



North Front Range  
Metropolitan  
Planning  
Organization

# FY2020-2023 Transportation Improvement Program (TIP)

Adopted September 5, 2019

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## List of Abbreviations

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

## SECTION 1: INTRODUCTION AND RESPONSIBILITIES

The North Front Range Transportation and Air Quality Planning Council (NFRT & AQPC) was officially formed on January 27, 1988. It was designated as the North Front Range Metropolitan Planning Organization (NFRMPO) on June 28, 1988, and as the Air Quality Lead Planning Agency for Carbon Monoxide (CO) on June 22, 1993. The Regional Air Quality Council (RAQC) was designated as the Lead Planning Agency for Ozone in the North Front Range on July 19, 2013<sup>1</sup>. 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, FHWA, FTA and RAQC. The TAC reviews and recommends most matters considered by the Planning Council.

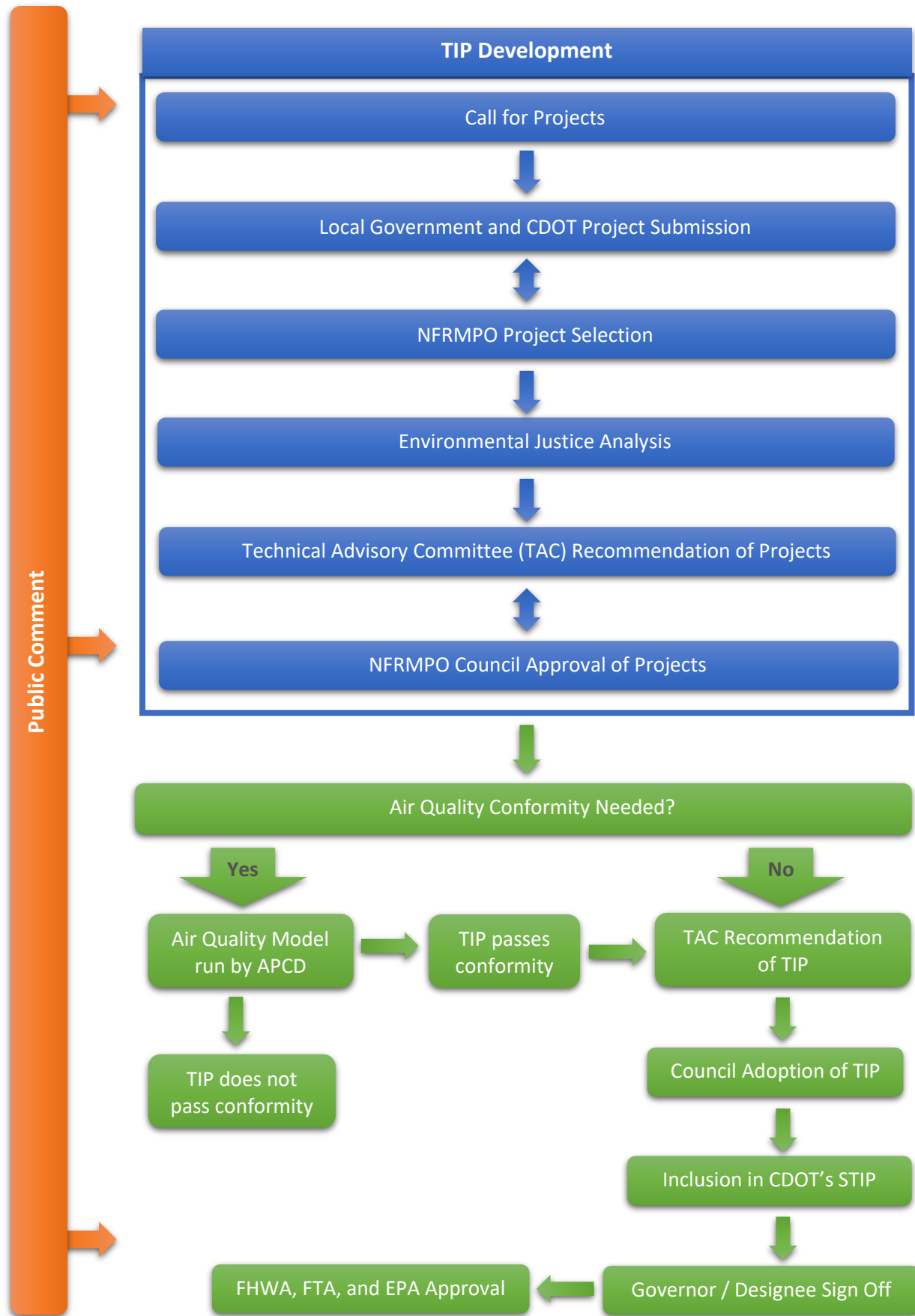
The Colorado Governor approves the TIP, as shown in **Figure 1**. The TIP is incorporated into the Statewide Transportation Improvement Program (STIP) produced by CDOT.

