

APPENDIX A: ENVIRONMENTAL JUSTICE ANALYSIS

Introduction

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

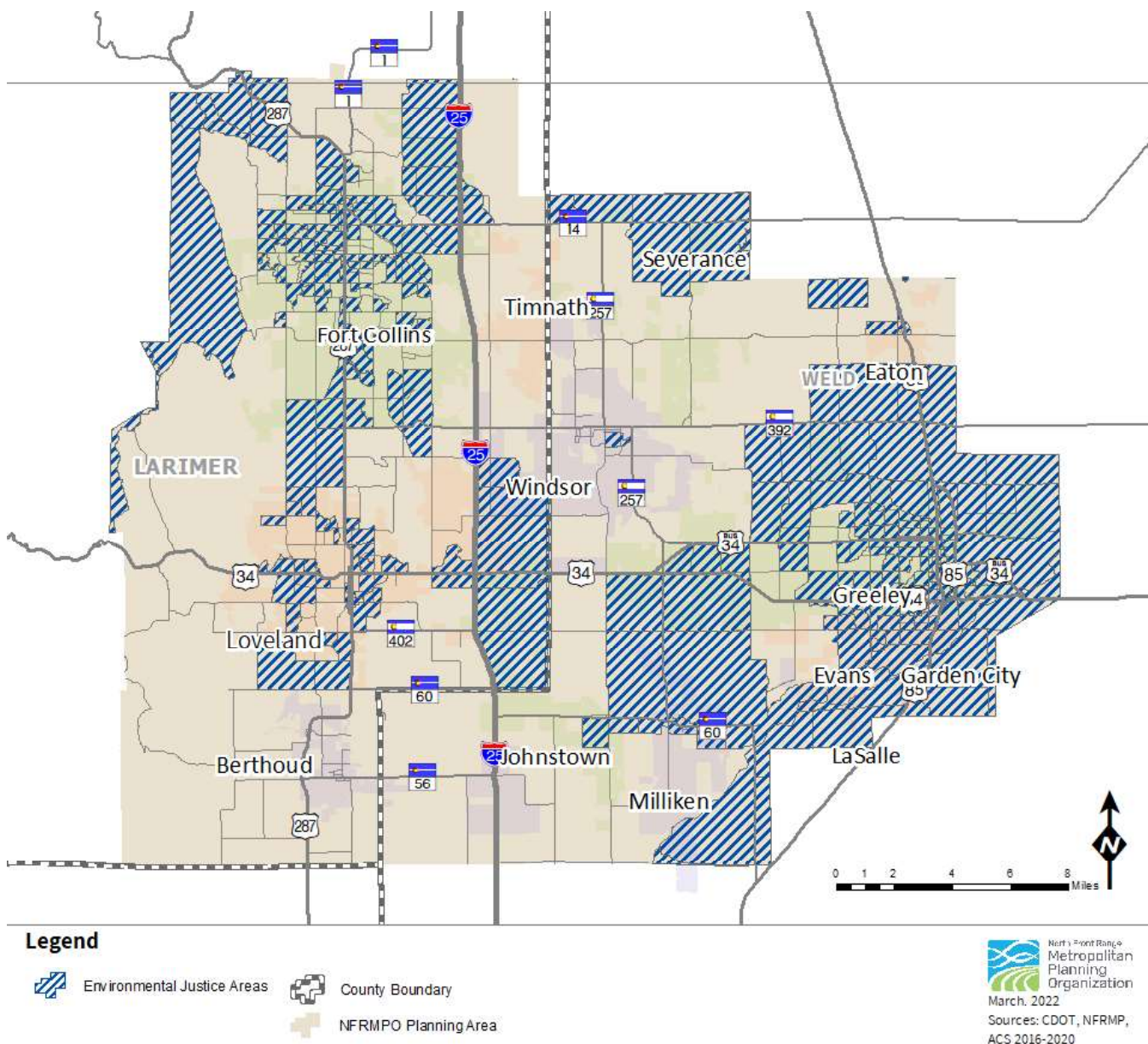
It is important to identify where significant numbers of minority and low-income households are located within the region to comply with the requirements of Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, and DOT Order 5610.2(a). These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

