

## APPENDIX A: EQUITY ANALYSIS

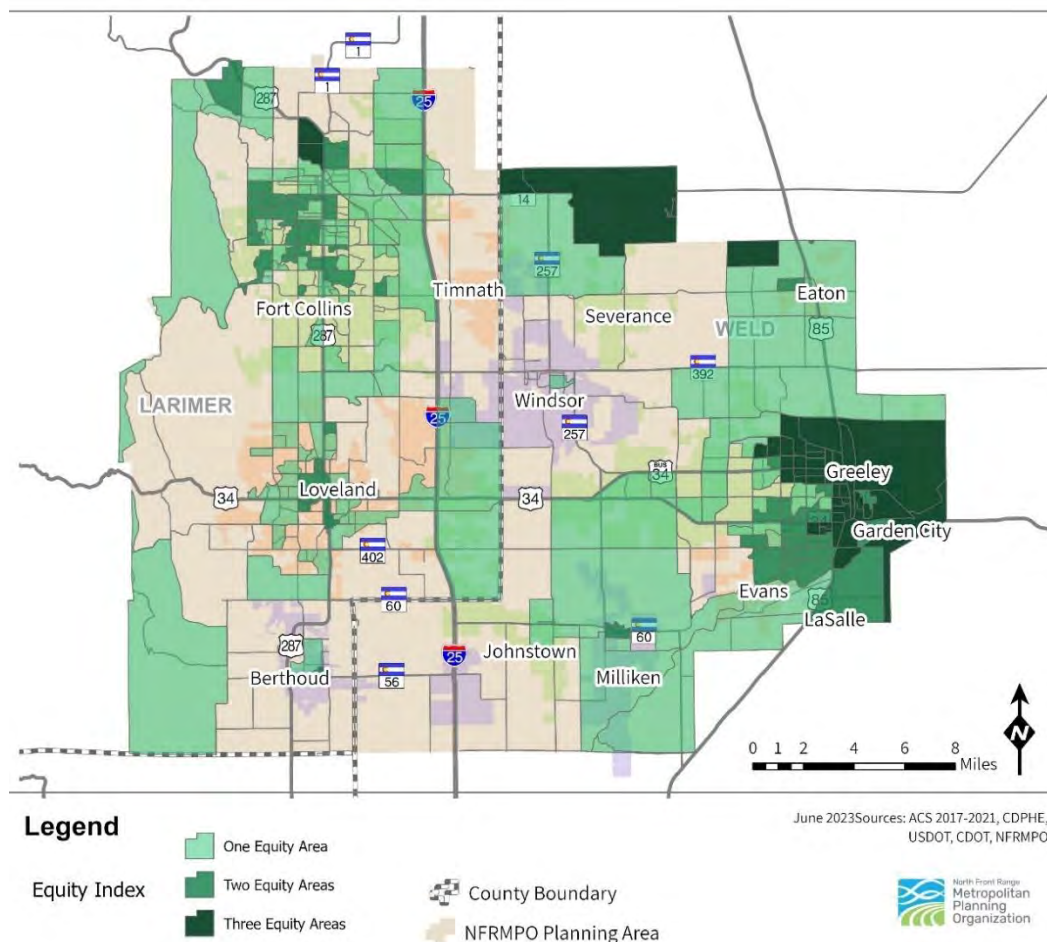
### Introduction

The Equity Analysis (formerly referred to as the Environmental Justice (EJ) Analysis) for the FY 2024-2027 TIP identifies the location of equity areas and analyzes the benefits and burdens for individual projects in the TIP. It is important to identify where significant numbers of minority and low-income households are located within the region to comply with the requirements of Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, and DOT Order 5610.2(a). These Orders were enacted to ensure the full and fair participation of potentially affected communities in transportation decisions. The intent of Equity is to avoid, minimize, or mitigate disproportionately high and adverse impacts on minority populations and low-income populations.

