



North Front Range
Metropolitan
Planning
Organization

FY2024-2027

Transportation Improvement Program (TIP)





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List of Abbreviations

ALOP	Annual Listing of Obligated Projects
APCD	Air Pollution Control Division
AQCC	Air Quality Control Commission
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and the Environment
CMAQ	Congestion Mitigation & Air Quality
CMP	Congestion Management Process
CO	Carbon Monoxide
CRP	Carbon Reduction Program
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
GHG	Greenhouse Gas
GOPMT	Goals, Objectives, Performance Measures, and Targets
IJA	Infrastructure Investment and Jobs Act
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
VOC

US Department of Transportation
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).

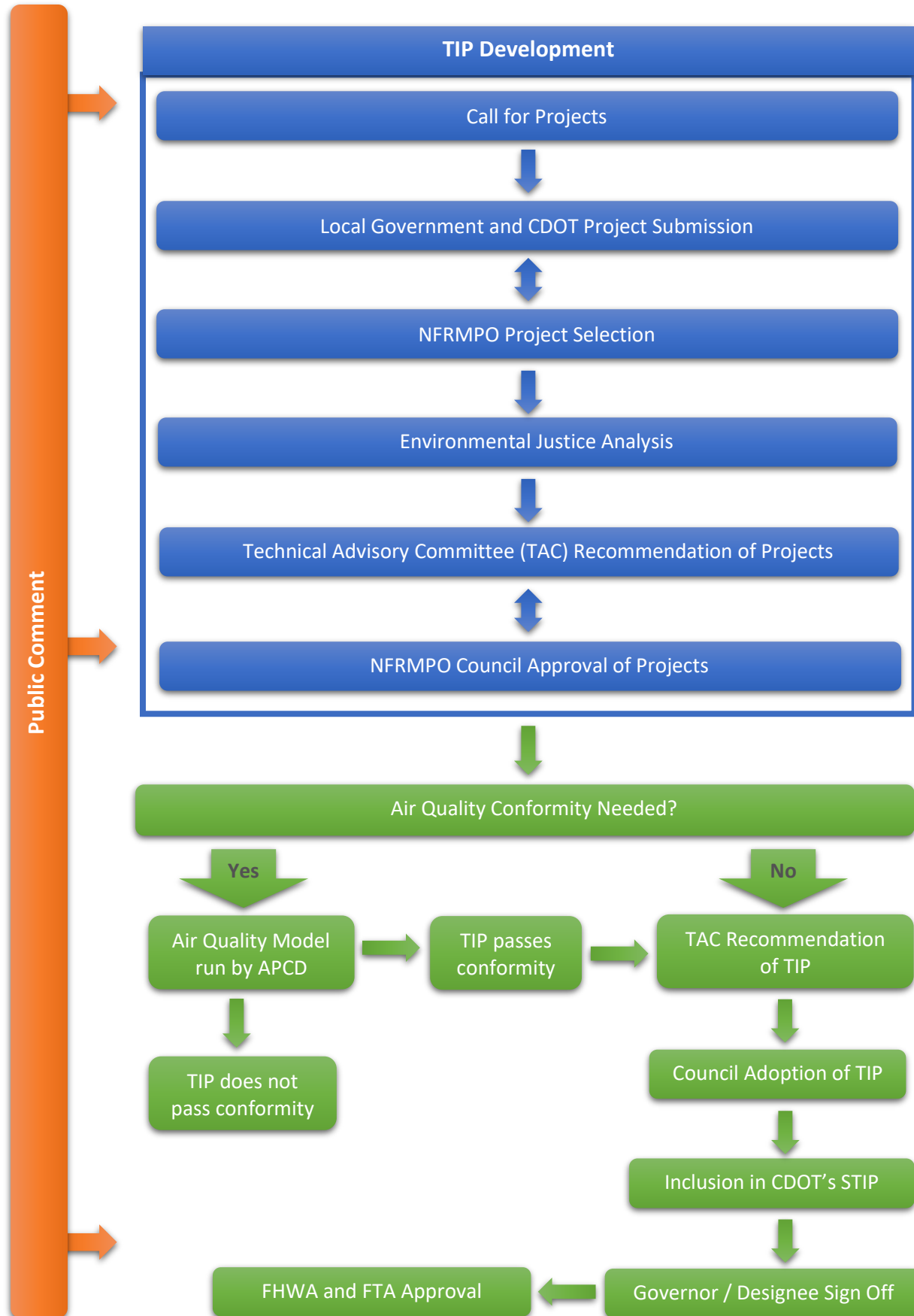
The NFRMPO Technical Advisory Committee (TAC) assists in the planning process, recommends projects for funding, and advises the Planning Council on technical matters. The TAC is comprised of one voting staff member from each member entity, one staff member from the Colorado Department of Transportation (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 Infrastructure Investment and Jobs Act (IIJA) 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.²

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

The NFRMPO's [2050 Regional Transportation Plan \(RTP\)](#), adopted September 7, 2023, with which the FY2024-2027 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) 2024 – FY2027.

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

² 23 CFR 450.306: <https://www.govinfo.gov/app/details/CFR-2011-title23-vol1/CFR-2011-title23-vol1-sec450-306>

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

Projects in the TIP must be in alignment with the policies of an approved RTP and follow the adopted 2023 Congestion Management Process (CMP), outlined in the 2050 RTP as well as contribute to the achievement of federally required performance measures and targets. The TIP must be consistent with other transportation plans and programs within the region and must show conformity according to air quality budgets outlined in the applicable 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.

IIJA 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 2050 RTP and the adopted 2023 CMP.

The TIP includes projects selected for funding for CMAQ, STBG, and the TA funding through the FY2024-2025 Call for Projects held in 2021. The TIP also includes projects selected for State Multimodal Transportation and Mitigation Options Fund (MMOF) in 2022. Federal CRP funding and FY2024-2025 MMOF funding were awarded through the additional allocation process in early 2023. A Call will be held in Fall 2023 to award all four federal funding programs for FY2026-2027. A future call will be held to award FY2026 and FY2027 State MMOF funding. Funding estimates for CDOT pool projects and FTA funding sources have been provided where available for FY2026-2027.

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. There were three partially funded and seven fully waitlisted projects which following the 2021 Call for Projects. In January 2023, the NFRMPO Planning Council fully funded the partially funded and waitlisted projects through the additional allocation process. There are currently no partially funded or waitlisted projects for federal funding.

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>

Additional Allocations

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

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

Other TIP Projects

CDOT is responsible for projects shown for several other funding programs. As with all projects in the TIP, fiscal constraint by year and funding program 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 2050 RTP as well as a federal requirement. Federal regulations specify the national air quality standards, while SIPs identify the amount of transportation emissions that can be emitted to achieve the national standards. Conformity determinations are made by the NFRMPO Planning Council, with concurrence by the Air Quality Control Commission (AQCC) or the Colorado Department of Public Health and the Environment’s (CDPHE) Air Pollution Control Division (APCD) and approval by FHWA and FTA.

All regionally significant projects in the FY 2024-2027 TIP are included in the 2050 RTP, as adopted on September 7, 2023, and are included in the applicable Conformity Determination. Both the FY 2024-20267 TIP and 2050 RTP meet the air quality conformity requirements. As noted in the “TIP Amendment and Modification Process” section of this document, certain revision requests to the TIP may require an air quality conformity re-determination. The most current conformity determination for the FY2024-2027 TIP can be found at <https://nfrmpo.org/air-quality/>.

Colorado Greenhouse Gas (GHG) Transportation Report

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

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

The GHG transportation report demonstrating compliance of the 2050 RTP and the FY2024-2027 TIP with the GHG Planning standard was adopted by the NFRT&AQPC on July 6, 2023.

Congestion Management

Federal requirements state that regions with a population of more than 200,000, known as TMAs, must maintain a CMP and use it to make informed transportation planning and programming decisions. The CMP monitors

performance on all regionally significant congested corridors outlined in the 2050 RTP. The Fort Collins TMA was designated in 2002 as a result of data from the 2000 Census. The most recent CMP was adopted by Planning Council on June 1, 2023 and is available at <https://nfrmpo.org/wp-content/uploads/2023-congestion-management-process.pdf>.

The NFRMPO's CMP requires project sponsors of projects located on Regionally Significant Corridors (RSC) demonstrate 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/2022-performance-report-2019-cmp.pdf>.

Public Participation

The NFRMPO follows FHWA and FTA requirements for public participation for all plans and projects. The NFRMPO carries out a process that is open to all desiring to participate and provides both the public and private sectors with reasonable opportunities to comment on the TIP during its development. To notify the public, the NFRMPO makes copies of the document available for public review 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 December 1, 2022, guides the NFRMPO's public participation activities for all plans and programs, including the TIP. The 2022 PIP can be found at <https://nfrmpo.org/wp-content/uploads/2022-public-involvement-plan.pdf>.

Annual Listing of Obligated Projects

Each year the NFRMPO publishes the Annual Listing of Obligated Projects (ALOP) which reports on the surface transportation projects that received an obligation of federal funds in the previous year. The term "obligation" means a legal commitment by the Federal government "to pay or reimburse a State or other entity for the Federal share of a project's eligible costs."³ To receive an obligation of federal funds, a project must first be programmed in the TIP. The ALOP supplements the TIP by reporting the obligations that occurred for projects that are programmed to receive funding. The most current and past ALOPs may be found at <https://nfrmpo.org/tip/>.

Funding Sources

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

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

³ 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
CRP	Carbon Reduction Program CRP-6NF – North Front Range (Fort Collins UA) Allocation CRP-6CG – City of Greeley UA Allocation
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
MMOF	Multimodal Transportation and Mitigations Options Fund
PAN	Pandemic Federal Stimulus Funds – Region 4 Allocation
PNF	Pandemic Federal Stimulus Funds -North Front Range Allocation
RPP	Regional Priorities Program
RMS	Revitalizing Main Streets
SMS	Safer Main Streets
SRH	Safety – Railroad Crossing Elimination
SRP	Safety – Railroad At-Grade Crossing Protection
SRTS	Grants: Safe Routes to School
STBG	Surface Transportation Block Grant
STS	Surface Transportation Program – Safety
STU	Surface Transportation Program – Metropolitan (STP Metro)
TAP	Transportation Alternatives Program (Region 4)
TA	Transportation Alternatives program (NFR)
TCI	Transportation Commission Initiatives Fund
[Various]	Surface Treatment (CDOT)

TRANSIT	
FAS	<p>FASTER – Funding Advancement for Surface Transportation & Economic Recovery Act of 2009 (State)</p> <p>TRG-FASTER (State) transit funding for local projects</p> <p>STL-FASTER (State) transit funding for regional or State projects</p>
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
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, CRP, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation). State funds subject to the delay procedure include MMOF. Any other federal or state funds which are awarded by the NFRMPO Planning Council for the active years of the FY2024-2027 TIP will also be subject to the delay procedure.

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

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

Table 2: Milestones by Project Type

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

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

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

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

Granting extensions on delays:

- TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year.
- TAC may recommend Planning Council approve 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.

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

Federal Cost Principles

In its efforts to deliver on the promise of a 21st-Century government that is more efficient, effective and transparent, the [USDOT Office of Management and Budget \(OMB\)](#) has streamlined the OMB Circulars on Administrative Requirements, Cost Principles, and Audit Requirements for all Federal awards into one document, referred to as the Federal Cost Principles. Guidance published December 26, 2013, is in effect for all federal awards or funding increments to nonfederal entities as of December 26, 2014 and will apply to nonfederal entity audits for fiscal years beginning on or after that date. This guidance supersedes and streamlines requirements contained in OMB Circulars A-21, A-50, A-87, A-89, A-102, A-110, A-122 and A-133 by consolidating the requirements of these eight documents into one.

The Federal Cost Principles require local agencies establish the projects’ 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 2024 remain active but have not reached the implementation phase at the time the TIP was being updated. In the project funding tables these projects are listed with the note, “Roll Forward,” because their implementation is scheduled to proceed in FY2024.

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, CRP, STBG, TA funded and Air Quality Significant Projects.

Examples of Air Quality Significant Projects are:

- Adding at least two (2) through lane miles or completing a regional connection along a regionally significant corridor (RSC);
- Adding a new intersection on principal arterials or above;
- Adding new interchanges or grade-separated intersections;
- Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, 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, CRP, STBG or TA funds, or if the project is an Air Quality Significant Project (see examples above).
2. Any project that has all Federal funding removed or is deleted from the TIP.
3. The addition or deletion of \$5M or more in federal or state funds for any project.
4. A change in funding sources from local/state to include any amount of federal funds.
5. Addition of a new CDOT STIP pool or a change in the total amount of a CDOT STIP pool by \$5M or more in state or federal funding.
6. Any major change in the scope of a project. A major scope change is defined as any sponsor-directed alteration that requires a modification in a project's activity, location, or schedule which triggers a review of the National Environmental Policy Act (NEPA) process or air quality analysis. Common scope changes are: (1) engineering change, (2) quantity change, (3) location change, and (4) schedule change. Specifically, any schedule changes that might impact the TIP's air quality conformity as the completion date of a regionally significant project would occur in a different time frame than that modeled by APCD.

