5,448	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Maintenance, repair and replacement of fleet, facilities and technology assets, including security projects.										

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5307	992	-	340	340	340	340	1,360	-
STIP ID:	SST6741.121	Local	L	992	-	340	340	340	340	1,360	-
TIP ID:	2020-033		Total	1,984	-	680	680	680	680	2,720	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	COLT fixed route operations including security projects										

Title:	Capital Costs of Contracting	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5307	622	-	193	193	193	193	772	-
STIP ID:	SST6741.131	Local	L	561	-	48	48	48	48	192	-
TIP ID:	2020-034		Total	1,183	-	241	241	241	241	964	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Capital costs of contracting for FLEX service and COLT demand response paratransit service										

Title:	Maintain Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5307	698	-	211	211	211	211	844	-
STIP ID:	SST6741.134	Local	L	173	-	52	52	52	52	208	-
TIP ID:	2020-035		Total	871	-	263	263	263	263	1,052	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Maintenance, repair and replacement of fleet, facilities and other assets.										

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

Title:	Goods and Services for Seniors and Individuals with Disabilities	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5310	483	-	250	255	260	260	765	-
STIP ID:	SST6731.024	Local	L	120	-	63	64	65	65	192	-
TIP ID:	2017-041		Total	603	-	313	319	325	325	957	-
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.										

Title:	NFRMPO Mobility Management	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	NFRMPO	Federal	FTA 5310	135	-	27	27	27	27	108	-
STIP ID:	SST6732.007	Local	L	38	-	7	7	7	7	28	-
TIP ID:	2016-030		Total	173	-	34	34	34	34	136	-
Type:	Capital										
Air Quality:	Exempt from conformity analysis										
Description:	Capitalized operating of the Mobility Management Program										

FTA 5339 - Bus and Bus Facilities Program

Title:	Repair/Replace/Enhance Rolling Stock, Facilities & Technology	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5339	706	-	353	353	353	353	1,412	-
STIP ID:	SST7066.028	Local	L	177	-	88	88	88	88	352	-
TIP ID:	2019-02		Total	883	-	441	441	441	441	1,764	-
Type:	Capital Improvements										
Air Quality:	Exempt from conformity analysis										
Description:	Funding will go toward projects to repair, replace, and/or enhance existing rolling stock, facilities and technology (hardware and software).										

Title:	Repair, Replace or Purchase Rolling Stock, Facilities & Tech	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5339	262	-	85	85	85	85	340	-
STIP ID:	SST7073.005	Local	L	111	-	21	21	21	21	84	-
TIP ID:	2020-038		Total	373	-	106	106	106	106	424	-
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										

Other Federal Transit

Title:	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Transfort Maintenance Facility Repairs	Federal	ARP	-	-	4,800	-	-	-	4,800	-
Sponsor: Fort Collins										
STIP ID: SST6729.044		Total	-	-	4,800	-	-	-	4,800	-
TIP ID: 2023-009										

Type: Facility Improvements

Air Quality: Exempt from Conformity Analysis

Description: Upgrading electrical and Heating Ventilation and Air Conditioning (HVAC) equipment, which are past their useful life, at the Transfort Maintenance Facility

State

FASTER Transit

Title:	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
FLEX Operating	State	FASTER	400	-	200	200	200	-	600	-
Sponsor: Fort Collins										
STIP ID: SST7035.220	Local	L	400	-	200	200	200	-	600	-
TIP ID: 2016-019		Total	800	-	400	400	400	-	1,200	-
Type: Operations										

Air Quality: Exempt from conformity analysis

Description: Operating assistance for FLEX regional route.

Title:	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Poudre Express Greeley-Fort Collins	State	FASTER	600	-	200	200	200	-	600	-
Sponsor: GET										
STIP ID: SST7035.336	Local	L	600	-	200	200	200	-	600	-
TIP ID: 2020-018	Local	LOM	495	-	165	165	165	-	495	-
Type: Operations		Total	1,695	-	565	565	565	-	1,695	-

Air Quality: Exempt from conformity analysis

Description: Operating assistance for Poudre Express regional route.

NFRMPO FY 2023 - FY 2026 TIP

Funding in Thousands

Title:	NFR Transit	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	7PT (SB 267 Transit)	-	800	-	-	-	-	800	-
STIP ID:	SR47008	Local	L	-	-	-	-	-	-	0	-
TIP ID:	P-25		Total	-	800	-	-	-	-	800	-

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 NFR Transit Pool in the North Front Range Region. Includes the following pool projects:

STIP ID	Title	Sponsor	Total Current Project Cost
SR47008.001	Harmony Rd Transfer Center Phase 1	CDOT Region 4	\$ 500
Unassigned	Northern Colorado Bustang Maintenance Facility	CDOT Region 4	\$ 300

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 2023-2026 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.

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 2023-2026 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 2023-2026 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 2023. Additional roll forwards will occur after the start of the state fiscal year on July 1, 2022.

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/.

Table 10: Summary of Revenue and Programming, FY 2023-2026

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

Funding Program	Rolled FY23	FY 23	FY 24	FY 25	FY 26
Surface Treatment					
Projected Revenue		9810	9918	10027	10137
Additional Commitment	10900	0	2007	398	0
Expenditure	10900	8857	11925	10425	0
Balance	0	953	0	0	10137
Structures On-System					
Projected Revenue	1248	4586	4657	4722	5129
Expenditure	1248	283	0	0	0
Balance		4303	4657	4722	5129
Structures Off-System					
Projected Revenue		1959	1981	2002	2024
Additional Commitment	2591	0	0	0	0
Expenditure	2591	0	0	0	0
Balance	0	1959	1981	2002	2024
Regional Priority Program					
Projected Revenue		0	9000	0	0
Additional Commitment	25		0	0	0
Expenditure	25	0	0	0	0
Balance	0	0	9000	0	0
Highway Safety Improvement Program (HSIP)					
Projected Revenue		2037	2047	2057	2067
Additional Commitment	4149	3090	2177	-807	0
Expenditure	4149	5127	4224	0	0
Balance	0	0	0	1250	2067
FASTER - Safety					
Projected Revenue		3494	3617	3735	4012
Additional Commitment	10900	7130	-1067	0	0
Expenditure	10900	10624	2550	0	0
Balance	0	0	0	3735	4012
Transportation Alternatives					
Projected Revenue		791	795	799	807
Additional Commitment	5099	4105	978	311	0
Expenditure	5099	4896	1291	625	0
Balance	0	0	482	485	807

