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FY 2018 - FY 2021

**Transportation Improvement Program
(TIP)**

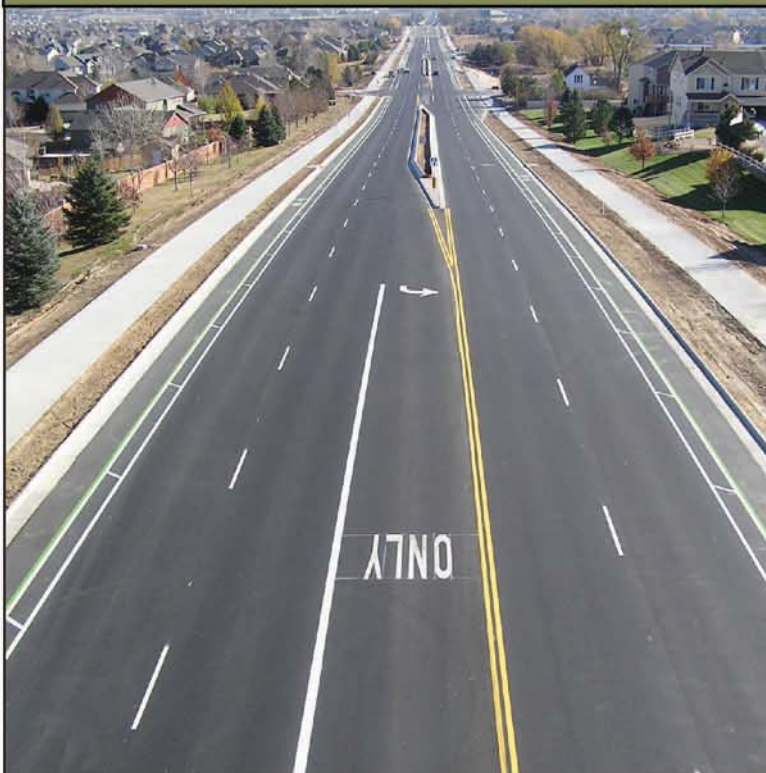


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SECTION 1: INTRODUCTION AND RESPONSIBILITIES

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

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

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

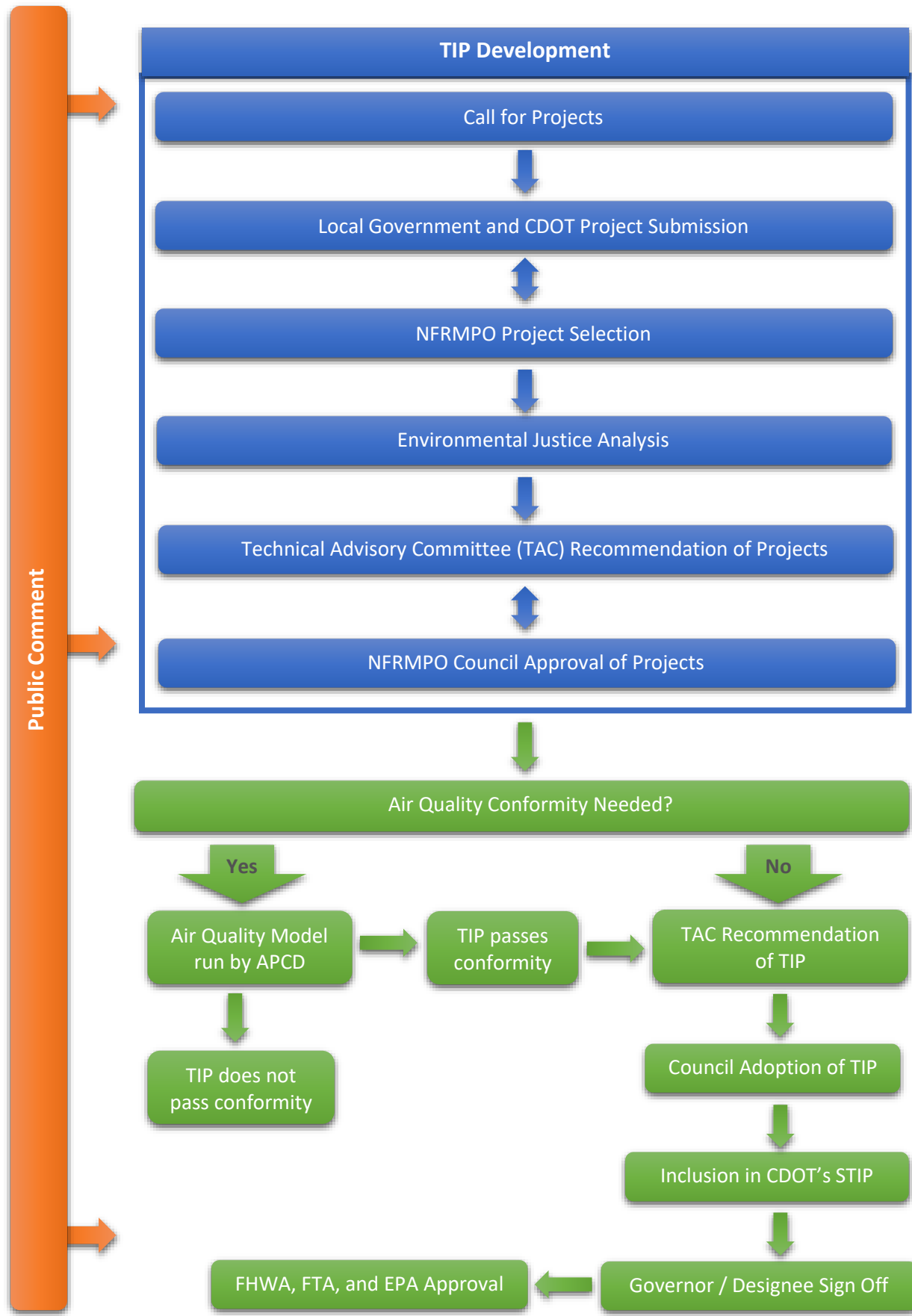
The NFRMPO Technical Advisory Committee (TAC) assists in the planning process, recommends projects for funding, and advises the Planning Council on technical matters. The TAC is comprised of one voting staff member from each member entity, one staff member from the Colorado Department of Transportation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

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

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

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

Figure 1: NFRMPO TIP Process



Transportation Improvement Program (TIP) Development

The NFRMPO develops its transportation plans and programs using the “3C” (continuous, cooperative, and comprehensive) planning process, as required by [FHWA 223 CFR § 450.306](#) and [FTA in 23 CFR § 613.100](#). The Fixing America’s Surface Transportation (FAST) Act, adopted December 4, 2015, is the most recent, comprehensive federal legislation addressing surface transportation and guides the long range planning process. FAST Act contains eight factors first described in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and carried forward in the FAST Act, addressed by the 3C metropolitan transportation planning process:

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

The NFRMPO’s 2040 Regional Transportation Plan (RTP), adopted September 3, 2015 and amended February 2, 2017, includes consideration of these planning factors as required by the FAST Act.

The RTP is a corridor-based plan and does not identify specific projects, except regionally significant projects that require air quality analyses and air quality conformity with Carbon Monoxide (CO), Volatile Organic Compounds (VOC), and Nitrogen Oxides (NOx) budgets outlined in the Colorado State Implementation Plan (SIP). A corridor based RTP provides greater flexibility for financial constraint and selecting projects for the TIP.

The 3C metropolitan transportation planning process requires the NFRMPO produce and maintain a multi-year TIP, which is fiscally constrained by program and by year. This TIP presents a four-year program of multi-modal projects using federal, state, and local funds. Specifically, all projects funded under Title 23 U.S.C. Chapters 1 and 2 or Title 49 U.S.C. Chapter 53 are included in the TIP, as are all regionally significant projects requiring an action by the FHWA or the FTA and all regionally significant projects funded with other Federal, state, or local sources. The time period for this TIP is FY 2018 – FY 2021.

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

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

Project Prioritization and Selection

Projects in the TIP must be in alignment with the policies of an approved RTP and follow the adopted 2015 Congestion Management Process, outlined in the 2040 RTP. The TIP must be consistent with other

transportation plans and programs within the region, and must show conformity according to air quality budgets outlined in the SIP. The NFRMPO must provide residents, public agencies, and other interested parties with an opportunity to review and comment on the projects identified in the TIP prior to its adoption.

The FAST Act requires the TIP include:

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

NFRMPO and CDOT worked together to produce the financial plan for the TIP and provides the basis for fiscal constraint.

For FY 2018 and FY 2019, the NFRMPO selected projects for the Congestion Mitigation & Air Quality Improvements Program (CMAQ), Surface Transportation-Metropolitan Program (STP-Metro), and the FHWA's Transportation Alternatives Program (TAP) using the FY 2016-2019 Project Scoring Criteria and Process approved on October 2, 2014 by the NFRMPO Planning Council. Highway capacity projects to be programmed in the FY 2016-2019 TIP are required by the NFRMPO, FHWA, and FTA to be consistent with the 2040 RTP and the adopted Congestion Management Process, updated in 2015.

For FY 2020 and FY 2021, the NFRMPO selected projects for the CMAQ, Surface Transportation Block Grant (STBG) program, and the FHWA's Transportation Alternatives (TA) program using the same project scoring criteria and process as the 2014 Call. Highway capacity projects to be programmed in the FY 2018-2021 TIP are required by the NFRMPO, FHWA, and FTA to be consistent with the 2040 RTP and the adopted Congestion Management Process, updated in 2015.

The TAC identified STBG funding targets for large and small communities allocating 58.6 percent of the funding to large communities and 41.4 percent to small communities across six projects. The TAC recommended funding eight of the 10 CMAQ project submissions. The TAC recommended one TA project, vetted by the Northern Colorado Bike and Ped Collaborative (NoCo Bike & Ped) for funding. The NFRMPO Planning Council approved the TAC recommended four year Call for Projects on November 3, 2016.

If additional funding is allocated to STBG or CMAQ funding programs within the first two years of the TIP (FY 2018 and FY 2019), the following processes will be used to assign funds to projects:

- STBG Program
 - Additional funding is split between the small and large community pools (71.5 percent for large communities, 28.5 percent for small communities) and the funding is assigned to the next highest ranked, partially-funded project in each respective pool. If the next partially-funded project in either pot is not ready in the fiscal year funds become available, the money will be assigned to the next partially-funded project in the other community pool. Funds must be

backfilled in the large or small pool as needed when they become available.

- CMAQ Program
 - Additional funding will be and assigned to the next highest ranked, partially-funded project in each category. Funds are split into the three project pools (Signal Timing, Bus Replacement, and Compressed Natural Gas (CNG) Equipment and Stations) using the following guidelines*:

Signal Timing:	13% of Total
Bus Replacement:	46% of Total
CNG Vehicles and Stations:	41% of Total
<hr/>	
100% CMAQ Funds	

**Percent allocations to be reevaluated before next call for projects*

TAC agreed to issue a two-year call for projects in 2018 adding two years to the end of the TIP (FY 2022 and FY 2023). Projects not receiving any funds by the time the new call is issued in 2018 will need to re-submit applications to be considered for funding.

CDOT is responsible for projects shown for several other funding programs and these are also required not to exceed fiscal constraints. Similarly, changes in allocations to CDOT-sponsored programs and projects would prompt TIP Amendments or Modifications.

Transit operators are responsible for projects in the “Transit” programs of the TIP. Funding levels shown for these programs are based on the anticipated allocations from FTA formula funds, a competitive process, or projections from past trends. The total amount available for a program is based on funding authorized under the FAST Act and is apportioned according to population or competitive process. In the NFRMPO region there are two transit providers that receive FTA funds based on population: City of Fort Collins (Transfort) and Greeley-Evans Transit (GET):

- Transfort receives funds based on an urbanized area formula program for areas with population between 200,000 and 999,999. Transfort receives the FTA funds on behalf of the Fort Collins Transportation Management Area (TMA).
- GET receives funds from CDOT based on an urbanized area formula program for areas with populations between 50,000 and 199,999. GET uses the FTA funds to cover the Greeley, Evans, and Garden City area.

Both transit providers produce a Program of Projects (POP) each fiscal year based on FTA apportionments as published annually in the Federal Register. The program includes projects to be carried out using funds made available based on the urbanized area formulas or a competitive process. These projects include capital transit improvements, bus purchase and rehabilitation, bus facility upgrades, maintenance, and operations. The POPs are amended into the TIP as they are received. The FTA requires all projects be included in the TIP and the STIP before funds can be obligated.