NFRMPO Environmental Justice Areas

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

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

Figure A- 1: 2020 Environmental Justice Areas



Environmental Justice Analysis

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

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

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

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

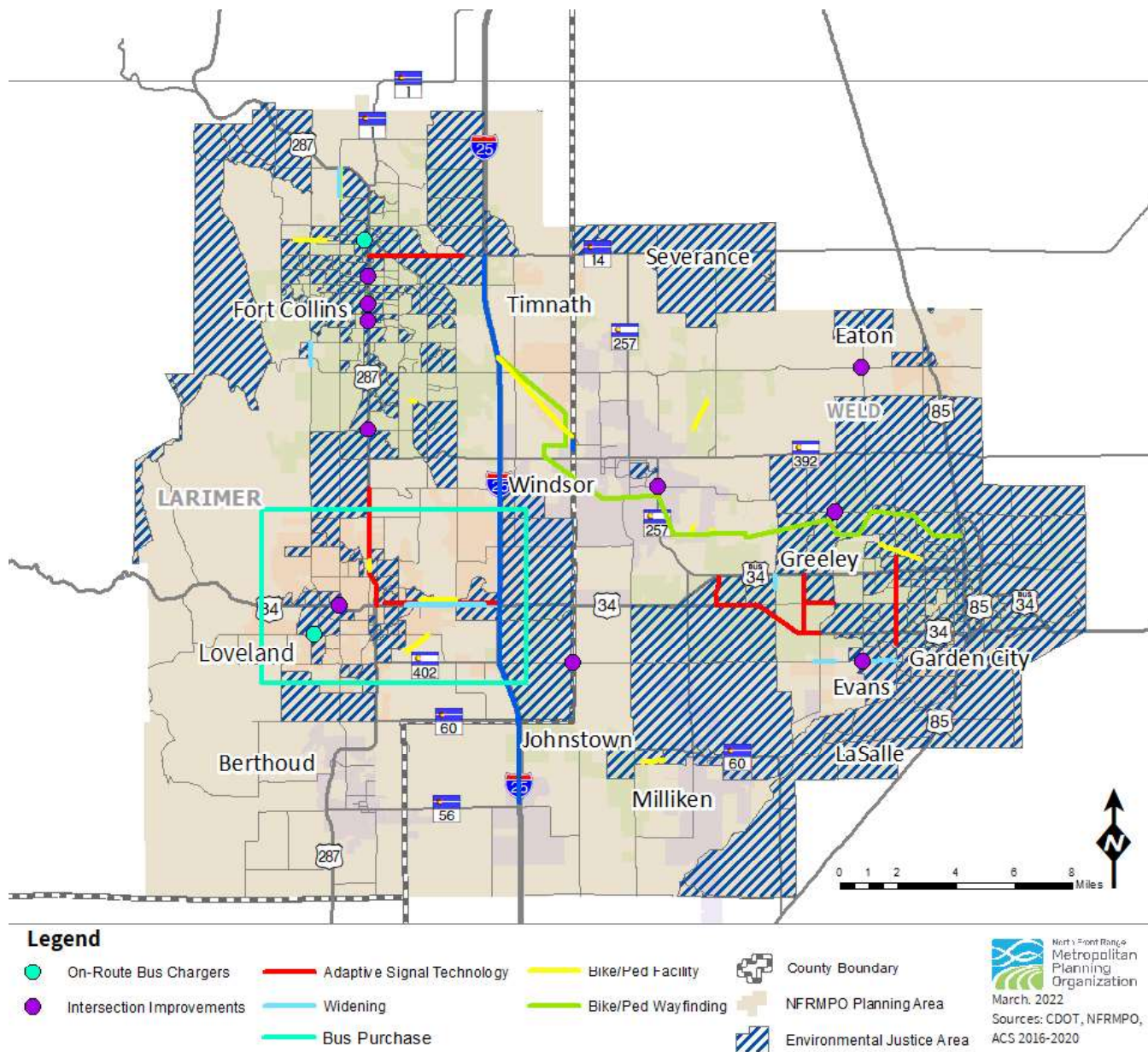


Table A- 1: EJ Analysis for Projects Awarded Prior to 2022

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

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

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

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

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

Table A-2: 2021 Call for Projects EJ Analysis

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

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

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

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

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

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

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

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

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

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

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

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

Environmental Justice Analysis – August 2022 Off-Cycle TIP Amendment

Criteria	SH60 and Carlson Blvd Intersection Improvements	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	
Project Sponsor	Johnstown	
Project Type	Intersection Improvements	
Funding Source	MMOF	
Call Awarded	2022	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	None Provided	
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment opportunities	Yes	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	A major retail center is coming to the south side of SH 60 with the first phase under construction. This signal will allow residents north of the SH 60 to access the employment center. A Park and Ride is also coming to the south side of SH 60 and the Traffic Signal will allow better access to this site.	
Outreach		
The Town has been receiving inquiries from the public to make improvements to this location since the announcement of the new elementary and High School sites moving south of SH 60. After a warrant study confirmed a signal is warranted, the project was prioritized by the Town Council as a high priority. Public Meetings (council) have been held to discuss this project with no opposition from the public.		