Funding Program	Rolled FY23	FY 23	FY 24	FY 25	FY 26
Congestion Mitigation and Air Quality					
Projected Revenue		6291	6086	6086	6236
Additional Commitment	8831	-1011	118	0	0
Expenditure	8831	4865	6204	0	0
Balance		414	0	6086	6236
Surface Transportation Block Grant					
Projected Revenue		4701	4725	4750	4775
Additional Commitment	19276	13378	6165	3093	0
Expenditure	19276	17862	10890	7674	0
Balance	0	217	0	169	4775
Multimodal Options Fund (MMOF)					
Projected Revenue	15494	15422	813	2170	2238
Additional Commitment	7345	0	0	0	0
Expenditure	7345	0	0	0	0
Balance	15494	15422	813	2170	2238
Federal Grants (TIGER, BUILD)					
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
ADA					
Projected Revenue	0	2000	0	0	0
Additional Commitment	0	0	0	0	0
Expenditure	0	0	0	0	0
Balance		2000	0	0	0
Safe Routes to School (SRTS)					
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
Strategic Local and Private					
Projected Revenue	0	48250	48250	48250	48250
Additional Commitment	47419	52866	0	0	0
Expenditure	47419	101116	18408	0	0
Balance	0	0	29842	48250	48250
FTA 5307					
Projected Revenue	0	11862	12178	12262	12262
Additional Commitment	0		0	0	0
Expenditure	0	11862	12178	12262	12262
Balance		0	0	0	0

Funding Program	Rolled FY23	FY 23	FY 24	FY 25	FY 26
FTA 5310					
Projected Revenue	0	347	353	359	359
Additional Commitment	0	0	0	0	0
Expenditure	0	347	353	359	359
Balance		0	0	0	0
FTA 5339					
Projected Revenue	0	547	547	547	547
Additional Commitment	0	0	0	0	0
Expenditure	0	547	547	547	547
Balance		0	0	0	0
FASTER Transit					
Projected Revenue	0	965	965	965	965
Additional Commitment	0	1300	0	0	0
Expenditure	0	2265	965	965	965
Balance		0	0	0	0
Permanent Water Quality					
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
Other State Funds					
Projected Revenue		0	0	0	0
Additional Commitment	6774	375	375	375	375
Expenditure	6774	375	375	375	375
Balance	0	0	0	0	0
Other Federal Funds					
Projected Revenue		0	0	0	0
Additional Commitment	6500	5040	240	240	240
Expenditure	6500	5040	240	240	240
Balance	0	0	0	0	0
Other Local Funds					
Projected Revenue	0	0	0	0	0
Additional Commitment	0	9916	0	0	0
Expenditure	0	9916	0	0	0
Balance		0	0	0	0
Total					
Projected Revenue	16742	113062	105930	98731	99809
Additional Commitment	129809	96189	10993	3610	615
Expenditure	131057	183982	70150	33472	14748
Balance	15494	25269	46773	68869	85676

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 2023-2026 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 collector and above in urban areas and roadways classified as major collector and above in rural areas, as defined in 23 CFR Part 470.103.⁶

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 2023-2026

	Funding Source	Public Transportation	Federal-Aid Highways
Revenue	Federal	\$49,210,053	\$102,263,369
	State	\$5,980,959	\$201,317,173
	Local	\$47,501,713	\$154,089,459
	Directly Generated*	\$18,540,774	\$0
	Total	\$121,233,498	\$457,670,001
Cost	Total	\$111,973,528	\$239,919,675
Balance	Total	\$9,259,970	\$217,750,326

*Directly generated funding includes sources such as fares and advertising

⁶ 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 JUSTICE ANALYSIS

Introduction

The Environmental Justice (EJ) Analysis for the FY 2023-2026 TIP identifies the location of EJ Areas and analyzes the benefits and burdens for individual projects in the TIP.