Congestion Management

Federal requirements state that regions with a population of more than 200,000, known as Transportation Management Areas (TMA), must maintain a Congestion Management Process (CMP) and use it to make informed transportation planning and programming decisions. The CMP monitors performance on all regionally

significant congested corridors outlined in the 2040 RTP, and reported periodically. The Fort Collins TMA was designated in 2002 as a result of data from the 2000 Census.

The NFRMPO’s CMP requires project sponsors located on Regionally Significant Corridors (RCS) demonstrate conformity with the CMP. The NFRMPO tracks performance measures and monitors the system and presents it to the public in a periodic CMP report.

Public Participation

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

The Public Involvement Plan (PIP), adopted November 5, 2015, guides the NFRMPO’s public participation activities for all plans and programs, including the TIP. The PIP was updated in conjunction with the 2040 RTP.

Funding Sources

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

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

Table 1: Funding Program Abbreviations

HIGHWAY	
Abbreviation	Funding Source
AQC	Congestion Mitigation and Air Quality Improvement (CMAQ)
BR	Bridge-On State System
BRO	Bridge-Off State System
CR	Congestion Relief
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recover (State) FASTER Safety FASTER Bridge Enterprise
RPP	Regional Priorities Program
SRH	Safety – Railroad Crossing Elimination
SRP	Safety – Railroad At-Grade Crossing Protection
SRTS GRNT	Grants: Safe Routes to School

STBG	Surface Transportation Block Grant
STS	Surface Transportation Program – Safety
STU	Surface Transportation Program – Metropolitan (STP Metro)
TAP	Transportation Alternatives Program
TA	Transportation Alternatives program
[Various]	Surface Treatment (CDOT)
TRANSIT	
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery (State) TRG-FASTER (State) transit funding for regional or State focused projects STL-FASTER (State) transit funding for locally focused projects
FTA5304	Transit 5304: Statewide Planning
FTA5307	Transit 5307: Urbanized Area Formula Program (FTA funds allocated on a formula basis to urban areas larger than 50,000)
FTA5309	Transit 5309: Capital Investment Program (discretionary capital funds)
FTA5310	Transit 5310: Transportation for Elderly Persons & Persons with Disabilities
FTA5311	Transit 5311: Rural & Small Urban Areas (Non-Urbanized Areas)
FTA5339	Transit 5339: Bus and Bus Facilities Program
ADDITIONAL ABBREVIATIONS: the following may also appear in project-specific entries:	
CDC	Capital Development Committee (State)
IM	Interstate Maintenance
IMD	Interstate Maintenance Discretionary
L	Local
LO/LOM	Local Overmatch
NHS	National Highway System
NHD	National Highway System – Discretionary
RAG	Railroad Crossing Program – At Grade
SHE	Surface Transportation Program – Hazard Elimination
SHF	State Highway Funding
STA	Surface Transportation Program – Any Area
STP	Surface Transportation Program
STF	Surface Transportation Program – Flexible
TCC	Transportation Commission Contingency (CDOT)

Note: CDOT is updating and using abbreviations associated with various funding programs. As those are assigned to specific projects and replace the abbreviations used initially in the TIP, the TIP will be administratively amended to reflect the changes as needed.

Project Delay Procedure

The goal of the NFRMPO's TIP Project Delay Procedure is to maximize the federal funding obligated each fiscal year and enable the NFRMPO to redirect funds to alternate projects if any are inactive or not making progress.

The delay procedure applies to projects funded through the federal CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation).

The delay procedure provides an incentive for local agency sponsors to develop their projects adhering to the schedule, obligate the federal funds within the year programmed and expedite the use of federal funds. Projects are reviewed on an ad hoc basis, with TAC recommendations to Planning Council on granting extensions, if necessary, occurring the month following review.

A "delay" occurs:

- When a construction-related project is not advertised during the fiscal year assigned in the TIP
- When a non-construction project or program is not issued a "Notice to Proceed" during the fiscal year programmed in the TIP

Granting extensions on delays:

- TAC may recommend a one year extension for projects that do not meet the advertisement or notice to proceed date if CDOT can guarantee the funds in the next fiscal year. This may only occur if that project has not received a previous extension.
- TAC may recommend a 2nd extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the programmed year. The community may be granted a 2nd extension if extenuating circumstances exist outside the project sponsor's control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on 2nd extensions.

Federal Cost Principles

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

The Federal Cost Principles require local agencies establish the projects' period of performance start and end date and include it in the Federal Award. Changes to the Federal Award may only include allowable costs incurred during the period of performance. Any extension or modification to the project end date must be authorized by the FHWA or FTA. The Local Agency must submit, no later than 90 calendar days after the end date of the period of performance, all financial, performance, and other reports as required by the terms and conditions of the Federal award. The project must be closed and all final reimbursements be made in this 90

day period. CDOT is required to evaluate the risk of each Local Agency to effectively deliver the project. **Table 2** explains the Federal code related to the Federal Cost Principles.

Table 2: References to Federal Cost Principles²

References to Federal Cost Principles		
1.	Period of Performance	200.309
2.	Project Closeout	200.343
3.	Evaluation of Subrecipient’s Risk	200.205, 200.207, 200.331
4.	Performance Management	200.301
5.	15 Standard Data Sets	200.210, 200.331
6.	Indirect Cost Rates	200.331, 200.414, 200.68
7.	Time and Effort Rules	200.430(i)
8.	Internal Controls	200.303
9.	Required Disclosures	200.112, 200.113
10.	Procurement	200.317-200.326, 2 CFR 1201.317
11.	Payments	200.305
12.	Single Audit (A-133) Requirements	200.501

Entities Eligible for Funding

Applications for TIP projects which involve public-private partnerships are only accepted from a member government when the member government assumes sole responsibility for the project. Private sector partners may include, but are not limited to, trail management groups, developers, and financiers. Member governments will represent their private sector partner(s) in all dealings with NFRMPO, CDOT, FHWA, or FTA. The private sector partner may not participate in such activities without the sponsoring local government present. Eligible projects must demonstrate a strong public benefit. Partnerships must have a legal, written agreement in place between the public agency and the private entity before a project may be included in the TIP.

Partially-Funded Projects and Program Efficiencies

During a call for projects, the project selection committee may stay within financial constraints by reducing the funding of a proposed project before it is programmed into the TIP. Such partially-funded projects may be awarded additional funding if and when it becomes available. Project sponsors of partially-funded projects will need to reapply in subsequent calls to be considered for additional funding. An important consideration for Project Sponsors is the following excerpt from Title 23 of the U.S. Code regarding engineering cost reimbursement:

“If on-site construction of or acquisition of right of way for a highway project is not commenced within 10 years (or such longer period as the State requests and the Secretary determines to be reasonable) after the date on

² Federal Register. Office of Management and Budget. Vol. 78. No. 248. <https://www.gpo.gov/fdsys/pkg/FR-2013-12-26/pdf/2013-30465.pdf>

which Federal funds are first made available, out of the Highway Trust Fund (other than Mass Transit Account), for preliminary engineering of such project, the State shall pay an amount equal to the amount of Federal funds reimbursed for the preliminary engineering. The Secretary shall deposit in such Fund all amounts paid to the Secretary under this section,” (23 U.S.C. §102). “

Typically, CDOT’s intergovernmental agreements (IGAs) with local agency Project Sponsors concerning federal-aid projects contain provisions to ensure that local agencies would, in turn, provide the state with the funds necessary to satisfy this cost reimbursement provision of the federal law.

Some projects that were initially programmed in the TIP prior to Fiscal Year 2018 remain active, but have not reached the implementation phase at the time the TIP was being updated. In the project funding tables these projects are listed with the note, “Roll Forward,” because their implementation is scheduled to proceed in Fiscal Year 2018.

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

TIP Amendment and Modification Process

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

Policy Amendments

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

Examples of Air Quality Significant Projects are:

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

The following items require a Policy Amendment:

1. Any project, outside of a CDOT STIP funding pool, added to the TIP using federal funds including CMAQ, STBG or TA funds, or if the project is an Air Quality Significant Project (see examples above).
2. Any project that has all Federal funding removed or is deleted from the TIP.

3. The addition or deletion of \$5M or more in federal or state funds for any project.
4. A change in funding sources from local/state to include any amount of federal funds.
5. A change in the total amount of a CDOT STIP pool by \$5M or more in state or federal funding due to Transportation Commission action, including a change in the Federal resource allocation.
6. Any significant change in the scope of a project. A scope change is defined as any sponsor-directed alteration that requires a modification in a project's activity, location, or schedule which triggers a review of the National Environmental Policy Act (NEPA) process or air quality analysis. Common scope changes are: (1) engineering change, (2) quantity change, (3) location change, and (4) schedule change. Specifically, any schedule changes that might impact the TIP's air quality conformity as the completion date of a regionally significant project would occur in a different time frame than that modeled by APCD.

Policy Amendments will be processed according to the following schedule:

- Amendments will be processed every other month, including January, March, May, July, September, and November.
- The deadline to submit an Amendment request is 5:00 pm on the first business day of that month.
- The 30-day Public Comment period for TIP Amendments will open when the next TAC meeting packet is released, one week prior to the TAC meeting.
- TIP Amendments will go to TAC and Council once each for Action. Council adoption of the TIP Amendment will be contingent on public comments received during any portion of the 30-day Public Comment period occurring after the Council meeting.

Administrative Modifications

1. A change between federal funding sources.
2. A change in project funding less than \$5M of state or federal funding, and does not change the scope of the project.
3. A transfer of funds between project years, with concurrence of Project Sponsors, and not impacting air quality conformity.
4. A change of less than \$5M in the total amount of a CDOT STIP pool in state or federal funding due to Transportation Commission action, including a change in the Federal resource allocation.
5. Changes in the projects included in a CDOT STIP pool due to Transportation Commission action, including a change in the state resource allocation.

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

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

Emergency Funds

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

Environmental Justice

[Executive Order 12898 – 1994](#)

Executive Order 12898, Federal Action to address Environmental Justice (EJ) in minority and low-income populations, requires the U.S. Department of Transportation (USDOT) and the Federal Transit Administration (FTA), to make EJ part of an MPO's transportation planning mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority populations and/or low-income populations (collectively "EJ populations"). EJ at FTA and FHWA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews.

[DOT Order 5610.2\(a\) – May 2012](#)

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

NFRMPO Environmental Justice Process

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

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

Under this DOT order, an adverse effect means:

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

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

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

All EJ analysis procedures are completed by NFRMPO staff. **Table 3** lists the benefits and burdens reviewed for EJ or Non-EJ projects.

Table 3: Environmental Justice Benefits and Burdens

Benefit	Burden
Decrease in travel time	Air and water pollution
Improved air quality	Soil contamination
Expanded employment opportunities	Destruction or disruption of man-made or natural resources
Better access to transit options and alternative modes of transportation (walking and bicycling)	Adverse impacts on community cohesion or economic vitality
Improved quality of transit	Noise and vibration
Increased property values	Decrease in property value

Measuring System Performance

The objective of the performance and outcome - based program first identified in MAP-21 and carried forward in the FAST Act, is for planning agencies to invest resources in projects that collectively make progress toward the achievement of seven specific national goal areas, detailed in **Table 4**.

Table 4: FAST Act National Performance Goals³

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System.
System Reliability	To improve the efficiency of the surface transportation system.
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

NFRMPO staff developed [Goals, Objectives, Performance Measures, and Targets](#) (GOPMT) in coordination with the TAC to monitor the performance of projects included in the TIP. The GOPMT were adopted by the NFRMPO Planning Council on September 4, 2014.

Each Goal, Objective, and Performance Measure directly relates to one or more of the seven national goal areas. Each Performance Measure is associated with a Target to monitor system performance. The types of data collected for each project relate to the Target of the applicable Performance Measure. During the 2014 and 2016 Calls for Projects, each project applicant was required to identify of applicable Performance Measure(s). **Table 5** shows TIP projects with their associated with Performance Measures and Goals.