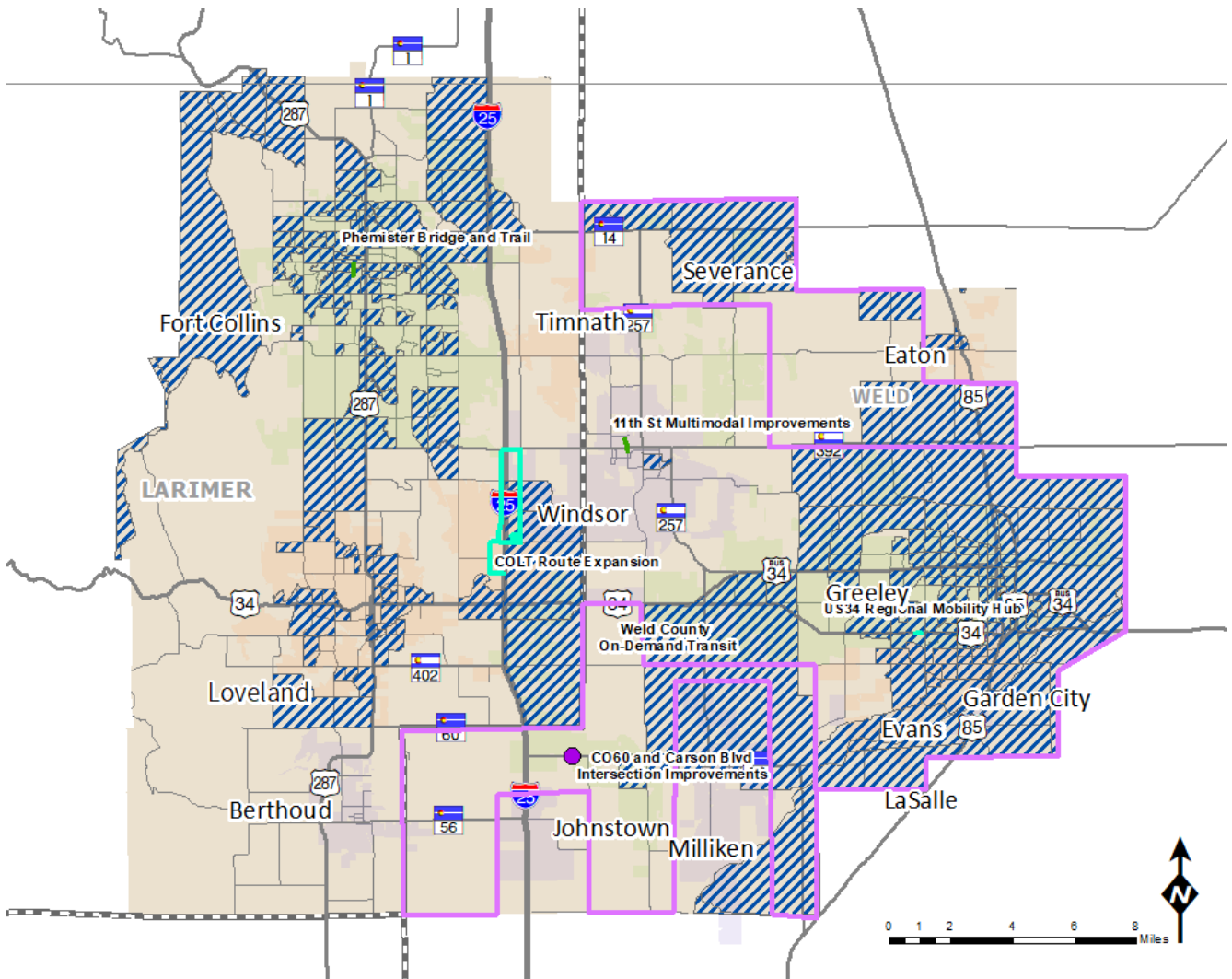
Criteria	11 th St Multimodal Improvements	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	
Project Sponsor	Windsor	
Project Type	Multimodal Improvements	
Funding Source	MMOF	
Call Awarded	2022	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens	Typical construction noise and traffic control are anticipated during regular working hours (striping removal, equipment noise).	
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	Decrease in travel time and improved air quality could be benefits of this project if the existing RRFB crossing Main St east of the 11th St intersection is warranted to be removed and replaced by improvements at the SH392 & 11th St signalized intersection. The Town's current Design project includes evaluation of the existing RRFB crossing and analyses of each intersection along 11th St corridor.	
Outreach		
Olsson will develop in 2022 a public engagement plan that incorporates coordination and collaboration with the Windsor Police Department, Windsor Community Recreation Center, Windsor High School, and the Development team(s). Includes time for coordination meetings during Design to listen to community members, knowing that community buy-in is critical to project implementation. One formal public meeting is assumed after developing preliminary design plans and coordination with the stakeholders. Olsson will develop exhibits for the public event and plan to attend the public open house meeting in person.		