Policy Amendments will be processed according to the following schedule:

- Amendments will be processed every other month, including January, March, May, July, September, and November.
- 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/programs/planning/transportation-plans-and-studies/stip>.

Scope Changes for NFRMPO Selected Projects

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

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

Emergency Funds

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

Equity

The NFRMPO Equity analysis process combines federal and state guidance on evaluating the impact of transportation projects on communities identified as disadvantaged.

Environmental Justice (EJ)

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 regional average of low-income populations is 14.58 percent and 26.09 percent of residents are minorities.

[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.

Justice 40

The Justice40 initiative was created in 2021 by *Executive Order 14008, Tackling the Climate Crisis at Home and Abroad*. Justice40 sets a goal of 40 percent of the benefits of certain federal investments flowing to disadvantaged communities.

“Through Justice40, the United States Department of Transportation (USDOT) will work to increase affordable transportation options, that connect Americans to good-paying jobs, fight climate change, and improve access to resources and quality of life in communities in every state and territory in the country.

The initiative allows USDOT to identify and prioritize projects that benefit rural, suburban, tribal, and urban communities facing barriers to affordable, equitable, reliable, and safe transportation. Through Justice40, USDOT will also assess the negative impacts of transportation projects and systems on disadvantaged communities and will consider if local community leaders have been consulted in a meaningful way during the project’s development.”⁴

Justice40 census tracts are determined using demographic and environmental data to reflect disadvantage. Justice40 Disadvantaged Communities are identified based on an index of five component areas: transportation insecurity, environmental burden, social vulnerability, health vulnerability, and climate and disaster risk. Each of these components are summed into an Overall Score. A census tract will be considered disadvantaged if the overall index score places it in the 65th percentile or higher of all US census tracts.

Disproportionately Impacted (DI) Communities

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

- More than 40 percent of the population are low-income (meaning that median household income is at or below 200 percent of the federal poverty line)
- 50 percent of the households are housing cost-burdened (meaning that a household spends more than 30 percent of its income on housing costs like rent or a mortgage)
- 40 percent of the population are people of color (including all people who do not identify as non-Hispanic white)
- 20 percent of households are linguistically isolated (meaning that all members of a household that are 14 years old or older have difficulty with speaking English)

⁴ Justice40, 2023. <https://www.transportation.gov/equity-Justice40> (Accessed 3/27/2023)

- Census block groups that experience higher rates of cumulative impacts, which is represented by an EnviroScreen Score (Percentile) above 80⁵.

NFRMPO Environmental Justice and Equity Process

An equity analysis (previously referred to as an EJ analysis) is completed for all location-specific individual projects included in the TIP and is presented in **Appendix A: Equity Analysis**. The Equity 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 disadvantaged population, it is considered to be an Equity project. If it does not, it is considered to be Non-Equity. The benefits and burdens of each project must be examined individually on all Equity and Non-Equity 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 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 Equity 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

⁵ Colorado EnviroScreen, 2023. <https://cdphe.colorado.gov/enviroscreen> (Accessed 6/8/2023)

- 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 equity 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**). Beginning in 2023, the Equity Analysis based on Equity Index areas, which is described in more detail in **Appendix A**, will replace the EJ analysis.

Additionally, the NFRMPO has developed and will maintain an interactive online map of all location-specific individual projects and Equity Index areas. 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

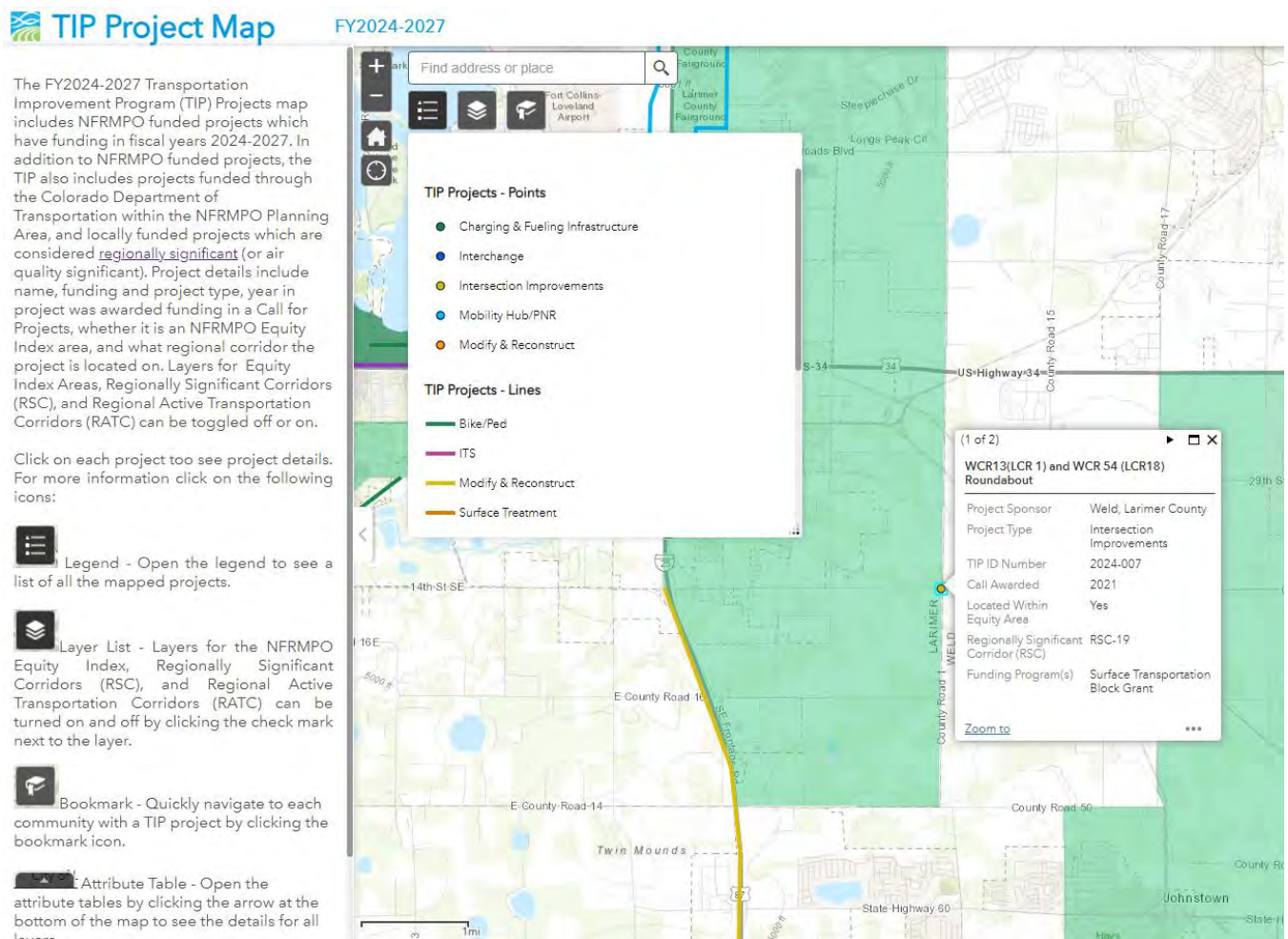


Figure 3: Environmental Justice Impact Worksheet (2023)

Criteria	
Project Information	Project Title
Project included in the FY 2023-2026 TIP	Yes/No
Within 1/4 mile of Equity Index Area	Yes/No
Project Sponsor	
TIP ID	
Project Type	
Funding Source	
Call Awarded	
Burdens	<div>Short Term (Construction)</div> <div>Long Term (Post Construction)</div>
Bodily impairment, infirmity, illness, or death	Yes/No
Air, noise, and water pollution and soil contamination	Yes/No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes/No
Adverse impacts on community cohesion or economic vitality	Yes/No
Noise and vibration	Yes/No
Increased traffic congestion, isolation, exclusion, or separation	Yes/No
Additional Anticipated Burdens	
Benefits	
Decrease in travel time	Yes/No
Improved air quality	Yes/No
Expanded access to employment opportunities	Yes/No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes/No
Additional Anticipated Benefits	
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 and the Infrastructure Investment and Jobs Act (IIJA), 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 Goals⁶

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

⁶ §1203; 23 USC 150(b)

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

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

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

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

Table 5: NFRMPO Targets for Federal Roadway Performance Measures as of 2023

Performance Measure	Target
Highway Safety	
Number of fatalities	668
Fatality rate per 100 million vehicle miles traveled	1.262
Number of serious injuries	3,041
Serious injury rate per 100 million vehicle miles traveled	5.794
Number of non-motorized fatalities and serious injuries	548
Bridge and Pavement Condition	
Percent of pavement on Interstate System in Good condition	47%
Percent of pavement on Interstate System in Poor condition	3.5%
Percent of pavement on non-Interstate System in good condition	43%
Percent of pavement on non-Interstate System in poor condition	3.5%
Percentage of NHS bridges in good condition	36%
Percentage of NHS bridges in poor condition	4%
System Reliability	
Percent of person-miles traveled on Interstate that are reliable	79%
Percent of person-miles traveled on non-Interstate NHS that are reliable	94%
Truck Travel Time Reliability Index	1.46
Total emissions reduction	482 kg/day VOC reduction 5,393 kg/day CO reduction 1,086 kg/day NOx reduction
Annual Hours of Peak Hours Excessive Delay (PHED)	2-Year: 3.8 4-Year: 3.7
Non-Single Occupant Vehicle (SOV) Travel	2-Year : 25.3% 4-Year : 25.6%

Table 6: NFRMPO Targets for Federal Transit Performance Measures as of 2023

Agency	Percent Revenue Vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	Target
Transfort	30-ft Bus	13	0%
	35-ft and 40-ft Bus	15	
	Articulated Bus	15	
	Cutaway – Light Duty	6	
	Cutaway – Medium Duty	9	
GET	Bus	14	0%
	Cutaway (Paratransit)	8	0%
Statewide Tier II	Bus	14	31.14%
	Cutaway Bus	10	26.15%
	Minivan	8	7.03%
Agency	Percent Service vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	Target
Transfort	Automobile	10	21%
	Truck and other rubber-tire vehicles	10	0%
GET	Automobile	10	0%
	Truck and other rubber-tire vehicles	10	50%
Statewide Tier II	Automobile	8	0%
	Truck and other rubber-tire vehicles	14	15.07%
Agency	Percent Passenger and Maintenance Facilities Rated Below Condition 3	Target	
Transfort	Passenger Facility	0%	
	Passenger Parking		
	Maintenance		
	Administrative		
GET	Administrative	0%	
Statewide Tier II	Passenger Facility	0%	
	Passenger Parking		
	Maintenance	2.78%	
	Administrative		

Table 7: NFRMPO Targets for Federal Transit Safety Performance Measures as of 2023

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 2024-2027 TIP funded with CMAQ, STBG, and TA funding in FY 2024 and FY 2025 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 the 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