³ §1203; 23 USC 150(b)

Table 5: NFRMPO Project Performance Measures and Goals

NFRMPO Performance Measure: Air Quality Conformity Tests on Plans and Programs			
National Goal Areas: Environmental Sustainability, Reduced Project Delivery Delays			
Target: Passes Conformity			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2019-001	10 th Street Access Control Implementation	Greeley	STP-Metro
2017-003	I-25 / Crossroads Interchange	CDOT R4	STP-Metro
2020-003	Central System and Controller Replacement	Greeley	CMAQ
2016-003	Loveland Traffic Optimization	Loveland	CMAQ
2020-005	Traffic Signal Progression Improvements – US 34	Loveland	CMAQ
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2020-002	GET Diesel Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2020-001	Transfort CNG Buses	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2020-006	COLT Diesel Bus Replacement	Loveland	CMAQ
2016-007	Larimer County CNG Vehicle Replacement	Larimer County	CMAQ
2020-004	CNG Fast Fill Stations	Larimer County	CMAQ
2017-002	Loveland CNG Vehicle Replacement	Loveland	CMAQ
2020-007	Loveland Diesel Fleet Replacement	Loveland	CMAQ
2016-006	Weld County CNG Vehicles & Expansion	Weld County	CMAQ
2020-008	Weld County CNG Vehicles	Weld County	CMAQ

NFRMPO Performance Measure: Number of Facility Samples with Poor Surface Condition
National Goal Areas: Infrastructure Condition, Freight Movement and Economic Vitality
Target: Reduce by 1%

TIP Project Number	Project Name	Project Sponsor	Funding Program
2017-005	Collins Street Resurfacing	Eaton	STP-Metro
2016-009	65 th Ave Widening	Evans	STP-Metro
2020-009	37 th Street Overlay	Evans	STBG
2019-001	10 th Street Access Control Implementation	Greeley	STP-Metro
2020-011	O Street Widening – 11 th Avenue to WCR 37	Greeley	STBG

NFRMPO Performance Measure: Five-Year Rolling Average of Injury and Fatal Crashes
National Goal Areas: Safety, System Reliability
Target: No Increase in Crashes

TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2019-001	10 th Street Access Control Implementation	Greeley	STP-Metro
2018-002	US34 Widening	Loveland	STP-Metro
2020-003	Central System and Controller Replacement	Greeley	CMAQ
2016-003	Loveland Traffic Optimization	Loveland	CMAQ
2020-012	US 34 (Eisenhower Boulevard) Widening – Boise Avenue to I-25	Loveland	STBG
2020-013	Intersection Improvements at SH 257 & Eastman Park Drive	Windsor	STBG
2020-005	Traffic Signal Progression Improvements – US 34	Loveland	CMAQ
2020-011	O Street Widening – 11 th Avenue to WCR 37	Greeley	STBG

NFRMPO Performance Measure: Regionally Significant Congested Corridors with a Travel Time Index of 2.5 Times or Less Than Free Flow

National Goal Areas: Congestion Reduction, System Reliability, Freight Movement and Economic Vitality

Target: Maintain At Least 80%

TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2020-010	Timberline Road Corridor Improvements	Fort Collins	STBG
2018-002	US34 Widening	Loveland	STP-Metro
2017-003	I-25 / Crossroads Interchange	CDOT R4	STP-Metro
2016-003	Loveland Traffic Optimization	Loveland	CMAQ
2020-003	Central System and Controller Replacement	Greeley	CMAQ
2020-005	Traffic Signal Progression Improvements – US 34	Loveland	CMAQ
2020-011	O Street Widening – 11 th Avenue to WCR 37	Greeley	STBG
2020-012	US 34 (Eisenhower Boulevard) Widening – Boise Avenue to I-25	Loveland	STBG
2020-013	Intersection Improvements at SH 257 & Eastman Park Drive	Windsor	STBG

NFRMPO Performance Measure: Non-Motorized Facilities Per Capita National Goal Areas: System Reliability, Infrastructure Condition, Congestion Reduction Target: Increase by At Least 2%			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2021-001	North LCR 17 Expansion	Larimer County	STBG
2016-009	65 th Ave Widening	Evans	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2019-001	10 th Street Access Control Implementation	Greeley	STP-Metro
2018-002	US34 Widening	Loveland	STP-Metro
2017-001	Great Western Trail	Windsor	TAP
2020-014	Little Thompson River Corridor Trail – Phase 1a	Johnstown	TA
2020-009	37 th Street Overlay	Evans	STBG
2020-012	US 34 (Eisenhower Boulevard) Widening – Boise Avenue to I-25	Loveland	STBG
2020-013	Intersection Improvements at SH 257 & Eastman Park Drive	Windsor	STBG
NFRMPO Performance Measure: Fixed-Route Revenue Hours Per Capita Within Service Areas National Goal Area: System Reliability Target: Increase by 30%			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2020-002	GET Diesel Bus Replacement	Greeley	CMAQ
2020-001	Transfort CNG Buses	Fort Collins	CMAQ
2020-006	COLT Diesel Bus Replacement	Loveland	CMAQ

NFRMPO Performance Measure: Transit Service Vehicles Within Useful Life Parameters Established by FTA
National Goal Areas: System Reliability, Reduced Project Delivery Delays
Target: Maintain 75%

TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2020-002	GET Diesel Bus Replacement	Greeley	CMAQ
2020-001	Transfort CNG Buses	Fort Collins	CMAQ
2020-006	COLT Diesel Bus Replacement	Loveland	CMAQ

NFRMPO Performance Measure: Fixed-Route Ridership Per Capita Within Service Areas
National Goal Areas: System Reliability, Congestion Reduction
Target: Increase by 10%

TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2020-002	GET Diesel Bus Replacement	Greeley	CMAQ
2020-001	Transfort CNG Buses	Fort Collins	CMAQ
2020-006	COLT Diesel Bus Replacement	Loveland	CMAQ

TELUS Online TIP

NFRMPO will use the FY 2018 – FY 2021 TIP as the foundation for developing an online TIP. The Transportation Economic Land Use System (TELUS) online TIP software allows users to promote public engagement online, streamline TIP Amendments, map projects, generate reports, and provide access for multiple agencies to contribute to the TIP. This fully customizable software will help the NFRMPO distribute TIP information more effectively.

NFRMPO member communities and CDOT will have access to submit new projects, project Amendments, and Modifications directly on the TELUS site. The NFRMPO TIP Administrator can approve, deny, or modify requests as they appear saving Amendments for NFRMPO action and Modifications for quarterly reporting. The transparency of TELUS and the consistent TIP formatting will accelerate the Modification and Amendment process, while reducing possible errors.

Users are presented with projects in a tabular format or a spatial format with projects distributed on a regional base map. Public comment(s) can be left on each project and the TIP Administrator can respond directly to requests.

SECTION 2: TIP MODIFICATION AND AMENDMENT FORMS

TIP Modification Form

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) North Front Range Transportation & Air Quality Planning Council Administrative Modification Request -- (To be completed by NFRMPO)														
Submitted to: Enter Modification Recipient			Prepared by: Enter Who Prepared Modification				DATE: Enter Date							
Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-19 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
Enter Funding Program or Source Here														
PREVIOUS ENTRY														
Enter STIP Number	Enter TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0
					Local									
					Overmatch		0	0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0	0
Project Description:	Enter Project Description													
REVISED ENTRY														
Enter STIP Number	Enter TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0
					Local									
					Overmatch		0	0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0	0
Project Description:	Enter Project Description													
Reason:	Enter Reason for Modification													

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Policy Amendment Request -- (To be completed by NFRMPO)

Submitted to: Enter Amendment Recipient		Prepared by: Enter Who Prepared Amendment			DATE: Enter Date									
Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-19 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23

Enter Funding Program or Source Here

PREVIOUS ENTRY (IF APPLICABLE)

Enter STIP Number	Enter TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0
					Overmatch		0	0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0	0

Project Description:	Enter Project Description
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NEW ENTRY / REVISED ENTRY

Enter STIP Number	Enter TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0
					Overmatch		0	0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0	0

Project Description:	Enter Project Description
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Reason:	Enter Reason for Amendment
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SECTION 3: FY 2018-2021 PROJECTS

Project Tables

The projects listed are those adopted by Planning Council on March 2, 2017 and include the Policy Amendments and Modifications completed as of the TIP revision date of July 6, 2017. The project listings will continue to be updated via Modifications and Amendments. The most up to date version of the TIP project tables is available online at nfrmpo.org/tip/.

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on 3-2-2017
Amendment #2017-A5 6/9/2017

Indicates Last Amendment or Modification
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool
North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward
Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
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HIGHWAYS

Bridge - On State System

SR46598	P-4	Region 4 Bridge - On System Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Bridge	Federal State	BR SHF	5,519 1,380	2,344 586	4,251 1,063	- -	- -	6,595 1,649	- -	- -	
Pool Projects:															
SR45218.125	-	SH392A: Windsor -Lucerne 105-115	CDOT Region 4			Project Description: Bridge Rehab/replace									
SR46598.049	-	GWRR Bridge over I-25 S/O US34 repairs	CDOT Region 4			Project Description: Bridge Rehab/replace									
SR45218.107	-	US287/College Ave. MP 342 - 347 Ft Collins	CDOT Region 4			Project Description: Bridge Rehab/replace									
SR46598.036	-	NFR Asset Mgmt Bridge Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace									
SR45218.114	-	SH60B: I-25 to Milliken MP 6-14	CDOT Region 4			Project Description: Bridge Rehab/replace									
SR46598.053	-	I-25: Scour at the Big Thompson River	CDOT Region 4			Project Description: Bridge Rehab/replace									
SR45218.174	-	US85L: O St to Ault 270.5-280 Included SH392 Intersection Im	CDOT Region 4			Project Description: Bridge Rehab/replace									
SR45218.186	-	SH14C: Ft Collins East Lemay to I-25 mp135.7-139.5	CDOT Region 4			Project Description: Bridge Rehab/replace									
SR46598.054	-	I-25 RR Bridge Preventative Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace									
SR45218.179	-	US34D: (C-18-J) Bridge Preventative Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace									
SR46598.058	-	US287: Spring Creek	CDOT Region 4			Project Description: Bridge Rehab/replace									
Pool Description: Summary of CDOT Region 4 Bridge - On System Pool Programming															
							Total	6,899	2,930	5,314	-	-	8,244	-	-

Bridge - Off State System

SR46601	P-5	Region 4 Bridge - Off System Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Bridge Reconstruct	Federal Local	Bridge Replace (Local Match) Local	968 242	1,756 439	- -	- -	- -	1,756 439	- -	- -	
Pool Projects:															
SR46601.024	-	Big Thomp. River at CR19E (LR19E-0.5-20)	Larimer County			Project Description: Bridge Rehab/replace									
SR46601.026	-	West Mutual Ditch/CR44 (WEL044.0-033.0A)	Weld County			Project Description: Bridge Rehab/replace									
SR46601.027	-	Spring Ck at Riverside (FCRVSD-S.2PRST)	Fort Collins			Project Description: Bridge Rehab/replace									
SR46601.028	-	Loveland (LOV1050TAFT.AV)	Loveland			Project Description: Bridge Rehab/replace									
SR46601.025	-	Larimer Co. Canal at CR9 (LR9-0.4-56)	Larimer County			Project Description: Bridge Rehab/replace									
Pool Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming															
							Total	1,210	2,195	-	-	-	2,195	-	-

Strategic

SSP 4428	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal (freight) Federal State State (Transit) State (RoadX) Federal (RAMP HPTE) State (RAMP HPTE) Local Local Regional Priority Program Surface Treatment Surface Treatment State (FASTER Safety)	FR8 TIGER - Transpo. Invest. Gen. Econ. Recov. Transportation Commission Contingency Transit and Rail Statewide Grants (FASTER) Intelligent Transportation Systems - Road X Nat. Hwy Performance Program Nat. Hwy Performance Program Private Local Regional Priority Program STP - Surface Transportation Program State Highway Fund - HUTF Dollars State Highway Fund - HUTF Dollars	- - 5,000 - - 3,869 6,525 - 5,000 - - - - - - -	15,000 15,000 23,000 5,000 2,000 - - - 18,000 18,000 - - - - - -	- - 60,000 - - - - - 18,000 18,000 - - - - - -	- - 22,000 - - - - - 32,000 16,500 - 3,000 8,280 1,720 -	30,000 15,000 105,000 5,000 2,000 - - 50,000 52,500 3,000 8,280 1,720 2,000	- - - - - - - - - - - - -	- - - - - - - - - - - - -		
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements															
Reason: #2017-A5 - Increase of \$32.5M locally committed funds and \$2M FASTER Safety for project design build. Revised project description and name due to scope change.															
							Total	20,394	78,000	80,000	71,500	45,000	274,500	-	-

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on 3-2-2017
Amendment #2017-A5 6/9/2017

Indicates Last Amendment or Modification
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool
North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward

Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
SR41003	2021-002	US34 Widening Rocky Mountain Ave to LCR 3E MP 95.8-97.2	CDOT Region 4	Widening 4-6 lanes	Federal State State Total	National Highway Performance Program State Highway Fund - HUTF Dollars FASTER Safety	- - - -	- - - -	- - - -	- - - -	6,600 1,400 4,000 12,000	6,600 1,400 4,000 12,000	- - - -	- - - -

Project Description: Widening from 4 to 6 lanes
Reason: #2017-A5 - Add new project to TIP. Funds are available from within Region 4 Surface Treatment and FASTER Safety Pool.