Criteria	Weld County On-Demand Transit	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	
Project Sponsor	Weld County	
Project Type	Transit	
Funding Source	MMOF	
Call Awarded	2022	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	None Reported	
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment opportunities	Yes	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	The on-demand project has numerous community benefits including giving a large portion of the population the ability to remain independent. Individuals will have greater access to employment opportunities. Air quality will be improved with this program due to ride share opportunities, which will reduce VMTs within the region as decrease travel time.	
Outreach		
Weld County has been working with NFRMPO and Via Mobility to provide on-demand transit service to Weld County residents. A pilot on-demand transit program was introduced to many Weld County residents in mid/late 2021. Outreach to residents of Johnstown and unincorporated Weld County were done before, during and after the pilot program was conducted. Many individuals within the NFRMPO boundary utilized the service. Weld County and Johnstown are seeking funding to continue the service due to the success of the pilot program.		

Criteria	COLT Route Expansion	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	
Project Sponsor	Loveland	
Project Type	Transit	
Funding Source	MMOF	
Call Awarded	2022	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	None Reported	
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment opportunities	Yes	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	Addition of a transit route improves access to human services and employment opportunities while improving air quality by reducing single occupancy vehicles.	
Outreach		
This project is identified in the Connect Loveland Master Plan that is awaiting adoption and went through the public involvement process and public outreach associated with creating the plan.		
Upon notification of award additional public outreach targeted at residents within the service area will be performed following COLT's Title VI public involvement plan.		



Criteria	US34 Regional Mobility Hub	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	
Project Sponsor	Greeley, CDOT	
Project Type	Transit Capital	
Funding Source	MMOF	
Call Awarded	2022	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	It is anticipated that the construction of the Mobility Hub will have short term noise and vibration burdens due to normal construction activities. These burdens will not occur post construction.	
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment opportunities	Yes	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	The project will provide for more efficient travel in the project area, encourage electric vehicles in the community, as well as providing non-motorized travel options. The Mobility Hub will be a connector for the residential area to the schools, Centerplace, and hospitals immediately surrounding the Mobility Hub, which are areas of employment opportunities.	
Outreach		
The City of Greeley also has a very thorough public outreach process that will begin once the funding has been secured and continue throughout the construction phase. The City of Greeley has significant support for this project which was demonstrated as part of the 2021 RAISE grant application. Additionally, the Mobility Hub at Centerplace is included and shown as a part of LINKNoCo . The City has received numerous support letters from the Governor, US Senators, NFRMPO and others attached. Additional Information can be found on the project website .		

Criteria	Phemister Bridge and Trail	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	
Project Sponsor	Larimer County	
Project Type	Bike and Ped	
Funding Source	MMOF	
Call Awarded	2022	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	We anticipate noise from earth-moving equipment to grade the trail and bridge. We do not anticipate closures of the Spring Creek Trail to construct the project as the Gardens on Spring Creek have already constructed their trail stub into their Great Lawn under a previous project. The bridge over Spring Creek will require "No-Rise" design in the flood plain to maintain existing flow and course.	
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment opportunities	Yes	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	The project provides safe trail access for commuters. Air quality improved by reducing SOVs (7900 AADT - Center Ave). The trail connects 3 large activity centers (CSU Main & South Campus; Federal Center) and bi-directional transit stops for campus route (MMI 11 & 8) on Center Avenue.	
Outreach		
CSU Senior Engineering Students designed and cost-estimated the bridge and trail project for a Senior Capstone Project. The team presented this project at the City of Fort Collins Bicycle Open House. They also conducted a survey at the Gardens on Spring Creek of visitors to better understand demand for the trail. CSU and Bike Fort Collins conducted an open house at a student-housing development about the trail and risks of wrong-way riding. If awarded, CSU and City of Fort Collins through the SPAR process will conduct neighborhood outreach about the project.		



