



North Front Range
Metropolitan
Planning
Organization

FY2022-2025 Transportation Improvement Program (TIP)

Adopted
May 6, 2021



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List of Abbreviations

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

SECTION 1: INTRODUCTION AND RESPONSIBILITIES

The North Front Range Transportation and Air Quality Planning Council (NFRT & AQPC) was officially formed on January 27, 1988. It was designated as the North Front Range Metropolitan Planning Organization (NFRMPO) on June 28, 1988, and as the Air Quality Lead Planning Agency for Carbon Monoxide (CO) on June 22, 1993. The Regional Air Quality Council (RAQC) was designated as the Lead Planning Agency for Ozone in the North Front Range on July 19, 2013¹. Local government members of the Planning Council include: Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor, and portions of Larimer and Weld counties. The Colorado Transportation Commission and the Colorado Department of Public Health and the Environment (CDPHE), also hold voting membership.

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

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

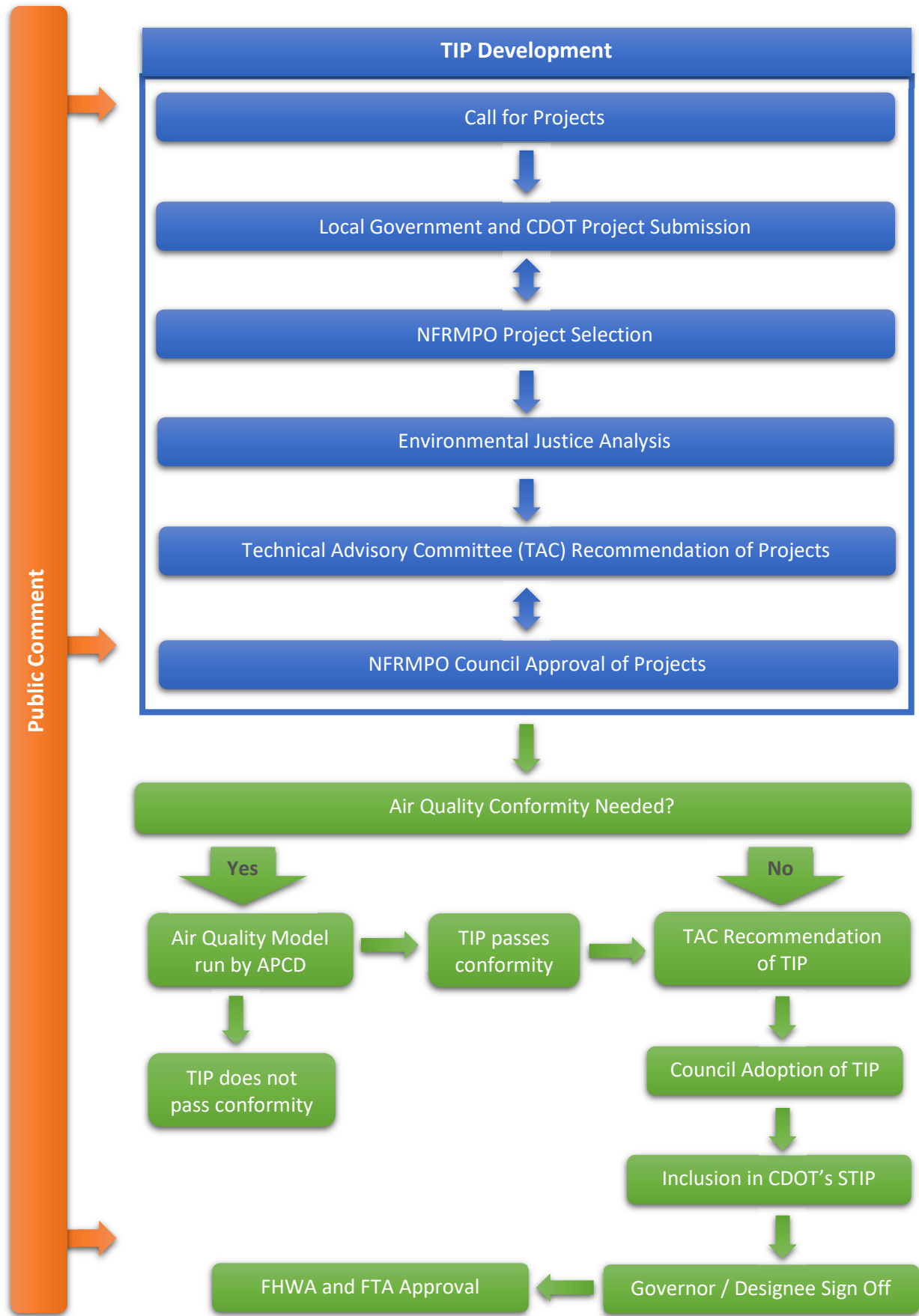
The NFRMPO Technical Advisory Committee (TAC) assists in the planning process, recommends projects for funding, and advises the Planning Council on technical matters. The TAC is comprised of one voting staff member from each member entity, one staff member from the Colorado Department of Transportation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

The Colorado Governor approves the TIP, as shown in **Figure 1**. The TIP is incorporated into the Statewide Transportation Improvement Program (STIP) produced by CDOT.

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

¹ Colorado Executive Order B2013-007, July 19, 2013

Figure 1: NFRMPO TIP Process



Transportation Improvement Program (TIP) Development

The NFRMPO develops its transportation plans and programs using the 3C planning process, as required by [23 CFR §450.306](#) and [49 CFR §613.100](#). The Fixing America's Surface Transportation (FAST) Act, adopted December 4, 2015, is the current, comprehensive federal legislation addressing surface transportation and guides the long-range planning process. The FAST Act contains 10 planning factors which must be addressed by the 3C metropolitan transportation planning process:

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

The NFRMPO's 2045 Regional Transportation Plan (RTP), adopted September 5, 2019, with which the FY2022-2025 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) 2022 – FY 2025.

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

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

Project Prioritization and Selection

Projects in the TIP must be in alignment with the policies of an approved RTP and follow the adopted 2019 Congestion Management Process (CMP), outlined in the 2045 RTP. The TIP must be consistent with other transportation plans and programs within the region and must show conformity according to air quality budgets outlined in the applicable SIPs. The NFRMPO must provide residents, public agencies, and other interested parties with an opportunity to review and comment on the projects identified in the TIP prior to its adoption.

The FAST Act requires the TIP include:

- To the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the RTP, linking investment priorities to those performance targets.
- A priority list of proposed federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.
- A financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources reasonably expected to be available to carry out the program, and identifies innovative financing techniques to finance projects, programs, and strategies.
- In air quality nonattainment and maintenance areas, the TIP shall give priority to timely implementation of Transportation Control Measures (TCMs) contained in the applicable SIP in accordance with the EPA's transportation conformity regulations.

NFRMPO and CDOT worked together to produce the financial plan for the TIP, which provides the basis for fiscal constraint. Highway capacity projects programmed in the TIP are required by the NFRMPO, FHWA, and FTA to be consistent with the 2045 RTP and the adopted 2019 CMP.

The TIP includes projects selected for Congestion Mitigation & Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and the Transportation Alternatives (TA) funding through the FY 2022-2023 Call for Projects held in 2018. As adopted, the FY2022-2025 TIP does not contain CMAQ, STBG, or TA projects in FY2024 and FY2025. A Call for Projects will be held in late 2021 to award FY2024 and FY2025 funding from those pools. Projects not receiving any funds by the time the new Call is issued in 2021 will need to re-submit applications to be considered for funding. Funding estimates for CDOT pool projects and FTA funding sources have been provided where available for FY2024-2025.

FY 2022-2023 Call for Projects

The NFRMPO selected projects in the FY 2022-2023 Call for Projects using the project scoring criteria and process approved on October 4, 2018 by the NFRMPO Planning Council. The selected projects were approved by Planning Council on March 7, 2019 and include five CMAQ projects, four STBG projects, and two TA projects. One STBG project which was waitlisted during the 2018 Call for Projects was awarded partial funding in October 2020 and one project remains waitlisted. Both projects are eligible to receive funding if additional STBG funds become available. If additional funds become available, they will be distributed based on funding type as outlined below:

- **CMAQ and TA Programs:** As there are no partially funded projects, TAC will determine how to allocate additional funding.
- **STBG Program:** Additional funding will be assigned to the next highest ranked, partially funded, or waitlisted project.

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 amended 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 funding information identified for the pool total.

Conformity Determination

Meeting air quality requirements is an objective of the [2045 RTP](#) as well as a federal requirement. Federal regulations specify the national air quality standards, while SIPs identify the amount of transportation emissions that can be emitted to achieve the national standards. All regionally significant projects in the FY 2022-2025 TIP are included in the [2045 RTP](#), as adopted on September 5, 2019, and are included in the applicable Conformity Determination. Both the FY 2022-2025 TIP and [2045 RTP](#) meet the air quality conformity requirements. Additional information on the Conformity Determination can be found at <https://nfrmpo.org/air-quality/>.

Congestion Management

Federal requirements state that regions with a population of more than 200,000, known as TMAs, must maintain a CMP and use it to make informed transportation planning and programming decisions. The CMP monitors performance on all regionally significant congested corridors outlined in the [2045 RTP](#). The Fort Collins TMA was designated in 2002 as a result of data from the 2000 Census.

The NFRMPO’s CMP requires project sponsors of projects located on Regionally Significant Corridors (RSC) demonstrate conformity with the CMP. The NFRMPO tracks performance measures and monitors the system

and presents it to the public in a periodic CMP report available at <https://nfrmpo.org/wp-content/uploads/2016-cmp-annual-report.pdf>.

Public Participation

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

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

Annual Listing of Obligated Projects

Each year the NFRMPO publishes the Annual Listing of Obligated Projects (ALOP) which reports on the surface transportation projects that received an obligation of federal funds in the previous year. The term “obligation” means a legal commitment by the Federal government “to pay or reimburse a State or other entity for the Federal share of a project’s eligible costs.”² To receive an obligation of federal funds, a project must first be programmed in the TIP. The ALOP supplements the TIP by reporting the obligations that occurred for projects that are programmed to receive funding.

Funding Sources

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

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

Table 1: Funding Program Abbreviations

HIGHWAY	
Abbreviation	Funding Source
ADA	Americans with Disabilities Act
AQC	Congestion Mitigation and Air Quality Improvement (CMAQ)
BR	Bridge-On State System
BRO	Bridge-Off State System
CR	Congestion Relief

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

ER	Emergency Relief
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery Act of 2009 (State) FASTER Safety FASTER Bridge Enterprise
HSIP	Highway Safety Improvement Program
PAN	Pandemic Federal Stimulus Funds – Region 4 Allocation
PNF	Pandemic Federal Stimulus Funds -North Front Range Allocation
RPP	Regional Priorities Program
SRH	Safety – Railroad Crossing Elimination
SRP	Safety – Railroad At-Grade Crossing Protection
SRTS	Grants: Safe Routes to School
STBG	Surface Transportation Block Grant
STS	Surface Transportation Program – Safety
STU	Surface Transportation Program – Metropolitan (STP Metro)
TAP	Transportation Alternatives Program (Region 4)
TA	Transportation Alternatives program (NFR)
TCI	Transportation Commission Initiatives Fund
[Various]	Surface Treatment (CDOT)
TRANSIT	
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery Act of 2009 (State) TRG-FASTER (State) transit funding for local projects STL-FASTER (State) transit funding for regional or State projects
FTA5304	Transit 5304: Statewide Planning
FTA5307	Transit 5307: Urbanized Area Formula Program (FTA funds allocated on a formula basis to urban areas larger than 50,000)
FTA5309	Transit 5309: Capital Investment Program (discretionary capital funds)
FTA5310	Transit 5310: Enhanced Mobility of Seniors & Individuals with Disabilities
FTA5311	Transit 5311: Rural & Small Urban Areas (Non-Urbanized Areas)
FTA5339	Transit 5339: Bus and Bus Facilities Program

ADDITIONAL ABBREVIATIONS: the following may also appear in project-specific entries:	
7PX	Senate Bill 228/267 Funds (State)
BUILD	Better Utilizing Investments to Leverage Development
CARES	Coronavirus Aid, Relief, and Economic Security
CDC	Capital Development Committee (State)
CPG	Consolidated Planning Grant
IM	Interstate Maintenance
IMD	Interstate Maintenance Discretionary
HUTF	Highway Users Tax Fund (State)
ITI	ITS Investments
L	Local
LO/LOM	Local Overmatch
MMOF	Multimodal Options Fund
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)
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 federal 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 projects awarded by the NFRMPO Planning Council and funded through the federal CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation).