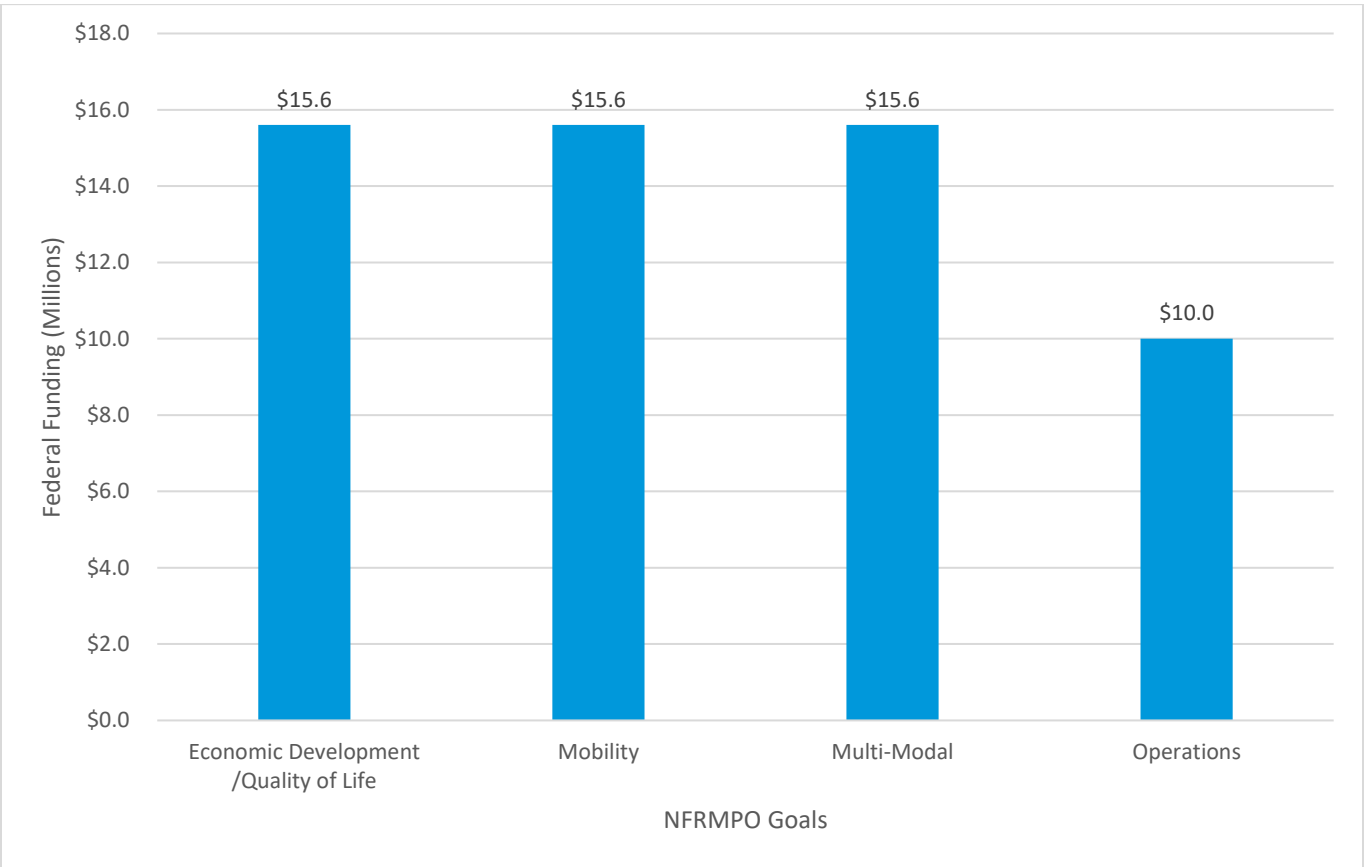


Table 8 summarizes the federally required performance measures and targets, in addition to the number of TIP projects, including NFRMPO awarded projects, CDOT pool projects, and FTA funded projects, and total funding contributing towards achievement of those targets over the four years of the TIP. The 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	35	\$140,680,840
		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	4	\$230,750,430
		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	3	\$3,644,000
		Percent NHS bridges in Poor Condition		
PM 3	System Performance	Percent person miles traveled on the Interstate system that are reliable	6	\$293,092,220
		Percent person miles traveled on the non-interstate NHS that are reliable		
	Traffic Congestion	Annual Hours of Peak Hours Excessive Delay	15	\$226,020,120
		Non-SOV Commute		
	Freight	Travel time reliability index	2	\$119,968,000
	Emissions Reductions	VOC Reduction	17	\$47,896,170
		Carbon Monoxide Reduction		
		Nitrogen Oxides Reduction		
Transit	TAM	Transit Asset Management	17	\$55,894,490
	Transit Safety	Transit Safety	4	\$16,065,000

Status of Major Projects from the FY 2023-2026 TIP

As required by [23 CFR 450.326\(n\)\(2\)](#), **Table 9** identifies the implementation status of major projects from the previous TIP (FY2023-2026). The status indicates whether the project is programmed (project initiation is anticipated in FY 24 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	Completed
2019-014	North I-25: WCR38 to SH402	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Initiated
2023-019	I-25: Segment 5 (CO56 to CO66)	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Programmed
2024-011	US85 and US34 Interchange	Modify & Reconstruct	CDOT Region 4	Programmed
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
2024-008	Power Trail Grade Separated Crossing	Bike/Ped Facility	Fort Collins	Programmed
2025-005	CR74 and CR31 Roundabout	Intersection Improvements	Weld County	Programmed
2020-011	59th Avenue and O Street Roundabout	Modify & Reconstruct	Greeley/Weld County	Programmed
2022-005	CR 19 (Taft Hill) Improvements	Widening	Fort Collins, Larimer County	Programmed
2023-003	Roundabout at WCR 74 and WCR 33	Intersection Improvements	Weld County/Eaton	Completed
2023-006	83rd Ave Roadway Improvements	Widening	Greeley	Initiated
2024-007	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	Intersection Improvements	Weld/ Larimer Counties	Programmed
2020-031	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Bike/Ped	Fort Collins	Programmed
2023-017	US34 Regional Mobility Hub	Transit Capital	Greeley/CDOT	Programmed
2023-007	37th Street Widening	Widening	Evans	Completed

SECTION 2: TIP MODIFICATION AND AMENDMENT FORMS

Sample TIP Modification Form

NFRMPO FY 2024 - FY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Administrative Modification Request

Submitted to:

Prepared by:

DATE:

PREVIOUS ENTRY

Title:		Funding Source	Funding Program	Previous Funding	FY 24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:		Federal		-	-	-	-	-	-	-	-
STIP ID:		State		-	-	-	-	-	-	-	-
TIP ID:		Local		-	-	-	-	-	-	-	-
Type:			Total	-	-	-	-	-	-	-	-
Air Quality:											
Description:											

REVISED ENTRY

Title:		Funding Source	Funding Program	Previous Funding	FY 24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:		Federal		-	-	-	-	-	-	-	-
STIP ID:		State		-	-	-	-	-	-	-	-
TIP ID:		Local		-	-	-	-	-	-	-	-
Type:			Total	-	-	-	-	-	-	-	-
Air Quality:											
Description:											
Revision:											

Sample TIP Amendment Form

NFRMPO FY 2027 - FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Policy Amendment Request

Submitted to:

Prepared by:

DATE:

PREVIOUS ENTRY (IF APPLICABLE)

Title:	Funding Source	Funding Program	Previous Funding	FY 24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Federal	<input type="text"/>	-	-	-	-	-	-	-	-
STIP ID:	State	<input type="text"/>	-	-	-	-	-	-	-	-
TIP ID:	Local	<input type="text"/>	-	-	-	-	-	-	-	-
Type:	Total		-	-	-	-	-	-	-	-
Air Quality:										
Description:										

NEW ENTRY / REVISED ENTRY

Title:	Funding Source	Funding Program	Previous Funding	FY 24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Federal	<input type="text"/>	-	-	-	-	-	-	-	-
STIP ID:	State	<input type="text"/>	-	-	-	-	-	-	-	-
TIP ID:	Local	<input type="text"/>	-	-	-	-	-	-	-	-
Type:	Total		-	-	-	-	-	-	-	-
Air Quality:										
Description:										
Revision:										

SECTION 3: FY 2024-2027 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 July 18, 2023. TIP Amendments and Modifications completed between July 18, 2023 and the effective date of the FY 2024-2027 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 FY2024 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 2024 - FY 2027 Transportation Improvement Program (TIP)

To be adopted by the North Front Range Transportation Air Quality Planning Council on 9/7/2023

Tables as of 8/1/2023

Funding in Thousands

Bridge - On State System											
Title:	Region 4 Bridge - On System Pool	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
STIP ID:	SR46598	Federal	NHPP	3,285	641	-	-	-	-	641	-
TIP ID:	P-4	State	SHF	388	233	215	-	-	-	448	-
Sponsor:	CDOT Region 4	Local	LOM	-	-	-	-	-	-	-	-
Type:	Bridge		Total	3,673	874	215	-	-	-	1,089	-
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							
	SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4	\$ 515							
	SR45218.232	US85 5th to O St. Business Surface	CDOT Region 4	\$ 590							

Strategic											
Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 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	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	5,000	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal	FSB	6,237	-	-	-	-	-	-	-
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.	Federal	SPR	150	-	-	-	-	-	-	-
		Federal	OIM	332	-	-	-	-	-	-	-
		Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	191,970	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	4,968	-	-	307	-	-	307	-
		State	7PT (SB267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB228 Transit)	700	-	-	-	-	-	-	-
		Local	L	836	12,228	-	-	-	-	12,228	-
		Local	Private	3,100	-	-	-	-	-	-	-
			Total	288,799	14,262	-	307	-	-	14,569	-

Title:	I-25: Segment 5 (CO56 to CO66)	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal/State	LEG	-	-	-	35,341	-	-	35,341	61,950
STIP ID:	SSP4428.017	Federal/State	LEG-UFR	-	-	3,000	9,200	-	-	12,200	0
TIP ID:	2023-019	Federal	10C (NHPP)	10,749	-	-	-	-	-	0	11,800
Type:	Modify & Reonstruct	Federal	PRT	960	-	-	-	-	-	0	0
Air Quality:	Included in conformity analysis	State	7Px	17,000	-	-	-	-	-	0	0
		Local	TIFIA/HPTE	-	-	137,858	-	-	-	137,858	0
			Total	28,709	-	140,858	44,541	-	-	185,399	73,750

Description: One new express lane in each direction from CO56 to CR38 (MPO boarder). Replacement/rehabilitation of key bridges, ITS, transit & safety components, multimodal options, replacement of portions of existing facility and interchange improvements

Title:	I-25 and CO14 Interchange Improvements	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal/State	LEG	-	-	500	-	-	-	500	27,000
STIP ID:	SSP4428.016	Federal	BFP	1,000	-	-	-	-	-	0	-
TIP ID:	2023-020	State	7PX	-	2,000	-	-	-	-	2,000	-
Type:	Modify & Reonstruct		Total	1,000	2,000	500	-	-	-	2,500	27,000

Air Quality: Excluded from conformity analysis

Description: Replacement of portions of existing facility, replacement of bridge, interchange improvements, ITS, ped/bike enhancements.

Title:	US85 and US34 Interchange	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	10C (NHPP)	120	-	-	-	-	-	0	-
STIP ID:	SR45218.129	Federal/State	LEG-UFR	-	-	6,000	-	-	-	6,000	-
TIP ID:	2024-011		Total	120	-	6,000	-	-	-	6,000	-

Type: Modify & Reonstruct

Air Quality: Excluded from conformity analysis

Description: Signing, striping, and bridge improvements of US85 and US34.

Title:	I-25 NB and SB Diamond Grind: CO 1 North	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	SUR	-	-	3,411	-	-	-	3,411	-
STIP ID:	SR45218.241	State	SUR	-	-	329	-	-	-	329	-
TIP ID:	2024-012		Total	-	-	3,740	-	-	-	3,740	-

Type: Modify & Reonstruct

Air Quality: Excluded from conformity analysis

Description: Signing, striping, and bridge improvements of US85 and US34.

FASTER (North Front Range Listings of State Highway Locations)											
Title:	Region 4 FASTER Safety Pool	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	FAS	10,795	-	2,550	-	-	-	2,550	-
STIP ID:	SR46606	Local	L	-	-	-	-	-	-	-	-
TIP ID:	P-7	Local	LOM	947	-	-	-	-	-	-	-
Type:	Safety	Total		10,795	-	2,550	-	-	-	2,550	-
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				

Non-Regionally Significant Regional Priority Program Pool (RPP)											
Title:	Non-Regionally Significant Regional Priority Program Pool	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STP	1,100	-	9,000	-	-	-	9,000	-
STIP ID:	SR46600	Federal	FR8	21	-	-	-	-	-	-	-
TIP ID:	P-11	State	SHF/HUTF	24	-	55	-	-	-	55	-
Type:	Safety and Bridge Replacement	State	SB1	1,200	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis	Local	L	-	-	-	-	-	-	-	-
		Local	LOM	-	-	-	-	-	-	-	-
			Total	1,224	-	9,055	-	-	-	9,055	-
Description:	Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming in the North Front Range										
	STID	Title			Sponsor		Total Current Project Cost				
	SR46598.077	CO1 Culvert Lining Near LCR56			CDOT Region 4		\$ 55				

Surface Treatment											
Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG/NHPP	37,495	-	14,077	8,757	-	-	22,834	-
STIP ID:	SR45218	State	SHF	6,823	-	2,540	1,668	-	-	4,208	-
TIP ID:	P-13	State	SB1	-	-	-	-	-	-	-	-
Type:	Surface Treatment	Local	L	-	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis	Local	LOM	-	-	-	-	-	-	-	-
Total				44,318	-	16,617	10,425	-	-	27,042	-

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

Federal Bridge - Off State System

Title:	Region 4 Bridge - Off System Pool	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
STIP ID:	SR46601	Federal	BRO	912	2,516	-	-	-	-	2,516	-
TIP ID:	P-5	Local	L	228	617	-	-	-	-	617	-
Sponsor:	CDOT Region 4	Local	LOM	-	1,862	-	-	-	-	1,862	-
Type:	Bridge Reconstruct	Total		1,140	4,995	-	-	-	-	4,995	-

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
SR46601.035	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 (TAP)

Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TAP	3,670	2,300	-	802	-	-	3,102	-
STIP ID:	SR47020	Local	L	2,307	574	-	201	-	-	775	-
TIP ID:	P-14	Local	LOM	960	1,846	-	-	-	-	1,846	-
Type:	Bike/Ped Facility		Total	6,937	4,720	-	1,003	-	-	5,723	-

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	\$2,300
SR47020.028	Namaqua Ave Trail Underpass	Loveland	\$1,296
SR47020.042	Non-Motorized sidewalk at 57th St/US287	Larimer County	\$1,124
SR47020.044	Town of Milliken Sidewalk and ADA	Milliken	\$1,003

NFRMPO Transportation Alternatives (TA)

Title:	Poudre River Trail Realignment	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Windsor	Federal	TA	-	544	-	-	-	-	544	-
STIP ID:	SNF5095.005	Local	L	-	258	-	-	-	-	258	-
TIP ID:	2022-001		Total	-	802	-	-	-	-	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	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Windsor, Timnath, Larimer County, Greeley, Poudre Trail Corridor Board	Federal	TA	-	85	-	-	-	-	85	-
		Local	L	-	18	-	-	-	-	18	-
		Local	LOM	-	5	-	-	-	-	5	-
STIP ID:	SNF5095.007		Total	-	108	-	-	-	-	108	-

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

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NFRMPO FY 2024 - FY 2027 TIP

Funding in Thousands

Title:	Willow Bend Trail	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	City of Loveland	Federal	TA	-	376	228	-	-	-	604	-
STIP ID:	SNF5095.006	Federal	CRP - 6NF	-	528	-	-	-	-	528	-
TIP ID:	2024-001	State	MMOF	-	1,200	-	-	-	-	1,200	-
Type:	Bike/Ped Facility	Local	L-TA	-	78	47	-	-	-	125	-
Air Quality:	Exempt from Conformity Analysis	Local	L-MMOF	-	889	-	-	-	-	889	-
		Local	L-CRP	-	110	-	-	-	-	110	-
			Total	-	3,181	275	-	-	-	3,457	-

Description: Construction of 10' wide, 1-mile trail with two bridges, one pedestrian-activated signalized crossing.