### NFRMPO Equity Areas

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

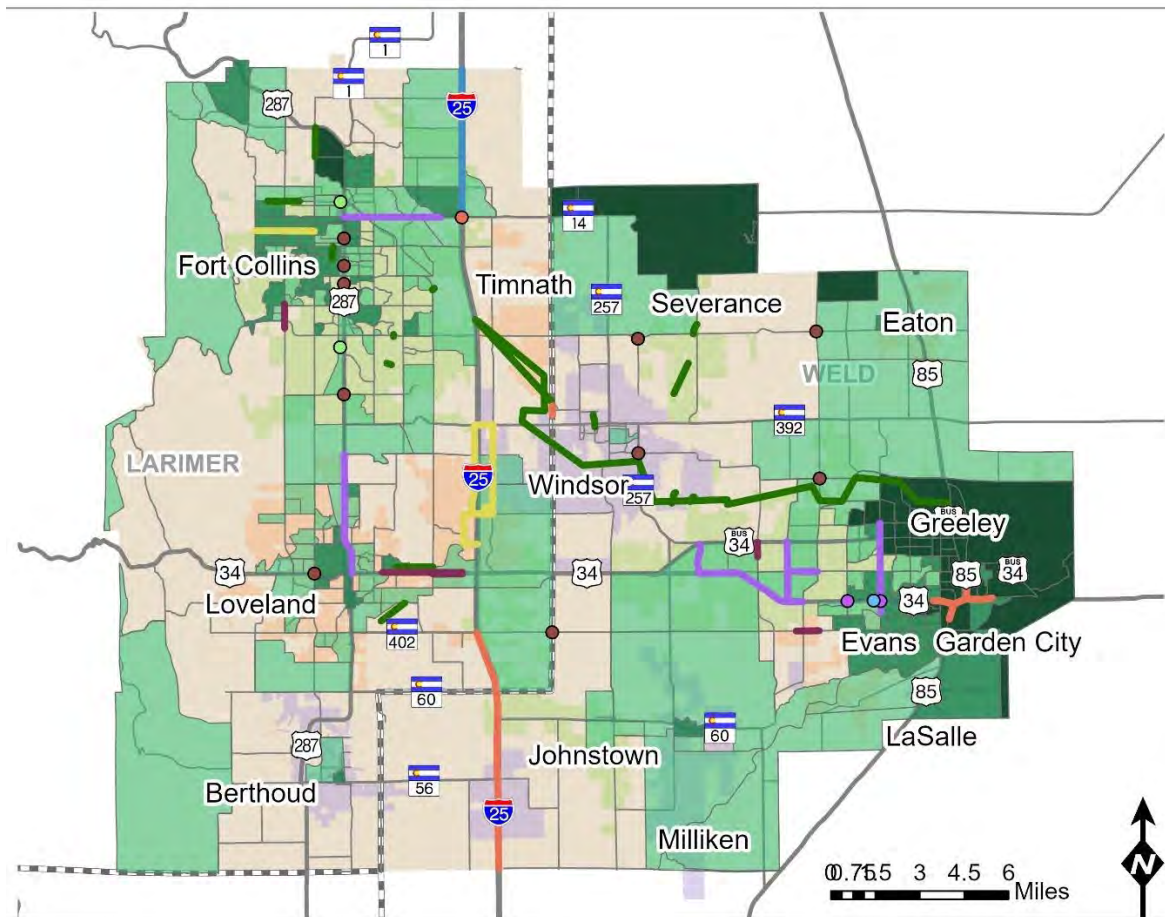
**Figure A- 1: 2023 Equity Index Areas**



## Equity Analysis

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

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



### Legend

- |  |  |   |
|--|--|---|
| <span style="color: green;">—</span> Bike/Ped              | <span style="color: green;">●</span> Charging & Fueling Infrastructure | <span style="background-color: #d9ead3; border: 1px solid black;"> </span> One Equity Area      |
| <span style="color: purple;">—</span> ITS                  | <span style="color: purple;">●</span> Interchange                      | <span style="background-color: #a6c9ec; border: 1px solid black;"> </span> Two Equity Areas     |
| <span style="color: orange;">—</span> Modify & Reconstruct | <span style="color: brown;">●</span> Intersection Improvements         | <span style="background-color: #808080; border: 1px solid black;"> </span> Three Equity Areas   |
| <span style="color: blue;">—</span> Surface Treatment      | <span style="color: blue;">●</span> Mobility Hub/PNR                   | <span style="border: 1px solid black;"> </span> County Boundary                                 |
| <span style="color: yellow;">—</span> Transit              | <span style="color: red;">●</span> Modify & Reconstruct                | <span style="background-color: #f4cccc; border: 1px solid black;"> </span> NFRMPO Planning Area |
| <span style="color: brown;">—</span> Widening              |  |   |

July 2023  
Sources: CDOT, NFRMPO



**Table A- 1: Equity Analysis for Location Specific Projects**

Criteria	CR 19 (Taft Hill) Improvements	59th Avenue and O Street Roundabout	US 287 Intersection Improvements	Phase 3 Fiber	N Taft Ave & US34 Intersection Improvements
<b>Project Information</b>					
Project included in the FY 2023-2026 TIP	Yes	Yes	Yes	Yes	Yes
Within 1/4 mile of Equity Index Area	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Sponsor	Fort Collins	Greeley	Fort Collins	Greeley	Loveland
TIP ID	2022-005	2020-011	2021-002	2022-003	2022-004
Project Type	Widening	Intersection Improvements	Operations	Operations	Intersection Improvements
Funding Source	STBG	STBG	STBG	CMAQ	CMAQ
Call Awarded	2018	2016	2016	2018	2018
<b>Burdens</b>					
Bodily impairment, infirmity, illness, or death	No	No	No	No	No
Air, noise, and water pollution and soil contamination	Yes	No	No	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	No	No	No	No
Adverse impacts on community cohesion or economic vitality	No	No	No	No	No
Noise and vibration	Yes	Yes	No	Yes	Yes
Increased traffic congestion, isolation, exclusion, or separation	No	No	No	No	No
<b>Benefits</b>					
Decrease in travel time	Yes	Yes	Yes	Yes	Yes
Improved air quality	Yes	Yes	Yes	Yes	Yes
Expanded access to employment opportunities	Yes	Yes	No	Yes	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	Yes	No	No	No

Criteria	US 34 Widening – Boise to Rocky Mountain Ave	83 <sup>rd</sup> Avenue Roadway Improvements	Poudre River Trail Realignment	WCR 13 Alignment Improvements	Poudre River Regional Trail Windsor to Timnath Connection
<b>Project Information</b>					
Project included in the FY 2023-2026 TIP	Yes	Yes	Yes	Yes	Yes
Within 1/4 mile of Equity Index Area	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>Yes</b>
Sponsor	Loveland	Greeley	Windsor	Windsor	Larimer
TIP ID	2023-005	2023-006	2022-001	2023-008	2020-022
Project Type	Widening	Widening	Bike/Ped Facility	Modify & Reconstruct	Bike/Ped Facility
Funding Source	STBG	STBG	TA	STBG	MMOF
Call Awarded	2018	2018	2018	2018	2019
<b>Burdens</b>					
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
<b>Benefits</b>					
Decrease in travel time	Yes	Yes	No	Yes	No
Improved air quality	Yes	Yes	No	No	No
Expanded access to employment opportunities	Yes	No	No	No	No
Improved access to transit options and alternative modes of transportation (walking & biking)	No	Yes	Yes	No	Yes