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

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

Table 2: Milestones by Project Type

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

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

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

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

Granting extensions on delays:

- TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year.
- TAC may recommend Planning Council approve a second one-year extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The

community may be granted a second one-year extension if extenuating circumstances exist outside the project sponsor's control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on second extensions.

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 2022 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 FY 2022.

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

TIP Amendment and Modification Process

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

Policy Amendments

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

Examples of Air Quality Significant Projects are:

- Adding at least two (2) lane miles or completing a regional connection along a regionally significant corridor (RSC);
- Adding a new intersection on principal arterials or above;
- Adding new interchanges or grade-separated intersections;
- Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, taking into account existing service levels.

The following items require a Policy Amendment:

1. Any project, outside of a CDOT STIP funding pool, added to the TIP using federal funds including CMAQ, STBG or TA funds, or if the project is an Air Quality Significant Project (see examples above).
2. Any project that has all Federal funding removed or is deleted from the TIP.
3. The addition or deletion of \$5M or more in federal or state funds for any project.
4. A change in funding sources from local/state to include any amount of federal funds.
5. 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.

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.
8. Minor scope changes which do not meet the criteria of a major scope change and do not change the project type.

Administrative Modifications will be processed within two weeks of receipt. Processed Modifications are posted to the NFRMPO TIP webpage, available at <https://nfrmpo.org/tip/>, at least monthly. Each quarter, processed Modifications from the previous three months are provided to the TAC and Planning Council for informational purposes.

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

Scope Changes for NFRMPO Selected Projects

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

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

Emergency Funds

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

Environmental Justice

[Executive Order 12898 – 1994](#)

Executive Order 12898, Federal Action to address Environmental Justice (EJ) in minority and low-income populations, requires the U.S. Department of Transportation (USDOT) and the Federal Transit Administration (FTA), to make EJ part of an MPO's transportation planning mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority populations and/or low-income populations (collectively "EJ populations"). EJ

at FTA and FHWA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews.

[DOT Order 5610.2\(a\) – May 2012](#)

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

[NFRMPO Environmental Justice Process](#)

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

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

Under this DOT Order, an adverse effect may include:

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

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

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

All EJ analysis procedures are completed by NFRMPO staff. **Table 4** lists the benefits and burdens reviewed for EJ or Non-EJ projects.

Table 4: Environmental Justice Benefits and Burdens

Benefits	Burdens
Decrease in travel time	Bodily impairment, infirmity, illness, or death
Improved air quality	Air, noise, and water pollution and soil contamination
Expanded access to employment opportunities	Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Adverse impacts on community cohesion or economic vitality
	Noise and vibration
	Increased traffic congestion, isolation, exclusion, or separation

Transportation Performance Management

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

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

The objective of the performance and outcome-based program first identified in MAP-21 and carried forward in the FAST Act, is for planning agencies to invest resources in projects that collectively support seven specific national goal areas, detailed in **Table 5**.

Table 5: MAP-21 National Goals³

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

³ §1203; 23 USC 150(b)

transit asset management (TAM) targets in their TAM plans by October 1, 2018, while MPOs were required to include TAM targets in TIPs and RTPs adopted after October 1, 2018. The three transit agencies in the region were required to develop a Public Transportation Safety Plan (PTASP) which included transit safety targets in 2020. The NFRMPO adopted the targets set by the transit agencies on April 1, 2021.

The NFRMPO has adopted targets for all the federally required performance measures. The NFRMPO adopted CDOT's statewide targets for the highway safety, infrastructure condition, system performance, freight, and air quality performance measures as shown in **Table 6**. 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 7** and **Table 8**.

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 6: NFRMPO Targets for Federal Roadway Performance Measures as of 2021

Performance Measure	Statewide Target
Highway Safety	
Number of fatalities	603
Fatality rate per 100 million vehicle miles traveled	1.113
Number of serious injuries	3,161
Serious injury rate per 100 million vehicle miles traveled	5.828
Number of non-motorized fatalities and serious injuries	551
Bridge and Pavement Condition	
Percent of pavement on Interstate System in Good condition	47.0%
Percent of pavement on Interstate System in Poor condition	1.0%
Percent of pavement on non-Interstate System in good condition	40.0%
Percent of pavement on non-Interstate System in poor condition	5.0%
Percentage of NHS bridges in good condition	40.0%
Percentage of NHS bridges in poor condition	5.0%
System Reliability	
Percent of person-miles traveled on Interstate that are reliable	81.0%
Percent of person-miles traveled on non-Interstate NHS that are reliable	64.0%
Truck Travel Time Reliability Index	1.5
Total emissions reduction	105.000 kg/day VOC reduction 1,426.000 kg/day CO reduction 105.000 kg/day NOx reduction

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

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

Table 8: NFRMPO Targets for Federal Transit Safety Performance Measures as of 2021

Agency	Mode	Performance Measure	Target	Agency	Mode	Performance Measure	Target
Transfort	Fixed Route Bus (Directly Operated)	Fatalities (Total)	0	Transfort	Fixed Route Bus (Directly Operated)	Fatalities (Total)	0
		Fatality Rate	0			Fatality Rate	0
		Injuries (Total)	0			Injuries (Total)	0
		Injury Rate	0			Injury Rate	0
		Safety Events (Total)	0			Safety Events (Total)	0
		Safety Events Rate	0			Safety Events Rate	0
		System Reliability	0			System Reliability	0
	Fixed Route Bus (Directly Operated)	Fatalities (Total)	0		Fixed Route Bus (Directly Operated)	Fatalities (Total)	0
		Fatality Rate	0			Fatality Rate	0
		Injuries (Total)	0			Injuries (Total)	0
		Injury Rate	0			Injury Rate	0
		Safety Events (Total)	0			Safety Events (Total)	0
		Safety Events Rate	0			Safety Events Rate	0
		System Reliability	0			System Reliability	0
	Fixed Route Bus (Directly Operated)	Fatalities (Total)	0		Fixed Route Bus (Directly Operated)	Fatalities (Total)	0
		Fatality Rate	0			Fatality Rate	0
		Injuries (Total)	0			Injuries (Total)	0
		Injury Rate	0			Injury Rate	0
		Safety Events (Total)	0			Safety Events (Total)	0
		Safety Events Rate	0			Safety Events Rate	0
		System Reliability	0			System Reliability	0
Agency	Mode	Performance Measure	Target	Agency	Mode	Performance Measure	Target
COLT	Fixed Route Bus (Directly Operated)	Fatalities (Total)	0	GET	Fixed Route Bus (Directly Operated)	Fatalities (Total)	0
		Fatality Rate	0			Fatality Rate	0
		Injuries (Total)	0			Injuries (Total)	1
		Injury Rate	0			Injury Rate	0
		Safety Events (Total)	0			Safety Events (Total)	0
		Safety Events Rate	0			Safety Events Rate	0
		System Reliability	0			System Reliability	1.5
	Fixed Route Bus (Directly Operated)	Fatalities (Total)	0		Fixed Route Bus (Directly Operated)	Fatalities (Total)	0
		Fatality Rate	0			Fatality Rate	0
		Injuries (Total)	0			Injuries (Total)	0
		Injury Rate	0			Injury Rate	0
		Safety Events (Total)	0			Safety Events (Total)	0
		Safety Events Rate	0			Safety Events Rate	0
		System Reliability	0			System Reliability	0

The projects in the FY 2022-2025 TIP funded with CMAQ, STBG, and TA funding in FY 2022 and FY 2023 were scored and selected using the 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) adopted by the NFRMPO Planning Council on October 4, 2018. The 2045 GOPMT were developed to meet MAP-21 and FAST Act requirements. Each Goal, Objective, and Performance Measure directly relates to one or more of the seven national goal areas. Each Performance Measure is associated with a Target to monitor system performance. Project applications were scored in part on their ability to contribute to achievement of the established targets.

In total, \$18.7M federal funds were awarded to CMAQ, STBG, and TA projects in FY 2022-2023. Each project awarded funding supports at least one of the four goals included in the 2045 GOPMT. **Figure 2** identifies the amount of federal funding awarded in support of each of the four goals. Projects supporting the Mobility goal received the highest amount of funding, with \$18.1M, followed by Operations at \$15.3, Economic Development/Quality of Life at \$14.3M, and Multi-Modal at \$7.2M.