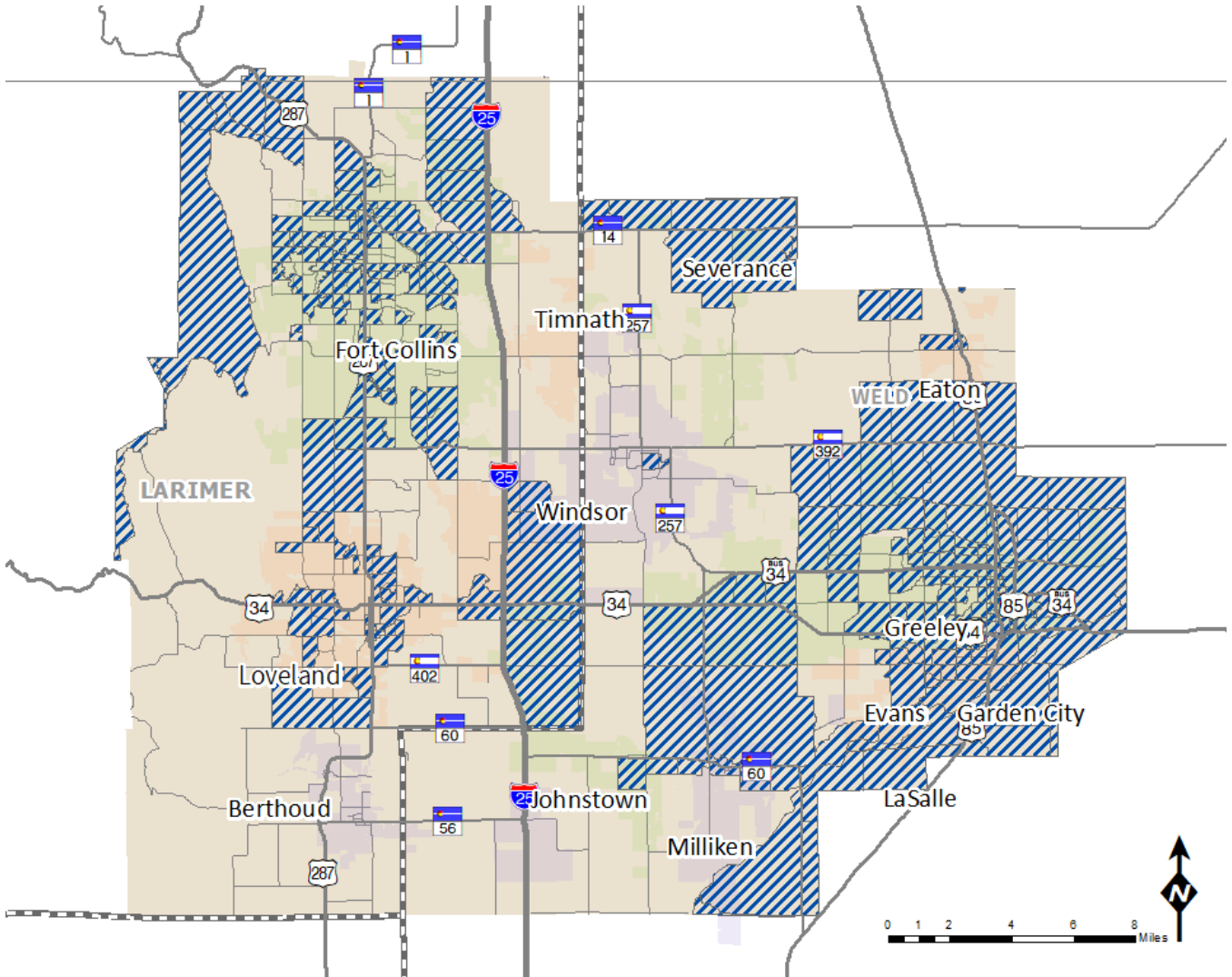
It is important to identify where significant numbers of minority and low-income households are located within the region to comply with the requirements of Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, and DOT Order 5610.2(a). These Orders were enacted to ensure the full and fair participation of potentially affected communities in transportation decisions. The intent of EJ is to avoid, minimize, or mitigate disproportionately high and adverse impacts on minority populations and low-income populations.

NFRMPO Environmental Justice Areas

The NFRMPO uses the CDOT NEPA Manual, Version 4 July 2015, as the framework for identifying EJ Areas in the region. EJ Areas are defined as areas with block groups that have a higher percentage of low-income and/or minority populations than the county or regional average, respectively. The percentage of low-income populations is 17.8 percent in Larimer County and 18.9 percent in Weld County. Within the region, 26.07 percent of residents are minorities.

As displayed in **Figure A-1**, EJ Areas are located throughout the region. Areas in Fort Collins with EJ populations are clustered near CSU, and northeast and southeast Fort Collins. CSU maintains a highly diverse student group. Northeast Fort Collins is the location of the historic Tres Colonias neighborhoods. Greeley, Evans, and LaSalle are home to JBS, agricultural, and oil and gas jobs, which often attract immigrants. The area north of Timnath and Severance is predominantly agricultural, attracting seasonal migrants.

Figure A- 1: 2020 Environmental Justice Areas



Legend

-  Environmental Justice Areas
-  County Boundary
-  NFRMPO Planning Area

 Northern Front Range Metropolitan Planning Organization
 March, 2022
 Sources: CDOT, NFRMP, ACS 2016-2020

Environmental Justice Analysis

The FY 2023-2026 TIP includes 38 individual projects located in a specific area that can be analyzed for EJ impacts. The remaining projects are project pools or have area-wide impacts. As displayed in **Figure A-2**, the 38 projects include bicycle and pedestrian facilities and improvements, CNG fueling or battery electric bus charging stations, intersection improvements, operational improvements, and roadway widening.

Table A-1 and **Table A-2** show information for each project, including if the project was included in the FY 2022-2025 TIP, whether the project is located within ¼ mile of an EJ Area, the project burdens, and the project benefits. Of the 38 projects, 28 (73.7 percent), are located within ¼ mile of or adjacent to an EJ population and are referred to as EJ projects. 10 projects are not located near EJ populations and are referred to as non-EJ projects.

The benefits and burdens of the individual projects in the FY 2023-2026 TIP are equitably distributed among EJ and non-EJ projects. 11 of the 28 EJ projects have burdens (39.3 percent), as do three of non-EJ projects. All the EJ and non-EJ projects have benefits.