Title:	William Neil/Ziegler Int Improvements	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	TA	-	-	233	370	-	-	604	-
STIP ID:	SNF5095.008	Local	L	-	-	49	77	-	-	125	-
TIP ID:	2024-010	Local	LOM	-	-	87	567	-	-	654	-
Type:	Bike/Ped Facility		Total	-	-	369	1,014	-	-	1,383	-

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:	Great Western Trail Crossing & Paving	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Severance	Federal	TA	-	-	-	93	-	-	93	-
STIP ID:	SNF5095.009	Federal	STBG	-	-	-	207	-	-	207	-
TIP ID:	2025-003	Local	L-TA	-	-	-	19	-	-	19	-
Type:	Bike/Ped Facility	Local	L-STBG	-	-	-	43	-	-	43	-
Air Quality:	Exempt from Conformity Analysis	Local	LOM	-	-	-	138	-	-	138	-
			Total	-	-	-	500	-	-	500	-

Description: Construction of pedestrian crossing with RRFB, raised crosswalk, and bike/ped signage at CR74 and CR23 and pave the trail from CR74 to CR23.

Carbon Reduction Program (CRP)

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Larimer County	Federal	TA	151	-	-	-	-	-	0	-
		Federal	STBG	253	-	-	-	-	-	0	-
STIP ID:	SNF5095.003	Federal	PNF	356	-	-	-	-	-	0	-
TIP ID:	2021-001	Federal	CRP - 6NF	330	-	546	-	-	-	546	-
Type:	Bike/Ped Facility	Federal	CRP - 6CG	167	-	49	-	-	-	49	-
Air Quality:	Exempt from conformity analysis	Local	L-TA	31	-	-	-	-	-	0	-
		Local	L-STBG	53	-	-	-	-	-	0	-
		Local	L-CRP	103	-	124	-	-	-	124	-
		Local	LOM	575	-	-	-	-	-	0	-
			Total	2019	-	719	-	-	-	719	-

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.

Congestion Mitigation & Air Quality (CMAQ)

Title:	GET CNG Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Greeley-Evans	Federal	CMAQ	-	-	-	-	-	-	0	-
STIP ID:	SST7007.010	Federal	CMAQ (FTA)	4,626	646	-	-	-	-	646	-
TIP ID:	2016-004	Local	L	629	-	-	-	-	-	0	-
Type:	Rolling Stock Replacement and Fleet Expansion		Total	5,255	646	-	-	-	-	646	-

Air Quality: Exempt from conformity analysis

Description: Replacement of 30 foot body on chassis diesel fixed route buses and purchase of one (1) 40' bus for the Poudre Express.

Title:	COLT CNG Bus Replacement/Expansion	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	-	-	-	-	-	-	0	-
STIP ID:	SST7007.011	Federal	CMAQ (FTA)	1,719	203	-	-	-	-	203	-
TIP ID:	2018-001	Local	L	348	51	-	-	-	-	51	-
Type:	Rolling Stock Replacement and Fleet Expansion	Local	LOM	9	127	-	-	-	-	127	-
			Total	2,076	381	-	-	-	-	381	-

Air Quality: Exempt from conformity analysis

Description: Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.

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NFRMPO FY 2024 - FY 2027 TIP

Funding in Thousands

[illegible][illegible][illegible]

Title:	Citywide Signal Retiming	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Greeley	Federal	CMAQ	-	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.										

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NFRMPO FY 2024 - FY 2027 TIP

Funding in Thousands

[illegible]

Title:	Phase 3 Fiber	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Greeley	Federal	CMAQ	309	2,067	-	-	-	-	2,067	-
STIP ID:	SNF5173.058	Local	L	-	-	-	-	-	-	-	-
TIP ID:	2022-003		Total	309	2,067	-	-	-	-	2,067	-
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.										

[illegible][illegible]

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NFRMPO FY 2024 - FY 2027 TIP

Funding in Thousands

[illegible]

Title:	Mulberry Street Traffic Signal Synchronization	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 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	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 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.										

[illegible]

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NFRMPO FY 2024 - FY 2027 TIP

Funding in Thousands

Title:	COLT Bus Replacement/Expansion	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	City of Loveland	Federal	CMAQ	-	-	1,844	-	-	-	1,844	-
STIP ID:	SST7007.020	Local	L	-	-	383	-	-	-	383	-
TIP ID:	2024-006		Total	-	-	2,227	-	-	-	2,227	-
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										

Title:	Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	-	249	109	2,342	-	-	2,700	-
STIP ID:	SR47020.026	Local	L	-	52	23	487	-	-	561	-
TIP ID:	2024-008	Local	LOM		800	1,700	1,439	-	-	3,939	-
Type:	Bike/Ped Facility		Total	-	1,101	1,832	4,267	-	-	7,200	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Design, ROW acquisition, and construction of a multimodal grade separated crossing for the Power Trail at Harmony Road. See also CDOT R4 TAP pool.										

[illegible]

Surface Transportation Block Grant (STBG)

[illegible]

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NFRMPO FY 2024 - FY 2027 TIP

Funding in Thousands

[illegible][illegible][illegible]

Title:	US 287 Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	STBG	69	808	-	-	-	-	808	-
STIP ID:	SNF5788.053	Local	L	14	168	-	-	-	-	168	-
TIP ID:	2021-002		Total	83	976	-	-	-	-	976	-
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.										

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NFRMPO FY 2024 - FY 2027 TIP

Funding in Thousands

Title:	Regional Ozone Planning, Modeling, and Analysis	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Regional Air Quality Council	Federal	STBG	50	-	50	50	-	-	100	-
STIP ID:	SST7005.010	Local	L	10	-	10	10	-	-	20	-
TIP ID:	2022-006		Total	60	-	60	60	-	-	120	-
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.										

[illegible][illegible][illegible]

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NFRMPO FY 2024 - FY 2027 TIP

Funding in Thousands

[illegible]

Title:	US 34 EB Widening Construction	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 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										

[illegible]

Safety

[illegible]

Title:	Region 4 Traffic Signals	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG	3,828	-	547	375	375	375	1,672	-
STIP ID:	SR46668	State	SHF	375	-	65	65	65	65	260	-
TIP ID:	P-17		Total	3,828	-	612	440	440	440	1,932	-

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
SNF5788.045	SH257 & Eastman Park Drive	CDOT Region 4	\$ 146
SR46668.999	CO 14 & LCR 5 Signal	CDOT Region 4	\$ 491

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Various Below	Federal	HSIP	3,840	5,972	5,211	1,912	-	-	13,095	-
STIP ID:	SR46666	State	SHF	-	411	277	-	-	-	688	-
TIP ID:	P-20	Local	L	490	296	258	212	-	-	766	-
Type:	Safety Improvements	Local	LOM	94	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis		Total	4,330	6,679	5,746	2,124	-	-	14,549	-

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	\$ 774
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
SR46666.099	Signal Upgrades (13 Locations)	City of Fort Collins	\$ 285
SR46666.100	Pedestrian Intersection Imp.	City of Fort Collins	\$ 463
SR46666.101	Remington St & Mulberry St	City of Fort Collins	\$ 500
SR46666.102	1st St & Washington Ave	City of Loveland	\$ 450
SR46666.106	Bingham Hill Rd (CR 50E) Shoulders	Larimer County	\$ 427

Grants: Safe Routes to School

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Various Below	Federal	STBG	1,329	-	746	-	-	-	746	-
STIP ID:	SR47001	Local	L	341	-	186	-	-	-	186	-
TIP ID:	P-24	Local	LOM	499	-	-	-	-	-	0	-
Type:	Bike/Ped		Total	2,169	-	932	-	-	-	932	-

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	Total Current Project Cost
SR47001.038	Bike/Ped Crossings Zach Elementary SRTS	\$932K

STATE

Title:	Region 4 ADA Pool	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	SHF	4,000	-	-	-	-	-	0	-
STIP ID:	SR47021		Total	4,000	-	-	-	-	-	0	-

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	Total Current Project Cost
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Multimodal Transportation and Mitigation Options Fund (MMOF)

Title:	West Elizabeth Corridor Design	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	MMOF	-	1,232	-	-	-	-	1,232	-
STIP ID:	SR47007.024	State	MMOF	750	-	-	-	-	-	0	-
TIP ID:	2020-025	Local	L	750	1,232	-	-	-	-	1,232	-
Type:	Transit	Local	LOM	-	36	-	-	-	-	36	-
Air Quality:	Exempt from conformity analysis		Total	1,500	2,500	-	-	-	-	2,500	-

Description: Engineering design for West Elizabeth from Overland to Mason(FY2019 MMOF: 30% preliminary design, FY2023 MMOF: 100% design)

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NFRMPO FY 2024 - FY 2027 TIP

Funding in Thousands

[illegible]

Title:	Centerra Trail	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Loveland	Federal	TAP	649	76	-	-	-	-	76	-
STIP ID:	SR47020.038	State	MMOF	459	41	-	-	-	-	41	-
TIP ID:	2020-023	Local	L	121	4	-	-	-	-	4	-
Type:	Bike/Ped Facility		Total	1,229	121	-	-	-	-	121	-
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.8 miles of trail										

Title:	Laporte Ave Improvements - Fishback to Sunset	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	TAP	-	750	2,500	-	-	-	3,250	-
STIP ID:	SR47020.037	State	MMOF	-	250	-	-	-	-	250	-
TIP ID:	2020-026	Local	L - TAP	-	188	625	-	-	-	813	-
Type:	Bike/Ped	Local	LOM	-	704	-	-	-	-	704	-
Air Quality:	Exempt from conformity analysis		Total	-	1,892	3,125	-	-	-	5,017	-
Description:	1 mile of multimodal improvements including sidewalk, protected bike lanes, on-street bike lanes, and/or multi-use paths										

[illegible]

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NFRMPO FY 2024 - FY 2027 TIP

Funding in Thousands

Title:	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	MMOF	-	347	-	-	-	-	347	
STIP ID:	SR47007.021	Federal	CRP - 6NF	-	195	-	-	-	-	195	-
TIP ID:	2020-031	State	MMOF	-	708	-	-	-	-	708	-
Type:	Bike/Ped	Local	L-MMOF	-	1,055	-	-	-	-	1,055	
Air Quality:	Exempt from conformity analysis	Local	L-CRP		41	-	-	-	-	41	
Description:	Construct grade separated crossing and 0.8 miles of trail	Local	LOM	-	3,210	-	-	-	-	3,210	-
			Total	-	5,555	-	-	-	-	5,555	-

[illegible][illegible]

Title:	COLT Route Expansion	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Loveland	State	MMOF	-	462	-	-	-	-	462	-
STIP ID:	SST7077.060	Local	L	-	462	-	-	-	-	462	-
TIP ID:	2023-016		Total	-	923	-	-	-	-	923	-
Type:	Transit										
Air Quality:	Exempt from Conformity Analysis										
Description:	Operating funds for four years to add one new COLT route.										

Title:	US34 Regional Mobility Hub	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Greeley, CDOT	Federal	CMAQ	-	-	-	1,594	-	-	1,594	-
STIP ID:	SR47007.028	State	MMOF	-	5,000	406	-	-	-	5,406	-
TIP ID:	2023-017	Local	L-CMAQ	-	-	-	331	-	-	331	-
Type:	Transit Capital	Local	L-MMOF	-	3,333	135	-	-	-	3,469	-
Air Quality:	Exempt from Conformity Analysis	Local	LOM	-	14,200	-	-	-	-	14,200	-
Total				-	22,533	542	1,925	-	-	25,000	-

Description: Regional mobility hub paired with a central local travel facility within the Centerplace commercial district, a pedestrian/bike underpass, EV charging stations, and locations for micromobility service, fixed and micro transit, and on-demand transportation pick-up and drop-off.