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

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<sup>1</sup> Colorado Executive Order B2013-007, July 19, 2013

Figure 1: NFRMPO TIP Process



## Transportation Improvement Program (TIP) Development

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

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

The NFRMPO's [2045 Regional Transportation Plan \(RTP\)](#), adopted September 5, 2019, with which the FY2020-2023 TIP is consistent, includes consideration of the 10 planning factors..

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

The 3C metropolitan transportation planning process requires the NFRMPO produce and maintain a multi-year TIP, which is fiscally constrained by program and by year. This TIP presents a four-year program of multi-modal projects using federal, state, and local funds. Specifically, all projects funded under [Title 23 U.S.C. Chapters 1 and 2](#) or [Title 49 U.S.C. Chapter 53](#) are included in the TIP, as are all regionally significant projects requiring an action by the FHWA or the FTA and all regionally significant projects funded with other Federal, state, or local sources. The time period for this TIP is Fiscal Year (FY) 2020 – FY 2023.

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

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

## Project Prioritization and Selection

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

The FAST Act requires the TIP include:

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

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

The TIP includes projects selected for Congestion Mitigation & Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and the Transportation Alternatives (TA) funding through the FY 2020-2021 Call for Projects held in 2016 and the FY 2022-2023 Call for Projects held in 2018-2019.

### FY 2020-2021 Call for Projects

The NFRMPO selected projects in the FY 2020-2021 Call for Projects using the project scoring criteria and process approved on October 2, 2014 by the NFRMPO Planning Council. The selected projects were approved by Planning Council on November 3, 2016 and include six STBG projects, eight CMAQ projects, and one TA project.

If additional funding is allocated to CMAQ, STBG, or TA funding programs within the first two years of the TIP (FY 2020-2021), the following processes will be used to assign funds to projects:

- **CMAQ Program:** Additional funding will be assigned to the next highest ranked, partially funded project.
- **STBG Program:** Additional funding will be split between the three partially funded large community projects.
- **TA Program:** As there are no partially funded projects, TAC will determine how to allocate additional funding.

### FY 2022-2023 Call for Projects

The NFRMPO selected projects in the FY 2022-2023 Call for Projects using the project scoring criteria and process approved on October 4, 2018 by the NFRMPO Planning Council. The selected projects were approved by Planning Council on March 7, 2019 and include five CMAQ projects, four STBG projects, and two TA projects. In addition, two STBG projects are waitlisted and are eligible to receive an award if additional STBG funding



becomes available. The process for allocating additional CMAQ and TA funding in FY 2022-2023 will be identified in a future TIP document, as funds cannot be allocated until at least FY 2022.

### Other TIP Projects

CDOT is responsible for projects shown for several other funding programs. As with all projects in the TIP, fiscal constraint by year and funding program is required. Changes in allocations to CDOT-sponsored programs and projects prompt TIP Amendments or Modifications.

Transit operators are responsible for projects in the “Transit” programs of the TIP. Funding levels shown for these programs are based on the anticipated allocations from FTA formula funds, a competitive process, or projections from past trends. The total amount available for a program is based on funding authorized under the FAST Act and is apportioned according to population or competitive process. 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 FTA 5307, FTA 5310, and FTA 5339 funds directly based on an urbanized area formula program for areas with population between 200,000 and 999,999. Transfort receives the FTA funds on behalf of the Fort Collins Transportation Management Area (TMA) which includes Berthoud, Fort Collins, Loveland, and Windsor.
- GET is a direct recipient of FTA 5307 funding and a sub-recipient of FTA 5310 and FTA 5339 funding from CDOT. GET uses the FTA funds to cover the Greeley, Evans, and Garden City area.

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.

According to [23 CFR 450.326\(h\)](#), projects that are consistent with the “exempt project” classifications contained in [40 CFR Part 93, Subpart A](#), may be grouped in the TIP instead of being identified individually. The TIP displays grouped projects within their funding pool, with funding information identified for the pool total.

## Conformity Determination

Meeting air quality requirements is an objective of the [2045 RTP](#) as well as a federal requirement. Federal regulations specify the national air quality standards, while SIPs identify the amount of transportation emissions that can be emitted to achieve the national standards. All regionally significant projects in the FY 2020-2023 TIP are included in the [2045 RTP](#), as amended on June 1, 2017, and are included in the applicable Conformity Determination. Both the FY 2020-2023 TIP and [2045 RTP](#) meet the air quality conformity requirements. Additional information on the Conformity Determination can be found at <https://nfrmpo.org/air-quality/>.