Figure A- 2: Environmental Justice Areas and FY 2023-2026 TIP Projects by Project Type

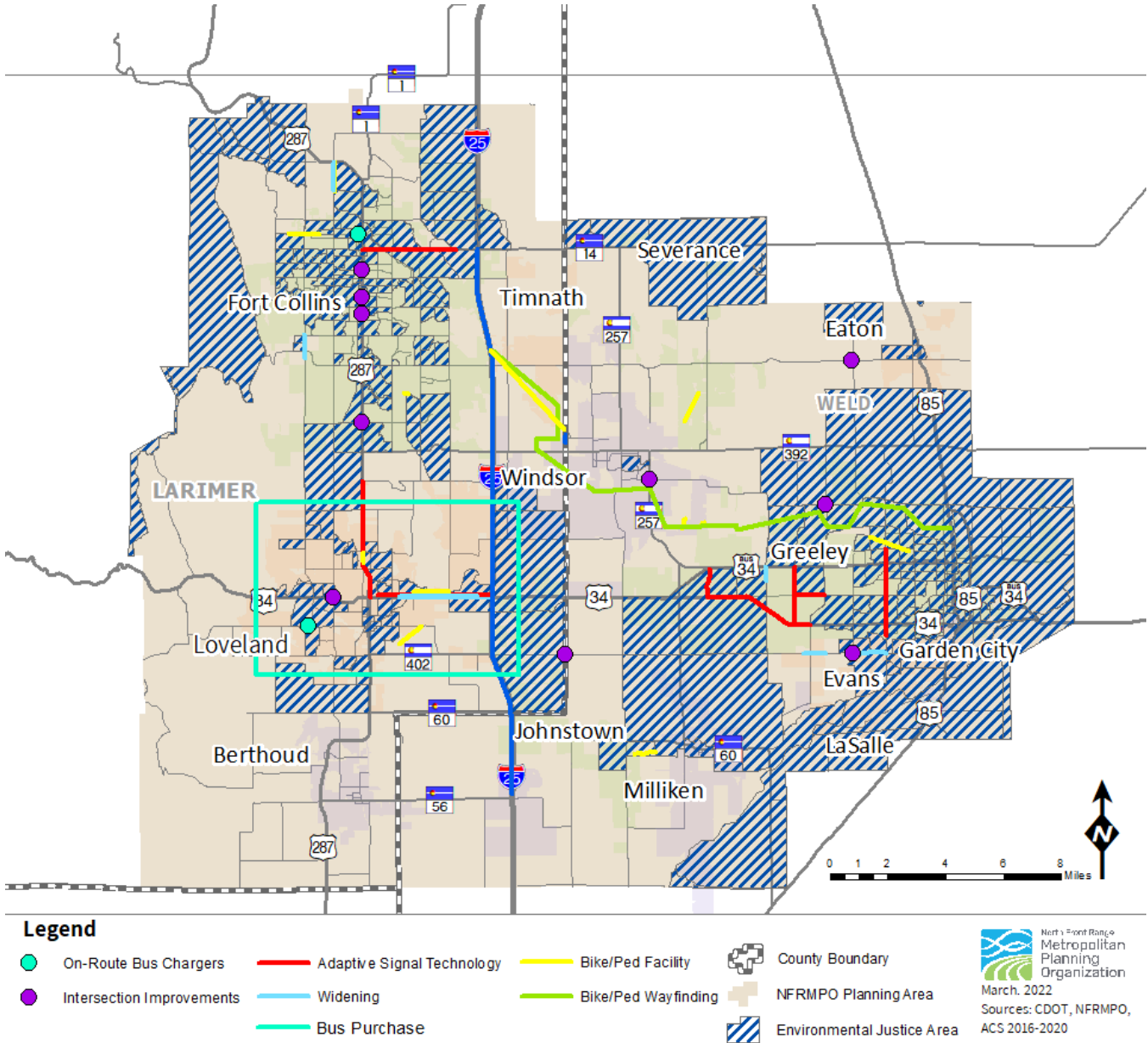


Table A- 1: EJ Analysis for Projects Awarded Prior to 2022

Criteria	North I-25: Design Build	Little Thompson River Corridor Trail - Phase 1a	North LCR 17 Expansion, Larimer County	Poudre River Trail Realignment	CNG Fast Fill Station
Project Information					
Project included in the FY 2022-2025 TIP	Yes	Yes	Yes	Yes	Yes
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	Yes	Yes	No	No
Sponsor	CDOT Region 4	Johnstown	Larimer County	Windsor	Loveland
Project Type	Highway Added Capacity	Bike/Ped Facility	Widening and Bike/Ped Facility	Bike/Ped Facility	Operations
Funding Source	Various	TA	TA/STBG	TA	CMAQ
Call Awarded	N/A	2016	2016	2018	2016
Burdens					
Bodily impairment, infirmity, illness, or death	No	No	No	No	No
Air, noise, and water pollution and soil contamination	Yes	No	Yes	No	Yes
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	No	Yes	No	No
Adverse impacts on community cohesion or economic vitality	No	No	No	No	No
Noise and vibration	Yes	No	Yes	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No	No	No	No
Benefits					
Decrease in travel time	Yes	No	No	No	No
Improved air quality	Yes	Yes	Yes	No	Yes
Expanded access to employment opportunities	Yes	No	No	No	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	Yes	Yes	Yes	No

Criteria	Traffic Signal Progression Improvements —US 34	Phase 3 Fiber, ITS, Greeley, CMAQ	N Taft Avenue & US 34	59 th Avenue and O Street Roundabout	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25
Project Information					
Project included in the FY 2022-2025 TIP	Yes	Yes	Yes	Yes	Yes
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	Yes	Yes	Yes	Yes
Sponsor	Loveland	Greeley	Loveland	Greeley/ Weld	Loveland
Project Type	ITS Traffic Controls	ITS Traffic Controls	Intersection Improvements	Operations	Widening
Funding Source	CMAQ	CMAQ	CMAQ	STBG	STBG
Call Awarded	2016	2018	2018	2016	2016
Burdens					
Bodily impairment, infirmity, illness, or death	No	No	No	No	No
Air, noise, and water pollution and soil contamination	No	No	No	No	Yes
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No	No	No	Yes
Adverse impacts on community cohesion or economic vitality	No	No	No	No	No
Noise and vibration	No	Yes	Yes	Yes	Yes
Increased traffic congestion, isolation, exclusion, or separation	No	No	No	No	No
Benefits					
Decrease in travel time	Yes	Yes	Yes	Yes	Yes
Improved air quality	Yes	Yes	Yes	Yes	Yes
Expanded access to employment opportunities	Yes	Yes	Yes	Yes	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	No	No	Yes	No