Title:	Phemister Bridge and Trail	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Larimer County	State	MMOF	-	467	-	-	-	-	467	-
STIP ID:	SR47007.027	Local	L	-	156	-	-	-	-	156	-
TIP ID:	2023-018	Local	LOM	-	222	-	-	-	-	222	-
Type:	Bike and Ped	Total		-	845	-	-	-	-	845	-

Air Quality: Exempt from Conformity Analysis

Description: Construction of a pre-fabricated bridge (65-75' span) over Spring Creek and construct a 1,320 linear foot trail connecting the Prospect Road Underpass to the City of Fort Collins Gardens at Spring Creek.

Title:	On-Route BEB Chargers - STC	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Fort Collins	State	MMOF	-	-	-	1,000	-	-	1,000	-
STIP ID:	SST7077.054	Local	L	-	-	-	1,000	-	-	1,000	-
TIP ID:	2025-004	Total		-	-	-	2,000	-	-	2,000	-

Type: Capital

Air Quality: Exempt from conformity analysis

Description: Design, purchase, and installation of two (2) on-route battery electric bus (BEB) chargers at the Transfort South Transit Center (STC).

Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Various Below	Federal	RMS	844	2,715	-	-	-	-	2,715	
STIP ID:	SR46000	State	SMS	-	3,081	-	-	-	-	3,081	-
TIP ID:	P-26	Local	L	-	1,476	-	-	-	-	1,476	-
Type:	Operations		Total	844	7,272	-	-	-	-	7,272	-

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
SR46000.001	Center Bikeway Improvements - CSU	Colorado State University	\$ 684
SR47020.037	Laporte Ave Improvements - Fishback to Suns	City of Fort Collins	\$1,790
SR46000.002	16th Street Corridor Improvements	City of Greeley	\$2,500
SR46000.004	Eaton Downtown Streetscape	Town of Eaton	\$1,438
SR46000.005	Evans Ditch Trail (37th Street Corridor)	City of Evans	\$1,079

Local

Title:	US34 and 35th Ave Interchange	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Greeley	Local	L	-	-	-	4,800	21,540	21,540	47,880	-
STIP ID:	Unassigned				-	-	4,800	21,540	21,540	47,880	-
TIP ID:	2025-006										

Type: Interchange

Air Quality: Included in Conformity Analysis

Description: Construction of interchange at 35th Ave and US 34.

Title:	US34 and 47th Ave Interchange	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Greeley	Local	L	-	-	-	4,300	19,240	19,240	42,780	-
STIP ID:	Unassigned				-	-	4,300	19,240	19,240	42,780	-
TIP ID:	2025-007										

Type: Interchange

Air Quality: Included in Conformity Analysis

Description: Construction of interchange at 47th Ave and US 34.

FTA 5307 - Urbanized Area Formula Program[illegible]

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NFRMPO FY 2024 - FY 2027 TIP

Funding in Thousands

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5307	7,684	-	2,200	2,200	2,200	2,200	8,800	-
STIP ID:	SST6741.101	Local	L	7,088	-	2,200	2,200	2,200	2,200	8,800	-
TIP ID:	2017-037		Total	14,772	-	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.										

[illegible][illegible][illegible]

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NFRMPO FY 2024 - FY 2027 TIP

Funding in Thousands

[illegible][illegible]**FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program**[illegible][illegible]

Title:	BRT State of Good Repair	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5337	-	614	-	-	-	-	614	-
STIP ID:	SST7071.001	Local	L	-	153	-	-	-	-	153	-
TIP ID:	2023-021		Total	-	767	-	-	-	-	767	-
Type:	Capital Improvements										
Air Quality:	Exempt from conformity analysis										
Description:	Replace, repair, and maintain rolling stock, facilities, technology, and equipment along the Mason Express (MAX) Bus Rapid Transit Guideway.										

[illegible][illegible]

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.

CDOT updated the 2045 Program Distribution Tables for the NFRMPO [2050 RTP](#) based on the most recent funding estimates available including updating the NFRMPO suballocated federal funding programs based on increases resulting from the IIJA.

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

The expenditures in the table summarize all the programming included in the FY 2024-2027 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 2024-2027 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 2024. Additional roll forwards may occur as information becomes available and will be revised into the FY2024-2027 TIP tables through administrative modifications.

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

Table 10: Summary of Revenue and Programming, FY 2024-2027

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

Funding Program	Rolled FY 24	FY 24	FY 25	FY 26	FY 27
Surface Treatment					
Projected Revenue	0	9918	10027	10137	10249
Additional Commitment	0	10439	398	0	0
Expenditure	0	20357	10425	0	0
Balance	0	0	0	10137	10249
Structures On-System					
Projected Revenue	0	1981	2002	2024	2047
Additional Commitment	874	0	0	0	0
Expenditure	874	215	0	0	0
Balance	0	1766	2002	2024	2047
Structures Off-System					
Projected Revenue	0	0	0	0	0
Additional Commitment	4995	0	0	0	0
Expenditure	4995	0	0	0	0
Balance	0	0	0	0	0
Regional Priority Program					
Projected Revenue	0	9000	0	0	0
Additional Commitment	0	55	0	0	0
Expenditure	0	55	0	0	0
Balance	0	9000	0	0	0
Highway Safety Improvement Program (HSIP)					
Projected Revenue	0	2047	2057	2067	2077
Additional Commitment	6679	3699	67	0	0
Expenditure	6679	5746	2124	0	0
Balance	0	0	0	2067	2077
FASTER - Safety					
Projected Revenue	0	3830	3906	4012	4117
Additional Commitment	0	0	0	0	0
Expenditure	0	2550	307	0	0
Balance	0	1280	3599	4012	4117
Transportation Alternatives - CDOT R4 (NFR Allocation)					
Projected Revenue	0	692	698	706	713
Additional Commitment	5666	2433	311	0	0
Expenditure	5666	3125	1003	0	0
Balance	0	0	0	706	713

Transportation Alternatives - NFR

Projected Revenue	0	576	560	563	566
Additional Commitment	1364	87	705	0	0
Expenditure	1364	644	1265	0	0
Balance	0	19	0	563	566

Congestion Mitigation and Air Quality

Projected Revenue	0	6172	6418	6546	6690
Additional Commitment	21801	1734	7770	0	0
Expenditure	21801	7907	14057	0	0
Balance	0	-1	131	6546	6690

Surface Transportation Block Grant

Projected Revenue	0	5216	5358	5783	5922
Additional Commitment	29213	6744	3093	0	0
Expenditure	29213	11760	7397	0	0
Balance	0	200	1054	5783	5922

Carbon Reduction Program (6NF)

Projected Revenue	0	660	673	687	702
Additional Commitment	874	0	0	0	0
Expenditure	874	660	0	0	0
Balance	0	0	673	687	702

Carbon Reduction Program (6CG)

Projected Revenue	0	294	300	306	313
Additional Commitment	350	0	0	0	0
Expenditure	350	60	0	0	0
Balance	0	234	300	306	313

Multimodal Options Fund (MMOF)

Projected Revenue	0	542	2170	2238	2366
Additional Commitment	37014	0	0	0	0
Expenditure	37014	542	2000	0	0
Balance	0	0	170	2238	2366

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	0

ADA

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
Safe Routes to School (SRTS)				
Projected Revenue	0	0	0	0
Additional Commitment	0	932	0	0
Expenditure	0	932	0	0
Balance	0	0	0	0
Strategic Local and Private				
Projected Revenue	0	0	0	0
Additional Commitment	12228	137858	0	0
Expenditure	12228	137858	0	0
Balance	0	0	0	0
FTA 5307				
Projected Revenue	0	15321	15231	15231
Additional Commitment	0	0	0	0
Expenditure	0	15321	15231	15231
Balance	0	0	0	0
FTA 5310				
Projected Revenue	0	607	621	634
Additional Commitment	0	0	0	0
Expenditure	0	607	621	634
Balance	0	0	0	0
FTA 5339				
Projected Revenue	0	547	547	547
Additional Commitment	0	0	0	0
Expenditure	0	547	547	547
Balance	0	0	0	0
FTA 5337				
Projected Revenue	0	0	0	0
Additional Commitment	767	0	0	0
Expenditure	767	0	0	0
Balance	0	0	0	0
FASTER Transit				
Projected Revenue	0	965	965	400
Additional Commitment	200	0	0	0
Expenditure	200	0	0	0
Balance	0	965	965	400
Permanent Water Quality				
Projected Revenue	0	0	0	0
Additional Commitment	0	0	0	0
Expenditure	0	0	0	0
Balance	0	0	0	0

Legislative NFR (State/Federal)					
Projected Revenue	0	0	0	0	0
Additional Commitment	0	500	35341	0	0
Expenditure	0	500	35341	0	0
Balance	0	0	0	0	0
Legislative UFR (State/Federal)					
Projected Revenue	0	0	0	0	0
Additional Commitment	0	9000	9200	0	0
Expenditure	0	0	0	0	0
Balance	0	9000	9200	0	0
Other State Funds					
Projected Revenue	0	0	0	0	0
Additional Commitment	9272	365	65	65	65
Expenditure	9272	300	0	0	0
Balance	0	65	65	65	65
Other Federal Funds					
Projected Revenue	0	0	0	0	0
Additional Commitment	3523	722	550	550	550
Expenditure	3523	0	0	0	0
Balance	0	722	550	550	550
Other Local Funds					
Projected Revenue	0	0	0	0	0
Additional Commitment	0	0	9100	40780	40780
Expenditure	0	0	9100	40780	40780
Balance		0	0	0	0
Total					
Projected Revenue	0	58368	51533	51881	52188
Additional Commitment	134820	174568	66600	41395	41395
Expenditure	134820	209686	99418	57192	57207
Balance	0	23250	18715	36084	36376

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 2024-2027 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 470.103.⁷

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 2024-2027

	Funding Source	Public Transportation	Federal-Aid Highways
Revenue	Federal	\$60,603,951	\$92,498,800
	State	\$3,655,558	\$203,304,015
	Local	\$48,228,539	\$114,088,687
	Directly Generated*	\$15,121,928	\$0
	Total	\$127,609,976	\$409,891,502
Cost	Total	\$101,678,032	\$151,325,971
Balance	Total	\$25,931,944	\$258,565,531

*Directly generated funding includes sources such as fares and advertising

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

APPENDIX A: EQUITY ANALYSIS

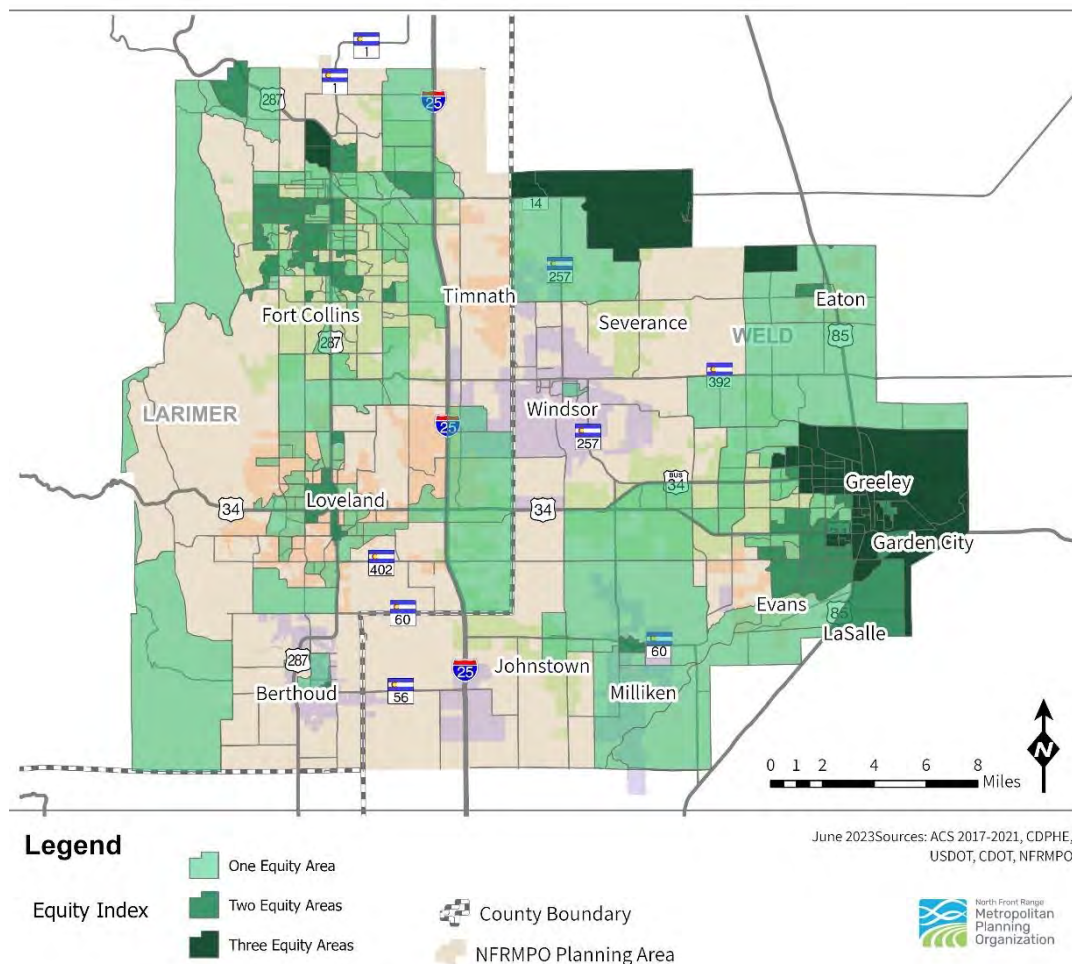
Introduction

The Equity Analysis (formerly referred to as the Environmental Justice (EJ) Analysis) for the FY 2024-2027 TIP identifies the location of equity 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 Equity is to avoid, minimize, or mitigate disproportionately high and adverse impacts on minority populations and low-income populations.