Figure 2: Project Funding by Goal, 2018 Call for Projects

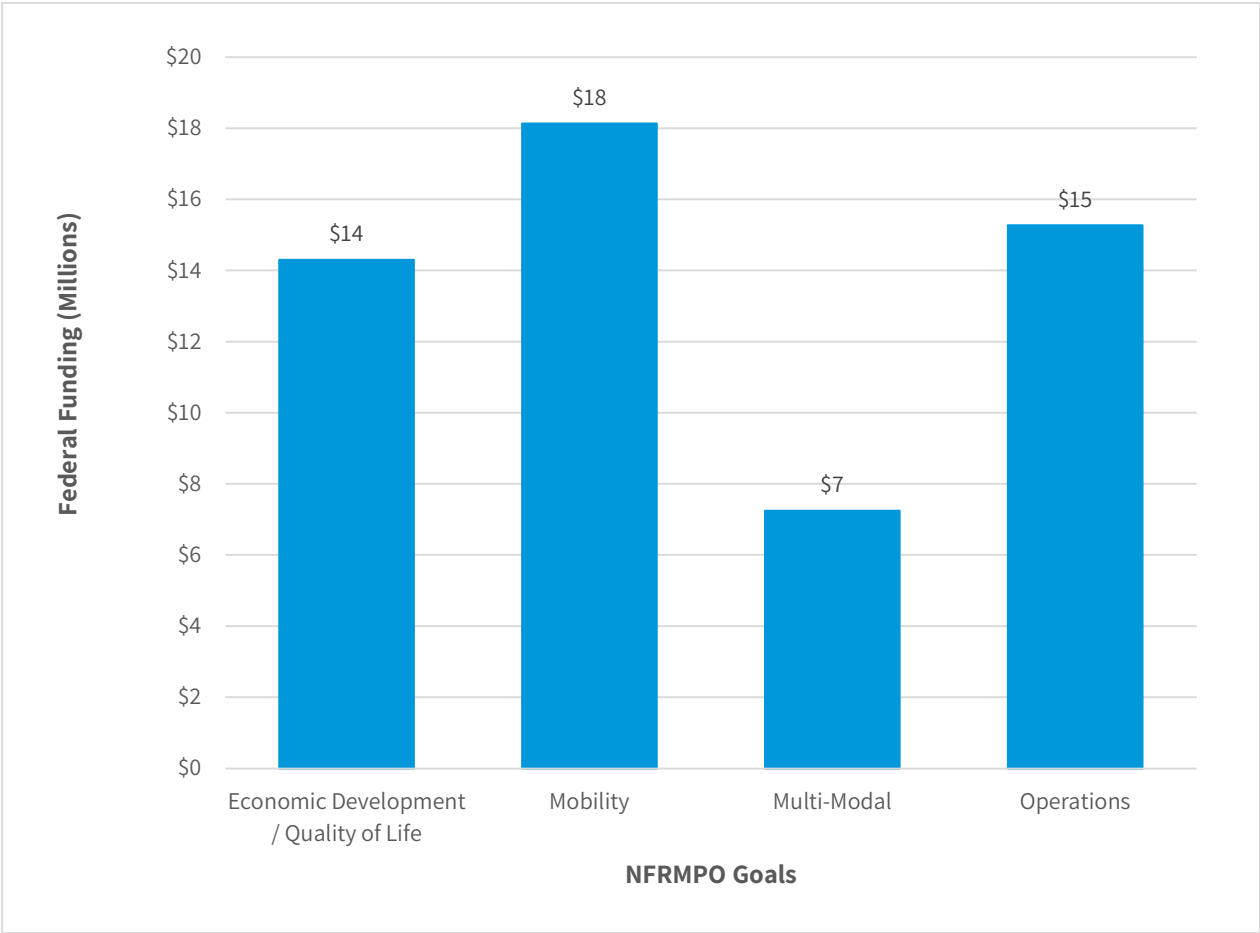


Table 9 summarizes the federally required performance measures and targets, in addition to the number of TIP projects, including NFRMPO awarded projects, CDOT pool projects, and FTA funded projects, and total funding contributing towards achievement of those targets over the four years of the TIP. The intent of the table is to illustrate the extent to which all TIP projects work towards achievement of federal performance measure targets.

Table 9: Federal Performance Measures and TIP Project Impact

Goal		Performance Measure	TIP Projects	Funding Amount
PM 1	Safety	Number of fatalities	33	\$ 99,752,000
		Rate of fatalities (per 100M VMT)		
		Number of Serious Injuries		
		Rate of Serious Injuries (per 100M VMT)		
		Number of non-motorized fatalities and serious injuries		
PM 2	Pavement	Percent Interstate Pavement in Good Condition	7	\$ 136,581,000
		Percent Interstate Pavement in Poor Condition		
		Percent Non-Interstate NHS in Good Condition		
		Percent Non-Interstate NHS in Poor Condition		
	Bridge	Percentage NHS Bridges in Good Condition	5	\$ 98,227,000
		Percent NHS bridges in Poor Condition		
PM 3	System Performance & Freight	Percent person miles traveled on the Interstate system that are reliable	2	\$ 86,115,000
		Percent person miles traveled on the non-interstate NHS that are reliable	10	\$ 152,665,000
	Freight	Travel time reliability index	10	\$ 152,665,000
	Emissions Reductions	VOC Reduction	14	\$ 31,271,000
		Carbon Monoxide Reduction		
		Nitrogen Oxides Reduction		
Transit	TAM	Transit Asset Management	11	\$ 26,241,000
	Transit Safety	Transit Safety	N/A	N/A

Status of Major Projects from the FY 2020-2023 TIP

As required by [23 CFR 450.326\(n\)\(2\)](#), **Table 10** identifies the implementation status of major projects from the previous FY 2020-2023 TIP. The status indicates whether the project is programmed (project initiation is anticipated in FY 22 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 10: Implementation Status of FY 2020-2023 TIP Major Projects

TIP ID	Project Title	Improvement Type	Sponsor	Status
2017-032	North I-25: Design Build	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Initiated
2016-036	NFR I-25: Post EIS Design & ROW	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Initiated
2019-014	North I-25: WCR38 to SH402	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Initiated
2020-010	Timberline Road Corridor Improvements	Modify & Reconstruct	Fort Collins	Programmed
2022-002	Transfort Electric Bus Purchase	Rolling Stock Replacement	Fort Collins	Programmed
2022-004	N Taft Avenue & US 34 Intersection Improvements	Intersection Improvements	Loveland	Programmed
2018-002	US34 Widening Loveland: Denver Ave to Boyd Lake Ave	Highway Added Capacity	Loveland	Completed
2020-011	59th Avenue and O Street Roundabout	Modify & Reconstruct	Greeley/Weld County	Programmed
2022-005	CR 19 (Taft Hill) Improvements	Widening	Fort Collins, Larimer County	Programmed
2023-004	37th Street Widening	Widening	Evans	Programmed
2023-006	83rd Ave Roadway Improvements	Widening	Greeley	Programmed

SECTION 2: TIP MODIFICATION AND AMENDMENT FORMS

Sample TIP Modification Form

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)												
Administrative Modification Request												
Submitted to:			Prepared by:			DATE:						
PREVIOUS ENTRY												
Title:			Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23 Rolled	FY 23	FY 24	FY 25	FY 22-25 TOTAL
Sponsor:			Federal		-	-	-	-	-	-	-	-
STIP ID:			State		-	-	-	-	-	-	-	-
TIP ID:			Local		-	-	-	-	-	-	-	-
Type:				Total	-	-	-	-	-	-	-	-
Air Quality:												
Description:												
REVISED ENTRY												
Title:			Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23 Rolled	FY 23	FY 24	FY 25	FY 22-25 TOTAL
Sponsor:			Federal		-	-	-	-	-	-	-	-
STIP ID:			State		-	-	-	-	-	-	-	-
TIP ID:			Local		-	-	-	-	-	-	-	-
Type:				Total	-	-	-	-	-	-	-	-
Air Quality:												
Description:												
Revision:												

Sample TIP Amendment Form

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)												
Policy Amendment Request												
Submitted to:			Prepared by:			DATE:						
PREVIOUS ENTRY (IF APPLICABLE)												
Title:			Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23 Rolled	FY 23	FY 24	FY 25	FY 22-25 TOTAL
Sponsor:			Federal		-	-	-	-	-	-	-	-
STIP ID:			State		-	-	-	-	-	-	-	-
TIP ID:			Local		-	-	-	-	-	-	-	-
Type:				Total	-	-	-	-	-	-	-	-
Air Quality:												
Description:												
NEW ENTRY / REVISED ENTRY												
Title:			Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23 Rolled	FY 23	FY 24	FY 25	FY 22-25 TOTAL
Sponsor:			Federal		-	-	-	-	-	-	-	-
STIP ID:			State		-	-	-	-	-	-	-	-
TIP ID:			Local		-	-	-	-	-	-	-	-
Type:				Total	-	-	-	-	-	-	-	-
Air Quality:												
Description:												
Revision:												

SECTION 3: FY 2022-2025 PROJECTS

Project Tables

The projects listed are those adopted by Planning Council at their regular meeting on June 3, 2021 based on project information as of February 12, 2021. TIP Amendments and Modifications completed between February 13, 2021 and the effective date of the FY 2022-2025 TIP will be incorporated into TIP following the completion of the TIP approval process. The project tables identify the project title, project sponsor, funding source and funding program by project phase, funding amount by year in thousands, STIP ID, TIP ID, and project type. The previous funding identifies the previously programmed funding for individual projects and for the currently programmed pool projects. Rolled funding identifies funding from a fiscal year prior to FY 2022 that has been rolled forward for obligation in the current year.

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 2022 - FY 2025 Transportation Improvement Program (TIP)

Tables as of 4/2/2021

Funding in Thousands

HIGHWAYS

Bridge - On State System											
Title:	Region 4 Bridge - On System Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
STIP ID:	SR46598	Federal	NHPP	2,161	-	1,119	224	-	-	1,343	-
TIP ID:	P-4	State	SHF	245	-	129	59	-	-	188	-
Sponsor:	CDOT Region 4	Local	LOM	-	-	-	-	-	-	-	-
Type:	Bridge		Total	2,406	-	1,248	283	-	-	1,531	-
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 Bridge - On System Pool in the North Front Range region. Includes the following pool projects:										
	STIP ID	Title	Sponsor								
	SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4								
	SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4								

Bridge - Off State System											
Title:	Region 4 Bridge - Off System Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
STIP ID:	SR46601	Federal	BRO	837	1,274	-	-	-	-	1,274	-
TIP ID:	P-5	Local	L	209	307	-	-	-	-	307	-
Sponsor:	CDOT Region 4	Local	LOM	-	-	-	-	-	-	-	-
Type:	Bridge Reconstruct		Total	1,046	1,581	-	-	-	-	1,581	-
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								
	SR46601.032	Little Thompson (WEL019.0-046.5A)	Weld								
	SR46601.033	1st St. Irrigation Canal Bridge (LOC180W)	Loveland								
	SR46601.035	7th Street Bridge (WIN017.0-064.0A)	Town of Windsor								

Strategic											
Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	3,640	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
Description:	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of	Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,735	-	42,421	93,402	18,408	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			Total	496,612	-	42,421	93,402	18,408	-	154,231	-

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 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/State	PWQ	1,235	-	-	-	-	-	-	-
Sponsor:	CDOT Region 4	State	7PX (SB 228/267)	191,324	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	ITM	1,300	-	-	-	-	-	-	-
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	5,000	-	5,000	10,000	-	-	20,000	-
		State	7PT (SB 267 Transit)	4,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	2,000	-	-	-	-	-	-	-
		Local	Private	3,498	-	-	-	-	-	-	-
			Total	276,857	-	5,000	10,000	-	-	15,000	-

FASTER (North Front Range Listings of State Highway Locations)

Title:	Region 4 FASTER Safety Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	FAS	2,900	-	3,350	4,545	2,550	-	10,445	-
STIP ID:	SR46606	Local	L	-	-	-	-	-	-	-	-
TIP ID:	P-7		Total	2,900	-	3,350	4,545	2,550	-	10,445	-
Type:	Safety										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:										
	STIP ID		Title								Sponsor
	SR46606.070		Intersection Safety Improvements Pool								CDOT Region 4
	SR46606.070		US 287 and Foothills Parkway								CDOT Region 4
	SR46666.060		US 287 (College Ave) & Trilby Rd								City of Fort Collins
	SR46606.095		US 287 and Swallow Signal Improvements								CDOT Region 4
	SR46606.097		US 85 and WCR 66 Left Turn Accel Lanes								CDOT Region 4
	SR46600.093		Signalization of US34/SH257 Ramps								CDOT Region 4

Regional Priority Program (RPP) - North Front Range Listings

Title:	NFR I-25: Post EIS Design & ROW	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STP	11,456	-	2,444	2,444	-	-	4,888	-
STIP ID:	SSP4428.001	State	SHF	3,464	-	367	367	-	-	734	-
TIP ID:	2016-036		Total	14,920	-	2,811	2,811	-	-	5,622	-
Type:	Highway Added Capacity Modify & Reconstruct										
Air Quality:	Exempt from conformity analysis										
Description:	Pre-construction activities										

Non-Regionally Significant Regional Priority Program Pool (RPP)

Title:	Non-Regionally Significant Regional Priority Program Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STP	1,100	-	-	-	9,000	-	9,000	-
STIP ID:	SR46600	State	SHF/HUTF	20	-	-	-	-	-	-	-
TIP ID:	P-11	State	SB1	1,200	-	-	-	-	-	-	-
Type:	Safety and Bridge Replacement	Local	L	-	-	-	-	-	-	-	-
		Local	LOM	-	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis		Total	1,220	-	-	-	9,000	-	9,000	-
Description:	Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming in the North Front Range region.										
	STID		Title								Sponsor:

Surface Treatment

Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG/NHPP	25,302	-	8,757	8,757	8,757	8,757	35,028	-
STIP ID:	SR45218	State	SHF	3,952	-	1,668	1,668	1,668	1,668	6,672	-
TIP ID:	P-13	State	SB1	-	-	-	-	-	-	-	-
Type:	Surface Treatment	Local	L	-	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis	Local	LOM	-	-	-	-	-	-	-	-
Total				29,254	-	10,425	10,425	10,425	10,425	41,700	-

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

STIP ID	Title	Sponsor
SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4
SNF5788.045	SH257 & Eastman Park Drive Intersection	CDOT Region 4
SR45218.232	US 85 5th to O St. Business Surface	CDOT Region 4
Unassigned	SH257 Windsor Resurfacing Eastman to 34	CDOT Region 4

Region 4 ADA Pool

Title:	Region 4 ADA Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	SHF	2,000	-	2,000	2,000	-	-	4,000	-
STIP ID:	SR47021	Total		2,000	-	2,000	2,000	-	-	4,000	-

TIP ID: P-23

Type: Curb Ramp Upgrades

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 curb ramp upgrades to ADA compliance in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR47021.010	Fort Collins ADA Curb Ramps	Region 4

CDOT Region 4 Transportation Alternatives (TA)

Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TAP	3,595	-	1,600	775	573	575	3,523	-
STIP ID:	SR47020	Local	L	2,287	-	400	194	-	-	594	-
TIP ID:	P-14	Local	LOM	546	-	-	960	-	-	960	-
Type:	Bike/Ped Facility		Total	6,428	-	2,000	1,929	573	575	5,077	-
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								
	SR47020.026	Power Trail Grade Separation at Harmony Rd	Fort Collins								
	SR47020.028	Namaqua Ave Trail Underpass	Loveland								
	SR47020.042	Non-Motorized sidewalk at 57th St/US287	Larimer County								

NFRMPO Transportation Alternatives (TA)

Title:	Little Thompson River Corridor Trail – Phase 1a	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Johnstown	Federal	TAP	-	250	-	-	-	-	250	-
STIP ID:	SNF5095.004	Local	L	-	63	-	-	-	-	63	-
TIP ID:	2020-014		Total	-	313	-	-	-	-	313	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	5,000 linear feet of 8' width crusher fines trail. Described in Johnstown-Milliken Parks Trails and Open Space Master Plan.										

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Larimer County	Federal	TA	-	151	-	-	-	-	151	-
STIP ID:	SNF5095.003	Federal	PNF	-	113	-	-	-	-	113	-
TIP ID:	2021-001	Local	L	-	66	-	-	-	-	66	-
Type:	Bike/Ped Facility		Total	-	330	-	-	-	-	330	-
Air Quality:	Exempt from conformity analysis										
Description:	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.										

Title:	Poudre River Trail Realignment	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Windsor	Federal	TA	-	-	271	273	-	-	544	-
STIP ID:	SNF5095.005	Local	L	-	-	98	160	-	-	258	-
TIP ID:	2022-001		Total	-	-	369	433	-	-	802	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Realigning two segments of the Poudre Trail approximately 1 mile east of SH 257										

Congestion Mitigation & Air Quality (CMAQ)

Title:	COLT CNG Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	726	1,008	-	-	-	-	1,008	-
STIP ID:	SST7007.011	Local	L	150	210	-	-	-	-	210	-
TIP ID:	2018-001		Total	876	1,218	-	-	-	-	1,218	-
Type:	Rolling Stock Replacement										
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.										

Title:	CNG Fast Fill Stations	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	FY 23 Rolled
Sponsor:	Loveland	Federal	CMAQ	-	828	-	-	-	-	828	-
STIP ID:	SNF5173.053	Local	L	-	174	-	-	-	-	174	-
TIP ID:	2020-004	Local	LOM	-	200	-	-	-	-	200	-
Type:	Operations		Total	-	1,202	-	-	-	-	1,202	-
Air Quality:	Exempt from conformity analysis										
Description:	Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.										

Title:	Traffic Signal Progression Improvements—US 34	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	-	640	-	-	-	-	640	-
STIP ID:	SNF5173.054	Local	L	-	133	-	-	-	-	133	-
TIP ID:	2020-005	Local	LOM	-	27	-	-	-	-	27	-
Type:	ITS Traffic Controls		Total	-	800	-	-	-	-	800	-
Air Quality:	Exempt from conformity analysis										
Description:	US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.										

Title:	COLT Diesel Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	-	504	-	-	-	-	504	-
STIP ID:	SST7007.016	Local	L	-	105	-	-	-	-	105	-
TIP ID:	2020-006		Total	-	609	-	-	-	-	609	-
Type:	Rolling Stock Replacement										
Air Quality:	Exempt from conformity analysis										
Description:	Replace one existing bus within City of Loveland Transit (COLT) fleet. Bus will be clean diesel or CNG.										

Title:	Weld County CNG Vehicles	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Weld County	Federal	CMAQ	-	2,200	-	-	-	-	2,200	-
STIP ID:	SST7007.014	Local	L	-	457	-	-	-	-	457	-
TIP ID:	2020-008		Total	-	2,657	-	-	-	-	2,657	-
Type:	Vehicle Replacement										
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.										

Title:	Citywide Signal Retiming	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 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.										

Title:	Transfort Electric Bus Purchase	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	-	-	1,569	2,798	-	-	4,367	-
STIP ID:	SST7007.017	Local	L	-	-	326	582	-	-	908	-
TIP ID:	2022-002		Total	-	-	1,895	3,380	-	-	5,275	-
Type:	Rolling Stock Replacement										
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of five electric buses and associated equipment.										

Title:	Phase 3 Fiber	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley	Federal	CMAQ	-	-	309	2,067	-	-	2,376	-
STIP ID:	SNF5173.058	Local	L	-	-	-	-	-	-	-	-
TIP ID:	2022-003		Total	-	-	309	2,067	-	-	2,376	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Install a total of 7.8 miles of fiber along US 34, 71st Avenue, 20th Street, and Promontory Parkway and add three adaptive signals.										

Title:	N Taft Avenue & US 34 Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	-	-	3,331	-	-	-	3,331	-
STIP ID:	SNF5173.056	Local	L	-	-	692	-	-	-	692	-
TIP ID:	2022-004	Local	LOM	-	-	1,224	-	-	-	1,224	-
Type:	Intersection Improvements		Total	-	-	5,247	-	-	-	5,247	-
Air Quality:	Exempt from conformity analysis										
Description:	New signals, improve geometry, install medians, dual turn lanes, lengthen turn lanes, and bicycle and pedestrian improvements.										

Title:	US 287 and Trilby Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	-	387	-	-	-	-	387	-
STIP ID:	SR46666.060	Local	L	-	81	-	-	-	-	81	-
TIP ID:	2023-002	Local	LOM	-	1,319	-	-	-	-	1,319	-
Type:	Intersection Improvements		Total	-	1,787	-	-	-	-	1,787	-
Air Quality:	Exempt from conformity analysis										
Description:	New signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool.										

Surface Transportation Block Grant (STBG)

Title:	Timberline Road Corridor Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	STBG	-	-	-	-	-	-	-	-
STIP ID:	SNF5788.047	Federal	PNF	-	2,695	-	-	-	-	2,695	-
TIP ID:	2020-010	Local	L	-	1,033	-	-	-	-	1,033	-
Type:	Widening	Local	LOM	2,273	-	-	-	-	-	0	-
Air Quality:	Included in conformity analysis		Total	2,273	3,728	-	-	-	-	3,728	-
Description:	4-lane arterial (intersection improvements, multi-modal accommodations, raised medians, access control, and pavement improvements).										

Title:	59th Avenue and O Street Roundabout	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley, Weld County	Federal	STBG	-	1,329	-	-	-	-	1,329	-
STIP ID:	SNF5788.048	Local	L	-	276	-	-	-	-	276	-
TIP ID:	2020-011	Local	LOM	-	5,308	-	-	-	-	5,308	-
Type:	Modify & Reconstruct		Total	-	6,913	-	-	-	-	6,913	-
Air Quality:	Included in conformity analysis										
Description:	Construct roundabout with center refuge medians.										

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Larimer County	Federal	STBG	-	253	-	-	-	-	253	-
STIP ID:	SNF5095.003	Federal	PNF	-	243	-	-	-	-	243	-
TIP ID:	2021-001	Local	L	-	343	-	-	-	-	343	-
Type:	Widening	Local	LOM	-	1,155	-	-	-	-	1,155	-
	Bike/Ped Facility		Total	-	1,994	-	-	-	-	1,994	-
Air Quality:	Included in conformity analysis										
Description:	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.										

Title:	US 34 (Eisenhower Blvd) Widening—Boise Ave. to I-25	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	STBG	350	735	-	-	-	-	735	-
STIP ID:	SNF5788.044	Local	L	74	152	-	-	-	-	152	-
TIP ID:	2020-012		Total	424	887	-	-	-	-	887	-
Type:	Widening										
Air Quality:	Included in conformity analysis										
Description:	Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.										

Title:	Intersection Improvements at SH257 & Eastman Park Dr.	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Windsor	Federal	STBG	-	-	-	-	-	-	0	-
STIP ID:	SNF5788.045	Federal	PNF	-	1,000	-	-	-	-	1,000	-
TIP ID:	2020-013	Local	L	-	266	-	-	-	-	266	-
Type:	Intersection Improvements	Local	LOM	-	280	-	-	-	-	280	-
Air Quality:	Exempt from conformity analysis		Total	-	1,546	-	-	-	-	1,546	-
Description:	Project moves the existing signal islands on the SE and NE quadrants farther east to expand the space for truck turning movements.										

Title:	CR 19 (Taft Hill) Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins, Larimer County	Federal	STBG	-	-	3,834	-	-	-	3,834	-
STIP ID:	SNF5788.051	Local	L	-	-	797	-	-	-	797	-
TIP ID:	2022-005	Local	LOM	-	-	749	-	-	-	749	-
Type:	Widening		Total	-	-	5,380	-	-	-	5,380	-
Air Quality:	Included in conformity analysis										
Description:	4-lane arterial from Horsetooth Rd to Harmony Rd.										

Title:	Roundabout at WCR 74 and WCR 33	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Weld County, Eaton	Federal	STBG	-	-	-	1,092	-	-	1,092	-
STIP ID:	SNF5788.049	Local	L	-	-	-	227	-	-	227	-
TIP ID:	2023-003	Local	LOM	-	200	1,230	1,953	-	-	3,383	-
Type:	Intersection Improvements		Total	-	200	1,230	3,272	-	-	4,702	-
Air Quality:	Exempt from conformity analysis										
Description:	Single lane roundabout.										

Title:	37th St Widening	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Evans, Weld County	Local	L	-	-	-	9,916	-	-	9,916	-
STIP ID:	SNF5788.050		Total	-	-	-	9,916	-	-	9,916	-
TIP ID:	2023-004										
Type:	Widening										
Air Quality:	Included in conformity analysis										
Description:	Widen from 2-lanes to 4-lanes between 35th Ave and Sienna Ave including median, turn lanes, and detached multi-use paths.										