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

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



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

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



Criteria	Poudre Trail Wayfinding – I25 to Island Grove Park
<b>Project Information</b>	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	<b>Yes</b>
Sponsor	Windsor
TIP ID	2023-010
Project Type	Bike/Ped Improvements
Funding Source	TA
Call Awarded	2021
<b>Burdens</b>	
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
<b>Additional Anticipated Burdens</b>	
<b>Benefits</b>	
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
<b>Additional Anticipated Benefits</b>	Signage is anticipated to help reduce reliance on vehicular use, better improve guidance and wayfinding to key locations for school, work, commerce, etc.
<b>Outreach</b>	
<p>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</p>	

Criteria	Willow Bend Trail
<b>Project Information</b>	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	<b>Yes</b>
Project Sponsor	Loveland
TIP ID	2024-001
Project Type	Bike/Ped Facility
Funding Source	TA
Call Awarded	2021
<b>Burdens</b>	
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
<b>Additional Anticipated Burdens</b>	None Provided
<b>Benefits</b>	
Decrease in travel time	<b>Yes</b>
Improved air quality	<b>Yes</b>
Expanded access to employment opportunities	<b>Yes</b>
Improved access to transit options and alternative modes of transportation (walking and bicycling)	<b>Yes</b>
<b>Additional Anticipated Benefits</b>	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.
<b>Outreach</b>	
Public outreach was led by a youth advisory council from 2016-2018 as part of a GOCO Inspire Initiative. Guided field trips, public meetings, local educator workshops, and surveys resulted in plans for connection, park amenities and programming as well as strong community support for the project. The City has built on those plans with outreach to advisory commissions in 2020 and 2021 and began targeted stakeholder outreach with help from a design consultant in October 2021.	

Criteria	35 <sup>th</sup> Avenue Adaptive Signal Control Technology
<b>Project Information</b>	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	Yes
Project Sponsor	Greeley
TIP ID	2024-002
Project Type	ITS Traffic Controls
Funding Source	CMAQ
Call Awarded	2021
<b>Burdens</b>	
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
<b>Additional Anticipated Burdens</b>	None Provided
<b>Benefits</b>	
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
<b>Additional Anticipated Benefits</b>	None Provided
<b>Outreach</b>	
<p>Outreach conducted for the Greeley on the Go- Transportation Master Plan indicated that congestion on 35th Avenue was a concern among a large number of City residents. Improving the operation on 35th Avenue to reduce congestion is in-line with feedback that was received at various outreach events.</p>	

Criteria	Mulberry Street Traffic Signal Synchronization
<b>Project Information</b>	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	Yes
Project Sponsor	Fort Collins
TIP ID	2024-003
Project Type	ITS Traffic Controls
Funding Source	CMAQ
Call Awarded	2021
<b>Burdens</b>	
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
<b>Additional Anticipated Burdens</b>	None Provided
<b>Benefits</b>	
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.
<b>Additional Anticipated Benefits</b>	None Provided
<b>Outreach</b>	
<p>As this Project is in the early planning stage, public outreach has not been conducted specifically for the Project. The Project is not anticipated to be controversial, and delivery is not anticipated to have significant impacts on the traveling public or surrounding community. The City will add this Project to existing websites to inform the public of the grant award, scope and schedule.</p>	

Criteria	US287 Signal Coordination Improvements - Loveland
<b>Project Information</b>	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	<b>Yes</b>
Project Sponsor	Loveland
TIP ID	2024-004
Project Type	ITS Traffic Controls
Funding Source	CMAQ
Call Awarded	2021
<b>Burdens</b>	
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
<b>Additional Anticipated Burdens</b>	None Provided
<b>Benefits</b>	
Decrease in travel time	<b>Yes</b>
Improved air quality	<b>Yes</b>
Expanded access to employment opportunities	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No
<b>Additional Anticipated Benefits</b>	None Provided
<b>Outreach</b>	
None Provided	