NFRMPO Equity Areas

The NFRMPO has created an Equity Index of census block groups within the NFRMPO area which qualify as disadvantaged based on Justice40, DI Community, or EJ definitions. Census block groups are assigned a score between one and three, based on if they qualify under one, two, or three equity area definitions. The Equity Index map illustrates the census block groups in the region which qualify as disadvantaged based on this criterion. The Equity Index areas within the NFRMPO are displayed in **Figure A-1**.

Figure A- 1: 2023 Equity Index Areas



Equity Analysis

Of the 45 location specific projects included in the Equity analysis for the FY2024-2027 TIP, four projects are within a quarter mile of a census block group designated as disadvantaged under all three definitions. 16 projects each are within a quarter mile of a census block group designated disadvantaged under two definitions and one definition. Overall, 80 percent of projects are within an equity index area, and 20 percent of projects are not located in an equity index area, as illustrated in **Figure A-2**. All location specific projects are included in **Table A-1** which records the impact of the benefits, burdens, and outreach activities related to each individual project. The Equity Analysis is conducted by project sponsors either during the project application process (for NFRMPO awarded projects) or at the time of inclusion in the TIP for any non-NFRMPO awarded projects.

Figure A- 2: Equity Index Areas and FY 2024-2027 TIP Projects by Project Type

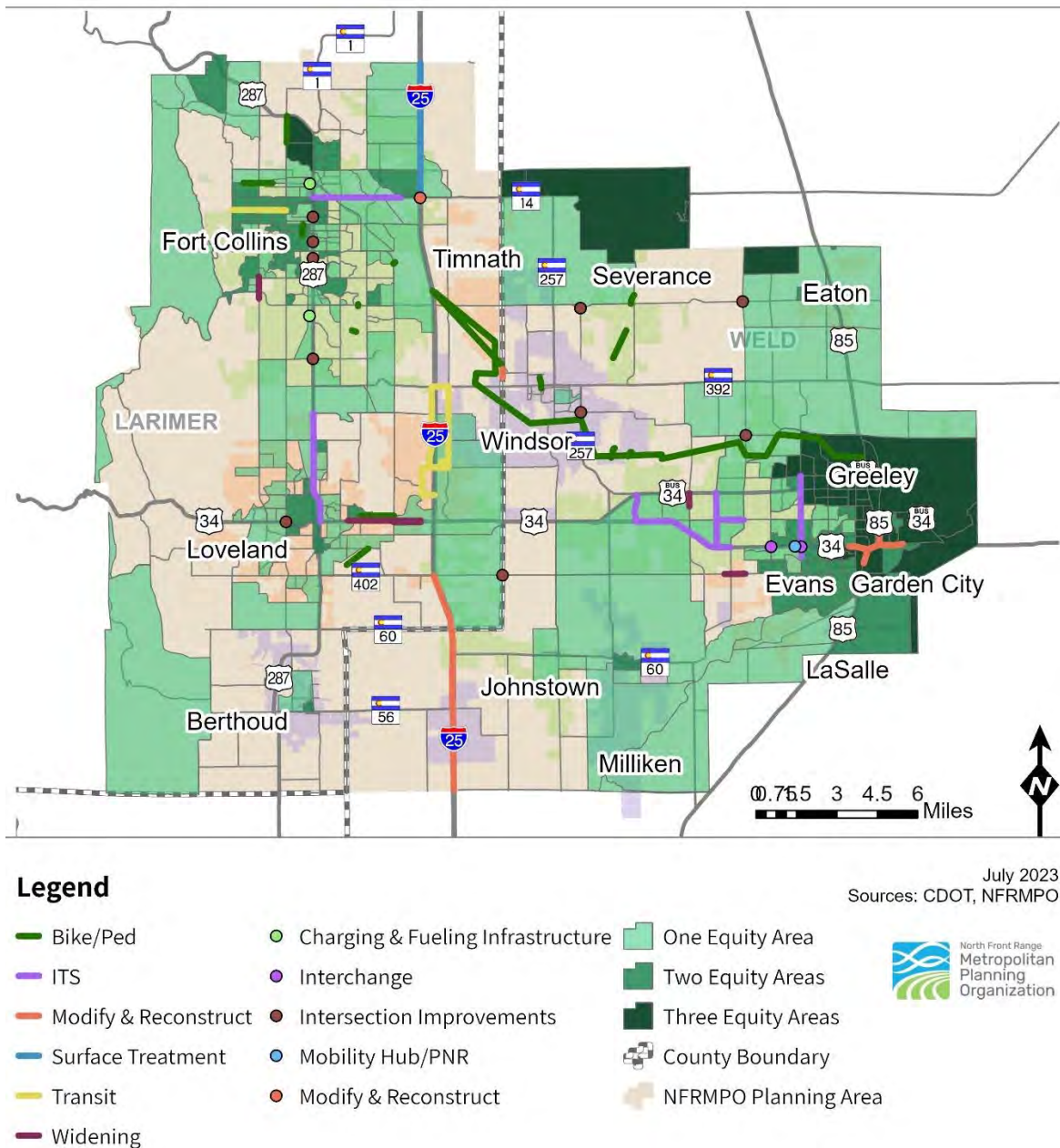


Table A- 1: Equity Analysis for Location Specific Projects

Criteria	CR 19 (Taft Hill) Improvements	59th Avenue and O Street Roundabout	US 287 Intersection Improvements	Phase 3 Fiber	N Taft Ave & US34 Intersection Improvements
Project Information					
Project included in the FY 2023-2026 TIP	Yes	Yes	Yes	Yes	Yes
Within 1/4 mile of Equity Index Area	Yes	Yes	Yes	Yes	Yes
Sponsor	Fort Collins	Greeley	Fort Collins	Greeley	Loveland
TIP ID	2022-005	2020-011	2021-002	2022-003	2022-004
Project Type	Widening	Intersection Improvements	Operations	Operations	Intersection Improvements
Funding Source	STBG	STBG	STBG	CMAQ	CMAQ
Call Awarded	2018	2016	2016	2018	2018
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	Yes	No	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	No	Yes	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	Yes	No	No	No

Criteria	US 34 Widening – Boise to Rocky Mountain Ave	83 rd Avenue Roadway Improvements	Poudre River Trail Realignment	WCR 13 Alignment Improvements	Poudre River Regional Trail Windsor to Timnath Connection
Project Information					
Project included in the FY 2023-2026 TIP	Yes	Yes	Yes	Yes	Yes
Within 1/4 mile of Equity Index Area	Yes	Yes	No	No	Yes
Sponsor	Loveland	Greeley	Windsor	Windsor	Larimer
TIP ID	2023-005	2023-006	2022-001	2023-008	2020-022
Project Type	Widening	Widening	Bike/Ped Facility	Modify & Reconstruct	Bike/Ped Facility
Funding Source	STBG	STBG	TA	STBG	MMOF
Call Awarded	2018	2018	2018	2018	2019
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	No	Yes	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 & biking)	No	Yes	Yes	No	Yes

Criteria	Centerra Trail	Laporte Ave Improvements - Fishback to Sunset	WCR23/ Great Western Trail	SH 287 West Sidewalk Gap
Project included in the FY 2023-2026 TIP	Yes	Yes	Yes	Yes
Within 1/4 mile of Equity Index Area	Yes	Yes	No	Yes
Sponsor	Loveland	Fort Collins	Severance	Loveland
TIP ID	2020-023	2020-026	2020-029	2020-032
Project Type	Bike/Ped	Bike/Ped Facility	Bike/Ped Facility	Bike/Ped Facility
Funding Source	MMOF	MMOF	MMOF	MMOF
Call Awarded	2019	2019	2019	2019
Burdens				
Bodily impairment, infirmity, illness, or death	No	No	No	No
Air, noise, and water pollution and soil contamination	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
Adverse impacts on community cohesion or economic vitality	No	No	No	No
Noise and vibration	No	No	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No	No	No
Benefits				
Decrease in travel time	No	No	No	No
Improved air quality	No	No	No	No
Expanded access to employment opportunities	No	No	No	No
Improved access to transit options and alternative modes of transportation (walking & biking)	Yes	Yes	Yes	Yes

Criteria	North LCR-17 Expansion	
Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	Yes	
Project Sponsor	Larimer County	
TIP ID	2021-001	
Project Type	Bike & Ped	
Funding Source	TA/STBG/CRP/PNF	
Call Awarded	2018 & 2022	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens	Typical construction activity dust, noise, smells, vibrations, etc are anticipated. No water pollution or soil contamination are anticipated, even during construction. Typical construction traffic congestion during normal construction traffic control operations can be expected. No isolation, exclusion or separation are anticipated.	
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	Widening travel lanes and including a 6' shoulder as a buffer between vehicular traffic and bicyclists and pedestrians will improve the safety and reliability of the roadway. Providing a safer corridor for multimodal use will allow greater access to transit options and alternative modes of transportation connecting to the urban areas of Fort Collins, improving employment opportunities.	
Outreach		
Individual letters were mailed to each affected property owner including project updates. Signs have been posted along the corridor identifying the project number and contact information.		
Criteria	Siphon Overpass	

Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	No	
Project Sponsor	Fort Collins	
TIP ID	2020-031	
Project Type	Bike/Ped	
Funding Source	MMOF & CRP	
Call Awarded	2019 & 2022	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	Construction activities will have minor impacts such as noise. The trail may have partial or full closures for short durations during construction. However, the City and contractor will make every effort to minimize impact severity and duration.	
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 will eliminate the need for many trial users to travel up to 2 miles to access the Power Trail and the adjacent roadway and trail networks. The new crossing will provide connection to homes (existing and planned), businesses, a school, and a future trail to the east. The Project will expand access to the regional trail network as well as existing transit.	
Outreach		
The Project was identified in a grade-separated crossing study as one of the highest priorities of the City of Fort Collins. The study was presented at and reviewed by various boards, commissions, and advocacy groups. During design and construction, the Project will maintain a website and the design will be presented at boards, commissions, advocacy groups, and to various stakeholders. Outreach will continue through design and construction.		
Criteria	West Elizabeth Corridor Design	
Project Information		

Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	Yes	
Project Sponsor	Fort Collins	
TIP ID	2020-025	
Project Type	Study	
Funding Source	MMOF	
Call Awarded	2019 & 2022	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	Because this is a planning project only, there are no anticipated burdens. The future construction of the West Elizabeth Enhanced Travel Corridor will reduce pollution, noise and traffic congestion in the area. The City of Fort Collins is actively working through the NEPA process with the 30% design of the corridor.	
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	Finalizing the design of the West Elizabeth corridor is necessary to enter into construction of the project. The construction of this project will accomplish the following: a bus rapid transit system comprised of zero emission buses, pedestrians will have access to consistent, ADA-compliant, detached sidewalks; and enhanced crossings and protected intersections.	
Outreach		
The West Elizabeth project team held two open houses on July 9, 2021. A virtual feedback option was also open until July 31, 2021 and a second virtual feedback option was open until November 1, 2021. Additionally, common themes from previous public engagement opportunities were addressed in the adopted West Elizabeth Enhanced Corridor Plan.		
Criteria	Poudre Trail Wayfinding – I25 to Island Grove Park	
Project Information		
Project included in the FY 2023-2026 TIP	Yes	

Within 1/4 mile of Equity Index Area	Yes
Sponsor	Windsor
TIP ID	2023-010
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	
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 2023-2026 TIP	Yes

Within 1/4 mile of Equity Index Area	Yes
Project Sponsor	Loveland
TIP ID	2024-001
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	
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	35 th Avenue Adaptive Signal Control Technology
Project Information	
Project included in the FY 2023-2026 TIP	Yes

Within 1/4 mile of Equity Index Area	Yes
Project Sponsor	Greeley
TIP ID	2024-002
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	
<p>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.</p>	

Criteria	Mulberry Street Traffic Signal Synchronization
Project Information	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	Yes
Project Sponsor	Fort Collins
TIP ID	2024-003
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	
<p>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.</p>	

Criteria	US287 Signal Coordination Improvements - Loveland
Project Information	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	Yes
Project Sponsor	Loveland
TIP ID	2024-004
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	
None Provided	

Criteria	On-Route Battery Electric Bus Chargers
Project Information	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	Yes
Project Sponsor	Fort Collins
TIP ID	2024-005
Project Type	Charging and Fueling Infrastructure
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	
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
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Project Information	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	N/A
Project Sponsor	Loveland
TIP ID	2024-006
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	None Provided
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	
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 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	No
Project Sponsor	Windsor
TIP ID	2020-013
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	
<p>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.</p>	

Criteria	US 287 and Trilby Intersection Improvements
Project Information	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	Yes
Project Sponsor	Fort Collins
TIP ID	2023-002
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	
<p>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.</p>	

Criteria	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout
Project Information	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	Yes
Project Sponsor	Weld County, Larimer County
TIP ID	2024-007
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	
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 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	Yes
Project Sponsor	Loveland
TIP ID	2025-001
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	
<p>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.</p>	

Criteria	37th Street Widening Phase 3
Project Information	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	No
Project Sponsor	Evans
TIP ID	2025-002
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	
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.	