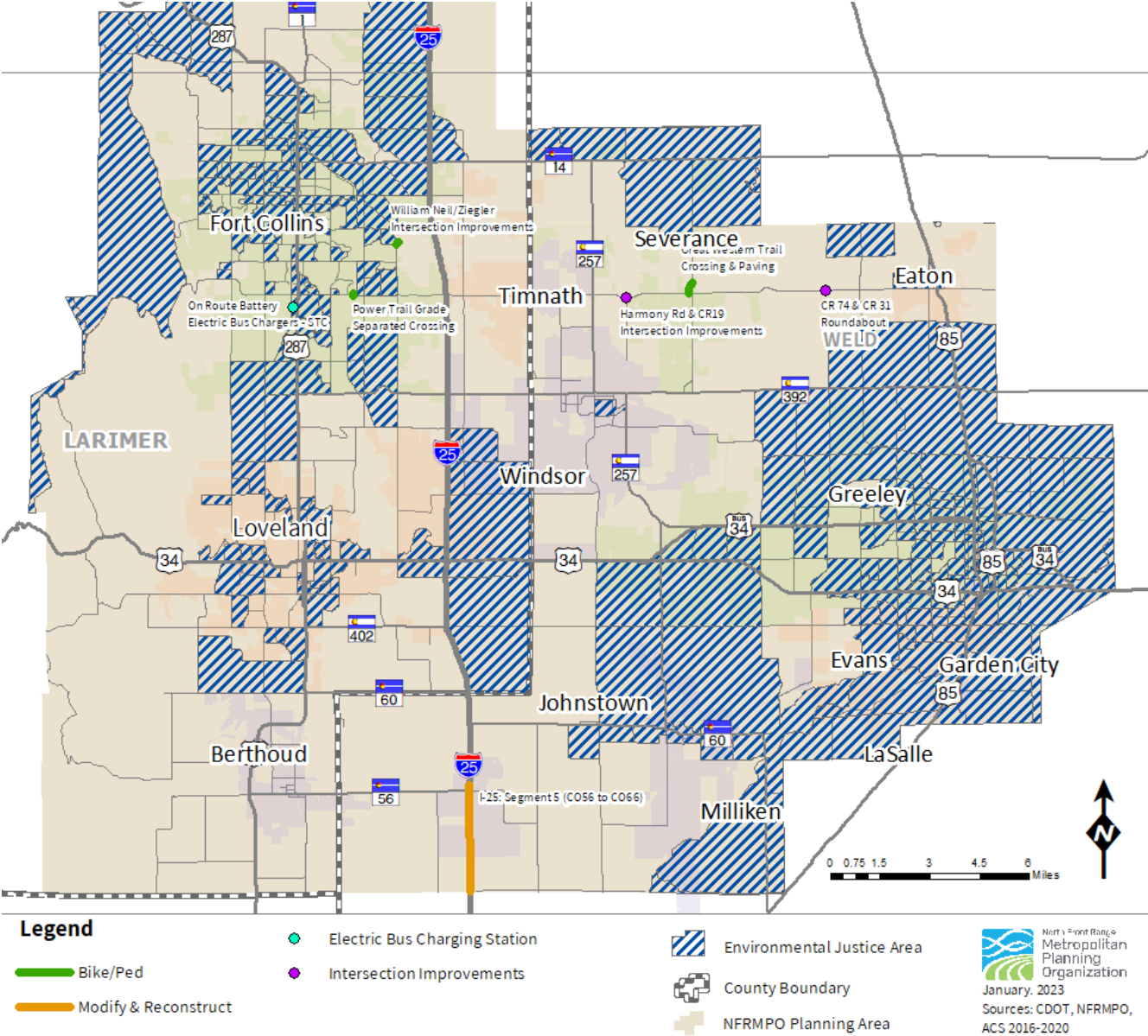
Legend

- Intersection Improvements
- Bike/Ped
- Paratransit
- Transit

-  County Boundary
-  NFRMPO Planning Area

 North Front Range
Metropolitan
Planning
Organization
 August, 2022
 Sources: CDOT, NFRMPO,
ACS 2016-2020

January 2023 TIP Amendment EJ Analysis Tables and Map



Criteria	I-25: Segment 5 (CO56 to CO66)	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	
Project Sponsor	CDOT Region 4	
Project Type	Modify & Reconstruct	
Funding Source	Legislative/ Various	
Call Awarded	N/A	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Benefits		
According to the North I-25 Environmental Impact Statement and Record of Decision 1 (ROD 1), the Project will temporarily incur noise, vibration, and visual impacts through construction, although they would be minimized as much as possible and mitigation measures will be needed to avoid air quality, water quality, and traffic impacts. Details about the anticipated burdens for the North I-25 project are included in the North I-25 EIS Appendix C: Supplemental Resource Information. Refer to ROD 1, Section K and L, for details on the proposed mitigation measures and monitoring program that will be implemented to address these anticipated burdens.		
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment	Yes	
Improved access to transit options and alternative modes of transportation	Yes	
Additional Anticipated Benefits		
The Project will replace aging and functionally obsolete infrastructure, increase safety, provide drivers the choice of a new, reliable travel lane, and increase public transit options. The Project will Incorporate multimodal options, such as carpool lots, future trail preservations, and greenhouse gas reducing measures.		
Outreach		
An Environmental Justice analysis document was prepared as part of the North I-25 EIS in 2011 which included specialized outreach efforts for minority and low-income populations. Additional outreach was conducted during the development of the Statewide Transportation Plan adopted in August 2020. Project outreach will continue and include virtual town meeting presentations, updates and videos of planned and completed work continuously posted on various social media platforms, and virtual public meetings.		