Criteria	On-Route Battery Electric Bus Chargers
<b>Project Information</b>	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	<b>Yes</b>
Project Sponsor	Fort Collins
TIP ID	2024-005
Project Type	Charging and Fueling Infrastructure
Funding Source	CMAQ
Call Awarded	2021
<b>Burdens</b>	
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
<b>Additional Anticipated Burdens</b>	None Provided
<b>Benefits</b>	
Decrease in travel time	No
Improved air quality	<b>Yes</b>
Expanded access to employment opportunities	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No
<b>Additional Anticipated Benefits</b>	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.
<b>Outreach</b>	
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
<b>Project Information</b>	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	N/A
Project Sponsor	Loveland
TIP ID	2024-006
Project Type	Bus Replacement/Expansion
Funding Source	CMAQ
Call Awarded	2021
<b>Burdens</b>	
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
<b>Additional Anticipated Burdens</b>	None Provided
<b>Benefits</b>	
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
<b>Additional Anticipated Benefits</b>	None Provided
<b>Outreach</b>	
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.
<b>Project Information</b>	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	No
Project Sponsor	Windsor
TIP ID	2020-013
Project Type	Intersection Improvements
Funding Source	STBG
Call Awarded	2021
<b>Burdens</b>	
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
<b>Additional Anticipated Burdens</b>	Duration of anticipated burdens expected to last during the construction stages of the project. Estimated 18 months.
<b>Benefits</b>	
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
<b>Additional Anticipated Benefits</b>	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.
<b>Outreach</b>	
<p>This project was included as part of the Eastman Park Drive Corridor Plan, which analyzed the existing active transportation conditions along the corridor using technical data and public feedback. Significant public engagement opportunities were built in as part of the planning process and included a virtual visioning workshop, a three-day onsite design charrette, and two in-person public open houses. Each engagement opportunity encouraged stakeholders to comment on progress to date, which was then analyzed and recorded as part of the plan document. Public engagement also included marketing efforts to give public access to project materials and spread the word about engagement events. Media outlets utilized included a dedicated project website, social media posts, media releases, and email blasts. A desire for safe and affective active transportation facilities was a common theme among public comments. Specific input received related to a sidewalk connection on Eastman Park Drive West of SH257. And improved bike and pedestrian crossings at the intersection.</p>	

Criteria	US 287 and Trilby Intersection Improvements
<b>Project Information</b>	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	<b>Yes</b>
Project Sponsor	Fort Collins
TIP ID	2023-002
Project Type	Intersection Improvements
Funding Source	STBG
Call Awarded	2021
<b>Burdens</b>	
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
<b>Additional Anticipated Burdens</b>	None Provided
<b>Benefits</b>	
Decrease in travel time	<b>Yes</b>
Improved air quality	<b>Yes</b>
Expanded access to employment opportunities	<b>Yes</b>
Improved access to transit options and alternative modes of transportation (walking and bicycling)	<b>Yes</b>
<b>Additional Anticipated Benefits</b>	None Provided
<b>Outreach</b>	
<p>The Project was identified in a prioritization study. Public outreach was conducted as part of that study. The Project has engaged the public through a website, public meetings, City boards and commissions, and individual contact with business and property owners.</p>	

Criteria	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout
<b>Project Information</b>	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	Yes
Project Sponsor	Weld County, Larimer County
TIP ID	2024-007
Project Type	Intersection Improvements
Funding Source	STBG
Call Awarded	2021
<b>Burdens</b>	
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
<b>Additional Anticipated Burdens</b>	None Provided
<b>Benefits</b>	
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
<b>Additional Anticipated Benefits</b>	Development opportunities will be improved because of the project.
<b>Outreach</b>	
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
<b>Project Information</b>	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	<b>Yes</b>
Project Sponsor	Loveland
TIP ID	2025-001
Project Type	Widening
Funding Source	STBG
Call Awarded	2021
<b>Burdens</b>	
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
<b>Additional Anticipated Burdens</b>	None Provided
<b>Benefits</b>	
Decrease in travel time	<b>Yes</b>
Improved air quality	<b>Yes</b>
Expanded access to employment opportunities	<b>Yes</b>
Improved access to transit options and alternative modes of transportation (walking and bicycling)	<b>Yes</b>
<b>Additional Anticipated Benefits</b>	None Provided
<b>Outreach</b>	
<p>US 34 is continuously identified in Loveland and regional discussions and outreach related to transportation. More specifically, it was identified in the public outreach efforts related to Connect Loveland, the update to the City's Transportation, Bicycle, Pedestrian and Transit Plans. Additional outreach will be included as this specific project moves through the design and construction phases.</p>	

Criteria	37th Street Widening Phase 3
<b>Project Information</b>	
Project included in the FY 2023-2026 TIP	Yes
Within 1/4 mile of Equity Index Area	<b>No</b>
Project Sponsor	Evans
TIP ID	2025-002
Project Type	Widening
Funding Source	STBG
Call Awarded	2021
<b>Burdens</b>	
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
<b>Additional Anticipated Burdens</b>	None Provided
<b>Benefits</b>	
Decrease in travel time	<b>Yes</b>
Improved air quality	<b>Yes</b>
Expanded access to employment opportunities	<b>Yes</b>
Improved access to transit options and alternative modes of transportation (walking and bicycling)	<b>Yes</b>
<b>Additional Anticipated Benefits</b>	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.
<b>Outreach</b>	
The City has been working on this corridor planning for the past 5-years. In the soon to be completed Transportation Master Plan, the City sees this project as improving the overall transportation infrastructure for vehicles, pedestrians and bicyclists.	



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

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

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

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

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

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



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

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

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

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

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

Criteria	CR74 and CR31 Roundabout	
Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	Yes	
Project Sponsor	Weld County	
TIP ID	2025-005	
Project Type	Intersection Improvements	
Funding Source	CMAQ	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	There are no anticipated burdens to the local community.	
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment opportunities	Yes	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	Development opportunities will be improved because of the project.	
Outreach		
Targeted public outreach occurred during the development of the <a href="#">Weld County Road 74 Access Control Plan</a> planning effort. Staff continually informs the public of projects occurring along the corridor.		