Title:	Widening and Roundabout at 37th St and 47th Ave	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Evans, Weld County	Federal	STBG	-	-	-	1,119	-	-	1,119	-
STIP ID:	Unassigned	Local	L	-	-	-	233	-	-	233	-
TIP ID:	2023-006	Local	LOM	-	-	-	2,018	-	-	2,018	-
Type:	Intersection Improvement and Widening		Total	-	-	-	3,370	-	-	3,370	-
Air Quality:	Exempt from conformity analysis										
Description:	Two lane roundabout and widening from 2-lanes to 4-lanes of 37th Street between Sienna Ave and a couple hundred feet west of 47th Ave including										

Title:	US 287 Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	STBG	-	877	-	-	-	-	877	-
STIP ID:	SNF5788.053	Local	L	-	182	-	-	-	-	182	-
TIP ID:	2021-002		Total	-	1,059	-	-	-	-	1,059	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Address traffic signal deficiencies at three intersections along US287 (College Ave): Swallow Road, Pitkin Street and Rutgers Avenue.										

Title:	Regional Ozone Planning, Modeling, and Analysis	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Regional Air Quality Council	Federal	STBG	-	-	25	25	-	-	50	-
STIP ID:	Unassigned	Local	L	-	-	5	5	-	-	10	-
TIP ID:	2022-006		Total	-	-	30	30	-	-	60	-
Type:	Modeling										
Air Quality:	Exempt from conformity analysis										
Description:	Ozone planning, including modeling, control strategy analysis, and State Implementation Plan (SIP) development, to help the region attain federal ozone standards.										

Title:	83rd Ave Roadway Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley	Federal	STBG	-	-	-	1,362	-	-	1,362	-
STIP ID:	Unassigned	Local	L	-	-	-	283	-	-	283	-
TIP ID:	2023-006	Local	LOM	-	-	-	3,477	-	-	3,477	-
Type:	Widening		Total	-	-	-	5,122	-	-	5,122	-
Air Quality:	Exempt from conformity analysis										
Description:	Widen from 2-lane to 4-lane between 10th St to Sheepdraw Bridge and add detached sidewalks and bike lanes										

Multimodal Options Fund (MMOF)

Title:	Greeley #3 Canal Trail	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley	State	MMOF	-	350	-	-	-	-	350	-
STIP ID:	SR47007.018	Local	L	-	350	-	-	-	-	350	-
TIP ID:	2020-021		Total	-	700	-	-	-	-	700	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.9 miles of trail (phase 2 and phase 3)										

Title:	South Boyd Lake Trail	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	TAP	-	325	400	-	-	-	725	-
STIP ID:	SR47020.038	State	MMOF	-	500	-	-	-	-	500	-
TIP ID:	2020-023	Local	L	-	125	-	-	-	-	125	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.8 miles of trail										
			Total	-	950	400	-	-	-	1,350	-

Title:	West Elizabeth Corridor - Preliminary Design	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	State	MMOF	-	750	-	-	-	-	750	-
STIP ID:	SR47007.024	Local	L	-	750	-	-	-	-	750	-
TIP ID:	2020-025		Total	-	1,500	-	-	-	-	1,500	-
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	30% preliminary engineering design for West Elizabeth from Overland to Mason										

Title:	Laporte Ave Improvements - Fishback to Sunset	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	TAP	-	750	-	-	-	-	750	-
STIP ID:	SR47020.037	State	MMOF	-	250	-	-	-	-	250	-
TIP ID:	2020-026	Local	L	-	891	-	-	-	-	891	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	1 mile of multimodal improvements including sidewalk, protected bike lanes, on-street bike lanes, and/or multi-use paths										
			Total	-	1,891	-	-	-	-	1,891	-

Title:	Berthoud Parkway Trail Gap Elimination	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Berthoud	State	MMOF	-	200	-	-	-	-	200	-
STIP ID:	SR47007.017	Local	L	-	256	-	-	-	-	256	-
TIP ID:	2020-028		Total	-	456	-	-	-	-	456	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.5 miles of trail										

Title:	WCR23/Great Western Trail Pedestrian Connection	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Severance	Federal	TAP	-	100	500	-	-	-	600	-
STIP ID:	SR47020.039	State	MMOF	-	75	-	-	-	-	75	-
TIP ID:	2020-029	Local	L	-	75	-	-	-	-	75	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.7 miles of trail										

Title:	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	State	MMOF	-	500	-	-	-	-	500	-
STIP ID:	SR47007.021	Local	L	-	1,635	-	-	-	-	1,635	-
TIP ID:	2020-031		Total	-	2,135	-	-	-	-	2,135	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct grade separated crossing and 0.8 miles of trail										

Title:	SH 287 West Sidewalk Gap	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	State	MMOF	-	293	-	-	-	-	293	-
STIP ID:	SR47007.016	Local	L	-	293	-	-	-	-	293	-
TIP ID:	2020-032		Total	-	585	-	-	-	-	585	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.2 miles of sidewalk										

Safety											
Title:	Region 4 Hotspots	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	NHPP/STBG	590	-	175	175	175	175	700	-
STIP ID:	SR46667	State	SHF	192	-	-	-	-	-	-	-
TIP ID:	P-16		Total	782	-	175	175	175	175	700	-
Type:	Safety										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 Hotspots Project Programming. Pool projects are not listed for Region 4 Hotspots.										

Title:	Region 4 Traffic Signals	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG	245	-	65	65	65	65	260	-
STIP ID:	SR46668	State	SHF	3,250	-	375	375	375	375	1,500	-
TIP ID:	P-17		Total	3,250	-	440	440	440	440	1,760	-
Type:	Safety										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 Traffic Signals Project Programming. Pool projects are not listed for Region 4 Hotspots.										

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Various Below	Federal	HSIP	1,463	2,025	1,440	2,300	1,250	1,250	8,265	-
STIP ID:	SR46666	State	SHF	17	-	-	-	-	-	0	-
TIP ID:	P-20	Local	L	105	225	160	255	-	-	640	-
Type:	Safety Improvements	Local	LOM	94	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:										
	STIP ID	Title				Sponsor					
	SR46666.060	US287 (College Ave) & Trilby Rd				City of Fort Collins					
	SR46666.079	Lemay Ave & Drake Rd				City of Fort Collins					
	SR46666.081	Timberline Rd and Carpenter (SH 392)				City of Fort Collins					
	SR46666.085	Timberline Rd/Lincoln Ave/Mulberry St				City of Fort Collins					
	SR46666.086	US 34 & WCR 17 Traffic Signal Upgrades				City of Greeley					
	SR46666.087	US 85 Business & 8th Ave				City of Greeley					
	SR46666.088	CR 38E & CR 73C				Larimer County					
	SR46666.089	US 34 and Glade Road				Larimer County					

Grants: Safe Routes to School

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Various Below	Federal	STBG	1,165	131	-	-	-	-	131	-
STIP ID:	SR47001	Local	L	300	33	-	-	-	-	33	-
TIP ID:	P-24	Local	LOM	499	-	-	-	-	-	0	-
Type:	Bike/Ped		Total	1,964	164	-	-	-	-	164	-

Air Quality: Exempt from conformity analysis**Description:** Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:

STIP ID	Title	Sponsor
SR47001.028	Connecting Pathways to Ponderosa	City of Loveland
SR47001.029	Hampshire Bikeway Arterial Cross	City of Fort Collins
SR47001.030	N Wilson Ave Sidewalk	City of Loveland

TRANSIT**FTA 5307 - Urbanized Area Formula Program**

Title:	Paratransit Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley	Federal	FTA 5307	638	-	101	-	-	-	101	-
STIP ID:	SST6741.130	Local	L	127	-	20	-	-	-	20	-
TIP ID:	2019-013		Total	765	-	121	-	-	-	121	-

Type: Replacement**Air Quality:** Exempt from conformity analysis**Description:** GET Paratransit Bus Replacement

Title:	Greeley-GET Operating Assistance 50/50	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley	Federal	FTA 5307	4,421	-	994	1,034	1,120	1,142	4,290	-
STIP ID:	SST6741.112	Local	L	4,421	-	994	1,034	1,120	1,142	4,290	-
TIP ID:	2017-023		Total	8,842	-	1,988	2,068	2,240	2,284	8,580	-

Type: Operations**Air Quality:** Exempt from conformity analysis**Description:** Fixed route operations

Title:	Greeley-GET ADA Operations 80/20	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley	Federal	FTA 5307	1,175	-	365	372	542	553	1,832	-
STIP ID:	SST6741.113	Local	L	478	-	186	190	136	138	650	-
TIP ID:	2017-025		Total	1,653	-	551	562	678	691	2,482	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	ADA operations										

Title:	Greeley-GET Preventative Maintenance 80/20	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley	Federal	FTA 5307	3,693	-	1,008	1,029	1,049	1,070	4,156	-
STIP ID:	SST6741.114	Local	L	926	-	252	257	265	271	1,045	-
TIP ID:	2017-024		Total	4,619	-	1,260	1,286	1,314	1,341	5,201	-
Type:	Capital										
Air Quality:	Exempt from conformity analysis										
Description:	Preventative maintenance										

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5307	2,200	-	2,200	2,200	2,200	2,200	8,800	-
STIP ID:	SST6741.101	Local	L	1,900	-	2,200	2,200	2,200	2,200	8,800	-
TIP ID:	2017-037		Total	4,100	-	4,400	4,400	4,400	4,400	17,600	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Transfort Fixed Route Operations including Transit Planning, Design, and Capital.										

Title:	Demand Response Paratransit Services	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5307	336	-	400	400	400	400	1,600	-
STIP ID:	SST6741.086	Local	L	505	-	600	600	600	600	2,400	-
TIP ID:	2017-039		Total	841	-	1,000	1,000	1,000	1,000	4,000	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Provision of contracted demand response paratransit services for the Transfort service area.										

Title:	Maintain, Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5307	1,124	-	1,090	1,090	1,090	1,090	4,360	-
STIP ID:	SST6741.111	Local	L	281	-	272	272	272	272	1,088	-
TIP ID:	2017-038		Total	1,405	-	1,362	1,362	1,362	1,362	5,448	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Maintenance, repair and replacement of fleet, facilities and technology assets, including security projects.										

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5307	652	-	340	340	340	340	1,360	
STIP ID:	SST6741.121	Local	L	652	-	340	340	340	340	1,360	
TIP ID:	2020-033		Total	1,304	-	680	680	680	680	2,720	
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	COLT fixed route operations including security projects										

Title:	Capital Costs of Contracting	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5307	429	-	193	193	193	193	772	-
STIP ID:	SST6741.131	Local	L	513	-	48	48	48	48	192	-
TIP ID:	2020-034		Total	942	-	241	241	241	241	964	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Capital costs of contracting for FLEX service and COLT demand response paratransit service										

Title:	Maintain Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5307	487	-	211	211	211	211	844	-
STIP ID:	SST6741.134	Local	L	121	-	52	52	52	52	208	-
TIP ID:	2020-035		Total	608	-	263	263	263	263	1,052	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Maintenance, repair and replacement of fleet, facilities and other assets.										

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

Title:	Goods and Services for Seniors and Individuals with Disabilities	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5310	238	-	245	250	255	260	1,010	-
STIP ID:	SST6731.024	Local	L	59	-	61	63	64	65	253	-
TIP ID:	2017-041		Total	297	-	306	313	319	325	1,263	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility.										