Criteria	US 34 (Eisenhower Boulevard) Widening— Boise Avenue to I-25	CR 19 (Taft Hill) Improvements	Roundabout at WCR 74 and WCR 33	Widening and Roundabout at 37th St and 47th Ave	37th St Widening	Fort Collins, US 287 Intersection Improvements
Project Information						
Project included in the FY 2022-2025 TIP	Yes	Yes	Yes	Yes	Yes	Yes
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	Yes	No	Yes	Yes	Yes
Sponsor	Loveland	Fort Collins	Weld County	Evans	Evans	Fort Collins
Project Type	Widening	Widening	Intersection Improvement	Widening/ Intersection Improvement	Widening	Operations
Funding Source	STBG	STBG	STBG	STBG	Local	STBG
Call Awarded	2016	2018	2018	2018	N/A	2016
Burdens						
Bodily impairment, infirmity, illness, or death	No	No	No	No	No	No
Air, noise, and water pollution and soil contamination	Yes	Yes	Yes	Yes	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	Yes	Yes	Yes	Yes	No
Adverse impacts on community cohesion or economic vitality	No	No	No	No	No	No
Noise and vibration	Yes	Yes	Yes	Yes	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No	No	No	No	No
Benefits						
Decrease in travel time	Yes	Yes	Yes	Yes	Yes	Yes
Improved air quality	Yes	Yes	Yes	Yes	Yes	Yes
Expanded access to employment opportunities	Yes	Yes	No	Yes	Yes	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	No	No	No	No	No

Criteria	US 34 Widening – Boise to Rocky Mountain Ave	83rd Avenue Roadway Improvements	WCR 13 Alignment Improvements	Greeley #3 Canal Trail	Poudre River Regional Trail Windsor to Timnath Connection
Project Information					
Project included in the FY 2022-2025 TIP	Yes	Yes	Yes	Yes	Yes
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	Yes	No	Yes	No
Sponsor	Loveland	Greeley	Windsor	Greeley	Larimer County
Project Type	Widening	Widening	Modify & Reconstruct	Bike/Ped Facility	Bike/Ped Facility
Funding Source	STBG	STBG	STBG	MMOF	MMOF
Call Awarded	2018	2018	2018	2019 MMOF	2019 MMOF
Burdens					
Bodily impairment, infirmity, illness, or death	No	No	No	No	No
Air, noise, and water pollution and soil contamination	Yes	No	No	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	No	No	No	No
Adverse impacts on community cohesion or economic vitality	No	No	No	No	No
Noise and vibration	Yes	No	No	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No	No	No	No
Benefits					
Decrease in travel time	Yes	Yes	Yes	No	No
Improved air quality	Yes	Yes	No	No	No
Expanded access to employment opportunities	Yes	No	No	No	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	Yes	No	Yes	Yes

Criteria	Centerra Trail	Laporte Ave Improvements - Fishback to Sunset	WCR23/Great Western Trail	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	SH 287 West Sidewalk Gap
Project Information					
Project included in the FY 2022-2025 TIP	Yes	Yes	Yes	Yes	Yes
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	Yes	No	Yes	Yes
Sponsor	Loveland	Fort Collins	Severance	Fort Collins	Loveland
Project Type	Bike/Ped Facility	Bike/Ped Facility	Bike/Ped Facility	Bike/Ped Facility	Bike/Ped Facility
Funding Source	MMOF	MMOF	MMOF	MMOF	MMOF
Call Awarded	2019 MMOF	2019 MMOF	2019 MMOF	2019 MMOF	2019 MMOF
Burdens					
Bodily impairment, infirmity, illness, or death	No	No	No	No	No
Air, noise, and water pollution and soil contamination	No	No	No	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No	No	No	No
Adverse impacts on community cohesion or economic vitality	No	No	No	No	No
Noise and vibration	No	No	No	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No	No	No	No
Benefits					
Decrease in travel time	No	No	No	No	No
Improved air quality	No	No	No	No	No
Expanded access to employment opportunities	No	No	No	No	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	Yes	Yes	Yes	Yes

Table A-2: 2021 Call for Projects EJ Analysis

Criteria	Poudre Trail Wayfinding – I25 to Island Grove Park
Project Information	
Project included in the FY 2022-2025 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes
Sponsor	Windsor
Project Type	Bike/Ped Improvements
Funding Source	TA
Call Awarded	2021
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Additional Anticipated Burdens	
Benefits	
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes
Additional Anticipated Benefits	Signage is anticipated to help reduce reliance on vehicular use, better improve guidance and wayfinding to key locations for school, work, commerce, etc.
Outreach	
Description of the outreach or public involvement that went into choosing this project and/or any anticipated outreach	Wayfinding has been identified as a key element needed by each entity involved in this project. Wayfinding is called out in one for or another in multiple plans from each community, each plan included extensive public outreach, some of the plans include: 2020 Town of Windsor Transportation Master Plan, 2020 Timnath Comprehensive Plan, 2020 Greeley Natural Areas Strategic Plan and Larimer County Open Lands Master Plan 2015
Criteria	
Willow Bend Trail	
Project Information	