Criteria	William Neil/Ziegler Int Improvements	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	
Project Sponsor	City of Fort Collins	
Project Type	Bike/Ped Improvements	
Funding Source	TA	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	None Reported	
Benefits		
Decrease in travel time	No	
Improved air quality	Yes	
Expanded access to employment opportunities	Yes	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	Although a potential signalized pedestrian crossing may not have significant air quality benefits in the short term, encouraging a mode shift from vehicles to non-motorized transportation will likely have long-term air quality benefits. By providing a safe multimodal connection, the Project supports this mode shift.	
Outreach		
The City has received numerous requests from the public for an improved pedestrian and bicycle crossing at the intersection, including requests through the Active Modes Plan update, which is currently underway. Extensive outreach has occurred for the Poudre River Trail completion. For this Project specifically, the City will develop a project website and potentially conduct open house events or discuss the project and transportation fairs.		

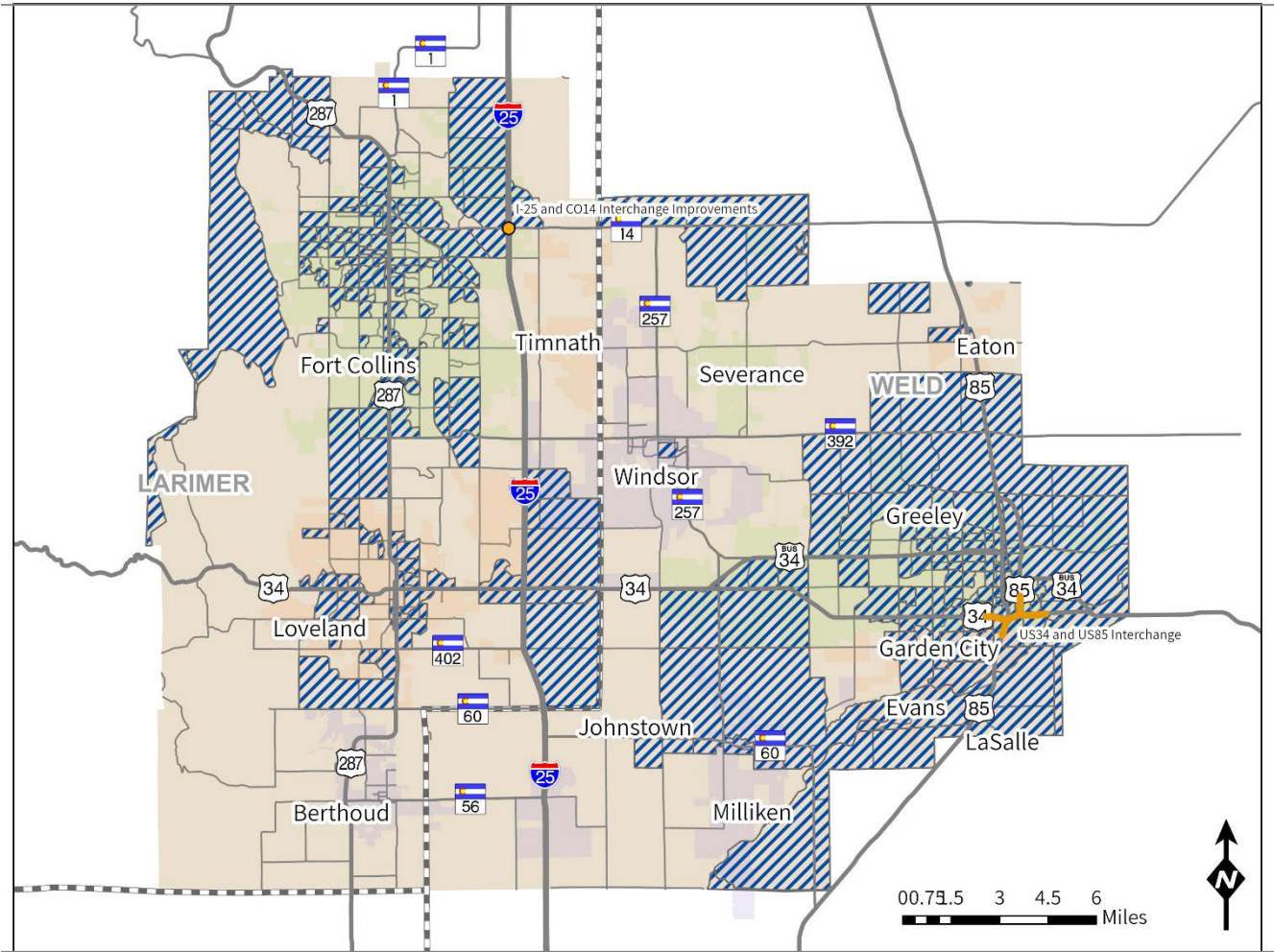
Criteria	Power Trail Grade Separated Crossing	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	
Project Sponsor	City of Fort Collins	
Project Type	Bike/Ped Improvements	
Funding Source	CMAQ	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens	Construction activities will have minor impacts such as noise. Vehicular traffic on Harmony Road may have partial or full closures during construction. However, the City and contractor will make every effort to minimize impact severity and duration.	
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment opportunities	Yes	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	The Project will complete the final missing segment of regionally significant trail from the Poudre River Corridor to the Big Thompson Corridor. As a result, vulnerable populations will have safe, comfortable connectivity throughout the region, including access to schools, employment opportunities, businesses, and recreation destinations.	
Outreach		
The Project was identified in a grade-separated crossing study as the highest priority. The study was presented at various boards, commissions, and advocacy groups. The Project maintains a website and has been presented at boards, commissions, advocacy groups, a transportation fair, and to various stakeholders. Outreach will continue through design and construction.		