FASTER (North Front Range Listings of State Highway Locations)

SR46606	P-7	Region 4 FASTER Safety Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	FASTER Safety	State	FSA	27,733	14,043	14,139	-	-	28,182	-	-
Pool Projects:														
SR46606.060	-	SH402 at CR 9E				Project Description: Intersection Improvement								
SR46606.062	-	SH263: Safety Improvements				Project Description: Safety Improvement								
SR46606.073	-	I-25A: Median Cable N/O Ft Collins				Project Description: Safety Improvement								
SR46606.070	-	Intersection Safety Improvements Pool				Project Description: Safety Improvement								
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														

SST8000	P-8	Region 4 State Bridge Enterprise Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	FASTER Bridge	State	FASTER	-	11,951	-	-	-	11,951	-	-
Pool Projects:														
SST8000.090	-	I-25 @ Vine Drive Bridge Replacement (SST8000.090)	CDOT Region 4			Project Description: Bridge Rehab/replace								
SST8000.TBD	-	Prospect Road over I-25	CDOT Region 4			Project Description: Bridge Rehab/replace								
Pool Description: Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														

SR46606.40	P-9	Region 4 FASTER Safety Signal Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	FASTER Safety Signal	State	FASTER	-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 FASTER Safety Signal Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														

Regional Priority Program (RPP) - North Front Range Listings

SR46600.016	P-10	R-4 RPP Total funding allocated for NFRMPO, DRCOG, UFR, and Eastern TPR For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	XXX	Federal	Regional Priority Program	22,680	11,340	11,340	11,340	-	34,020	-	-
Pool Description: Summary of CDOT Region 4 Regional Priority Program (RPP) Project Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														

SSP4428.001	2016-036	NFR I-25: Post EIS Design & ROW	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal State Total	STP-Surface Transportation Program State Highway Fund - HUTF Dollars	3,631 1,179 4,810	2,937 291 3,228	2,179 215 2,394	2,525 250 2,775	- - -	7,641 756 8,397	- - -	- - -
Project Description: Pre-construction activities														

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on 3-2-2017
Amendment #2017-A5 6/9/2017

Indicates Last Amendment or Modification
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool
North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward
Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
Non-Regionally Significant Regional Priority Program (RPP)														
SR46600	P-11	Non-Regionally Significant Regional Priority Program Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4 Various Below	Safety and Bridge Replacement	Federal State Local Total	STP - Surface Transportation Program State Highway Fund - HUTF Funds Local	- 300 - 300	- - - -	100 250 600 950	- - - -	- - - -	100 250 600 950	- - - -	- - - -
Pool Projects:														
SR46600.054	-	Fort Collins CBC Underpass (College Ave S/O Foothills Parkway)	CDOT Region 4			Project Description: Pedestrian Underpass								
SR46600.059	-	US85: Signal at WCR 76 N. of Eaton	Eaton			Project Description: Install Signal								
SR46600.061	-	R4 SH60 Over the South Platte River	CDOT Region 4			Project Description: Bridge Approaches								
Pool Description:		Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming. CDOT RPP Non-Regionally Significant Pool project located in North Front Range.												
		Reason: #2017-A5 - Removing US34 Bypass Signal at 83rd Ave from project list. Pool balance will decrease by <\$1,500k> (<\$600k> Fed / <\$900k> Local)												
Congestion Relief														
SR46603	P-12	Region 4 Congestion Relief Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4		Federal	STA	-	-	-	-	-	-	-	-
Pool Description:		Summary of CDOT Region 4 Congestion Relief Pool Programming												
Surface Treatment														
SR45218	P-13	Region 4 Surface Treatment Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Surface Treatment	Federal	STP - Surface Transportation Program	116,658	61,098	59,630	53,380	-	174,108	-	-
Pool Projects:														
SR45218.114	-	SH60: I-25 to Milliken	CDOT Region 4			Project Description: Minor Rehab								
SR45218.173	-	SH14 Ft Collins East	CDOT Region 4			Project Description: Minor Rehab								
SR45218.179	-	US34: US85 east to US34A	CDOT Region 4			Project Description: Minor Rehab								
SR45218.182	-	US287 Berthoud Bypass Repair	CDOT Region 4			Project Description: Surface Treatment Repair								
SSP4428.005	-	I-25: S/O SH56 Climbing Lanes	CDOT Region 4			Project Description: Surface Treatment								
SR45218.174	-	US85L: O St to Ault	CDOT Region 4			Project Description: Surface Treatment								
SR45218.187	-	SH263: US 85 to Greeley Airport	CDOT Region 4			Project Description: Surface Treatment								
SR46600.054	-	Fort Collins CBC Underpass (College Ave S/o Foothills Parkway)	CDOT Region 4			Project Description: Surface Treatment								
Pool Description:		Summary of CDOT Region 4 Surface Treatment Project Programming												
		Reason: #2017-A5 - Add FY20 Surface Treatment pool funding of \$53,380k. Project list remains unchanged.												
CDOT Region 4 Transportation Alternatives (TA)														
SR47020	P-14	CDOT Region 4 Transportation Alternatives Program Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4 Various Below	Bike/Ped Facility	Federal Local Total	STP - Enhancement Activities Local	3,306 1,203 4,509	1,110 278 1,388	393 143 536	1,340 2,273 3,613	- - -	2,843 2,694 5,537	- - -	- - -
Pool Projects:														
SR47020.025	-	US287 Gap Project - Bike/Ped Improvements	Larimer County			Project Description: US287: Larimer Weld Canal to SH1								
SR47020.026	-	Power Trail Grade Separation at Harmony Rd	Fort Collins			Project Description: Harmony Rd west of Timberline								
SR47020.027	-	Poudre Trail Flood Damage	Weld County			Project Description: Windsor to Greeley								
SR47020.028	-	Namaqua Ave Trail Underpass	Loveland			Project Description: Namaqua Ave South of US34								
SR47020.029	-	West Alice & Inez Blvd Ped Improvements	Milliken			Project Description: SH60 & Dorothy Ave, Forrest Street & Alice Ave, Inez Blvd: Alice Ave & CR25								
Pool Description:		Summary of CDOT Region 4 Transportation Alternatives (TA) Project Programming												
NFRMPO Transportation Alternatives (TA)														
N/A	P-1	NFR Transportation Alternatives (TA) Program Pool Funding amounts allocated for the North Front Range Region			Federal Local Local Overmatch Total	Transportation Alternatives Program - NFR Local Local Overmatch	755 127 678 1,560	250 63 - 313	250 63 - 313	250 63 - 313	264 66 - 330	1,014 254 - 1,268	0 0 0 0	0 0 0 0
Pool Description:		Summary of NFRMPO Transportation Alternatives (TA) Program Project Programming												

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North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward
Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
SNF5095.002	2017-001	Great Western Trail	Windsor Severance Eaton	Bike/Ped Facility	Federal Local Total	Transportation Alternatives Program - NFR Local	50 13 63	250 63 313	250 63 313	- - -	- - -	500 125 625	- - -	- - -
Project Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.														
SNF5095.004	2020-014	Little Thompson River Corridor Trail – Phase 1a	Johnstown	Bike/Ped Facility	Federal Local Total	Transportation Alternatives Program - NFR Local	- - -	- - -	- - -	250 63 313	- - -	250 63 313	- - -	- - -
Project Description: Project constructs 5,000 linear feet of crusher fines trail and is 8' in width. Described in Johnstown-Milliken Parks Trails and Open Space Master Plan. Reason: #2017-M5 - Correction to local match amount.														
SNF5095.003	2021-001	North LCR 17 Expansion <i>Also see STBG</i>	Larimer County	Modify & Reconstruct Bike/Ped Facility	Federal Local Total	Transportation Alternatives Program - NFR Local	- - -	- - -	- - -	- - -	264 66 330	264 66 330	- - -	- - -
Project Description: Expand one (1) mile section of LCR 17 between Wilcox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Reason: #2017-M5 - Replacing \$44k TA funds with STBG funds (See STBG pool) in FY21. Moved additional local funds beyond required match to the STBG entry.														
Congestion Mitigation & Air Quality (CMAQ)														
N/A	P-2	Congestion Mitigation & Air Quality (CMAQ) Improvements Program Pool			Federal Local Local Overmatch Total	Congestion Mitigation Air Quality Local Local Overmatch	7,114 1,362 - 8,476	3,047 634 - 3,681	3,046 633 - 3,679	4,241 904 109 5,255	4,038 857 83 4,978	14,372 3,028 192 17,592	0 0 0 0	0 0 0 0
Pool Description: Summary of NFRMPO Congestion Mitigation & Air Quality (CMAQ) Improvements Project Programming														
SST7007.010	2016-004	GET CNG Bus Replacement	Greeley	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	1,124 234 1,358	779 162 941	1,558 324 1,882	- - -	- - -	2,337 486 2,823	- - -	- - -
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.														
SST7007.005	2016-005	Transfort CNG Bus Replacement	Fort Collins	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	2,396 498 2,894	793 165 958	- - -	- - -	- - -	793 165 958	- - -	- - -
Project Description: Purchase of low floor compressed natural gas fueled heavy-duty vehicles to replace existing heavy duty vehicles.														
SST7007.009	2018-001	COLT CNG Bus Replacement	Loveland	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	363 75 438	363 75 438	- - -	- - -	726 151 877	- - -	- - -
Project Description: Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.														
SST7007.009	2016-006	Weld County CNG Vehicles & Expansion	Weld County	Vehicle Purchase	Federal Local Total	Congestion Mitigation Air Quality Local	3,199 665 3,864	888 185 1,073	901 187 1,088	- - -	- - -	1,789 372 2,161	- - -	- - -
Project Description: Converting light, medium, and heavy duty vehicles to compressed natural gas and expanding existing fuel site to accomidate additional natural gas vehicles.														
SST7007.009	2017-002	Loveland CNG Vehicle Replacement	Loveland	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	128 27 155	128 27 155	128 27 155	- - -	- - -	256 53 309	- - -	- - -
Project Description: Replace and add additional buses to City of Loveland Transit (COLT). Buses will be either new clean diesel or new compressed natural gas.														
SST7007.009	2016-007	Larimer County CNG Vehicle Replacement	Larimer County	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	192 40 232	96 20 116	96 20 116	- - -	- - -	192 40 232	- - -	- - -
Project Description: Purchase of compressed natural gas vehicles.														

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Project Programmed/Budgeted in Pool
Project Funds Rolled Forward
Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
New	2020-001	Transfort CNG Buses	Fort Collins	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	950 197 1,147	950 197 1,147	1,900 395 2,295	- - -	- - -
Project Description: Transfort will replace 4 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.														
Reason: #2017-M5 - Correction to local match amount.														
New	2020-002	GET Diesel Bus Replacement	Greeley	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	757 157 914	757 157 914	1,513 315 1,828	- - -	- - -
Project Description: GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.														
Reason: #2017-M5 - Correction to local match amount.														
SNF5173.052	2020-003	Central System and Controller Replacement	Greeley	ITS Traffic Controls	Federal Local Local Overmatch Total	Congestion Mitigation Air Quality Local Local Overmatch	- - - -	- - - -	- - - -	431 90 4 525	- - - -	431 90 4 525	- - - -	- - - -
Project Description: Replace the central system software, firmware, and controllers for the current 116 traffic signal system in Greeley.														
Reason: #2017-M5 - Correction to local match and overmatch amounts.														
SNF5173.053	2020-004	CNG Fast Fill Stations	Larimer County	Operations	Federal Local Local Overmatch Total	Congestion Mitigation Air Quality Local Local Overmatch	- - - -	- - - -	- - - -	414 103 83 600	414 103 83 600	828 207 166 1,200	- - - -	- - - -
Project Description: Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.														
Reason: #2017-M5 - Correction to local match and overmatch amounts.														
SNF5173.054	2020-005	Traffic Signal Progression Improvements—US 34	Loveland	ITS Traffic Controls	Federal Local Local Overmatch Total	Congestion Mitigation Air Quality Local Local Overmatch	- - - -	- - - -	- - - -	640 138 22 800	- - - -	640 138 22 800	- - - -	- - - -
Project Description: US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.														
Reason: #2017-M5 - Correction to local match and overmatch amounts.														
New	2020-006	COLT Diesel Bus Replacement	Loveland	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	- - -	384 80 464	384 80 464	- - -	- - -
Project Description: Replace existing buses within City of Loveland Transit (COLT) fleet. Buses will be clean diesel or CNG.														
Reason: #2017-M5 - Correction to local match amount. Move project funding from FY20 to FY21.														
New	2020-007	Loveland Diesel Fleet Replacement	Loveland	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	- - -	384 80 464	384 80 464	- - -	- - -
Project Description: Replacement and/or new light duty and heavy duty vehicles with CNG and/or clean diesel vehicles.														
Reason: #2017-M5 - Correction to local match amount. Move project funding from FY20 to FY21.														
New	2020-008	Weld County CNG Vehicles	Weld County	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	1,050 218 1,268	1,150 239 1,389	2,200 457 2,657	- - -	- - -
Project Description: Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.														
Reason: #2017-M5 - Correction to local match amount. Move \$1,150k federal funding and \$239k local funding from FY20 to FY21.														