Project included in the FY 2022-2025 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No
Project Sponsor	Loveland
Project Type	Bike/Ped Facility
Funding Source	TA
Call Awarded	2021
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Additional Anticipated Burdens	None Provided
Benefits	
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes
Additional Anticipated Benefits	The willow bend trail aims to create a youth-centered campus in conjunction with the City's daycare and camps, the Boys & Girls Club, and Loveland Youth Gardens, and features inclusive outdoor recreation facilities and adaptive recreation programming for individuals with special needs. Partners in the campus include the Boys & Girls Club of Larimer County and Loveland Youth Gardeners - both of whom cultivate life- and work skills, environmental stewardship and community service for at-risk and special needs youth who often reach their services by bike. The trail will connect the campus to low income communities and communities of concern via the recreation trail system.
Outreach	
Description of the outreach or public involvement that went into choosing this project and/or any anticipated outreach	Public outreach was led by a youth advisory council from 2016-2018 as part of a GOCO Inspire Initiative. Guided field trips, public meetings, local educator workshops, and surveys resulted in plans for connection, park amenities and programming as well as strong community support for the project. The City has built on those plans with outreach to advisory commissions in 2020 and 2021 and began targeted stakeholder outreach with help from a design consultant in October 2021.
Criteria	35th Avenue Adaptive Signal Control Technology
Project Information	
Project included in the FY 2022-2025 TIP	No

EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes
Project Sponsor	Greeley
Project Type	ITS Traffic Controls
Funding Source	CMAQ
Call Awarded	2021
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Additional Anticipated Burdens	None Provided
Benefits	
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No
Additional Anticipated Benefits	None Provided
Outreach	
Description of the outreach or public involvement that went into choosing this project and/or any anticipated outreach	Outreach conducted for the Greeley on the Go- Transportation Master Plan indicated that congestion on 35th Avenue was a concern among a large number of City residents. Improving the operation on 35th Avenue to reduce congestion is in-line with feedback that was received at various outreach events.

Criteria	Mulberry Street Traffic Signal Synchronization
Project Information	
Project included in the FY 2022-2025 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes
Project Sponsor	Fort Collins
Project Type	ITS Traffic Controls
Funding Source	CMAQ
Call Awarded	2021
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Additional Anticipated Burdens	None Provided
Benefits	
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	As a State Highway and truck route, Mulberry Street will see significant benefits with decreased freight congestion and travel times, providing goods and services to vulnerable populations.
Additional Anticipated Benefits	None Provided
Outreach	
Description of the outreach or public involvement that went into choosing this project and/or any anticipated outreach	As this Project is in the early planning stage, public outreach has not been conducted specifically for the Project. The Project is not anticipated to be controversial, and delivery is not anticipated to have significant impacts on the traveling public or surrounding community. The City will add this Project to existing websites to inform the public of the grant award, scope and schedule.

Criteria	US287 Signal Coordination Improvements - Loveland
Project Information	
Project included in the FY 2022-2025 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes
Project Sponsor	Loveland
Project Type	ITS Traffic Controls
Funding Source	CMAQ
Call Awarded	2021
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Additional Anticipated Burdens	None Provided
Benefits	
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No
Additional Anticipated Benefits	None Provided
Outreach	
Description of the outreach or public involvement that went into choosing this project and/or any anticipated outreach	None Provided

Criteria	On-Route Battery Electric Bus Chargers
Project Information	
Project included in the FY 2022-2025 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes
Project Sponsor	Fort Collins
Project Type	Electric Bus Charger
Funding Source	CMAQ
Call Awarded	2021
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Additional Anticipated Burdens	None Provided
Benefits	
Decrease in travel time	No
Improved air quality	Yes
Expanded access to employment opportunities	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No
Additional Anticipated Benefits	Deploying battery electric buses on routes originating from the Downtown Transit Center will reduce greenhouse gas and particulate matter emissions, reduce noise pollution, and improve quality of life adjacent to the service area. Transfort runs multiple routes through low-income and environmental justice (EJ) communities. Transitioning to an electric fleet will minimize disproportionately high and adverse health and environmental effects on these populations.
Outreach	
Description of the outreach or public involvement that went into choosing this project and/or any anticipated outreach	The City of Fort Collins engaged with the public, local business, and other stakeholders to develop and EV Readiness Roadmap this is comprehensive, holistic and serves all members of the community. Stakeholders were engaged through an EV Readiness Steering Committee, engagement during community meetings, social media, email and web updates and a web-based community questionnaire.

Criteria	COLT Bus Replacement/Expansion
Project Information	
Project included in the FY 2022-2025 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	N/A
Project Sponsor	Loveland
Project Type	Bus Replacement/Expansion
Funding Source	CMAQ
Call Awarded	2021
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Additional Anticipated Burdens	
Benefits	
Decrease in travel time	No
Improved air quality	Yes
Expanded access to employment opportunities	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes
Additional Anticipated Benefits	None Provided
Outreach	
Description of the outreach or public involvement that went into choosing this project and/or any anticipated outreach	This project is in alignment with the Connect Loveland Master Plan that included multiple public outreach events.

Criteria	Intersection Improvements at SH257 & Eastman Park Dr.
Project Information	
Project included in the FY 2022-2025 TIP	Yes
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No
Project Sponsor	Windsor
Project Type	Intersection Improvements
Funding Source	STBG
Call Awarded	2021
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	Yes
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	Yes
Increased traffic congestion, isolation, exclusion, or separation	Yes
Additional Anticipated Burdens	Duration of anticipated burdens expected to last during the construction stages of the project. Estimated 18 months.
Benefits	
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes
Additional Anticipated Benefits	Capacity is being added to the intersection resulting in a decrease in travel time. Pedestrian and bicycle facilities are also being added as a part of this project. Transit stops will be improved with all-weather surfaces and benches.
Outreach	
Description of the outreach or public involvement that went into choosing this project and/or any anticipated outreach	This project was included as part of the Eastman Park Drive Corridor Plan, which analyzed the existing active transportation conditions along the corridor using technical data and public feedback. Significant public engagement opportunities were built in as part of the planning process and included a virtual visioning workshop, a three-day onsite design charrette, and two in-person public open houses. Each engagement opportunity encouraged stakeholders to comment on progress to date, which was then analyzed and recorded as part of the plan document. Public engagement also included marketing efforts to give public access to project materials and spread the word about engagement events. Media outlets utilized included a dedicated project website, social media posts, media releases, and email blasts. A desire for safe and affective active transportation facilities was a common theme among public comments. Specific input received related to a sidewalk connection on Eastman Park Drive West of SH257. And improved bike and pedestrian crossings at the intersection.
Criteria	US 287 and Trilby Intersection Improvements
Project Information	