Criteria	Great Western Trail Crossing & Paving	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	
Project Sponsor	Severance	
Project Type	Bike/Ped Improvements	
Funding Source	STBG/TA	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	Potential burdens include limited access for adjacent residents during construction.	
Benefits		
Decrease in travel time	No	
Improved air quality	Yes	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	Safe routes to school for residents, improved and safer routes to parks, Town amenities, and the larger trail network in the region.	
Outreach		
The Town of Severance conducted outreach through Open Houses and discussions with residents at Town sponsored events and has heard a community need and desire for better and safer pedestrian crossings.		

Criteria	CR74 and CR31 Roundabout	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	
Project Sponsor	Weld County	
Project Type	Intersection Improvements	
Funding Source	CMAQ	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	There are no anticipated burdens to the local community.	
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment opportunities	Yes	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	Development opportunities will be improved because of the project.	
Outreach		
Targeted public outreach occurred during the development of the Weld County Road 74 Access Control Plan planning effort. Staff continually informs the public of projects occurring along the corridor.		

Criteria	Harmony Rd & CR19 Int Improvements	
Project Information		
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	
Project Sponsor	Severance	
Project Type	Intersection Improvements	
Funding Source	STBG	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	Yes
Additional Anticipated Burdens	There are no anticipated burdens to the local community.	
Benefits		
Decrease in travel time	Yes	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	
Additional Anticipated Benefits	Improved safety at a major intersection, improvements to major freight route.	
Outreach		
Town staff has completed outreach with Town residents at Severance Days. Through Town Council meetings, all of which are open to the public and publicly noticed, we have conducted an Intersection Control Analysis review and received citizen support for signaling the intersection. Town staff has also coordinated with neighboring property owners and utility companies in the area. Town staff would be willing to do additional outreach if required.		

March 2023 TIP Amendment EJ Analysis Map



Legend

- Modify & Reconstruct
- Environmental Justice (EJ) Area
- County Boundary
- NFRMPO Planning Area
- Modify & Reconstruct