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Project Funds Rolled Forward
Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
Surface Transportation Block Grant (STBG)														
N/A	P-3	Surface Transportation Block Grant (STBG) Program Pool			Federal	STP Metro / STBG	6,751	2,179	3,293	3,749	3,449	12,670	0	0
					Local	Local	572	477	685	1,797	1,532	4,491	0	0
					Local Overmatch	Local Overmatch	605	-	-	7,661	1,155	8,816	0	0
					Total		7,928	2,656	3,978	13,207	6,136	25,977	0	0
Pool Description: Summary of NFRMPO Surface Transportation Block Grant (STBG) Project Programming														
SSP4428.004	2017-003	I-25 / Crossroads	CDOT Region 4	Bridge Reconstruct	Federal	STP Metro	1,000	1,000	-	-	-	1,000	-	-
					Total		1,000	1,000	-	-	-	1,000	-	-
Project Description: Reconstruct two bridges over Crossroads Boulevard to accommodate a 64-foot wide cross section in each direction, allowing for the future managed lane. Widen Crossroads Boulevard to accommodate an additional travel lane in each direction.														
SNF5788.039	2017-004	Horsetooth and College Intersection Improvements	Fort Collins	Intersection Improvements	Federal	STP Metro	-	-	-	-	-	-	-	-
					State	State Highway Fund	1,285	1,115	-	-	-	1,115	-	-
					Local	Local	267	232	-	-	-	232	-	-
					Total		1,552	1,347	-	-	-	1,347	-	-
Project Description: Project will install dual left turn lanes for northbound and southbound traffic. Traffic signal improvements, restriping, and road widening will be included as necessary to complete this project.														
Reason: #2017-A3 - Replacing Federal funds with State funds to include project in pilot de-federalization program														
SNF5788.040	2018-002	US 34 Widening	Loveland	Highway Added Capacity Bike/Ped Facility	Federal	STP Metro	452	647	461	-	-	1,108	-	-
					Local	Local	94	134	96	-	-	230	-	-
					Total		546	781	557	-	-	1,338	-	-
Project Description: Widening of existing 4 lane arterial to 6 lanes, including bike lanes and sidewalks.														
Reason: #2017-M6 - Correction to FY19 funding due to rounding error.														
SNF57020.017	2018-003	LCR 17 Expansion	Larimer County Berthoud	Added Capacity Bike/Ped Facility	Federal	STP Metro	-	532	1,334	-	-	1,866	-	-
					Local	Local	-	111	277	-	-	388	-	-
					Total		-	643	1,611	-	-	2,254	-	-
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
SNF5788.042	2019-001	10th Street Access Control Implementation	Greeley	Intersection Improvements Bike/Ped Facility	Federal	STP Metro	1,498	-	1,498	-	-	1,498	-	-
					Local	Local	311	-	311	-	-	311	-	-
					Total		1,809	-	1,809	-	-	1,809	-	-
Project Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.														
SNF5788.046	2020-009	37th Street Overlay	Evans	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	-	982	-	982	-	-
					Local	Local	-	-	-	219	-	219	-	-
					Local Overmatch	Local Overmatch	-	-	-	69	-	69	-	-
					Total		-	-	-	1,270	-	1,270	-	-
Project Description: Major maintenance and resurfacing on 37th Street (WCR 54) from 11th Avenue to 23rd Avenue.														
Reason: #2017-M5 - Correction to local match and overmatch amounts.														
SNF5788.047	2020-010	Timberline Road Corridor Improvements	Fort Collins	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	-	-	2,203	2,203	-	-
					Local	Local	-	-	-	-	1,033	1,033	-	-
					Local Overmatch	Local Overmatch	-	-	-	2,764	-	2,764	-	-
					Total		-	-	-	2,764	3,236	6,000	-	-
Project Description: Build Timberline to City's 4-lane arterial standards (intersection improvements, multi-modal accommodations, raised medians, access control, and pavement improvements).														
Reason: #2017-M5 - Correction to local match and local overmatch amounts. Increase federal funding by \$103k in FY21. Move federal funding and local match from FY20 to FY21.														
SNF5078.048	2020-011	O Street Widening - 11th Avenue to WCR 37	Greeley	Modify & Reconstruct Bike/Ped Facility	Federal	Surface Transportation Block Grant	-	-	-	1,432	-	1,432	-	-
					Local	Local	-	-	-	1,243	-	1,243	-	-
					Local Overmatch	Local Overmatch	-	-	-	4,547	-	4,547	-	-
					Total		-	-	-	7,222	-	7,222	-	-
Project Description: Widen road from 2-lanes to 4-lanes to improve capacity. Project includes improvements to the wCR-37/O Street intersection, bike lanes, and pedestrian ways.														
Reason: #2017-M5 - Correction to local match and local overmatch amounts. Increase federal funding by \$103k in FY20.														

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Project Funds Rolled Forward
Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
SNF5095.003	2021-001	North LCR 17 Expansion <i>Also see TA</i>	Larimer County	Modify & Reconstruct Bike/Ped Facility	Federal Local Local Overmatch Total	Surface Transportation Block Grant Local Local Overmatch	- - - -	- - - -	- - - -	- - - -	496 343 1,155 1,994	496 343 1,155 1,994	- - - -	- - - -

Project Description: Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.
Reason: #2017-M5 - Correction to local match and overmatch amounts. Increase federal funding by \$44k in FY21 (to replace \$44k TA funds).

SNF5788.044	2020-012	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	Loveland	Modify & Reconstruct	Federal Local Total	Surface Transportation Block Grant Local	- - -	- - -	- - -	335 70 405	750 156 906	1,085 226 1,311	- - -	- - -
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Project Description: Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.
Reason: #2017-M5 - Correction to local match and overmatch amounts. Increase federal funding by \$103k in FY20. Move \$750k federal funding from FY20 to FY21, and move \$156k local funding to FY21.

SNF5788.045	2020-013	Intersection Improvements at SH 257 & Eastman Park Dr.	Windsor	Intersection Improvements	Federal Local Local Overmatch Total	Surface Transportation Block Grant Local Local Overmatch	- - - -	- - - -	- - - -	1,000 266 280 1,546	- - - -	1,000 266 280 1,546	- - - -	- - - -
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Project Description: Project moves the existing signal islands on the southeast and northeast quadrants farther east to expand the space for truck turning movements.
Reason: #2017-M5 - Correction to local match and overmatch amounts.

Safety

SR46667	P-16	Region 4 Hotspots Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Safety	Federal Local Total	STA SHF	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pool Description:		Summary of CDOT Region 4 Hotspots Project Programming												

SR46668	P-17	Region 4 Traffic Signals Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Safety	Federal Local Total	STA SHF	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pool Description:		Summary of CDOT Region 4 Traffic Signals Project Programming												

SR46669	P-18	Region 4 Safety Enhancement Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Safety	Federal Local Total	STA SHF	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pool Description:		Summary of CDOT Region 4 Safety Enhancement Project Programming												

SR46813	P-19	Region 4 Maintenance (Traffic Operations) Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Safety	Federal Local Total	STA SHF	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pool Description:		Summary of CDOT Region 4 Maintenance (Traffic Operations) Project Programming												

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Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
SR46666	P-20	Region 4 Hazard Elimination Pool (HSIP) Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Safety Improvements	Federal Local Local Overmatch Total	STA L LOM	3,630 750 - 4,380	2,557 504 - 3,061	1,690 154 - 1,844	725 81 - 806	2,245 249 - 2,494	7,217 988 - 8,205	-	-
Projects:		SR45218.174 US85 Resurf & SH392 Intersection	CDOT Region 4	Safety Improvements										
	SR46666.053	US287 & Orchards Shopping Center(roll)	City of Loveland	Safety Improvements										
	SR46600.059	US85 Signal at WCR 76 N of Eaton	City of Eaton	Traffic Signal										
	SR46666.059	Loveland Left Turn Signals Various	City of Loveland	Various Left Turn Signals										
	SR46666.060	US287 (College Ave) & Trilby Rd	City of Ft Collins	Turn Lanes										
	SR46666.061	US287 (College Ave) & Horsetooth Rd	City of Ft Collins	Turn Lanes										
	SR46666.062	SH1 & CR54 Intersection Improvements	Larimer County	New Signal										
Pool Description:		Summary of CDOT Region 4 Hazard Elimination Pool Programming Reason: #2017-M4: All state funding corrected to local funding. Project listing added. Additional \$4,497K federal and \$488K local funding. Federal source corrected from HSIP to STA.												

Railroad At-Grade

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
SR47000	P-21	CDOT Region 4 Railroad Crossing Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Safety	Federal Local Total	SRP Local	- - -	- - -	- - -	- - -	- - -	- - -	-	-
Pool Description:		Summary of CDOT Region 4 Railroad Crossing Pool Programming												

Grants: Safe Routes to Schools

**TRANSIT
Strategic Transit Projects**

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
XXX	P-22	NFRMPO Strategic Transit Projects For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4		Federal State Total	XXX XXX	- - -	- - -	- - -	- - -	- - -	- - -	-	-
Pool Description:		Summary of NFRMPO Strategic Transit Project Programming												

*This section will contain all required listings regarding FTA 5304: Statewide Planning Program, FTA 5307: Urbanized Area Formula Program, FTA 5309: Capital Investment Program, FTA 5310: Transportation for Elderly Persons & Persons with Disabilities, FTA 5311 Rural & Small Urban Areas, FTA 5339 Bus and Bus Facilities Program, and FASTER Transit funds when they become available.

FASTER Transit

New Entry	2018-12	FLEX Bus Replacements	Fort Collins	Transit Vehicle Replacements	State Local Total	FASTER Transit Statewide Local	- - -	960 240 1,200	- - -	- - -	- - -	960 240 1,200	-	-
Reason:		#2017-A3 - New Entry. Recent Capital award from CDOT, announced 2/22/17.												
New Entry	2018-16	Bus Yard Concrete Maintenance	Greeley	Capital Maintenance	State Local Total	FASTER Transit Local Local	- - -	160 40 200	- - -	- - -	- - -	160 40 200	-	-
Reason:		#2017-A5 - New Entry. Project awarded FASTER Local funds.												

LOCAL

RAMP PROJECTS

EMERGENCY RELIEF / TCC CONTINGENCY

SST7048	2017-054	2013 Flood Recovery	Larimer/Weld	Emergency & Permanent Repairs	Federal/State Total	Emergency Relief	45,040 - 45,040	1,638 - 1,638	- - -	- - -	- - -	1,638 - 1,638	-	-
Reason:		#2017-A3 - New Entry. Additional ER funds awarded for Permanent FY13 Flood Repairs. \$1,638k in FY18 for projects: US34D (18th St), SH60 & SH257 Little Thompson Structures, US34 Big Thompson Canyon mp 83.5-88.												

**FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council**

**Adopted by NFRT&AQ Planning Council on 3-2-2017
Amendment #2017-A5 6/9/2017**

Indicates Last Amendment or Modification

Statewide or CDOT Region 4 Pool

Project Programmed/Budgeted in Pool

Dollars Listed in Thousands

Indicates Amendment or Modification Since Last Version

North Front Range Pool

Project Funds Rolled Forward

Dollars Only in
STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
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*Dollar figures flagged above as "Roll Forwards" (see orange fill) address the need for rebudgeting created by the ERP system at CDOT when doing phase balance transfers within projects whose federal funds had been programmed in previous years. The NFRMPO understands the dollars shown as Roll Forwards for completion of these projects do not deduct from the current TIP control totals within the various programs.

APPENDIX A: ENVIRONMENTAL JUSTICE ANALYSIS

Introduction

The Environmental Justice (EJ) Analysis for the FY2018-2021 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.

The NFRMPO uses the CDOT NEPA Manual, Version 4 July 2015, as the framework for identifying EJ Areas in the region. The following sections display the locations of low income and minority populations and present the methodology for identifying Census Tracts with a high concentration of low income or minority populations, known as EJ Areas.