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

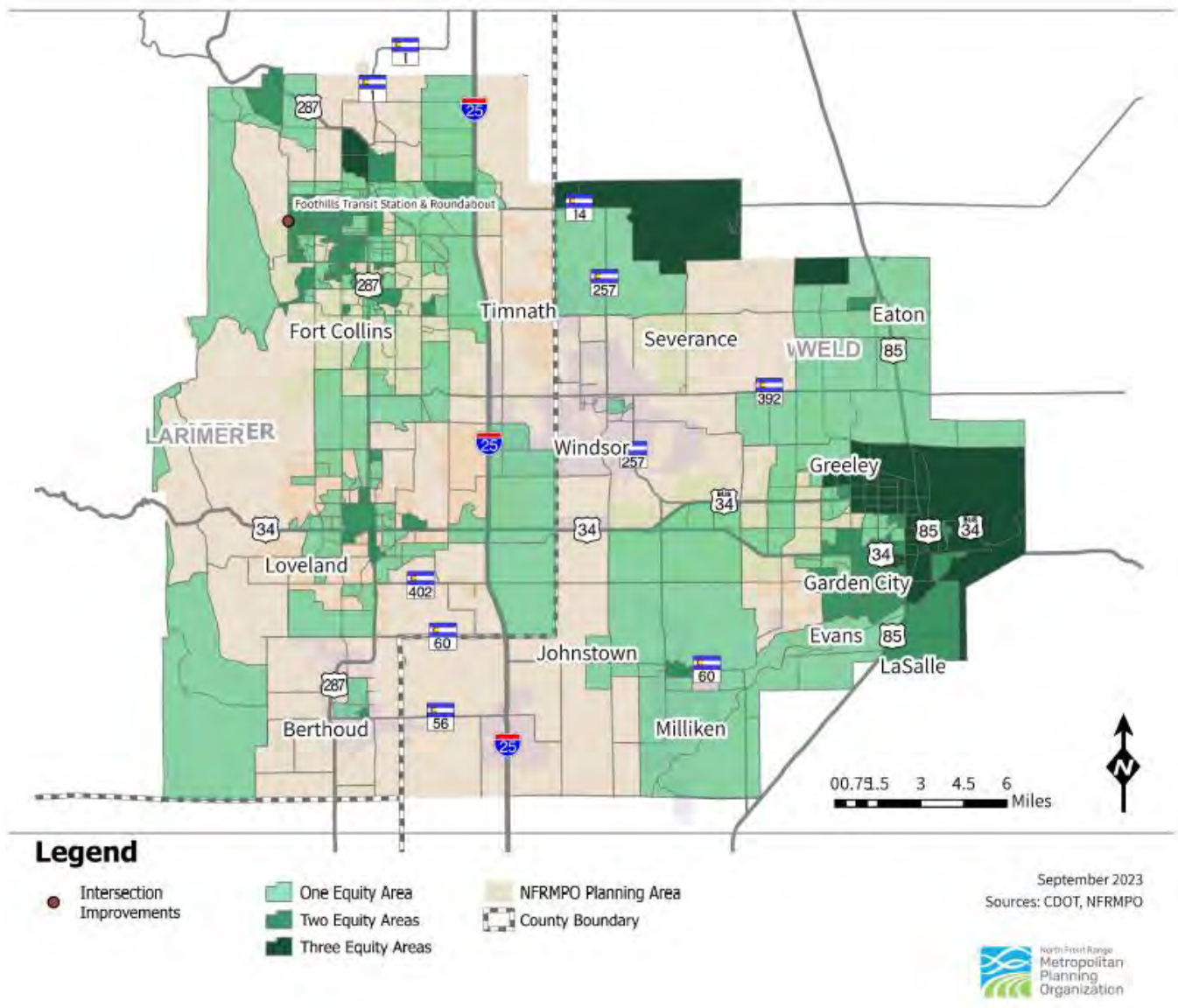
Criteria	On-Route BEB Chargers - STC	
Project Information		
Project included in the FY 2023-2026 TIP	Yes	
Within 1/4 mile of Equity Index Area	Yes	
Project Sponsor	City of Fort Collins	
TIP ID	2025-004	
Project Type	Charging and Fueling Infrastructure	
Funding Source	MMOF	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	No	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	Transfort believes that this project will qualify for a Categorical Exclusion under NEPA.	
Benefits		
Decrease in travel time	No	
Improved air quality	Yes	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	
Additional Anticipated Benefits	Deploying battery electric buses on routes originating from the South Transit Center will reduce greenhouse gas and particulate matter emissions, reduce noise pollution, and improve quality of life adjacent to the service area. Transitioning to an electric fleet will minimize disproportionately high and adverse health and environmental effects on low income and EJ populations.	
Outreach		
The City of Fort Collins engaged with the public, local business, and other stakeholders to develop and EV Readiness Roadmap this is comprehensive, holistic and serves all members of the community. Stakeholders were engaged through an EV Readiness Steering Committee, engagement during community meetings, social media, email and web updates and a web-based community questionnaire.		