Criteria	I-25 and CO14 Interchange Improvements
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Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	Yes	
Project Sponsor	CDOT Region 4	
TIP ID	2023-020	
Project Type	Modify & Reconstruct	
Funding Source	Various	
Call Awarded	N/A	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	Possible
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	Possible
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens	N/A	
Benefits		
Decrease in travel time	Yes	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	Improved floodplain safety	
Outreach		
CDOT will reach out early and often once a design consultant is selected. CDOT has not advertised the RFP to date, and it will be about a 4 month process after advertisement before the consultant will have Notice to Proceed.		

Criteria	US34 and US85 Interchange	
Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	Yes	
TIP ID	2024-011	
Project Sponsor	CDOT Region 4	
Project Type	Modify & Reconstruct	
Funding Source	Various	
Call Awarded	N/A	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	N/A	
Benefits		
Decrease in travel time	Yes	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	
Additional Anticipated Benefits	Safety improvements	
Outreach		
Although CDOT has reached to the public and municipalities during the study for the ultimate configuration which included discussion of this project phase, CDOT does not anticipate the need for additional public meetings since all of the work of this project phase will be within the current ROW and should have very limited to no environmental impacts.		

Criteria	I-25 Segment 5 (CO56 to CO66)	
Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	No	
Project Sponsor	CDOT Region 4	
TIP ID	2023-019	
Project Type	Modify & Reconstruct	
Funding Source	Legislative/Various	
Call Awarded	N/A	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens	N/A	
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 will replace aging and functionally obsolete infrastructure, increase safety, provide drivers with the choice of a new, reliable travel lane, and increase public transit options. The Project will Incorporate multimodal options, such as carpool lots, future trail preservations, and greenhouse gas reducing measures.	
Outreach		
An Environmental Justice analysis document was prepared as part of the North I-25 EIS in 2011 which included specialized outreach efforts for minority and low-income populations. Additional outreach was conducted during the development of the Statewide Transportation Plan adopted in August 2020. Project outreach will continue and include virtual town meeting presentations, updates and videos of planned and completed work continuously posted on various social media platforms, and virtual public meetings.		

Criteria	I-25 NB and SB Diamond Grind: CO 1 North	
Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	Yes	
Project Sponsor	CDOT Region 4	
Project Type	Surface Treatment	
Funding Source	SUR (Surface Treatment Pool)	
Call Awarded	N/A	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	None Anticipated	
Benefits		
Decrease in travel time	No	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	
Additional Anticipated Benefits	Increased drivability life and improved safety from enhanced roadway surface.	
Outreach		
The project will follow CDOT's communications management process to share relevant information with travelers on N. I-25 and other stakeholders.		

Criteria		US34 Regional Mobility Hub	
Project Information			
Project included in the FY 2023-2026 TIP		Yes	
Within 1/4 mile of Equity Index Area		Yes	
Project Sponsor		Greeley, CDOT	
TIP ID		2023-017	
Project Type		Mobility Hub	
Funding Source		MMOF, CMAQ	
Call Awarded		2022	
Burdens		Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death		No	No
Air, noise, and water pollution and soil contamination		No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services		No	No
Adverse impacts on community cohesion or economic vitality		No	No
Noise and vibration		Yes	No
Increased traffic congestion, isolation, exclusion, or separation		No	No
Additional Anticipated Burdens		It is anticipated that the construction of the Mobility Hub will have short term noise and vibration burdens due to normal construction activities. These burdens will not occur post construction.	
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 will provide for more efficient travel in the project area, encourage electric vehicles in the community, as well as providing non-motorized travel options. The Mobility Hub will be a connector for the residential area to the schools, Centerplace, and hospitals immediately surrounding the Mobility Hub, which are areas of employment opportunities.	
Outreach			
The City of Greeley also has a very thorough public outreach process that will begin once the funding has been secured and continue throughout the construction phase. The City of Greeley has significant support for this project which was demonstrated as part of the 2021 RAISE grant application. Additionally, the Mobility Hub at Centerplace is included and shown as a part of LINKNoCo . The City has received numerous support letters from the Governor, US Senators, NFRMPO and others attached. Additional Information can be found on the project website .			
Criteria		Phemister Bridge and Trail	

Project Information			
Project included in the FY 2023-2026 TIP	Yes		
Within 1/4 mile of Equity Index Area	Yes		
Project Sponsor	Larimer County		
TIP ID	2023-018		
Project Type	Bike and Ped		
Funding Source	MMOF		
Call Awarded	2022		
Burdens	Short Term (Construction)	Long Term (Post Construction)	
Bodily impairment, infirmity, illness, or death	No	No	
Air, noise, and water pollution and soil contamination	No	No	
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No	
Adverse impacts on community cohesion or economic vitality	No	No	
Noise and vibration	Yes	No	
Increased traffic congestion, isolation, exclusion, or separation	No	No	
Additional Anticipated Burdens	Anticipated noise from earth-moving equipment to grade the trail and bridge. No anticipated closures of the Spring Creek Trail to construct the project as the Gardens on Spring Creek have already constructed their trail stub into their Great Lawn under a previous project. The bridge over Spring Creek will require "No-Rise" design in the flood plain to maintain existing flow and course.		
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 provides safe trail access for commuters. Air quality improved by reducing SOVs (7900 AADT - Center Ave). The trail connects 3 large activity centers (CSU Main & South Campus; Federal Center) and bi-directional transit stops for campus route (MMI 11 & 8) on Center Avenue.		
Outreach			
CSU Senior Engineering Students designed and cost-estimated the bridge and trail project for a Senior Capstone Project and presented this project at the Fort Collins Bicycle Open House. They also conducted a survey at the Gardens on Spring Creek of visitors to better understand demand for the trail. CSU and Bike Fort Collins conducted an open house at a student-housing development about the trail and risks of wrong-way riding. CSU and City of Fort Collins through the SPAR process will conduct neighborhood outreach about the project.			

Criteria	11 th St Multimodal Improvements
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Project Information			
Project included in the FY 2023-2026 TIP		Yes	
Within 1/4 mile of Equity Index Area		No	
Project Sponsor		Windsor	
TIP ID		2023-014	
Project Type		Multimodal Improvements	
Funding Source		MMOF	
Call Awarded		2022	
Burdens	Short Term (Construction)	Long Term (Post Construction)	
Bodily impairment, infirmity, illness, or death	No	No	
Air, noise, and water pollution and soil contamination	No	No	
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No	
Adverse impacts on community cohesion or economic vitality	No	No	
Noise and vibration	Yes	No	
Increased traffic congestion, isolation, exclusion, or separation	Yes	No	
Additional Anticipated Burdens	Typical construction noise and traffic control are anticipated during regular working hours (striping removal, equipment noise).		
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)	Yes		
Additional Anticipated Benefits	Decrease in travel time and improved air quality could be benefits of this project if the existing RRFB crossing Main St east of the 11th St intersection is warranted to be removed and replaced by improvements at the SH392 & 11th St signalized intersection. The Town's current Design project includes evaluation of the existing RRFB crossing and analyses of each intersection along 11th St corridor.		
Outreach			
Olsson will develop in 2022 a public engagement plan that incorporates coordination and collaboration with the Windsor Police Department, Windsor Community Recreation Center, Windsor High School, and the Development team(s). Includes time for coordination meetings during Design to listen to community members, knowing that community buy-in is critical to project implementation. One formal public meeting is assumed after developing preliminary design plans and coordination with the stakeholders. Olsson will develop exhibits for the public event and plan to attend the public open house meeting in person.			

Criteria	COLT Route Expansion
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Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	Yes	
Project Sponsor	Loveland	
TIP ID	2023-016	
Project Type	Transit	
Funding Source	MMOF	
Call Awarded	2022	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	None Reported	
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	Addition of a transit route improves access to human services and employment opportunities while improving air quality by reducing single occupancy vehicles.	
Outreach		
This project is identified in the Connect Loveland Master Plan that is awaiting adoption and went through the public involvement process and public outreach associated with creating the plan.		
Upon notification of award additional public outreach targeted at residents within the service area will be performed following COLT's Title VI public involvement plan.		

Criteria	William Neil/Ziegler Int Improvements	
Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	Yes	
Project Sponsor	City of Fort Collins	
TIP ID	2024-010	
Project Type	Bike/Ped Improvements	
Funding Source	TA	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	None Reported	
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	Although a potential signalized pedestrian crossing may not have significant air quality benefits in the short term, encouraging a mode shift from vehicles to non-motorized transportation will likely have long-term air quality benefits. By providing a safe multimodal connection, the Project supports this mode shift.	
Outreach		
The City has received numerous requests from the public for an improved pedestrian and bicycle crossing at the intersection, including requests through the Active Modes Plan update, which is currently underway. Extensive outreach has occurred for the Poudre River Trail completion. For this Project specifically, the City will develop a project website and potentially conduct open house events or discuss the project and transportation fairs.		

Criteria	Power Trail Grade Separated Crossing	
Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	No	
Project Sponsor	City of Fort Collins	
TIP ID	2024-008	
Project Type	Bike/Ped	
Funding Source	CMAQ	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens	Construction activities will have minor impacts such as noise. Vehicular traffic on Harmony Road may have partial or full closures during construction. However, the City and contractor will make every effort to minimize impact severity and duration.	
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 will complete the final missing segment of regionally significant trail from the Poudre River Corridor to the Big Thompson Corridor. As a result, vulnerable populations will have safe, comfortable connectivity throughout the region, including access to schools, employment opportunities, businesses, and recreation destinations.	
Outreach		
The Project was identified in a grade-separated crossing study as the highest priority. The study was presented at various boards, commissions, and advocacy groups. The Project maintains a website and has been presented at boards, commissions, advocacy groups, a transportation fair, and to various stakeholders. Outreach will continue through design and construction.		

Criteria	Great Western Trail Crossing & Paving	
Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	Yes	
Project Sponsor	Severance	
TIP ID	2025-003	
Project Type	Bike/Ped Improvements	
Funding Source	STBG/TA	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	Potential burdens include limited access for adjacent residents during construction.	
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)	Yes	
Additional Anticipated Benefits	Safe routes to school for residents, improved and safer routes to parks, Town amenities, and the larger trail network in the region.	
Outreach		
The Town of Severance conducted outreach through Open Houses and discussions with residents at Town sponsored events and has heard a community need and desire for better and safer pedestrian crossings.		

Criteria	CR74 and CR31 Roundabout	
Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	Yes	
Project Sponsor	Weld County	
TIP ID	2025-005	
Project Type	Intersection Improvements	
Funding Source	CMAQ	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	There are no anticipated burdens to the local community.	
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		
Targeted public outreach occurred during the development of the Weld County Road 74 Access Control Plan planning effort. Staff continually informs the public of projects occurring along the corridor.		

Criteria	Harmony Rd & CR19 Int Improvements	
Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	Yes	
Project Sponsor	Severance	
TIP ID	2024-009	
Project Type	Intersection Improvements	
Funding Source	STBG	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	Yes
Additional Anticipated Burdens	There are no anticipated burdens to the local community.	
Benefits		
Decrease in travel time	Yes	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	
Additional Anticipated Benefits	Improved safety at a major intersection, improvements to major freight route.	
Outreach		
Town staff has completed outreach with Town residents at Severance Days. Through Town Council meetings, all of which are open to the public and publicly noticed, we have conducted an Intersection Control Analysis review and received citizen support for signaling the intersection. Town staff has also coordinated with neighboring property owners and utility companies in the area. Town staff would be willing to do additional outreach if required.		