Title:	NFRMPO Mobility Management	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	NFRMPO	Federal	FTA 5310	118	-	27	27	27	27	108	-
STIP ID:	SST6732.007	Local	L	31	-	7	7	7	7	28	-
TIP ID:	2016-030		Total	149	-	34	34	34	34	136	-
Type:	Capital										
Air Quality:	Exempt from conformity analysis										
Description:	Capitalized operating of the Mobility Management Program										

FTA 5339 - Bus and Bus Facilities Program

Title:	Repair/Replace/Enhance Rolling Stock, Facilities & Technology	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5339	353	-	353	353	353	353	1,412	-
STIP ID:	SST7066.028	Local	L	88	-	88	88	88	88	352	-
TIP ID:	2019-02		Total	442	-	441	441	441	441	1,764	-
Type:	Capital Improvements										
Air Quality:	Exempt from conformity analysis										
Description:	Funding will go toward projects to repair, replace, and/or enhance existing rolling stock, facilities and technology (hardware and software).										

Title:	Repair, Replace or Purchase Rolling Stock, Facilities & Tech	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5339	177	-	85	85	85	85	340	-
STIP ID:	SST7073.005	Local	L	90	-	21	21	21	21	84	-
TIP ID:	2020-038		Total	267	-	106	106	106	106	424	-
Type:	Capital Improvements										
Air Quality:	Exempt from conformity analysis										
Description:	Funding will go toward projects to replace, rehabilitate or purchase buses, bus facilities and related equipment										

FASTER Transit

Title:	FLEX Operating	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	State	FASTER	200	-	200	200	200	200	800	-
STIP ID:	SST7035.220	Local	L	200	-	200	200	200	200	800	-
TIP ID:	2016-019		Total	400	-	400	400	400	400	1,600	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Operating assistance for FLEX regional route.										

Title:	Poudre Express Greeley-Fort Collins	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	GET	State	FASTER	400	-	200	200	200	200	800	-
STIP ID:	SST7035.336	Local	L	400	-	200	200	200	200	800	-
TIP ID:	2020-018	Local	LOM	330	-	165	165	165	165	660	-
Type:	Operations		Total	1,130	-	565	565	565	565	2,260	-
Air Quality:	Exempt from conformity analysis										
Description:	Operating assistance for Poudre Express regional route.										

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 2022-2025 TIP is presented in **Table 11**. 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 2040 Program Distribution developed by CDOT in 2014. The 2040 Program Distribution projects revenue for individual years spanning FY 2016 through FY 2025, and for five-year periods from FY 2026 through FY 2040. It summarizes anticipated federal, state, and local funding by program, and provides statewide projections as well as MPO-level projections. The projected revenue for TAP, STBG, and CMAQ through FY 2020 were updated by CDOT in 2016 to account for the FAST Act funding authorizations. The revised amounts for those four programs are reflected in this Financial Plan.

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 2040 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 2022-2025 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 2022-2025 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 2022. Additional roll forwards will occur after the start of the state fiscal year on July 1, 2021.

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 11: Summary of Revenue and Programming, FY 2022 – 2025*

Funding Program	Rolled FY22	FY 22	FY 23	FY 24	FY 25
Surface Treatment					
Projected Revenue		19,137	16,208	16,191	16,203
Additional Commitment		0	0	0	0
Expenditure		10,425	10,425	10,425	10,425
Balance		8,712	5,783	5,766	5,778
Structures On-System					
Projected Revenue		4,033	3,416	3,413	3,415
Expenditure		1,248	283	0	0
Balance		2,785	3,133	3,413	3,415
Regional Priority Program					
Projected Revenue		6,308	2,811	0	0
Expenditure		2,811	2,811	0	0
Balance		3,497	0	0	0
Highway Safety Improvement Program (HSIP)					
Projected Revenue		2,214	2,225	1,250	1,250
Additional Commitment	2,250	0	330	0	0
Expenditure	2,250	1,600	2,555	0	0
Balance	0	614	0	1,250	1,250
FASTER - Safety					
Projected Revenue		3,373	3,494	3,617	3,735
Additional Commitment		4,177	6,506	0	0
Expenditure		7,550	10,000	0	0
Balance		0	0	3,617	3,735
Structures On-System					
Projected Revenue		4,033	3,416	3,413	3,415
Expenditure		1,248	283	0	0
Balance		2,785	3,133	3,413	3,415
Transportation Alternatives					
Projected Revenue		684	688	1,264	1,270
Additional Commitment	1,705	2,585	1,674	0	0
Expenditure	1,705	3,269	2,362	0	0
Balance	0	0	0	1,274	1,270
Congestion Mitigation and Air Quality					
Projected Revenue		4,110	4,130	4,151	4,172
Additional Commitment	8,273	3,342	1,599	0	0
Expenditure	8,273	7,451	5,729	0	0
Balance	0	0	0	4,151	4,172
Surface Transportation Block Grant					
Projected Revenue		3,496	3,514	3,531	3,549
Additional Commitment	12,390	3,114	14,689	0	0
Expenditure	12,390	6,610	18,202	0	0
Balance	0	0	0	3,531	3,549

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

Funding Program	Rolled FY22	FY 22	FY 23	FY 24	FY 25
Multimodal Options Fund (MMOF)					
Projected Revenue		0	0	0	0
Additional Commitment	7,292	0	0	0	0
Expenditure	7,292	0	0	0	0
Balance	0	0	0	0	0
TIGER					
Additional Commitment		0	0	0	0
Expenditure		0	0	0	0
Balance		0	0	0	0
ADA					
Additional Commitment		2,000	2,000	0	0
Expenditure		2,000	2,000	0	0
Balance		0	0	0	0
Safe Routes to School (SRTS)					
Additional Commitment	164	0	0	0	0
Expenditure	164	0	0	0	0
Balance	0	0	0	0	0
Strategic Local and Private					
Additional Commitment		42,421	93,402	18,408	0
Expenditure		42,421	93,402	18,408	0
Balance		0	0	0	0
FTA 5307					
Projected Revenue		7,296	7,442	12,497	12,581
Additional Commitment		5,949	5,759	0	0
Expenditure		13,245	13,201	12,497	12,581
Balance		0	0	0	0
FTA 5310					
Projected Revenue		163	166	353	359
Additional Commitment		146	93	0	0
Expenditure		309	259	353	359
Balance		0	0	0	0
FTA 5339					
Projected Revenue		1,967	2,007	556	556
Additional Commitment		0	0	0	0
Expenditure		614	614	556	556
Balance		1,353	1,393	0	0
FASTER Transit					
Projected Revenue		526	473	311	311
Additional Commitment		439	492	254	254
Expenditure		965	965	565	565
Balance		0	0	0	0

Funding Program	Rolled FY22	FY 22	FY 23	FY 24	FY 25
Other State Funds					
Projected Revenue		0	0	0	0
Additional Commitment		0	0	2,925	240
Expenditure		0	0	2,925	240
Balance		0	0	0	0
Other Federal Funds					
Projected Revenue		0	0	0	0
Additional Commitment		1,359	464	9,240	240
Expenditure		1,359	464	9,240	240
Balance		0	0	0	0
Total					
Projected Revenue	0	80,016	140,528	41,252	11,294
Additional Commitment	33,655	87,393	149,753	44,544	14,676
Expenditure	33,655	19,015	12,404	25,127	25,346
Balance	0	148,394	277,877	60,670	625

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 2022–2025 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 470.103.⁴

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 12 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.

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

Table 12: Operations and Maintenance Costs and Revenues by Source in YOE Dollars, FY 2022-FY 2025

	Funding Source	Public Transportation	Federal-Aid Highways
Revenue	Federal	\$71,857,859	\$59,529,295
	State	\$2,177,263	\$155,189,513
	Local	\$17,487,432	\$112,592,812
	Directly Generated*	\$17,464,433	\$0
	Total	\$108,986,987	\$327,311,621
Cost	Total	\$98,545,003	\$298,782,205
Balance	Total	\$10,441,984	\$28,529,416

*Directly generated funding includes sources such as fares and advertising

APPENDIX A: ENVIRONMENTAL JUSTICE ANALYSIS

Introduction

The Environmental Justice (EJ) Analysis for the FY 2022-2025 TIP identifies the location of EJ Areas and analyzes the benefits and burdens for individual projects in the TIP.

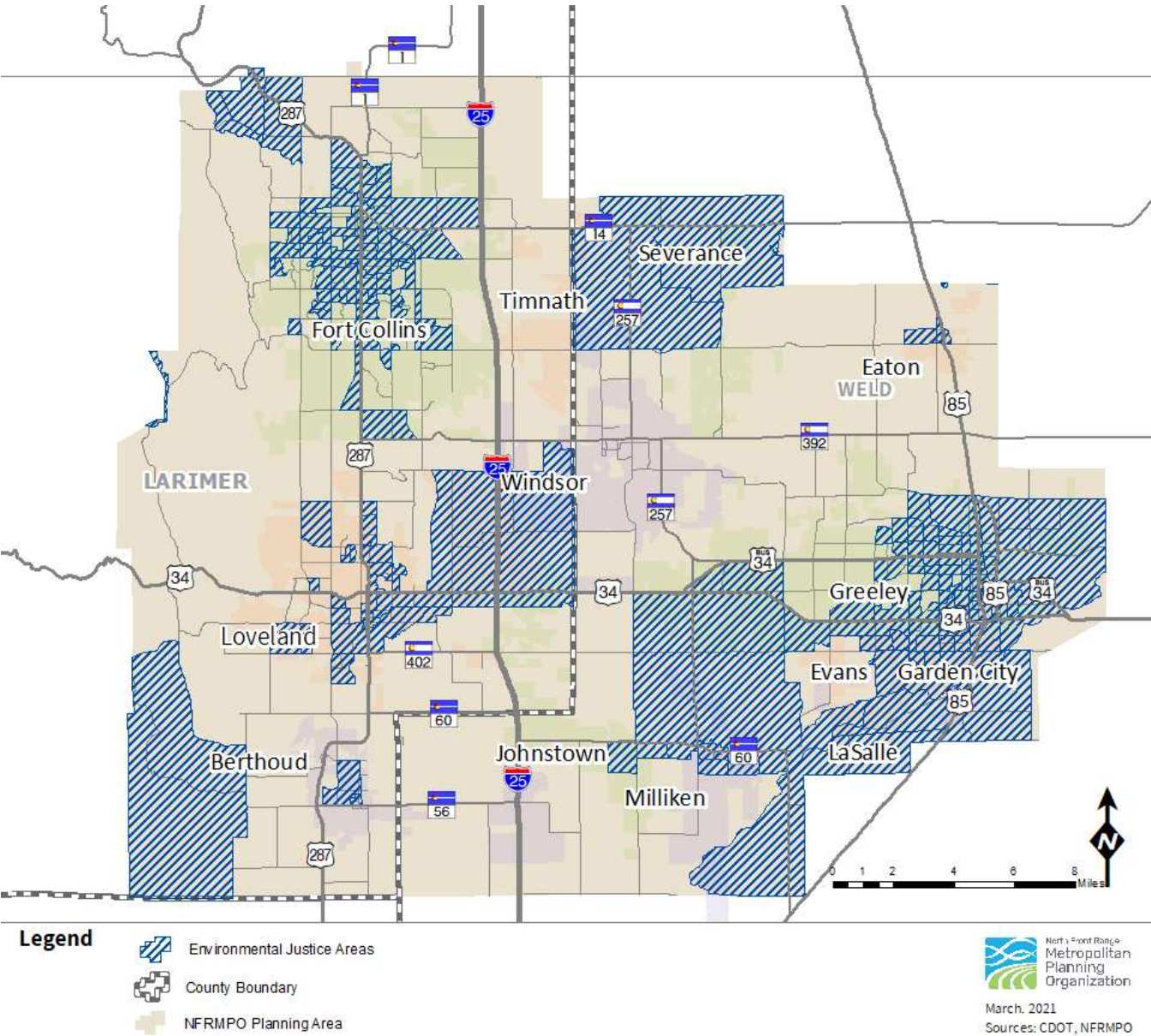
It is important to identify where significant numbers of minority and low-income households are located within the region to comply with the requirements of Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, and DOT Order 5610.2(a). These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

NFRMPO Environmental Justice Areas

The NFRMPO uses the CDOT NEPA Manual, Version 4 July 2015, as the framework for identifying EJ Areas in the region. EJ Areas are defined as areas with block groups that have a higher percentage of low-income and/or minority populations than the county or regional average, respectively. The percentage of low-income populations is 17.8 percent in Larimer County and 18.9 percent in Weld County. Within the region, 25.2 percent of residents are minorities.