Low Income Populations

Low income thresholds are determined by the Department of Housing and Urban Development (HUD) for the 64 counties in Colorado for use by the Department of Local Affairs (DOLA), which allocates Community Development Block Grants (CDBG). **Tables A-1 and A-2** show low income thresholds for Larimer and Weld counties as determined by HUD for FY2015. The income limits vary based on the number of persons in the household. The extremely low income limit, which corresponds to 30 percent of the Area Median Income, is used to identify low income populations in the region.

Table A-1: Larimer County HUD FY2015 Low Income Limits

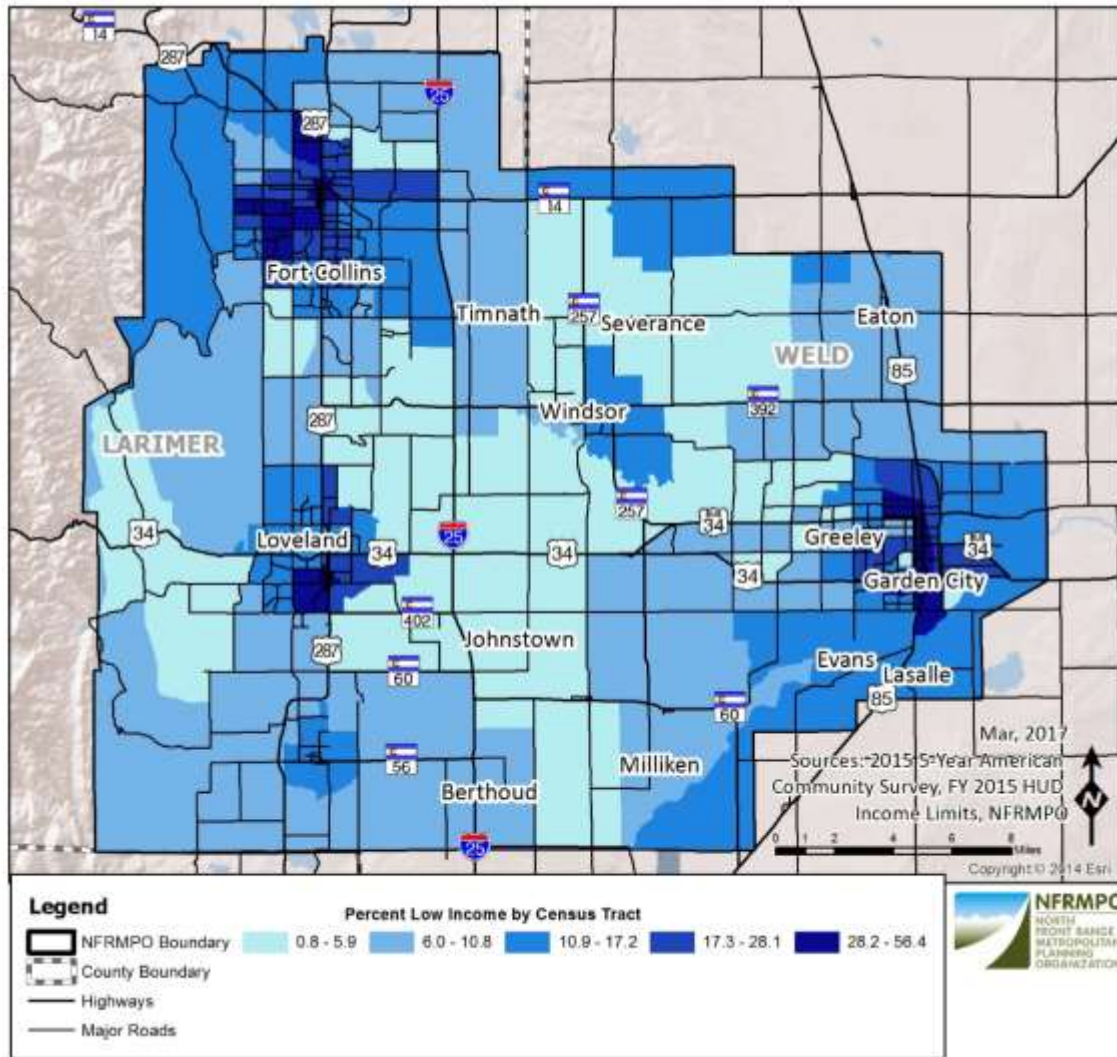
Income Limit	Persons per Household							
	1	2	3	4	5	6	7	8
Low Income Limit	\$43,600	\$49,800	\$56,050	\$62,250	\$67,250	\$72,250	\$77,200	\$82,200
Very Low Income Limit	\$27,250	\$31,150	\$35,050	\$38,900	\$42,050	\$45,150	\$48,250	\$51,350
Extremely Low Income Limit	\$16,350	\$18,700	\$21,050	\$24,250	\$28,410	\$32,570	\$36,730	\$40,890

Table A-2: Weld County HUD FY2015 Low Income Limits

Income Limit	Persons per Household							
	1	2	3	4	5	6	7	8
Low Income Limit	\$37,350	\$42,700	\$48,050	\$53,350	\$57,650	\$61,900	\$66,200	\$70,450
Very Low Income Limits	\$23,350	\$26,700	\$30,050	\$33,350	\$36,050	\$38,700	\$41,400	\$44,050
Extremely Low Income Limits	\$14,000	\$16,000	\$20,090	\$24,250	\$28,410	\$32,570	\$36,730	\$40,890

Each Census Tract in the region is analyzed based on the extremely low income limit from HUD, the average household size from the 2011-2015 American Community Survey (ACS), and estimates of household income from the 2011-2015 ACS. **Figure A-1** displays the percentage of low income households by Census Tract. The highest percentages of low income households are located in Fort Collins, Greeley, and Loveland.

Figure A-1: Percentage of Low Income Households by Census Tract



Minority Populations

According to the U.S. Department of Transportation Order 5610.2(a) *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, the term minority is defined as anyone who is:

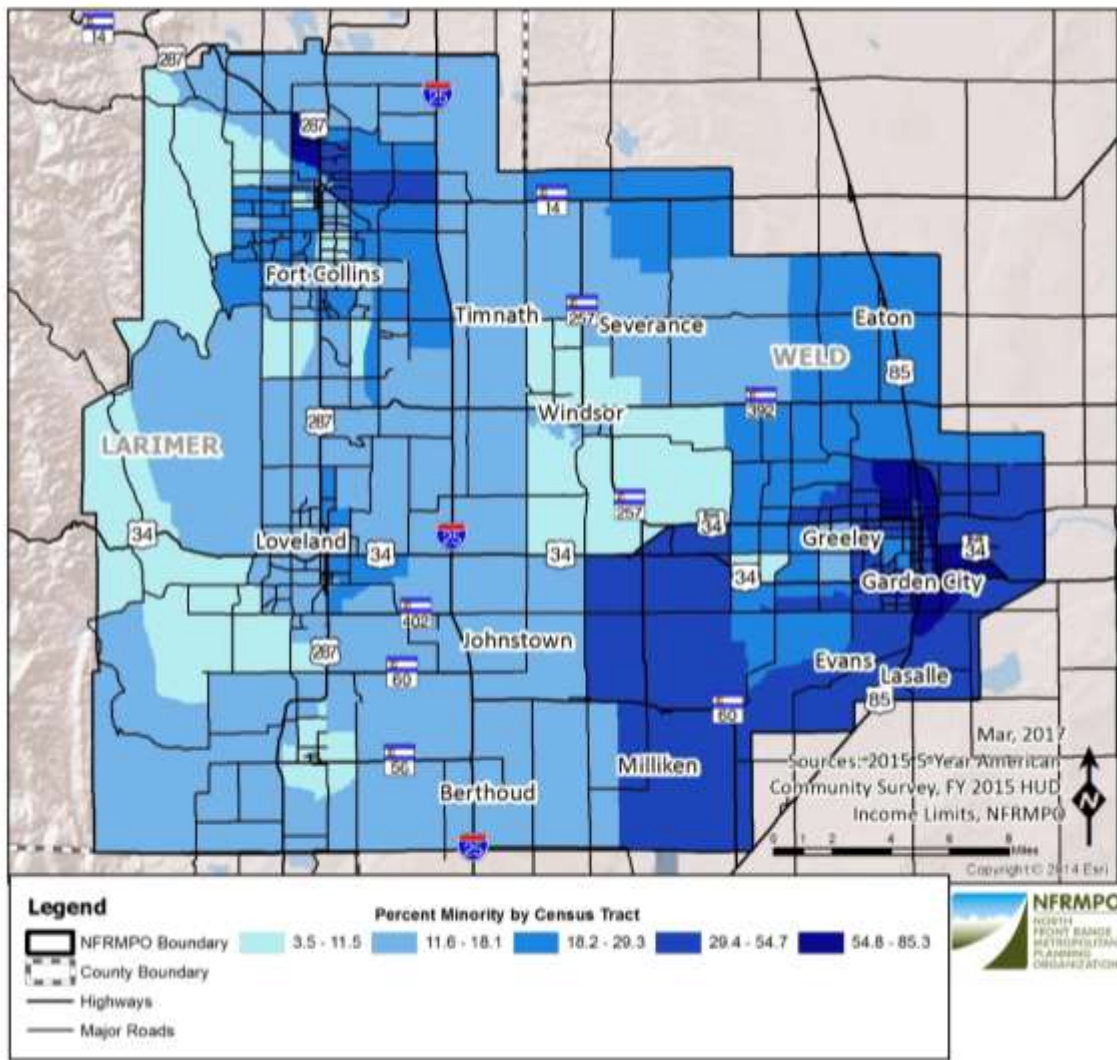
- ▶ **American Indian and Alaskan Native** – a person having origins in any of the original people of North America and who maintains cultural identifications through tribal affiliation or community recognition.
- ▶ **Asian or Pacific Islander (including Native Hawaiian)** – a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands.
- ▶ **Black/African American** – a person having origins in any of the black racial groups of Africa.

- ▶ **Hispanic/Latino** – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

In accordance with this definition, the minority population may also be defined as all persons who do not identify as non-Hispanic white.

Figure A-2 presents the percentage of minority population by Census Tract according to the 2011-2015 ACS. The highest percentages of minority populations are in Evans, Fort Collins, Garden City, Greeley, LaSalle, and Milliken.

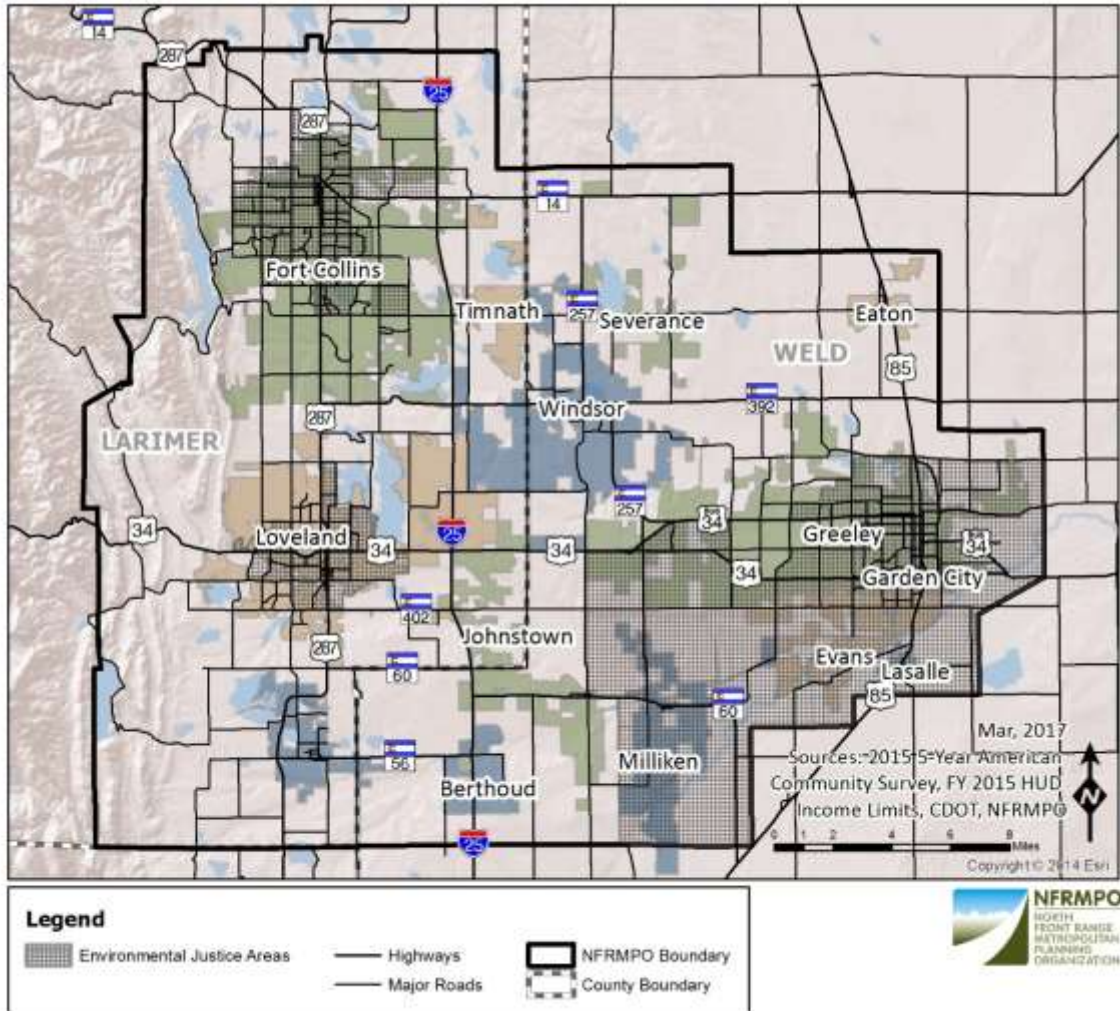
Figure A-2: Percentage of Minority Population by Census Tract



NFRMPO Environmental Justice Areas

Figure A-3 shows Census Tracts with minority populations greater than the regional average of 24.1 percent, Tracts in Larimer County with low income populations greater than the county-wide average of 14.6 percent, and Tracts in Weld County with low income populations greater than the county-wide average of 13.2 percent. These Census Tracts are considered the EJ Areas for the FY2018-2021 TIP.

