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Implementation

This 2045 RTP sets the stage for transportation planning in the NFRMPO region for the next 25 years. While this is a long-term transportation plan, the climate of funding, projects, population, and employment are constantly evolving and changing. The need to update or amend the 2045 RTP may arise.

A. RTP Amendment Process

The NFRMPO updates the RTP every four years as required by federal law for all air quality nonattainment and maintenance areas; however, between RTP updates, amendments to the RTP may be necessary. Amendments can be prompted by new regionally significant projects, as defined in **Chapter 3, Section 5** of this RTP, or by substantially modified project scopes. A Plan Amendment could also be necessary if substantial changes in financial resources occur, which were not anticipated during this 2045 RTP development process. A description of RTP Amendments is included in **Table 5-1**.

To initiate a Plan Amendment, a local agency, Colorado Department of Transportation (CDOT) or the federal government provides information to the NFRMPO outlining the specific amendment request along with a clear justification for the amendment and/or the source of the new funding. NFRMPO staff review

the request and determine how the request should be processed, either as a Modification to the RTP or an Amendment to the RTP.

The Technical Advisory Committee (TAC) and NFRMPO Planning Council approve all Amendments prior to submission to CDOT and the Federal Highway Administration (FHWA). If the Amendment requires an air quality conformity determination, it must complete that process prior to the Plan Amendment being adopted. The air quality conformity determination is discussed in **Appendix A**. Amendments adding non-air quality significant projects or project elements (i.e. bridges, interchanges, or transit centers) do not require an air quality conformity determination. Generally, a call for RTP Amendments is held once a year. If no Amendment requests are received, the RTP is not amended and no action by Planning Council, FHWA, or EPA is required.

Table 5-1: RTP Revision Process Description

Update Type	Update Description	Changes Prompting an Update
Administrative Modification to the RTP	Minor editorial revisions to RTP language, maps, graphics, or project information. These are changes that can be made by NFRMPO staff and do not require Planning Council Action; however, they do require the approval of the NFRMPO Executive Director.	<ul style="list-style-type: none"> • Project Name Change • Editorial revisions to the RTP text • Changes/clarifications to RTP maps or graphics • Minor text changes to the project descriptions (including spelling changes, minor project description changes, etc.)
Amendment to the RTP	Changes to a regionally significant project as defined in Chapter 5, Section A of this RTP requires Planning Council Action. Additionally, for those changes which necessitate air quality conformity analysis, a 30-day public comment period for both the air quality conformity analysis and the proposed Amendment.	<ul style="list-style-type: none"> • Addition of a Regionally Significant Project • Deletion of a Regionally Significant Project • Additional Funds which accelerate a project. • Substantial project scope changes • Advancing a project start date beyond the conformity band it was in when the RTP was originally adopted. • Delaying a project completion date beyond the conformity band it was in when the RTP was originally adopted.

B. Unified Planning Work Program (UPWP)

The [Unified Planning Work Program \(UPWP\)](#) guides the transportation planning work for the NFRMPO. This document identifies tasks which specify work products and funding sources to the NFRMPO, its member governments, and to CDOT.

Responsibility for carrying out the 3C planning process rests jointly with the NFRMPO, the three local transit agencies, and CDOT, as described in the 2018 Memorandum of Agreement (MOA) between the five agencies. The 3C process in the NFRMPO area is designed to provide for

centralized administration, combined with maximum participation and direction from local governments.

Each calendar year, beginning in February, a proposed budget for UPWP for the fiscal year commencing the following October 1st is prepared in coordination with the TAC and NFRMPO staff, along with input from CDOT’s Division of Transportation Development (DTD) and CDOT Region 4 representatives. Once completed, the UPWP budget is approved by the Finance Committee of the NFRMPO Planning

Council and the work tasks are recommended for Planning Council approval by the TAC. The budget includes tasks, proposed expenditures, and the funding sources. The Planning Council adopts the full UPWP in June through a formal resolution.

C. Emerging Trends

The North Front Range region has experienced rapid growth in recent years, resulting in an area with a 2015 population of approximately 466,000. This growth is continuing, and population projections show by 2045, the North Front Range area population increase by nearly 88 percent. This population growth will place an even greater demand on the movement of people and goods on an already stressed and aging transportation system.

This population growth will occur in all age cohorts; however, households headed by the oldest cohort, those aged 60 years and older, will grow the fastest due to the area's popularity with retirees and the aging of the population nationwide. Within Larimer and Weld counties, this cohort will grow from 18 percent of the population at 80,000 in 2015, to 22 percent of the population to around 198,000 by 2045. The growth rate for all age cohorts is shown in **Figure 5-1** and **Figure 5-2**.