Criteria															
<b>Project Information</b>	<b>US34 and 35<sup>th</sup> Ave Interchange</b>														
Project included in the FY 2023-2026 TIP	No														
Project located within ¼ mile of an Equity Index Area	Yes														
Project Sponsor	City of Greeley														
Project Type	Interchange														
Funding Source	Local/State/Federal														
Call Awarded	N/A														
<b>Burdens</b>	<table> <tr> <th>Short Term (Construction)</th><th>Long Term (Post Construction)</th></tr> <tr> <td>Bodily impairment, infirmity, illness, or death</td><td>No</td></tr> <tr> <td>Air, noise, and water pollution and soil contamination</td><td>No</td></tr> <tr> <td>Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services</td><td>No</td></tr> <tr> <td>Adverse impacts on community cohesion or economic vitality</td><td>No</td></tr> <tr> <td>Noise and vibration</td><td>No</td></tr> <tr> <td>Increased traffic congestion, isolation, exclusion, or separation</td><td>No</td></tr> </table>	Short Term (Construction)	Long Term (Post Construction)	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
Short Term (Construction)	Long Term (Post Construction)														
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														
<b>Additional Anticipated Burdens</b>	In addition to typical construction dust, noise, and standard construction delay, no further burdens anticipated.														
<b>Benefits</b>															
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														
<b>Additional Anticipated Benefits</b>	\$107M travel time benefit. \$38M in safety benefits over 20-year period together with 47 <sup>th</sup> Ave interchange. Almost \$7M in emissions reduction anticipated over 20-year period together with 47 <sup>th</sup> Ave interchange, enhanced transit facilities resulting in \$14M benefit over 20-years in conjunction with 47 <sup>th</sup> Ave interchange and Mobility hub.														
<b>Outreach</b>															
<p>Outreach was conducted as part of the US 34 PEL study between 2017 and 2018 involving the interchange alternatives and overall corridor. Future outreach will continue once the MERGE project continues. This will be intended to engage residents and businesses about construction activity and final details</p>															

Criteria															
<b>Project Information</b>	<b>US34 and 47<sup>th</sup> Ave Interchange</b>														
Project included in the FY 2023-2026 TIP	No														
Project located within ¼ mile of an Equity Index Area	Yes														
Project Sponsor	City of Greeley														
Project Type	Interchange														
Funding Source	Local/State/Federal														
Call Awarded	N/A														
<b>Burdens</b>	<table> <tr> <th>Short Term (Construction)</th><th>Long Term (Post Construction)</th></tr> <tr> <td>Bodily impairment, infirmity, illness, or death</td><td>No</td></tr> <tr> <td>Air, noise, and water pollution and soil contamination</td><td>No</td></tr> <tr> <td>Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services</td><td>No</td></tr> <tr> <td>Adverse impacts on community cohesion or economic vitality</td><td>No</td></tr> <tr> <td>Noise and vibration</td><td>No</td></tr> <tr> <td>Increased traffic congestion, isolation, exclusion, or separation</td><td>No</td></tr> </table>	Short Term (Construction)	Long Term (Post Construction)	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
Short Term (Construction)	Long Term (Post Construction)														
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														
<b>Additional Anticipated Burdens</b>	In addition to typical construction dust, noise, and standard construction delay, no further burdens anticipated.														
<b>Benefits</b>															
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														
<b>Additional Anticipated Benefits</b>	\$107M travel time benefit. \$38M in safety benefits over 20-year period together with 35 <sup>th</sup> Ave interchange. Almost \$7M in emissions reduction anticipated over 20-year period together with 35 <sup>th</sup> Ave interchange, enhanced transit facilities resulting in \$14M benefit over 20-years in conjunction with 35 <sup>th</sup> Ave interchange and Mobility hub.														
<b>Outreach</b>															
Outreach was conducted as part of the US 34 PEL study between 2017 and 2018 involving the interchange alternatives and overall corridor. Future outreach will continue once the MERGE project continues. This will be intended to engage residents and businesses about construction activity and final details															