## Congestion Management

Federal requirements state that regions with a population of more than 200,000, known as TMAs, must maintain a CMP and use it to make informed transportation planning and programming decisions. The Fort Collins TMA was designated in 2002 as a result of data from the 2000 Census. The CMP currently in effect is the [2019 CMP](#), which was adopted by the NFRT&AQPC on July 11, 2019. The CMP monitors performance on all regionally significant congested corridors outlined in the [2045 RTP](#).

The NFRMPO's CMP requires project sponsors of projects located on Regionally Significant Corridors (RSC) demonstrate conformity with the CMP. The NFRMPO tracks performance measures and monitors the system and presents it to the public in a periodic CMP report available at <https://nfrmpo.org/wp-content/uploads/2016-cmp-annual-report.pdf>.

## Public Participation

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

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

## Annual Listing of Obligated Projects

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

## Funding Sources

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

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

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

**Table 1: Funding Program Abbreviations**

<b>HIGHWAY</b>	
<b>Abbreviation</b>	<b>Funding Source</b>
ADA	Americans with Disabilities Act
AQC	Congestion Mitigation and Air Quality Improvement (CMAQ)
BR	Bridge-On State System
BRO	Bridge-Off State System
CR	Congestion Relief
ER	Emergency Relief
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery Act of 2009 (State) FASTER Safety FASTER Bridge Enterprise
HSIP	Highway Safety Improvement Program
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 (Region 4)
TA	Transportation Alternatives program (NFR)
[Various]	Surface Treatment (CDOT)
<b>TRANSIT</b>	
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery Act of 2009 (State) TRG-FASTER (State) transit funding for local projects STL-FASTER (State) transit funding for regional or State projects
FTA5304	Transit 5304: Statewide Planning
FTA5307	Transit 5307: Urbanized Area Formula Program (FTA funds allocated on a formula basis to urban areas larger than 50,000)
FTA5309	Transit 5309: Capital Investment Program (discretionary capital funds)
FTA5310	Transit 5310: Enhanced Mobility of Seniors & Individuals with Disabilities

<b>Abbreviation</b>	<b>Funding Source</b>
FTA5311	Transit 5311: Rural & Small Urban Areas (Non-Urbanized Areas)
FTA5339	Transit 5339: Bus and Bus Facilities Program
<b>ADDITIONAL ABBREVIATIONS: the following may also appear in project-specific entries:</b>	
7PX	Senate Bill 228 Funds (State)
BUILD	Better Utilizing Investments to Leverage Development
CDC	Capital Development Committee (State)
CPG	Consolidated Planning Grant
IM	Interstate Maintenance
IMD	Interstate Maintenance Discretionary
HUTF	Highway Users Tax Fund (State)
ITI	ITS Investments
L	Local
LO/LOM	Local Overmatch
NHS	National Highway System
NHD	National Highway System – Discretionary
NHFP	National Highway Freight program
NHPP	National Highway Performance Program
RAG	Railroad Crossing Program – At Grade
RAMP	Responsible Acceleration of Maintenance and Partnerships
SB1	Senate Bill 2019-001 Funds (State)
SB267	Senate Bill 2017-267 Funds (State)
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)
TIGER	Transportation Investment Generating Economic Recovery

*Note: CDOT periodically updates abbreviations associated with various funding programs. As those are assigned to specific projects and replace the abbreviations used initially in the TIP, the TIP will be administratively 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 awarded by the NFRMPO Planning Council and funded through the federal CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation).

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

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

**Table 2: Milestones by Project Type**

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

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

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

Granting extensions on delays:

- TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year.
- TAC may recommend Planning Council approve a second one-year extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted a second one-year extension if extenuating circumstances exist outside the project sponsor’s control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for

the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on second extensions.

## Federal Cost Principles

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

The Federal Cost Principles require local agencies establish the projects’ period of performance start and end date and include it in the Federal Award. Changes to the Federal Award may only include allowable costs incurred during the period of performance. Any extension or modification to the project end date must be authorized by the FHWA or FTA. The Local Agency must submit, no later than 90 calendar days after the end date of the period of performance, all financial, performance, and other reports as required by the terms and conditions of the Federal award. The project must be closed and all final reimbursements be made in this 90-day period. CDOT is required to evaluate the risk of each Local Agency to effectively deliver the project. **Table 3** explains the Federal code related to the Federal Cost Principles.