Criteria	On-Route BEB Chargers - STC	
Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	Yes	
Project Sponsor	City of Fort Collins	
TIP ID	2025-004	
Project Type	Charging and Fueling Infrastructure	
Funding Source	MMOF	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	Transfort believes that this project will qualify for a Categorical Exclusion under NEPA.	
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 South Transit Center will reduce greenhouse gas and particulate matter emissions, reduce noise pollution, and improve quality of life adjacent to the service area. Transitioning to an electric fleet will minimize disproportionately high and adverse health and environmental effects on low income and EJ populations.	
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	
Project Information	US34 and 35 th Ave Interchange
Project included in the FY 2023-2026 TIP	No
Project located within ¼ mile of an Equity Index Area	Yes
Project Sponsor	City of Greeley
Project Type	Interchange
Funding Source	Local/State/Federal
Call Awarded	N/A
Burdens	Short Term (Construction)
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	In addition to typical construction dust, noise, and standard construction delay, no further burdens anticipated.
Benefits	Long Term (Post Construction)
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	\$107M travel time benefit. \$38M in safety benefits over 20-year period together with 47 th Ave interchange. Almost \$7M in emissions reduction anticipated over 20-year period together with 47 th Ave interchange, enhanced transit facilities resulting in \$14M benefit over 20-years in conjunction with 47 th Ave interchange and Mobility hub.
Outreach	
<p>Outreach was conducted as part of the US 34 PEL study between 2017 and 2018 involving the interchange alternatives and overall corridor. Future outreach will continue once the MERGE project continues. This will be intended to engage residents and businesses about construction activity and final details</p>	

Criteria	
Project Information	US34 and 47th Ave Interchange
Project included in the FY 2023-2026 TIP	No
Project located within ¼ mile of an Equity Index Area	Yes
Project Sponsor	City of Greeley
Project Type	Interchange
Funding Source	Local/State/Federal
Call Awarded	N/A
Burdens	<div>Short Term (Construction)</div> <div>Long Term (Post Construction)</div>
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	In addition to typical construction dust, noise, and standard construction delay, no further burdens anticipated.
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	\$107M travel time benefit. \$38M in safety benefits over 20-year period together with 35 th Ave interchange. Almost \$7M in emissions reduction anticipated over 20-year period together with 35 th Ave interchange, enhanced transit facilities resulting in \$14M benefit over 20-years in conjunction with 35 th Ave interchange and Mobility hub.
Outreach	
Outreach was conducted as part of the US 34 PEL study between 2017 and 2018 involving the interchange alternatives and overall corridor. Future outreach will continue once the MERGE project continues. This will be intended to engage residents and businesses about construction activity and final details	

APPENDIX B: AIR QUALITY FINDINGS

Conformity Determination

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

GHG Transportation Report

The most current GHG Transportation Report as required by the GHG Planning Standard can be found on the GHG page of the NFRMPO website: <https://nfrmpo.org/air-quality/ghg/>. The resolution of adoption of the GHG Transportation Report for the FY2024-2027 TIP and the 2050 RTP by the NFRMPO Planning Council on July 6, 2023 is included.

RESOLUTION NO. 2023-15
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING CONFORMITY DETERMINATIONS FOR THE NORTH FRONT RANGE METROPOLITAN PLANNING
AREA FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE FISCALLY
CONSTRAINED 2050 REGIONAL TRANSPORTATION PLAN (RTP) AND FOR THE NORTHERN SUBAREA OF
THE UPPER FRONT RANGE TRANSPORTATION PLANNING REGION 2045 RTP AND THE FY2024-2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

WHEREAS, 23 CFR §450 requires the development of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs) through a continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the Planning Council as the MPO is the agency responsible for developing and amending the RTP and TIP; and

WHEREAS, a portion of the City of Fort Collins is currently designated as a maintenance area for carbon monoxide (CO) for which the Planning Council performs conformity determinations; and

WHEREAS, the Planning Council through a Memorandum of Agreement (MOA) (2008) has agreed to perform ozone conformity determinations for the Northern Subarea of the Denver Metro-North Front Range 8-hour ozone nonattainment area which includes the North Front Range metropolitan planning area and portions of Larimer and Weld counties outside the NFRMPO boundary, but are contained within the Upper Front Range Transportation Planning Region (UFRTPR); and

WHEREAS, the Northern Subarea of the Denver Metro-North Front Range 8-hour ozone nonattainment area was expanded in December 2021 to include all of Weld County to the state line; and

WHEREAS, the NFRMPO is required to update the 2050 RTP to be in compliance with the State of Colorado GHG Planning Standard; and

WHEREAS, the Planning Council received no public comment opposing the finding of conformity during the public comment period or during the public hearing.


NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council determines the FY2024-2027 TIP, the 2050 RTP, a portion of the Upper Front Range 2045 RTP, and a portion of the Colorado FY2024-2027 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity determinations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of September 2023.


Scott K James (Sep 8, 2023 12:25 MDT)

Scott James, Chair

ATTEST:


Suzette Mallette (Sep 8, 2023 13:10 MDT)

Suzette Mallette, Executive Director

RESOLUTION NO. 2023-12
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE NFRMPO GREENHOUSE GAS (GHG) TRANSPORTATION REPORT

WHEREAS, 23 CFR §450.324 requires development through continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs); and

WHEREAS, pursuant to the legislation above, the North Front Range Transportation & Air Quality Planning Council (NFRTP & AQPC) was designated by the Governor of the State of Colorado as the MPO responsible for carrying out the transportation planning process, and for developing and amending the RTP; and

WHEREAS, Colorado Senate Bill 21-260 specified implementing relevant measures pursuant to § 25-7-105, C.R.S.; reducing GHG emissions to help achieve statewide GHG pollution reduction targets established in House Bill 19-1261 (now codified in § 25-7-102(2)(g) and 105(1)(e), C.R.S.); and considering the role of land use in the transportation planning process; and

WHEREAS, the NFRMPO will provide the GHG Transportation Report containing a GHG emissions analysis, to the Transportation Commission at least 30 days prior to adoption by the Planning Council of the 2050 RTP in accordance with the Planning Rules demonstrating 2050 RTP is in compliance with the GHG Reduction Levels in Table 1 of the Planning Rules; and

WHEREAS, under Rule 8.05 of the Planning Rules, the Transportation Commission, within 30 days of receipt of the GHG Transportation Report or at the next regularly scheduled Transportation Commission meeting, whichever is later, shall determine whether the applicable GHG Reduction Levels in Table 1 have been met and the sufficiency of any GHG Mitigation Measures needed for compliance; and

WHEREAS, the Transportation Commission will review the NFRMPO’s GHG Transportation report on August 16, 2023 to determine compliance of the concluded the NFRMPO’s GHG Transportation Report with the Planning Rules;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council adopts the NFRMPO Greenhouse Gas (GHG) Transportation Report, for the 2050 RTP.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of July 2023.

Scott K. James

Scott K. James (Jul 7, 2023 07:36 MDT)

Scott James, Chair

ATTEST:

Suzette Mallette

Suzette Mallette (Jul 7, 2023 09:58 MDT)

Suzette Mallette, Executive Director

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 2022 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 IIJA (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 2050 Regional Transportation Plan, the FY2024-2027 NFRMPO TIP, the NFRT&AQPC's FY2024-2025 UPWP, and the 2023 CMP have met all the above requirements.

ATTEST:

Suzette Mallette

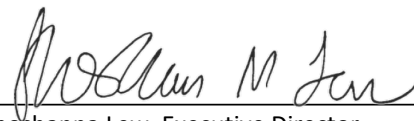
Suzette Mallette (Sep 11, 2023 08:41 MDT)

Suzette Mallette, Executive Director
NFRT&AQPC

Scott K. James

Scott K. James (Sep 11, 2023 08:36 MDT)

Scott James, Planning Council Chair
NFRT&AQPC



Shoshanna Lew, Executive Director
Colorado Department of Transportation

APPENDIX D: STATE CONCURRENCE AND APPROVAL

(to be provided)



November 6, 2023

Mr. John Cater
Colorado Division Administrator
Federal Highway Administration
12300 W. Dakota Avenue, Suite 180
Lakewood, Colorado 80228

Ms. Cindy Terwilliger
Region 8 Administrator
Federal Transit Administration
Byron Rogers Federal Building
1961 Stout Street, Suite 13-301
Denver, Colorado 80294

Dear Mr. Cater and Ms. Terwilliger:

Pursuant to 23 U.S.C. 134 (j) (1) (d), I am submitting my approval of the Transportation Improvement Program (TIP) for the North Front Range Metropolitan Planning Organization (NFRMPO) for state fiscal years 2024 through 2027. The TIP was adopted by the NFRMPO Council on September 7, 2023, and the Colorado Department of Transportation (CDOT) certifies the accuracy of projects and fiscal constraints for this new NFRMPO TIP. The TIP was adopted in accordance with the Infrastructure Investment and Jobs Act (IIJA) of 2021.

For your information, supporting documentation is included with this request:

- NFRMPO Board Resolution adopting the TIP
- Self-Certification of the Planning Process
- CDOT Division of Accounting and Finance verification of TIP fiscal constraint
- CDOT Region 4 Transportation Director Concurrence with NFRMPO TIP
- Letter of Greenhouse Gas adherence from APCD
- Resolution from Colorado Transportation Commission for GHG Acceptance

The full NFRMPO FY2024 – FY2027 TIP can be found on the NFRMPO website at:
[NFRMPO TIP](#)

If you have any questions regarding these documents, please contact Marissa Gaughan, CDOT Multimodal Planning Branch Manager, (303) 512-4235.

Sincerely,

A handwritten signature in blue ink that reads "Jared Polis".

Jared Polis
Governor

cc: Darius Pakbaz - Director, CDOT Division of Transportation Development
Marissa Gaughan - CDOT MPB Branch Manager
Aaron Willis - CDOT Statewide and Regional Planning Manager
Jason Smith - CDOT Region 3 Transportation Director
Dana Brosig - Grand Valley MPO Director

APPENDIX E: FHWA CONFORMITY DETERMINATION

(to be provided)



U.S. Department
of Transportation
**Federal Highway
Administration**

Colorado Division

12300 W. Dakota Ave., Suite #180
Lakewood, Colorado 80228

November 8, 2023

Suzette Mallette
Executive Director, NFRMPO
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

Subject: Conformity Determination for the NFRMPO FY 2024-2027 TIP

Dear Ms. Mallette:

In accordance with the Clean Air Act of 1990, as amended, and 23 CFR 450, the U.S. Department of Transportation (US DOT) is required to make an air quality conformity determination for Regional Transportation Plans (RTP) and Transportation Improvement Programs (TIP) in non-attainment and maintenance areas. Consistent with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Region 8 Memorandum of Agreement (MOA) for Transportation Planning Oversight, the FHWA Colorado Division office signs the letter on behalf of FTA Region 8.

On September 7, 2023, the North Front Range Planning Organization (NFRMPO) adopted an air quality conformity determination for the Denver Metro/North Front Range (Northern Subarea) 8-hour Ozone nonattainment area and for the Fort Collins Carbon Monoxide (CO) maintenance area for the North Front Range Metropolitan Planning Area 2050 RTP, the FY24-27 NFRMPO TIP, the Northern Subarea of the Upper Front Range Transportation Planning Region (UFR TPR) 2045 RTP, and for the Northern Subarea of the UFR TPR portion of the FY24-27 Statewide Transportation Improvement Program (STIP). The NFRMPO adopted the conformity determination in its capacity as the Metropolitan Planning Organization.

Based on our evaluation of the NFRMPO conformity determination, in coordination with the Environmental Protection Agency (EPA) Region 8, the Denver Regional Council of Governments (DRCOG), the NFRMPO, the Colorado Air Quality Control Commission (AQCC), the Regional Air Quality Council (RAQC), and the Colorado Department of Transportation (CDOT), we have determined that the requirements of 40 CFR 51 and 93, 23 CFR 450, and 49 CFR 613 along with FHWA/FTA policies and guidance have been met. Furthermore, the conformity determination is consistent with the 2008 and 2015 DRCOG/NFRMPO 8-hour Ozone MOA.

A conformity determination for the NFRMPO FY24-27 TIP is hereby made. In a letter dated October 11, 2023, the FHWA Colorado Division Office made a conformity determination for the NFRMPO 2050 RTP, Northern Subarea of the UFR TPR 2045 RTP and UFR TPR portion of the FY24-27 of the STIP. This conformity determination does restart the clock for conformity for the NFRMPO FY24-27 TIP. Our action is consistent with the FHWA/FTA Transportation Planning MOA.

If you have any questions, please contact William Keenan of this office at william.keenan@dot.gov or (720) 963-3019.

Sincerely,

SHAUN J
CUTTING

Digitally signed by SHAUN J
CUTTING
Date: 2023.11.08 10:20:19
-07'00'

John M. Cater, P.E.
Division Administrator

By: Shaun Cutting
Program Delivery Team Lead

CC:

Mr. Doug Rex, DRCOG (drex@drcog.org)

Mr. Scott James, UFR TPR (sjames@weld.gov)

Mr. Rick Coffin, APCD (richard.coffin@state.co.us)

Ms. Marissa Gaughan, CDOT (marissa.gaughan@state.co.us)

Ms. Becky Karasko, NFRMPO (rkarako@nfrmpo.org)

Ms. Tracey MacDonald, FTA (tracey.macdonald@dot.gov)

Mr. Gregory Lohrke, EPA (lohrke.gregory@epa.gov)

APPENDIX F: RESOLUTION OF ADOPTION

Please see following page.



RESOLUTION NO. 2023-17
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE FY 2024-2027 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 FY2024-2027 TIP are consistent with the adopted 2050 Regional Transportation Plan, adopted September 7, 2023; 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 2024-2027 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 2024-2027 TIP is in conformance with the requirements of 23 CFR §450.326.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of September 2023.

Scott K James
Scott K James (Sep 8, 2023 12:25 MDT)
Scott James, Chair

ATTEST:

Suzette Mallette
Suzette Mallette (Sep 8, 2023 13:09 MDT)
Suzette Mallette, Executive Director