# EQUITY ANALYSIS AMENDMENTS

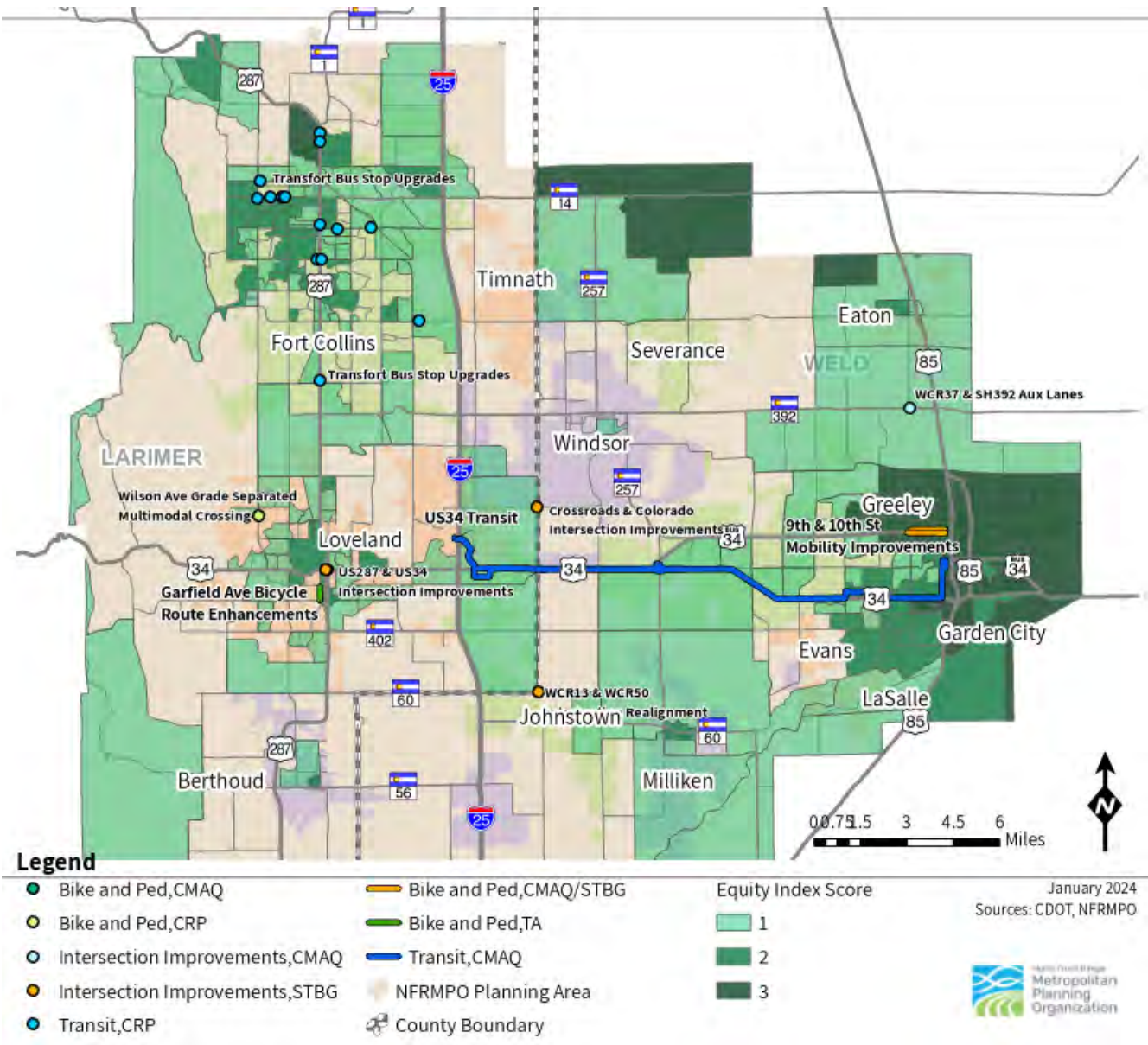
## September 2023 TIP Amendment



Criteria		
Project Information		Foothills Transit Station and Roundabout
Project included in the FY 2022-2025 TIP		No
Project located 1/4 mile of an Equity Index Area		Yes
Project Sponsor		City of Fort Collins
TIP ID		2024-014
Project Type		Intersection and Transit Improvements
Funding Source		RAISE/Local
Call Awarded		N/A
Burdens (Yes/No)	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	No	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens		
N/A		
Benefits (Yes/No)		
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		
Additional benefits include mitigating safety issues, reduce traffic congestion, and improved service planning.		
Outreach		
Community outreach was conducted by a third-party contractor, Fehr & Peers. Feedback was received 341 respondents reaching a broad cross-section of current and future stakeholders including employers, employees, residents, students, visitors, and recreationalists. A copy of the public outreach summary is available upon request.		



January 2024 TIP Amendment Equity Analysis Map



Criteria		
Project Information		Garfield Bike Route
Project included in the FY 2024-2027 TIP		No
TIP ID #		2026-001
Project located 1/4 mile of an Equity Index Area		Yes
Project Sponsor		Loveland
Project Type		Bike/Ped
Funding Source		TA
Call Awarded		2023 Call for Projects
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		
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		
Traffic calming due to reduced lane widths.		
Outreach (800-character limit)		
The Project will include extensive outreach to residents along the corridor. Particularly in the area between 1st Street and 7th Street, residents will be impacted by a reduction in on-street parking. In addition, several properties will be impacted as they have landscaping or retaining walls in the Right-of-Way. Residents will be consulted for project direction during project open house meetings. In addition, "intercept" meetings with the travelling public using active modes will be emphasized during Loveland's annual Everybody Bike Day in June during the project's development phase.		



Criteria			
Project Information		Wilson Ave Multiuse Path & Crossing	
Project included in the FY 2023-2026 TIP		No	
TIP ID #		2024-016	
Project located 1/4 mile of an Equity Index Area		Yes	
Project Sponsor		Loveland	
Project Type		Bike/Ped	
Funding Source		TA	
Call Awarded		2023 Call for Projects	
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			
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			
Increased safety and comfort for users of bike/ped mode in area			
Outreach (800-character limit)			
As a part of the design and delivery of the project, local residents will be consulted as part of the outreach effort. In addition, during bicycle intercept outreach, the project and connections will be emphasized.			

Criteria		
<b>Project Information</b>		<b>Taft/US34 Adaptive Signals</b>
Project included in the FY 2023-2026 TIP	No	
TIP ID #	2026-002	
Project located 1/4 mile of an Equity Index Area	Yes	
Project Sponsor	Loveland	
Project Type	ITS/Signal Timing	
Funding Source	CRP	
Call Awarded	2023 Call for Projects	
<b>Burdens</b>	<b>Short Term (Construction)</b>	<b>Long Term (Post Construction)</b>
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
<b>Additional Anticipated Burdens</b>		
None noted		
<b>Benefits</b>		
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	
<b>Additional Anticipated Benefits</b>		
None noted		
<b>Outreach</b>		
None noted.		