Knowing the age group growth projection rates is important to the transportation planning process as it allows time to plan to better meet the specific transportation needs of the age groups. Based on this projection, providing more

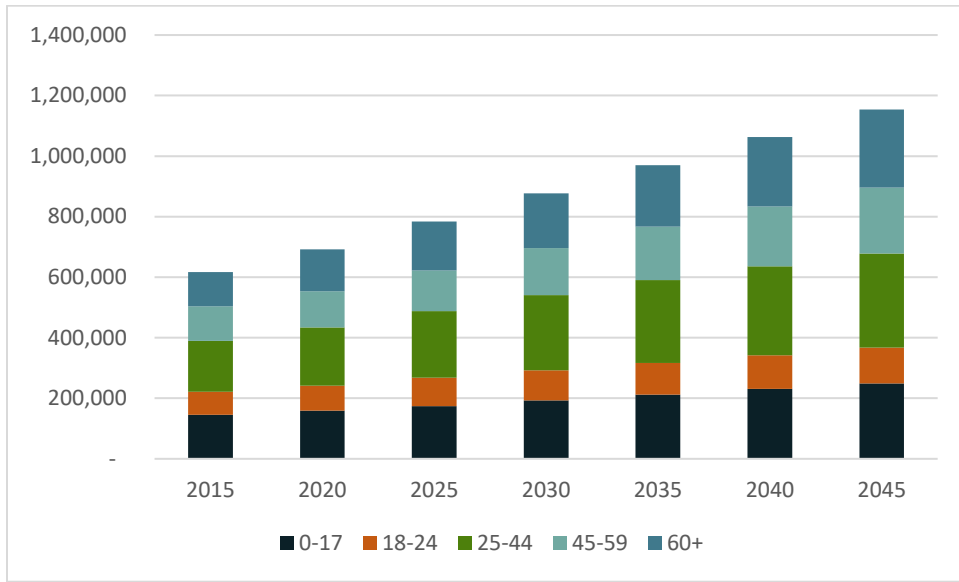
NFRMPO project expenditures may not exceed the UPWP budgeted totals. Any revisions which alter the total budgeted expenditures of any tasks must be approved by the Planning Council. Amendments between work tasks may be completed through an administrative modification, to be formally incorporated into an amended UPWP.

transportation options for the senior population should be a priority in the region over the next 25 years. Transportation trends the region should consider in future planning efforts could include, but are not limited to:

- Seniors needing transportation to medical appointments, the grocery store, and social events, etc.;
- A higher number of people commuting via bicycle, transit, or walking versus automobiles;
- Decreased transportation funding;
- Higher gas prices; and
- New and emerging transportation technologies, including self-driving automobiles.

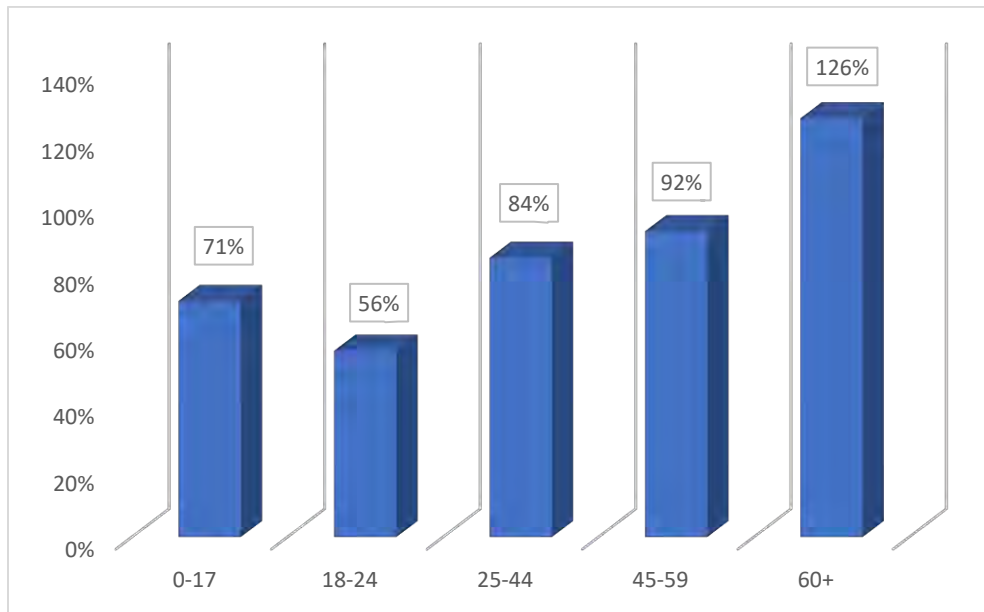
As the region moves toward 2045, these emerging trends will need to be factored into the transportation planning process and into the allocation of transportation funds to those projects providing the greatest benefit to the region's population.

Figure 5-1: Larimer and Weld Counties Population by Age Group, 2015-2045



Source: Department of Local Affairs (DOLA) Population Projections, 2018

Figure 5-2: Larimer and Weld Counties Growth Rate by Age Group, 2015-2045



Source: Department of Local Affairs (DOLA) Population Projections, 2018