Project included in the FY 2022-2025 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes
Project Sponsor	Fort Collins
Project Type	Intersection Improvements
Funding Source	STBG
Call Awarded	2021
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Additional Anticipated Burdens	None Provided
Benefits	
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes
Additional Anticipated Benefits	None Provided
Outreach	
Description of the outreach or public involvement that went into choosing this project and/or any anticipated outreach	The Project was identified in a prioritization study. Public outreach was conducted as part of that study. The Project has engaged the public through a website, public meetings, City boards and commissions, and individual contact with business and property owners.

Criteria	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout
Project Information	
Project included in the FY 2022-2025 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes
Project Sponsor	Weld County, Larimer County
Project Type	Intersection Improvements
Funding Source	STBG
Call Awarded	2021
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Additional Anticipated Burdens	None Provided
Benefits	
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes
Additional Anticipated Benefits	Development opportunities will be improved because of the project.
Outreach	
Description of the outreach or public involvement that went into choosing this project and/or any anticipated outreach	Targeted public outreach occurred during the development of the Freedom Parkway Access Control Plan planning effort. Staff continually informs the public of projects occurring along the corridor.

Criteria	US 34 EB Widening Construction
Project Information	
Project included in the FY 2022-2025 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes
Project Sponsor	Loveland
Project Type	Widening
Funding Source	STBG
Call Awarded	2021
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Additional Anticipated Burdens	None Provided
Benefits	
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes
Additional Anticipated Benefits	None Provided
Outreach	
Description of the outreach or public involvement that went into choosing this project and/or any anticipated outreach	US 34 is continuously identified in Loveland and regional discussions and outreach related to transportation. More specifically, it was identified in the public outreach efforts related to Connect Loveland, the update to the City's Transportation, Bicycle, Pedestrian and Transit Plans. Additional outreach will be included as this specific project moves through the design and construction phases.

Criteria	37th Street Widening Phase 3
Project Information	
Project included in the FY 2022-2025 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No
Project Sponsor	Evans
Project Type	Widening
Funding Source	STBG
Call Awarded	2021
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Additional Anticipated Burdens	None Provided
Benefits	
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes
Additional Anticipated Benefits	The project, when completed, will reduce traffic congestion and improve overall traffic flow, which will greatly improve the commutes of teachers, buses, and parents bringing their children to Prairie Heights Middle School.
Outreach	
Description of the outreach or public involvement that went into choosing this project and/or any anticipated outreach	The City has been working on this corridor planning for the past 5-years. In the soon to be completed Transportation Master Plan, the City sees this project as improving the overall transportation infrastructure for vehicles, pedestrians and bicyclists.

APPENDIX B: AIR QUALITY CONFORMITY FINDING

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.

APPENDIX C: CERTIFICATION OF PLANNING PROCESS

Please see following page.

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC), doing business as the North Front Range Metropolitan Planning Organization (NFRMPO) for the Fort Collins and Greeley Urbanized Areas including portions of Larimer and Weld counties and neighboring municipalities, is responsible for carrying out the continuing, cooperative and comprehensive metropolitan transportation planning process as required under Section 134 of Title 23 and Section 5303 of Title 49, United States Code. This statement certifies the Metropolitan Transportation Planning Process by the State of Colorado and the NFRT&AQPC as required under Title 23, Section 450.336 of the Code of Federal Regulations (CFR). Additionally, the NFRT&AQPC serves as the lead planning agency for meeting transportation-related requirements of the Federal Clean Air Act.

In working with the NFRT&AQPC and other metropolitan planning organizations on statewide transportation planning, the Colorado Department of Transportation (CDOT) also follows provisions in Title 23 CFR 450.220.

The transportation planning process is carried out in accordance with the following requirements:

- **23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 and 23 CFR Part 450;**

NFRMPO collaborates with local, State, and public transportation agencies to carry out a continuing, cooperative, and comprehensive (3C) metropolitan planning process through its Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other transportation planning activities.

- **Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;**

NFRMPO recently adopted its 2022 Title VI Plan and outreach efforts to better serve and involve the protected classes under Title VI of the Civil Rights Act of 1964.

- **49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;**

NFRMPO's 2019 Public Involvement Plan (PIP) guides the NFRMPO's outreach efforts to ensure that no person is discriminated against on the basis of race, color, creed, national origin, sex or age in the transportation planning process. This applies to the NFRMPO's RTP, TIP, UPWP, and other transportation planning activities.

- **Section 11101(a)(8)(A) of the IJA (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;**

The NFRMPO maintains a Disadvantage Business Enterprises (DBE)/Small Business Enterprises (SBE) Program for agency contract goals. The NFRMPO has an overall DBE/SBE goal of 0.03%.

- **23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**

NFRMPO does not let construction contracts; however, the NFRMPO does hold calls for projects for various Federal Funds for member agencies. It is the responsibility of those agencies to ensure the implementation of equal employment opportunities through their construction contracting process. For all other Federally funded transportation planning activities, see above.

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

North Front Range Transportation & Air Quality Planning Council & Colorado Department of Transportation

Page 2 of 2

- ***The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;***

- ***The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;***

- ***Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender;***

- ***Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and***

The NFRMPO provides equal employment opportunities to all employees and applicants for employment and prohibits discrimination and harassment of any type without regard to race, color, religion, age 40 and over, sex, national origin, disability status, genetic information, military status, sexual orientation, gender identity or expression, or any other characteristic protected by federal, state, or local laws. This policy applies to all terms and conditions of employment including recruiting, hiring, placement, promotion, termination, layoff, transfer, leaves of absence, compensation, and training.