Figure A-3: Environmental Justice Areas



Environmental Justice Analysis

The FY2018-2021 TIP contains 16 individual projects that are located in a specific area and can be analyzed for EJ impacts. The remaining projects are project pools or have area-wide impacts. As displayed in **Figure A-4**, the 16 projects include bicycle and pedestrian facilities, bridge reconstruction, CNG fueling stations, intersection improvements, operational improvements, pavement improvements, and roadway widening.

Table A-3 shows information for each project, including if the project was included in the FY2016-2019 TIP, whether or not the project is located within ¼ mile of an EJ Area, and the project burdens. Of the 16 projects,

11 or 69 percent, are located within ¼ mile of or adjacent to an EJ population and are referred to as EJ projects. Five projects are not located near EJ populations and are referred to as non-EJ projects.

Eight of the 11 EJ projects have identified burdens, which constitutes 73 percent of EJ projects. Four of the five non-EJ projects have identified burdens, which constitutes 80 percent of non-EJ projects. The benefits of the EJ projects and non-EJ projects include a decrease in travel time, improved air quality, better access to transit options and alternative modes of transportation (walking and bicycling), and increased property values. According to this EJ Analysis, the benefits and burdens are equitably distributed among EJ and non-EJ Areas for the 16 individual projects with specific-location impacts in the FY2018-2021 TIP.

Figure A-4: Environmental Justice Areas and FY2018-2021 TIP Projects by Project Type

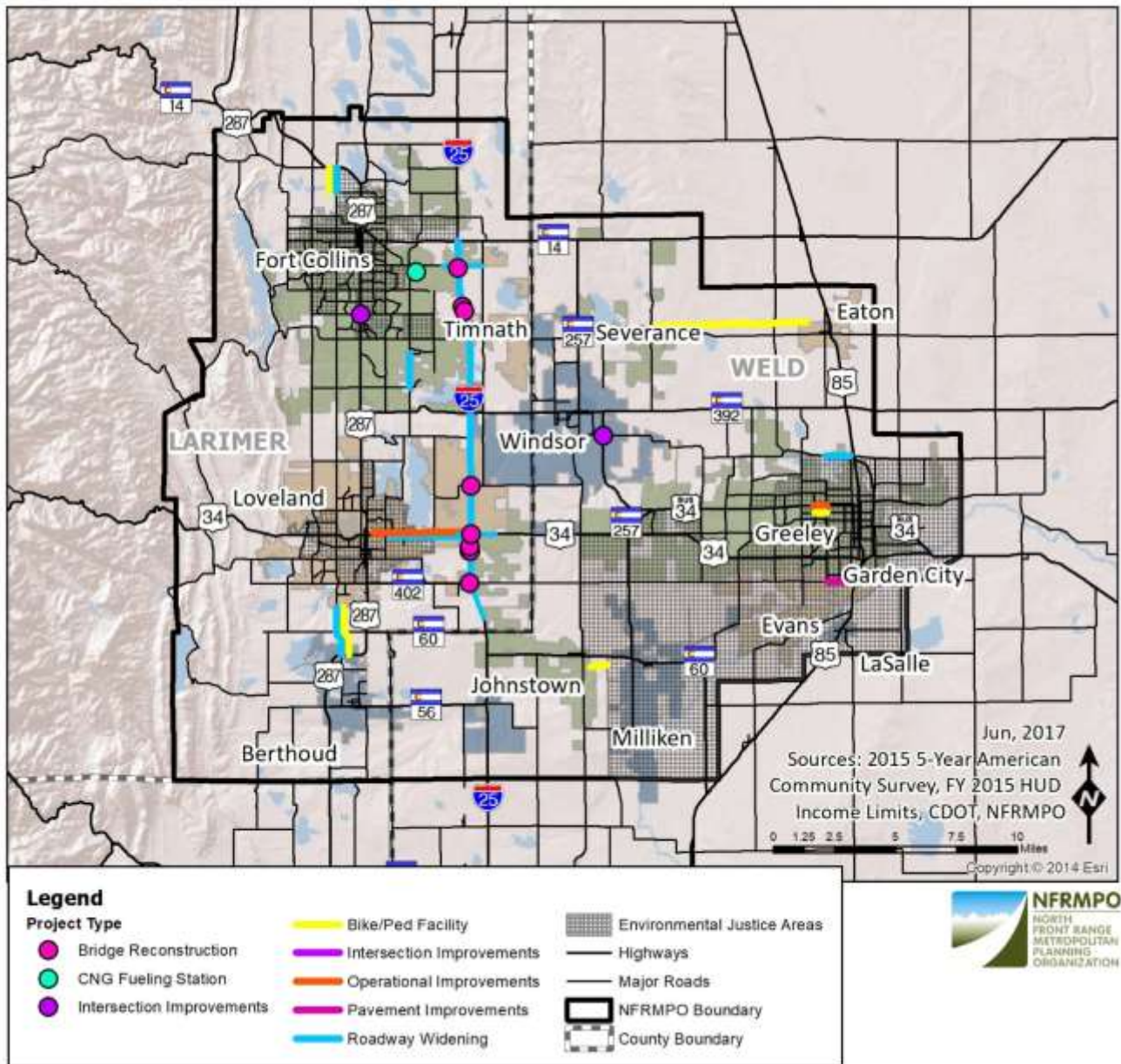


Table A-3: EJ Analysis for FY2018-2021 TIP Projects

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

Criteria	North I-25: Design Build Segment 7 and 8: SH402 – SH14, CDOT Region 4, Highway Added Capacity and Modify & Reconstruct, Various	US34 Widening; CDOT Region 4; NHPP, FASTER Safety, and Surface Treatment	Great Western Trail, Windsor Severance Eaton, Bike/Ped Facility, TA	Little Thompson River Corridor Trail - Phase 1a, Johnstown, Bike/Ped Facility, TA	North LCR 17 Expansion, Larimer County, Modify & Reconstruct and Bike/Ped Facility, STBG and TA	CNG Fast Fill Stations, Larimer County, Operations, CMAQ
Project included in the FY2016-2019 TIP	Yes	No	Yes	No	No	No
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	No	No	Yes	Yes	No
Bodily impairment, infirmity, illness, or death	No	No	No	No	No	No
Air, noise and water pollution and soil contamination	Yes	Yes	No	No	Yes	Yes
Destruction or disruption of man-made or natural resources	Yes	Yes	No	No	Yes	No
Destruction or diminution of aesthetic values	No	No	No	No	No	No
Destruction or disruption of community cohesion or a community's economic vitality	No	No	No	No	No	No
Destruction or disruption of the availability of public and private facilities and services	No	No	No	No	No	No
Vibration	Yes	Yes	No	No	Yes	No
Adverse employment effects	No	No	No	No	No	No
Displacement of persons, business, farms or nonprofit organizations	No	No	No	No	No	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No	No	No	No	No	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities	No	No	No	No	No	No

Criteria	Traffic Signal Progression Improvements— US 34, Loveland, ITS Traffic Controls, CMAQ	I-25 / Crossroads, CDOT Region 4, Bridge Reconstruct, STP Metro	Horsetooth and College Intersection Improvements, Fort Collins, Intersection Improvements, STP Metro	US 34 Widening, Loveland, Highway Added Capacity and Bike/Ped Facility, STP Metro	LCR 17 Expansion, Larimer County and Berthoud, Added Capacity and Bike/Ped Facility, STP Metro	10th Street Access Control Implementation, Greeley, Intersection Improvements and Bike/Ped Facility, STP Metro
Project included in the FY2016-2019 TIP	No	Yes	Yes	Yes	Yes	Yes
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	No	Yes	Yes	Yes	Yes
Bodily impairment, infirmity, illness, or death	No	No	No	No	No	No
Air, noise and water pollution and soil contamination	No	Yes	Yes	Yes	Yes	Yes
Destruction or disruption of man-made or natural resources	No	Yes	Yes	Yes	Yes	Yes
Destruction or diminution of aesthetic values	No	No	No	No	No	No
Destruction or disruption of community cohesion or a community's economic vitality	No	No	No	No	No	No
Destruction or disruption of the availability of public and private facilities and services	No	No	No	No	No	No
Vibration	No	Yes	Yes	Yes	Yes	Yes
Adverse employment effects	No	No	No	No	No	No
Displacement of persons, business, farms or nonprofit organizations	No	No	No	No	No	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No	No	No	No	No	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities	No	No	No	No	No	No

Criteria	37th Street Overlay, Evans, Modify & Reconstruct, STBG	Timberline Road Corridor Improvements, Fort Collins, Modify & Reconstruct, STBG	O Street Widening - 11th Avenue to WCR 37, Greeley, Modify & Reconstruct and Bike/Ped Facility, STBG	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25, Loveland, Modify & Reconstruct, STBG	Intersection Improvements at SH 257 & Eastman Park Dr., Windsor, Intersection Improvements, STBG
Project included in the FY2016-2019 TIP	No	No	No	No	No
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	No	Yes	Yes	No
Bodily impairment, infirmity, illness, or death	No	No	No	No	No
Air, noise and water pollution and soil contamination	No	Yes	Yes	Yes	Yes
Destruction or disruption of man-made or natural resources	No	Yes	Yes	Yes	Yes
Destruction or diminution of aesthetic values	No	No	No	No	No
Destruction or disruption of community cohesion or a community's economic vitality	No	No	No	No	No
Destruction or disruption of the availability of public and private facilities and services	No	No	No	No	No
Vibration	No	Yes	Yes	Yes	Yes
Adverse employment effects	No	No	No	No	No
Displacement of persons, business, farms or nonprofit organizations	No	No	No	No	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No	No	No	No	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities	No	No	No	No	No

APPENDIX B: AIR QUALITY CONFORMITY FINDING



REVISED
RESOLUTION NO. 2017-01
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING CONFORMITY REDETERMINATIONS
FOR THE NORTH FRONT RANGE METROPOLITAN PLANNING AREA 2040 FISCALLY
CONSTRAINED REGIONAL TRANSPORTATION PLAN AMENDMENT
AND THE FY2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AND FOR THE NORTHERN SUBAREA OF THE UPPER FRONT RANGE TRANSPORTATION
PLANNING REGION 2040 REGIONAL TRANSPORTATION PLAN, THE FY2016-2019 TIP, THE
2040 UPPER FRONT RANGE TRANSPORTATION PLANNING REGION RTP, AND COLORADO
FY2017-2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, 49 CFR PART 613 §450.324 requires development through continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs); and

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

WHEREAS, portions of the cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) for which the Planning Council performs conformity determinations; and

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

WHEREAS, Section 93.110(a) of the conformity rule requires conformity determinations based on the most recent planning assumptions in force at the time of conformity analysis; and


WHEREAS, the planning assumptions for the Northern Subarea were updated prior to conformity analysis, updating from forecast year 2035 to 2040; and

WHEREAS, the air quality conformity redeterminations conducted on the MPO’s fiscally constrained 2040 RTP Amendment, the FY2016-2019 TIP, FY2018-2021 TIP, and the Colorado FY2017-2020 Statewide TIP (STIP) using the 2040 planning assumptions were within the federally approved emissions budgets; and

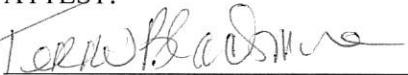
WHEREAS, the Planning Council received no public comment opposing the finding of conformity during the public comment period or during the public hearing;

NOW, THEREFORE, BE IT RESOLVED BY North Front Range Transportation & Air Quality Planning Council, the fiscally constrained 2040 RTP Amendment, the FY2016-2019 TIP, FY2018-2021 TIP, the 2040 Upper Front Range, and the Colorado FY2017-2020 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity redeterminations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held the 2nd day of March, 2017.