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

Figure A- 1: Environmental Justice Areas



Environmental Justice Analysis

The FY 2022-2025 TIP includes 27 individual projects located in a specific area that can be analyzed for EJ impacts. The remaining projects are project pools or have area-wide impacts. As displayed in **Figure A-2**, the 27 projects include bicycle and pedestrian facilities, bridge reconstruction, CNG fueling stations, intersection improvements, operational improvements, pavement improvements, and roadway widening.

Table A-1 shows information for each project, including if the project was included in the FY 2022-2025 TIP, whether or not the project is located within ¼ mile of an EJ Area, the project burdens, and the project benefits. Of the 27 projects, 20 or 74 percent, are located within ¼ mile of or adjacent to an EJ population and are referred to as EJ projects. Seven projects are not located near EJ populations and are referred to as non-EJ projects.

The benefits and burdens of the individual projects in the FY 2022-2025 TIP are equitably distributed among EJ and non-EJ projects. Seven of the 17 EJ projects have burdens (41 percent), as do seven of non-EJ projects. All the EJ and non-EJ projects have benefits.

Figure A- 2: Environmental Justice Areas and FY 2022-2025 TIP Projects by Project Type

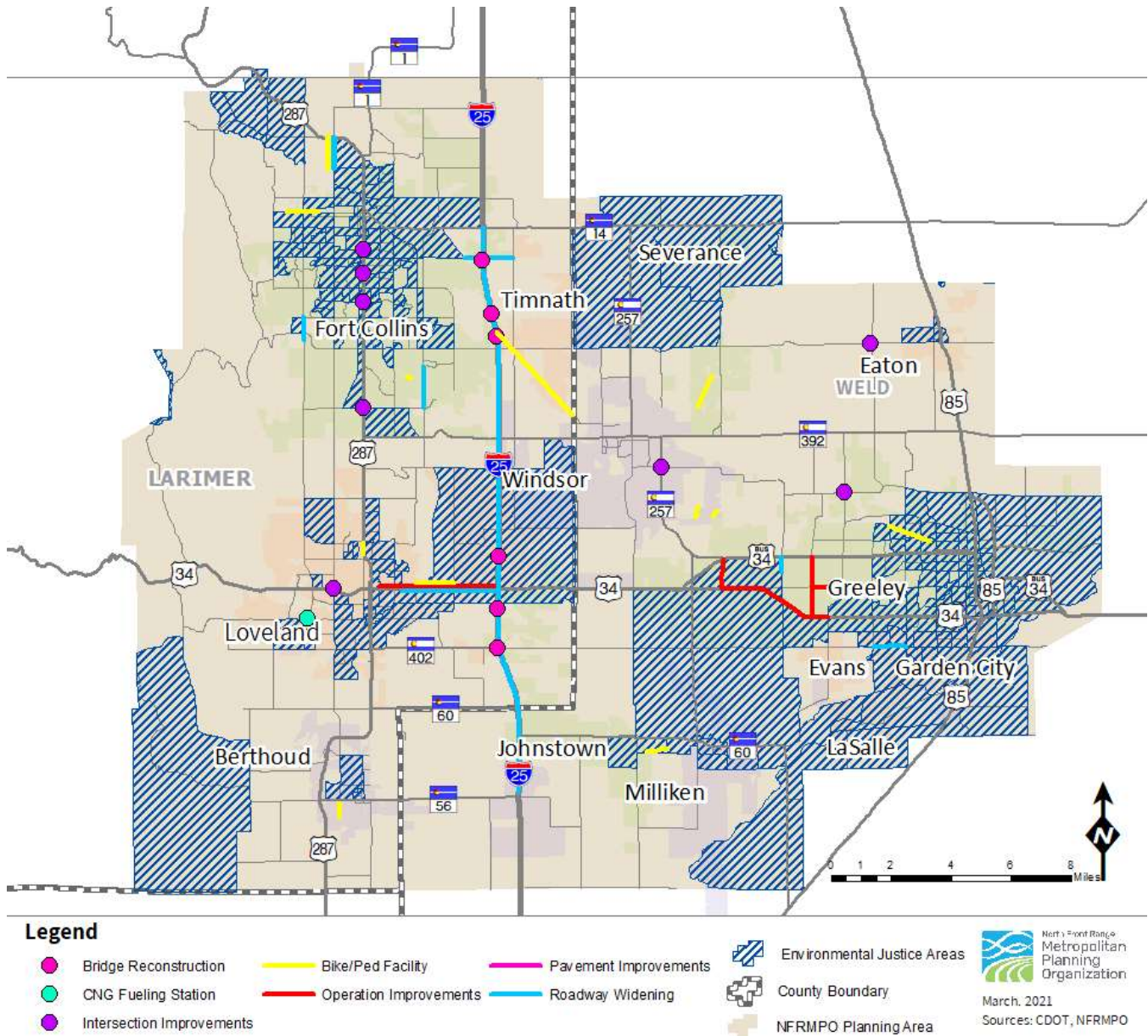


Table A- 1: EJ Analysis for FY 2022-2025 TIP Projects

Projects are identified by Name, Project Sponsor, Improvement Type, and Funding Program

Criteria	North I-25: Design Build, CDOT Region 4, Highway Added Capacity and Modify & Reconstruct, Various	Little Thompson River Corridor Trail - Phase 1a, Johnstown, Bike/Ped Facility, TA	North LCR 17 Expansion, Larimer County, Widening and Bike/Ped Facility, STBG and TA	Poudre River Trail Realignment, Windsor, Bike/Ped Facility, TA	CNG Fast Fill Stations, Loveland, Operations, CMAQ	Traffic Signal Progression Improvements—US 34, Loveland, ITS Traffic Controls, CMAQ
Project Information						
Project included in the FY 2019-2022 TIP	Yes	Yes	Yes	No	Yes	Yes
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	Yes	Yes	No	No	Yes
Burdens						
Bodily impairment, infirmity, illness, or death	No	No	No	No	No	No
Air, noise, and water pollution and soil contamination	Yes	No	Yes	No	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	No	Yes	No	No	No
Adverse impacts on community cohesion or economic vitality	No	No	No	No	No	No
Noise and vibration	Yes	No	Yes	No	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No	No	No	No	No
Benefits						
Decrease in travel time	Yes	No	No	No	No	Yes
Improved air quality	Yes	Yes	Yes	No	Yes	Yes
Expanded access to employment opportunities	Yes	No	No	No	No	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	Yes	Yes	Yes	No	No

Criteria	Phase 3 Fiber, ITS, Greeley, CMAQ	N Taft Avenue & US 34, Intersection Improvements, Loveland, CMAQ	US 287 and Trilby, Intersection Improvements, Fort Collins, CMAQ	Timberline Road Corridor Improvements, Fort Collins, Widening, STBG	59 th Avenue and O Street Roundabout, Greeley, Weld County, STBG	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25, Loveland, Widening, STBG
Project Information						
Project included in the FY 2019-2022 TIP	No	No	No	Yes	Yes	Yes
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	Yes	Yes	No	Yes	Yes
Burdens						
Bodily impairment, infirmity, illness, or death	No	No	No	No	No	No
Air, noise, and water pollution and soil contamination	No	No	No	Yes	No	Yes
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No	No	Yes	No	Yes
Adverse impacts on community cohesion or economic vitality	No	No	No	No	No	No
Noise and vibration	Yes	Yes	Yes	Yes	Yes	Yes
Increased traffic congestion, isolation, exclusion, or separation	No	No	No	No	No	No
Benefits						
Decrease in travel time	Yes	Yes	Yes	Yes	Yes	Yes
Improved air quality	Yes	Yes	Yes	Yes	Yes	Yes
Expanded access to employment opportunities	Yes	Yes	Yes	Yes	Yes	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	No	No	No	Yes	No

Criteria	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25, Loveland, Widening, STBG	Intersection Improvements at SH 257 & Eastman Park Dr., Windsor, Intersection Improvements, STBG	CR 19 (Taft Hill) Improvements, Widening, Fort Collins, STBG	Roundabout at WCR 74 and WCR 33, Intersection Improvements, Weld County, STBG	37th St Widening, Widening, Evans, STBG	Fort Collins, US 287 Intersection Improvements Project, Operations, STBG
Project Information						
Project included in the FY 2019-2022 TIP	Yes	Yes	No	No	No	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	No	Yes	No	Yes	Yes
Burdens						
Bodily impairment, infirmity, illness, or death	No	No	No	No	No	No
Air, noise, and water pollution and soil contamination	Yes	Yes	Yes	Yes	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	Yes	Yes	Yes	Yes	No
Adverse impacts on community cohesion or economic vitality	No	No	No	No	No	No
Noise and vibration	Yes	Yes	Yes	Yes	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No	No	No	No	No
Benefits						
Decrease in travel time	Yes	Yes	Yes	Yes	Yes	Yes
Improved air quality	Yes	Yes	Yes	Yes	Yes	Yes
Expanded access to employment opportunities	Yes	No	Yes	No	Yes	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	No	No	No	No	No

Criteria	83 rd Avenue Roadway Improvements, Greeley, Widening STBG	Greeley #3 Canal Trail, Bike/Ped Facility, Greeley, MMOF	Poudre River Regional Trail Windsor to Timnath Connection, Bike/Ped Facility, Larimer County, MMOF	South Boyd Lake Trail, Bike/Ped Facility, Loveland, MMOF	Laporte Ave Improvements - Fishback to Sunset, Bike/Ped Facility, Evans, MMOF	Berthoud Parkway Trail Gap Elimination, Bike/Ped Facility, Berthoud, MMOF
Project Information						
Project included in the FY 2019-2022 TIP	No	No	No	No	No	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	Yes	No	Yes	Yes	Yes
Burdens						
Bodily impairment, infirmity, illness, or death	No	No	No	No	No	No
Air, noise, and water pollution and soil contamination	No	No	No	No	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No	No	No	No	No
Adverse impacts on community cohesion or economic vitality	No	No	No	No	No	No
Noise and vibration	No	No	No	No	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No	No	No	No	No
Benefits						
Decrease in travel time	Yes	No	No	No	No	No
Improved air quality	Yes	No	No	No	No	No
Expanded access to employment opportunities	No	No	No	No	No	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	Yes	Yes	Yes	Yes	Yes

Criteria	WCR23/Great Western Trail Pedestrian Connection, Bike/Ped Facility, Severance, MMOF	Siphon Overpass-UPRR Power Trail Grade Separated Crossing, Bike/Ped Facility, Fort Collins, MMOF	SH 287 West Sidewalk Gap, Bike/Ped Facility, Loveland, MMOF
Project Information			
Project included in the FY 2019-2022 TIP	No	No	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	No	Yes
Burdens			
Bodily impairment, infirmity, illness, or death	No	No	No
Air, noise, and water pollution and soil contamination	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
Adverse impacts on community cohesion or economic vitality	No	No	No
Noise and vibration	No	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No	No
Benefits			
Decrease in travel time	No	No	No
Improved air quality	No	No	No
Expanded access to employment opportunities	No	No	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	Yes	Yes