- ***Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93.***

NFRMPO is part of the nine County Denver/North Front Range 8-hour Ozone Nonattainment Area and has two Maintenance Areas for CO. The NFRMPO works closely and collaboratively with local agencies, the Denver Regional Council of Governments (DRCOG), the Colorado Department of Transportation (CDOT), Colorado Department of Public Health and the Environment (CDPHE) and their Air Pollution Control Division (APCD), the Regional Air Quality Council (RAQC), FHWA, and FTA as part of the Interagency Consultation Group (ICG) to reduce ozone.

The NFRT&AQPC and CDOT certify that the transportation planning process, including the 2045 Regional Transportation Plan, the FY2022-2025 and FY2023-2026 NFRMPO TIP, the NFRT&AQPC’s FY2022-2023 UPWP, and the 2019 CMP have met all the above requirements.

ATTEST:

Suzette Mallette
Suzette Mallette (May 10, 2022 15:04 MDT)

Suzette Mallette, Executive Director
NFRT&AQPC

William Karspeck
Will Karspeck (May 10, 2022 14:47 MDT)

William Karspeck, Planning Council Chair
NFRT&AQPC

Shoshana Lew, Executive Director
Colorado Department of Transportation









NFRMPO Metropolitan Transportation Planning Process Certification_May 2022

Final Audit Report

2022-05-10

Created:	2022-05-10
By:	NFR MPO (staff@nfrmpo.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAB9AOWmtBBdC-WIhI8GTtMdxTBNXIHXRK

"NFRMPO Metropolitan Transportation Planning Process Certification_May 2022" History

-  Document created by NFR MPO (staff@nfrmpo.org)
2022-05-10 - 8:21:20 PM GMT- IP address: 96.93.216.1
-  Document emailed to Will Karspeck (wkarspeck@berthoud.org) for signature
2022-05-10 - 8:21:53 PM GMT
-  Email viewed by Will Karspeck (wkarspeck@berthoud.org)
2022-05-10 - 8:46:06 PM GMT- IP address: 172.58.60.178
-  Document e-signed by Will Karspeck (wkarspeck@berthoud.org)
Signature Date: 2022-05-10 - 8:47:39 PM GMT - Time Source: server- IP address: 172.58.60.178
-  Document emailed to Suzette Mallette (smallette@nfrmpo.org) for signature
2022-05-10 - 8:47:42 PM GMT
-  Email viewed by Suzette Mallette (smallette@nfrmpo.org)
2022-05-10 - 9:04:15 PM GMT- IP address: 96.93.216.1
-  Document e-signed by Suzette Mallette (smallette@nfrmpo.org)
Signature Date: 2022-05-10 - 9:04:47 PM GMT - Time Source: server- IP address: 96.93.216.1
-  Agreement completed.
2022-05-10 - 9:04:47 PM GMT

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.



RESOLUTION NO. 2022-15
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, the transportation programming process shall address no less than a four-year programming horizon as of the effective date; and

WHEREAS, transportation projects programmed in the FY2023-2026 TIP are consistent with the adopted 2045 Regional Transportation Plan, adopted September 5, 2019; and

WHEREAS, the cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) and the North Front Range is also within the Denver-North Front Range 8-hour Ozone Nonattainment Area, and the Planning Council was designated by the Governor of the State of Colorado as the lead Air Quality Planning Agency for CO in the North Front Range; and

WHEREAS, the Planning Council is responsible for determining conformity of all of its transportation plans and programs with the Clean Air Act, as amended in 1990, and the State Implementation Plan (SIP) for air quality; and

WHEREAS, the ozone conformity determination and the CO conformity determination demonstrate conformity of the FY 2023-2026 TIP as required by 40 CFR §93; and

WHEREAS, the Planning Council adopts the TIP and submits copies for inclusion into the Statewide Transportation Improvement Program (STIP) and approval by the Governor;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council finds the FY 2023-2026 TIP is in conformance with the requirements of 23 CFR §450.326.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of May 2022.

Scott K. James
Scott K. James (May 6, 2022 10:54 MDT)
Scott James, Vice Chair

ATTEST:

Suzette Mallette
Suzette Mallette (May 6, 2022 11:05 MDT)
Suzette Mallette, Executive Director









2022-15 FY2023-2026 TIP Resolution

Final Audit Report

2022-05-06

Created:	2022-05-06
By:	NFR MPO (staff@nfrmpo.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAAbC2feTddFEkwExQSBdbEPCfWbrCG3AP

"2022-15 FY2023-2026 TIP Resolution" History

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-  Document emailed to Scott K. James (sjames@weldgov.com) for signature
2022-05-06 - 4:06:59 PM GMT
-  Email viewed by Scott K. James (sjames@weldgov.com)
2022-05-06 - 4:53:56 PM GMT- IP address: 204.133.39.9
-  Document e-signed by Scott K. James (sjames@weldgov.com)
Signature Date: 2022-05-06 - 4:54:20 PM GMT - Time Source: server- IP address: 204.133.39.9
-  Document emailed to Suzette Mallette (smallette@nfrmpo.org) for signature
2022-05-06 - 4:54:22 PM GMT
-  Email viewed by Suzette Mallette (smallette@nfrmpo.org)
2022-05-06 - 5:04:54 PM GMT- IP address: 96.93.216.1
-  Document e-signed by Suzette Mallette (smallette@nfrmpo.org)
Signature Date: 2022-05-06 - 5:05:16 PM GMT - Time Source: server- IP address: 96.93.216.1
-  Agreement completed.
2022-05-06 - 5:05:16 PM GMT