Criteria		
Project Information		Transfort Bus Stop Upgrades
Project included in the FY 2023-2026 TIP		No
TIP ID #		2025-008
Project located 1/4 mile of an Equity Index Area		Yes
Project Sponsor		Fort Collins
Project Type		Bike/Ped
Funding Source		CRP
Call Awarded		2023 Call for Projects
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens		
N/A		
Benefits		
Decrease in travel time	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		
N/A		
Outreach		
<p>The Bus Stop Design Standards and Guidelines were created with the assistance of a Citizen Advisory Committee (CAC) comprised of local transit riders, cycling advocates, safety specialists, urban designers, students, media professionals, Transfort staff and other interested parties. The CAC included individuals with a wide range of abilities and experiences with the transit network. A project management team (PMT) of City staff also contributed with focus on the technical components and safety considerations. The following City departments were represented in the PMT: Engineering, FC Moves, Planning, Streets, Traffic, and Transfort.</p> <p>In April 2015, the voters of Fort Collins passed a 10-year tax renewal dedicated to community improvements including \$1M to bus stops upgrades.</p>		

Criteria		
Project Information		Crossroads & Colorado Intersection Improvements
Project included in the FY 2023-2026 TIP		No
TIP ID #		2026-005
Project located 1/4 mile of an Equity Index Area		Yes
Project Sponsor		Windsor
Project Type		Intersection Improvements
Funding Source		STBG
Call Awarded		2023 Call for Projects
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
<b>Additional Anticipated Burdens</b>		
There are no anticipated burdens for this project at this location. All items will be improved with the proposed project		
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
<b>Additional Anticipated Benefits</b>		
Project will improve safety and efficiency of this existing intersection to the traveling public.		
Outreach (800-character limit)		
With the design of this project near 90%, the local nearby residents have already been informed of the future project via the Town website and a project mailer that was sent in early 2023 to everyone in a half mile radius. The nearby communities (Loveland) and Counties (Larimer and Weld) have also been notified and have received plans sets at 30% and 90% to review since detour routes are proposed that utilized roads outside of the Town of Windsor. Local utilities have also been notified such as PVREA, Lumen, Little Thompson Water District, Thornton Water, Northern Water and Xcel. This coordination has resulted in early utility relocations that will allow this project to move ahead in a timely matter.		

Criteria			
Project Information		WCR13 & WCR50 Intersection Realignment	
Project included in the FY 2023-2026 TIP		No	
TIP ID #		2026-006	
Project located 1/4 mile of an Equity Index Area		Yes	
Project Sponsor		Weld County	
Project Type		Intersection Improvements	
Funding Source		STBG	
Call Awarded		2023 Call for Projects	
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			
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			
Improvements related to safety, decreased travel time, and improved air quality will benefit local residents.			
Outreach			
Weld County and the Town of Johnstown will inform local residents of the upcoming improvements when we get closer to construction. Weld County and the Town of Johnstown have met with local stakeholders and will continue those discussions.			

Criteria		
Project Information		US34 & US287 Intersection Improvements
Project included in the FY 2023-2026 TIP		No
TIP ID #		2027-001
Project located 1/4 mile of an Equity Index Area		Yes
Project Sponsor		Loveland
Project Type		Intersection Improvements
Funding Source		STBG
Call Awarded		2023 Call for Projects
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	No
Adverse impacts on community cohesion or economic vitality	Yes	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens		
None noted.		
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 noted.		
Outreach		
The project will have a comprehensive communication plan during the remaining design phase, and throughout construction.		

Criteria		
Project Information		US34 Transit Operating
Project included in the FY 2023-2026 TIP	No	
TIP ID #	2026-003	
Project located 1/4 mile of an Equity Index Area	Yes	
Project Sponsor	Greeley	
Project Type	Transit Service	
Funding Source	CMAQ	
Call Awarded	2023 Call for Projects	
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		
We do not expect additional burdens caused to EJ populations by operating public transit along US34.		
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		
There will be decreased travel time for transit users specifically. There may be steady or decreased travel time for other uses if existing users along the corridor shift to using the new transit service as population in the area (and related travel needs) increase over time.		
Outreach		
During both the LinkNoCo Phase I and the Greeley on the Go Transportation Master Plan, citizens indicated the need for transit on US34. The community engagement for TMP (summarized beginning on page 174) categorized the US34 Premium Transit Route to I-25 as a Tier 1 (highest priority) project. TMP outreach yielded that the #1 concern from the public is improving congestion. We will conduct additional public outreach during our Mobility Development Planning process in 2024.		

Criteria			
Project Information		WCR 37 & SH392 Aux Lane Improvements	
Project included in the FY 2023-2026 TIP		No	
TIP ID #		2027-002	
Project located 1/4 mile of an Equity Index Area		Yes	
Project Sponsor		Weld County	
Project Type		Intersection Improvements	
Funding Source		CMAQ	
Call Awarded		2023 Call for Projects	
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			
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			
Improvements related to safety, decreased travel time, and improved air quality will benefit local residents.			
Outreach			
Weld County will inform local residents of the upcoming improvements when we get closer to construction.			



Criteria		
Project Information		9th & 10th St Mobility Improvements
Project included in the FY 2023-2026 TIP		No
TIP ID		2026-004
Project located 1/4 mile of an Equity Index Area		Yes
Project Sponsor		Greeley
Project Type		Bike/Ped
Funding Source		CMAQ & STBG
Call Awarded		2023 Call for Projects
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	Yes	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	No
Adverse impacts on community cohesion or economic vitality	Yes	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens		
None noted.		
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 noted.		
Outreach		
Phase 1 focused on visioning and discovering what residents found as issues, assets, and opportunities to improve the corridor. Engagement included walking from home to home, speaking with residents along the corridor. Phase 2 focused on corridor priorities, narrowing potential projects within broader topics listed. Additional intercept events and community events were held. Phase 2 utilized targeted outreach materials based on feedback received in Phase 1. Phase 3 built upon work in Phase 1 and Phase 2 by targeted community meetings for City staff and broader community to gain further insight on vehicular circulation and pedestrian amenities. Circulation diagrams were introduced into the engagement process, allowing residents to visualize how vehicles might move throughout the corridor.		