APPENDIX B: AIR QUALITY CONFORMITY FINDING

REVISED

RESOLUTION NO. 2021-10

**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE CONFORMITY DETERMINATION FOR THE NFRMPO FY2022-2025 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP), NFRMPO 2045 REGIONAL TRANSPORTATION PLAN (RTP), NORTHERN
SUBAREA OF THE UPPER FRONT RANGE TRANSPORTATION PLANNING REGION (UFR TPR) 2045 RTP,
AND NORTHERN SUBAREA OF THE COLORADO FY2022-2025 STATEWIDE TIP (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 (UFR TPR); and

WHEREAS, Section 93.122(g) of the conformity rule allows conformity determinations to rely on previous regional emissions analyses if all regionally significant projects were included in the previous analysis; and

WHEREAS, the FY2022-2025 TIP retains the regionally significant projects programmed in FY2022 and FY2023 from the FY2020-2023 TIP and does not add any new regionally significant projects; and

WHEREAS, the UFR TPR 2045 RTP and Colorado FY2022-2025 Statewide Transportation Improvement Program (STIP) retain the regionally significant projects for the Northern Subarea from the UFR TPR 2040 RTP and FY2020-2023 STIP and do not add any new regionally significant projects for the Northern Subarea; and

WHEREAS, the previous regional emissions analysis conducted on the NFRMPO’s fiscally constrained FY2020-2023 TIP and 2045 RTP, along with the UFR TPR 2040 RTP and FY2020-2023 STIP, using the 2045 planning assumptions were within the federally approved emissions budgets; 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 FY2022-2025 TIP, the 2045 RTP, the Northern Subarea of the Upper Front Range 2045 RTP, and the Northern Subarea of the Colorado FY2022-2025 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity determinations and redeterminations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of May 2021.

ATTEST:


Suzette Mallette (May 13, 2021 12:31 MDT)

Suzette Mallette, Executive Director


William Karsneck (May 13, 2021 12:30 MDT)

William Karsneck Vice Chair

Signature: 
William Karsneck (May 13, 2021 12:30 MDT)

Email: wkarsneck@berthoud.org

Signature: 
Suzette Mallette (May 13, 2021 12:31 MDT)

Email: smallette@nfrmpo.org

7_Conformity Determinations Resolution









2021-10 REVISED

Final Audit Report

2021-05-13

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APPENDIX C: CERTIFICATION OF PLANNING PROCESS



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;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 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
- 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.

REGIONAL TRANSPORTATION PLAN

Regional Transportation Plans (RTPs) have been developed by the NFRT&AQPC since 1990, with the latest version adopted on September 5, 2019. The horizon year for the current RTP is 2045. The conformity determination for the 2045 RTP was adopted by the NFRT&AQPC on September 5, 2019 and was submitted to the Air Quality Control Commission (AQCC) for concurrence on September 6, 2019. Prior to the 2045 RTP, the 2040 RTP as amended on June 1, 2017 was the effective RTP. Conformity for the Amended 2040 RTP was re-determined on June 6, 2019 by the NFRT & AQPC and the USDOT provided concurrence on July 31, 2019.

TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Improvement Programs (TIP) have been prepared and approved by the NFRT&AQPC since 1988. The current TIP, known as the FY2020-2023 TIP, and its conformity determinations were adopted on June 6, 2019 and the CDPHE-APCD's concurrence was received on May 28, 2019. The USDOT redetermined conformity of the FY2020-2023 TIP on December 27, 2019.

The FY2022-2025 TIP and its conformity determinations were adopted on May 6, 2021 under the 2045 RTP. The FY2022-2025 TIP is submitted to the Governor, who then submits it to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Environmental Protection Agency (EPA) for review and approval.

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

Page 2 of 2

UNIFIED PLANNING WORK PROGRAM

Unified Planning Work Programs (UPWP) have been prepared and approved by the NFRT&AQPC since 1989. They are approved on a biennial basis by the Colorado Department of Transportation (CDOT), FHWA, and FTA, the most recent version having been approved by the NFRT&AQPC on May 6, 2021 for FY2022-2023.

CONGESTION MANAGEMENT PROCESS

In 2019, the NFRT&AQPC updated the Congestion Management Process (CMP) to help direct TIP funding towards projects and strategies most effective for addressing congestion. A periodic report of performance and congestion is issued by the NFRT&AQPC.

The NFRT&AQPC and CDOT certify that the transportation planning process, including the 2045 Regional Transportation Plan, the FY2020-2023 and FY2022-2025 NFRMPO TIP, the NFRT&AQPC's FY2022-2023 UPWP, and the 2019 CMP have met all the above requirements.

ATTEST:

Rebekah Karasko

Rebekah Karasko (May 13, 2021 16:53 MDT)

Becky Karasko, Transportation Planning Director
NFRT&AQPC

Signature: Rebekah Karasko

Rebekah Karasko (May 13, 2021 16:53 MDT)

Email: bkarasko@nfrmpo.org

Suzette Mallette

Suzette Mallette (May 14, 2021 08:13 MDT)

Suzette Mallette, Executive Director
NFRT&AQPC

Date

Signature: Suzette Mallette

Suzette Mallette (May 14, 2021 08:13 MDT)

Email: smallette@nfrmpo.org

Shoshana Lew, Executive Director
Colorado Department of Transportation

Date









Metropolitan Transportation Planning Process Certification_2021_Updated

Final Audit Report

2021-05-14

Created:	2021-05-13
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"Metropolitan Transportation Planning Process Certification_2021_Updated" History

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APPENDIX D: STATE CONCURRENCE AND APPROVAL



COLORADO
Air Pollution Control Division
Department of Public Health & Environment

Dedicated to protecting and improving the health and environment of the people of Colorado

Ms. Suzette Mallette
Executive Director
North Front Range Metropolitan Planning Organization
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

May 6, 2021

The Colorado Air Pollution Control Division (APCD) has reviewed the North Front Range Metropolitan Planning Organization's (NFRMPO) conformity determination for its 2045 Regional Transportation Plan (RTP) and FY2022-2025 Transportation Improvement Program (TIP). The APCD agrees that the NFRMPO 2045 RTP and FY2022-2025 TIP, as of May 6, 2021, conform to the State Implementation Plan (SIP) and emissions budgets for ozone precursors. The APCD notes that as of May 10, 2019, conformity requirements no longer apply to the Greeley Carbon Monoxide (CO) Maintenance Area.

The NFRMPO's and the Air Pollution Control Division's analyses indicate that emissions budgets for ozone precursors will not be exceeded in any of the project or plan horizon years. Therefore, the APCD concurs with this conformity determination.

Should you have any questions, please contact me at 303-692-3127 or at richard.coffin@state.co.us.

Sincerely,

Rick Coffin
Planner
Air Pollution Control Division
Colorado Department of Public Health and Environment

Cc: Greg Lohrke, U.S. EPA, Region 8
Bill Haas, FHWA
Doug Rex, DRCOG
Medora Bornhoft, NFRMPO
Rose Waldman, CDOT



APPENDIX E: FHWA CONFORMITY DETERMINATION



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

Colorado Division

June 25, 2021

12300 W. Dakota Ave., Suite 180
Lakewood, Colorado 80228
720-963-3000

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

Subject: Conformity Determination for the NFRMPO 2022-2025 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 is required to make air quality conformity determinations of Regional Transportation Plans (RTP) and Transportation Improvement Programs (TIP) in non-attainment and maintenance areas. In Colorado, the Federal Highway Administration (FHWA) issues the conformity determination on behalf of the Federal Transit Administration (FTA) Region 8 office per the current Memorandum of Agreement for Transportation Planning Oversight (FHWA/FTA Transportation Planning MOA).

On May 6, 2021, the North Front Range Metropolitan Planning Organization (NFRMPO) adopted an air quality conformity determination for the 2022-2025 TIP in its capacity as the Metropolitan Planning Organization. The conformity determination also included the northern section of the Upper Front Range Transportation Planning Region (Upper Front Range TPR) 2045 RTP and the portion of the 2022-2025 State Transportation Improvement Program (STIP) within the northern portion of the Upper Front Range TPR. The NFRMPO relied on a previous regional emissions analysis, consistent with 40 CFR 93.122(g) as all regionally significant projects were retained and no new regionally significant projects were added. The 2022-2025 TIP is the fiscally constrained TIP for the NFRMPO region.

Based on our evaluation of the NFRMPO 2022-2025 TIP conformity determination, in coordination with the Environmental Protection Agency, the NFRMPO, the Denver Regional Council of Governments, the Colorado Air Quality Control Commission, the Regional Air Quality Council, and the Colorado Department of Transportation, we have determined the Fort Collins and Greeley urbanized areas have met the requirements of 40 CFR 51 and 93, 23 CFR 450, and 49 CFR 613 along with FHWA/FTA policies and guidance. Furthermore, the NFRMPO correctly followed the procedures of the 2008 DRCOG/NFRMPO 8-Hour Ozone MOA and the 2015 MOA for Transportation Conformity Evaluations.

A conformity determination for the NFRMPO 2022-2025 TIP is hereby made. We are also making a conformity determination for the northern section of the Upper Front Range TPR 2045 RTP and projects included in the 2022-2025 STIP within the northern portion of the Upper Front Range TPR. The effective date for the NFRMPO 2022-2025 TIP and the Upper Front Range

portion of the 2022-2025 STIP is July 1, 2021. The date of this letter is the effective date of the conformity determination for the northern section of the Upper Front Range TPR 2045 RTP. Our action is consistent with the FHWA/FTA Transportation Planning MOA.

Sincerely yours,

JOHN M CATER

Digitally signed by JOHN M
CATER
Date: 2021.06.25 10:12:10
-06'00'

John M. Cater, PE
Division Administrator

cc: Ms. Becky Karasko, NFRMPO
Ms. Medora Bornhoft, NFRMPO
Mr. Doug Rex, DRCOG
Mr. Ron Papsdorf, DRCOG
Mr. Scott James, Upper Front Range TPR
Mr. Rick Coffin, APCD
Ms. Marissa Gaughan, CDOT
Mr. Jeff Sudmeier, CDOT
Mr. Aaron Willis, CDOT
Ms. Carrie Tremblatt, CDOT
Ms. Tracey MacDonald, FTA
Ms. Ranae Tunison, FTA
Mr. Greg Lohrke, EPA

APPENDIX F: RESOLUTION OF ADOPTION

RESOLUTION NO. 2021-11
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE FY 2022-2025 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 FY2022-2025 TIP are consistent with the adopted 2045 Regional Transportation Plan, adopted September 5, 2019; and

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

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

WHEREAS, the ozone conformity determination and the CO conformity determination demonstrate conformity of the FY 2022-2025 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 2022-2025 TIP is in conformance with the requirements of 23 CFR §450.326.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of May 2021.

William Karspeck

William Karspeck, Vice Chair

ATTEST:

Suzette Mallette

Suzette Mallette, Executive Director

Signature: William Karspeck
William Karspeck (May 12, 2021 16:54 MDT)

Email: wkarspeck@berthoud.org

Signature: Suzette Mallette
Suzette Mallette (May 13, 2021 08:21 MDT)

Email: smallette@nfrmpo.org









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Final Audit Report

2021-05-13

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