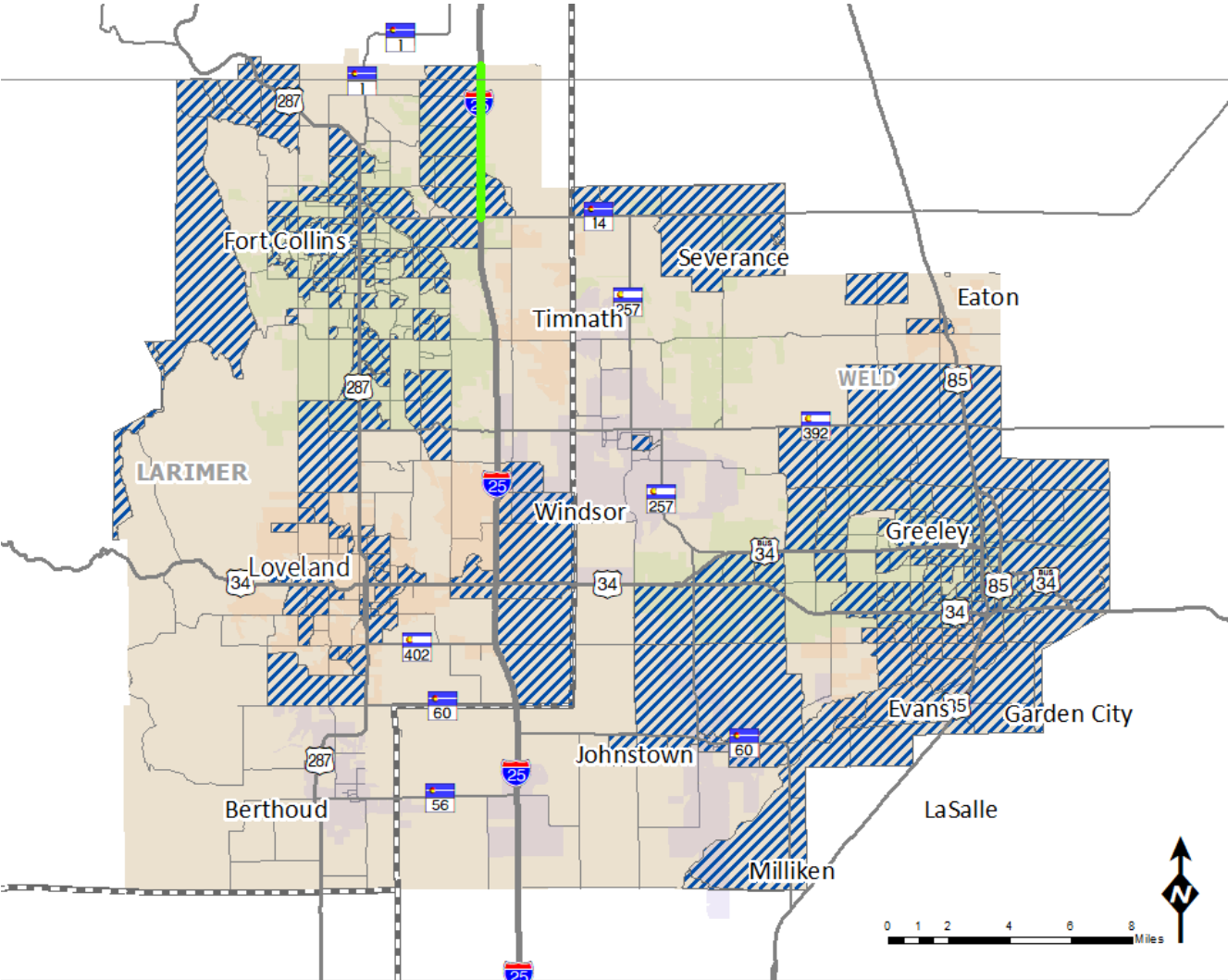
March 2023
Sources: CDOT, NFRMPO



Criteria		
Project Information	I-25 and CO14 Interchange Improvements	
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	
Project Sponsor	CDOT Region 4	
Project Type	Modify & Reconstruct	
Funding Source	Various	
Call Awarded	N/A	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	Possible
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	Possible
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	None Anticipated	
Benefits		
Decrease in travel time	Yes	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	Improved floodplain safety	
Outreach		
<div>CDOT will reach out early and often once a design consultant is selected. CDOT has not advertised the RFP to date, and it will be about a 4 month process after advertisement before the consultant will have Notice to Proceed.</div>		

Criteria		
Project Information	US34 and US85 Interchange	
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	
Project Sponsor	CDOT Region 4	
Project Type	Modify & Reconstruct	
Funding Source	Various	
Call Awarded	N/A	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	None Anticipated	
Benefits		
Decrease in travel time	Yes	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	
Additional Anticipated Benefits	Safety Improvements	
Outreach		
<p>Although CDOT has reached to the public and municipalities during the study for the ultimate configuration which included discussion of this project phase, CDOT does not anticipate the need for additional public meetings since all of the work of this project phase will be within the current ROW and should have very limited to no environmental impacts.</p>		

April 2023 TIP Amendment EJ Analysis Map



- Legend**
- Surface Treatment
 - Environmental Justice Area
 - County Boundary
 - NFRMPO Planning Area

North Front Range
Metropolitan
Planning
Organization
April 2023
Sources: CDOT, NFRMPO,
ACS 2016-2020

Criteria		
Project Information	I-25 NB and SB Diamond Grind: CO 1 North	
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	
Project Sponsor	CDOT Region 4	
Project Type	Surface Treatment	
Funding Source	SUR (Surface Treatment Pool)	
Call Awarded	N/A	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	None Anticipated	
Benefits		
Decrease in travel time	No	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	
Additional Anticipated Benefits	Increased drivability life and improved safety from enhanced roadway surface.	
Outreach		
The project will follow CDOT's communications management process to share relevant information with travelers on N. I-25 and other stakeholders.		