Kevin Ross, Chair

ATTEST:


Terri Blackmore, Executive Director



COLORADO
Air Quality Control Commission
Department of Public Health & Environment

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

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

December 15, 2016

The Colorado Air Quality Control Commission (AQCC) has reviewed your agency's conformity determinations for its Regional Transportation Plan and FY2018-2021 Transportation Improvement Program (TIP). The AQCC agrees that the North Front Range Metropolitan Planning Organization's (NFRMPO) 2040 Fiscally Constrained Regional Transportation Plan Amendment, FY 2018-2021 TIP, the Upper Front Range's (UFR) 2040 Regional Transportation Plan, and the NFRMPO portion of the Colorado FY 2017-2020 Statewide Transportation Improvement Program (STIP), as of December 15, 2016, conform to the State Implementation Plan (SIP) and emissions budgets for ozone precursors and carbon monoxide.

The North Front Range Metropolitan Planning Organization's and the Air Pollution Control Division's analyses indicate that emissions budgets for these pollutants will not be exceeded in any of the project or plan horizon years. Therefore, the AQCC concurs with this conformity determination.

Should you have any questions regarding the AQCC's action, please contact Paul Lee at the APCD, at 303-692-3127 or at paul.lee@state.co.us.

Sincerely,

John Clouse, Chair
Air Quality Control Commission

Cc: Tim Russ, U.S. EPA, Region 8
Bill Haas, FHWA
Steve Cook, DRCOG
Rose Waldman, CDOT
Paul Lee, APCD



APPENDIX C: CERTIFICATION OF PLANNING PROCESS



METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC), doing business as the North Front Range Metropolitan Planning Organization (NFRMPO) for the Fort Collins and Greeley Urbanized Areas including portions of Larimer and Weld counties and neighboring municipalities, is responsible for carrying out the continuing, cooperative and comprehensive metropolitan transportation planning process as required under Section 134 of Title 23 and Section 5303 of Title 49, United States Code. This statement certifies the Metropolitan Transportation Planning Process by the State of Colorado and the NFRT&AQPC as required under Title 23, Section 450.334 of the Code of Federal Regulations (CFR). Additionally, the NFRT&AQPC serves as the lead planning agency for meeting transportation-related requirements of the federal Clean Air Act.

In working with the NFRT&AQPC and other metropolitan planning organizations on statewide transportation planning, the Colorado Department of Transportation (CDOT) also follows provisions in Title 23 CFR 450.218.

The transportation planning process is carried out in accordance with the following requirements:

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the SAFETEA–LU (Pub. L. 109–59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender;
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and
- Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93.

REGIONAL TRANSPORTATION PLAN

Regional Transportation Plans (RTPs) have been developed by the NFRT&AQPC since 1990, with the latest version amended and approved on February 2, 2017. The RTP's most recent determinations of conformity with the State Implementation Plan for air quality were updated by the NFRT&AQPC on March 2, 2017. The horizon year is 2040. The RTP and all amendments are submitted to the Colorado Transportation Commission and the State Air Quality Control Commission (AQCC) for their concurrence. The AQCC's concurrence was received on December 15, 2016.

TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Improvement Programs (TIP) have been prepared and approved by the NFRT&AQPC since 1988. The FY2016-2019 version of the TIP and its conformity determination were adopted on September 3, 2015. This document was submitted to the AQCC for concurrence. The AQCC's concurrence was received on August 20, 2015. The FY2018-2021 version of the TIP and its conformity determination were adopted on March 2, 2017. This document was submitted to the AQCC for concurrence. The AQCC's concurrence was received on December 15, 2016. The TIP is being submitted to the Governor, who submits it to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Environmental Protection Agency for review and approval.

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

Page 2 of 2

UNIFIED PLANNING WORK PROGRAM

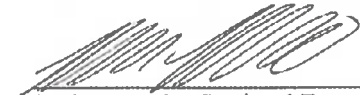
Unified Planning Work Programs (UPWP) have been prepared and approved by the NFRT&AQPC since 1989. They are approved on a biennial basis by the Colorado Department of Transportation, the FHWA, and the FTA, the most recent version having been approved by the NFRT&AQPC on June 2, 2016.

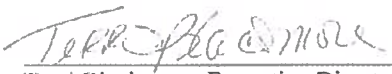
CONGESTION MANAGEMENT PROCESS

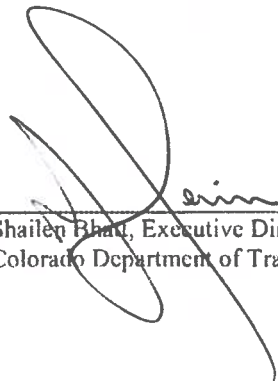
In 2015, the NFRT&AQPC updated the CMP to incorporate performance measures to help direct TIP funding towards projects and strategies most effective for addressing congestion. An annual report of performance and congestion is issued by the NFRT&AQPC.

The NFRT&AQPC and the Colorado Department of Transportation certify that the transportation planning process, including the Amended 2040 Regional Transportation Plan, the FY2016-2019 and FY2018-2021 North Front Range TIP, the NFRT&AQPC's FY2017 UPWP, and the 2015 Congestion Management Process have met all of the above requirements.

ATTEST:


Becky Karasko, Regional Transportation
Planning Director
NFRT&AQPC


Terri Blackmore, Executive Director
NFRT&AQPC
3-8-17
Date


for Shailen Bhatt, Executive Director
Colorado Department of Transportation
8/5/17
Date

APPENDIX D: CDOT CONCURRENCE AND STATE APPROVAL



COLORADO

Gov. John Hickenlooper

July 7, 2017

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

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

Dear Mr. Cater and Ms. Terwilliger:

Pursuant to 23 U.S.C. § 134 (j) (1) (d), I am submitting my approval of the Transportation Improvement Program (TIP) for the North Front Range Metropolitan Planning Organization (NFRMPO) for state fiscal years 2018 through 2021. The TIP was adopted by the NFRMPO Council and the Colorado Department of Transportation (CDOT) certifies accuracy of projects and fiscal constraint for this NFRMPO TIP. The TIP was adopted in accordance with the Fixing America's Surface Transportation Act (FAST).

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

- NFRMPO Approved FY 2018 – 2021 TIP
- NFRMPO Signed MPO Council Resolution adopting FY2018-2021 TIP
- Signed NFR MPO Council Resolution adopting the Conformity
- AQCC conformity determination finding
- Signed Certification of the Planning Process
- CDOT Region 4 Transportation Director Concurrence with NFRMPO TIP
- CDOT Division of Accounting and Finance verification of TIP fiscal constraint

If you have any questions regarding these documents, please contact Terri Blackmore, NFRMPO Executive Director, (970) 416-2174, or Jeff Sudmeier, CDOT Multimodal Planning Branch Manager, (303) 757-9063.

Sincerely,

John W. Hickenlooper
Governor

cc: Debra Perkins-Smith (CDOT DTD Director)
Jeff Sudmeier (CDOT MPB Branch Manager)
Tim Kirby (CDOT MPO and Regional Planning)
Marissa Gaughan (CDOT MPO and Regional Planning)
Johnny Olsen (CDOT Region 4 Transportation Director)
Terri Blackmore (NFR MPO Manager)

136 State Capitol, Denver, CO 80203 | P 303.866.2471 | www.colorado.gov/governor



APPENDIX E: FHWA CONFORMITY DETERMINATION



U.S. Department
of Transportation

August 17, 2017

Federal Highway Administration
Colorado Division
12300 West Dakota Ave., Ste 180
Lakewood, Colorado 80228

Terri Blackmore
Executive Director, NFRMPO
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

Subject: Clarification - Conformity Determination for the NFRMPO Amended 2018-2021 TIP

Dear Ms. Blackmore:

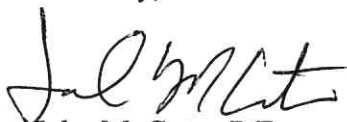
In accordance with the Clean Air Act of 1990, as amended, and 23 CFR 450, the U.S. Department of Transportation (USDOT) is required to make air quality conformity determinations of Regional Transportation Plans (RTP) and Transportation Improvement Programs (TIP) in non-attainment and maintenance areas.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

The North Front Range Metropolitan Planning Organization (NFRMPO) adopted an air quality conformity determination for the Fort Collins and Greeley urbanized areas for the 2018-2021 TIP, as well as for the northern sub-area of the Upper Front Range Transportation Planning Region portion of the State Transportation Improvement Program within the Upper Front Range March 2, 2017. The NFRMPO adopted a revised resolution on July 6, 2017 that changed the effective date of the Amended 2018-2021 TIP from October 1, 2017 to the date of this letter. The NFRMPO adopted the conformity determination in its capacity as the Metropolitan Planning Organization.

Based on our evaluation of the NFRMPO Amended 2018-2021 TIP conformity determinations, in coordination with the EPA, Denver Regional Council of Governments, NFRMPO, Colorado Air Quality Control Commission, Regional Air Quality Council and Colorado Department of Transportation, we have determined that the Fort Collins and Greeley urbanized areas have met the requirements of 40 CFR 51 and 93, 23 CFR 450, and 49 CFR 613 along with FHWA/FTA policies and guidance. Furthermore, the NFRMPO conformity determination is consistent with the 2008 DRCOG/NFRMPO 8-Hour Ozone MOA.

A conformity determination for the NFRMPO Amended 2018-2021 TIP is hereby made. The date of this letter is the effective date of the conformity determination for the Amended 2018-2021 TIP. Our action is consistent with the FHWA/FTA MOA Transportation Planning Oversight Transportation Planning MOA.

Sincerely,

A handwritten signature in black ink, appearing to read "John M. Cater".

John M. Cater, P.E.
Division Administrator

cc: Mr. Doug Rex, DRCOG
Ms. Barbara Kirkmeyer, Upper Front Range TPR
Mr. Paul Lee, APCD
Ms. Marissa Gaughan, CDOT
Mr. Tim Kirby, CDOT
Mr. Larry Squires, FTA
Mr. Tim Russ, EPA

APPENDIX F: RESOLUTION OF ADOPTION



REVISED
RESOLUTION NO. 2017-08
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY
PLANNING COUNCIL ADOPTING THE FY2018-2021 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)

WHEREAS, 49 CFR PART 613.100 and 23 CFR 450.324 require the development of a fiscally constrained Transportation Improvement Program (TIP) through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process for Metropolitan Planning Organizations (MPO’s); and

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

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

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

WHEREAS, the transportation programming process shall address no less than a four-year programming horizon as of the effective date; and

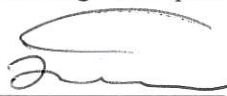
WHEREAS, the air quality conformity determinations conducted on the NFRMPO’s FY2018-2021 TIP using the EPA’s approved MOVES2014a Emissions Model were within the federally approved emissions budgets;

WHEREAS, the Planning Council approves the FY2018-2021 TIP and submits copies for inclusion into the State Transportation Improvement Program (STIP) and approval by the Governor; and

WHEREAS, the NFRMPO TIP must align with the Colorado Statewide Transportation Improvement Program (STIP) using the State fiscal year of July 1 through June 30 to ensure that all four years of projects in the NFRMPO TIP may move forward;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council finds that the FY2018-2021 Transportation Improvement Program (TIP) is in conformance with the requirements of 49 CFR 613.100 and 23 CFR 450.324. The original resolution adopted by Planning Council on March 2, 2017 identified an effective date of October 1, 2017 for the FY2018-2021 TIP; however, this revised resolution advances the effective date to the date of the conformity determination by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The FY2018-2021 TIP Amendment and Modification policies are effective immediately as recommended by the Technical Advisory Committee (TAC) and approved by Planning Council.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of July, 2017.


Kevin Ross, Chair

ATTEST:


Terri Blackmore, Executive Director