**Table 3: References to Federal Cost Principles<sup>2</sup>**

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

## Entities Eligible for Funding

Applications for TIP projects which involve public-private partnerships are only accepted from a member government when the member government assumes sole responsibility for the project. Private sector partners

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

## Partially Funded Projects and Program Efficiencies

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

“If on-site construction of or acquisition of right of way for a highway project is not commenced within 10 years (or such longer period as the State requests and the Secretary determines to be reasonable) after the date on which Federal funds are first made available, out of the Highway Trust Fund (other than Mass Transit Account), for preliminary engineering of such project, the State shall pay an amount equal to the amount of Federal funds reimbursed for the preliminary engineering. The Secretary shall deposit in such Fund all amounts paid to the Secretary under this section,” (23 U.S.C. §102).”

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

Some projects that were initially programmed in the TIP prior to Fiscal Year 2020 remain active but have not reached the implementation phase at the time the TIP was being updated. In the project funding tables these projects are listed with the note, “Roll Forward,” because their implementation is scheduled to proceed in FY 2020.

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

## TIP Amendment and Modification Process

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

### Policy Amendments

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

Examples of Air Quality Significant Projects are:

- Adding at least two (2) lane miles, or completing a regional connection;
- 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 the month the Amendment is processed.
- The 30-day Public Comment period for TIP Amendments will open when the next TAC meeting packet is released, one week prior to the TAC meeting.
- TIP Amendments will go to TAC and Council once each for Action. Council adoption of the TIP Amendment will be contingent on public comments received during any portion of the 30-day Public Comment period occurring after the Council meeting.

### Administrative Modifications

1. A change between federal funding sources.
2. A change in project funding less than \$5M of state or federal funding, 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 <https://nfrmpo.org/tip/>, at least monthly. Each quarter, processed Modifications from the previous three months are provided to the TAC and Planning Council for informational purposes.

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

### Emergency Funds

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

## Environmental Justice

### [Executive Order 12898 – 1994](#)

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

### [DOT Order 5610.2\(a\) – May 2012](#)

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

### NFRMPO Environmental Justice Process

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

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations in relation to transportation improvements.

2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Under this DOT Order, an adverse effect may include:

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

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

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

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

**Table 4: Environmental Justice Benefits and Burdens**

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

## Transportation Performance Management

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

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

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

**Table 5: MAP-21 National Goals<sup>3</sup>**

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

National performance measures in seven program areas have been established by FHWA and FTA in support of the national goals: highway safety, infrastructure condition, system performance, freight, air quality, transit asset management, and transit safety. States were required to set targets for the highway safety measures by August 31, 2017 and were required to set targets for the infrastructure condition, system performance, freight, and air quality performance measures by May 20, 2018. After each of the state's deadlines, MPOs had 180 days to either support the State's targets or establish their own targets. Transit agencies were required to report

<sup>3</sup> §1203; 23 USC 150(b)

transit asset management (TAM) targets in their TAM plans by October 1, 2018, while MPOs were required to include TAM targets in TIPs and RTPs adopted after October 1, 2018. The transit safety targets must be set by transit agencies by July 20, 2020. The NFRMPO will adopt transit safety targets by July 20, 2021.

The NFRMPO has adopted targets for all the federally required performance measures with the exception of the transit safety targets. The NFRMPO adopted CDOT’s statewide targets for the highway safety, infrastructure condition, system performance, freight, and air quality performance measures as shown in **Table 6**. The NFRMPO adopted transit asset management targets by supporting the targets set by the transit agencies in the region, as shown in **Table 7**.

**Table 6: NFRMPO Targets for Federal Roadway Performance Measures as of 2019**

Performance Measure	Statewide Target
<b>Highway Safety</b>	
Number of fatalities	644
Fatality rate per 100 million vehicle miles traveled	1.20
Number of serious injuries	2,909
Serious injury rate per 100 million vehicle miles traveled	5.575
Number of non-motorized fatalities and serious injuries	514
<b>Bridge and Pavement Condition</b>	
Percent of pavement on Interstate System in Good condition	47.0%
Percent of pavement on Interstate System in Poor condition	1.0%
Percent of pavement on non-Interstate System in good condition	51.0%
Percent of pavement on non-Interstate System in poor condition	2.0%
Percentage of NHS bridges in good condition	44.0%
Percentage of NHS bridges in poor condition	4.0%
<b>System Reliability</b>	
Percent of person-miles traveled on Interstate that are reliable	81.0%
Percent of person-miles traveled on non-Interstate NHS that are reliable	64.0%
Truck Travel Time Reliability Index	1.5
Total emissions reduction	105.000 kg/day VOC reduction 1,426.000 kg/day CO reduction 105.000 kg/day NOx reduction

**Table 7: NFRMPO Targets for Federal Transit Asset Management Performance Measures as of 2019**

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

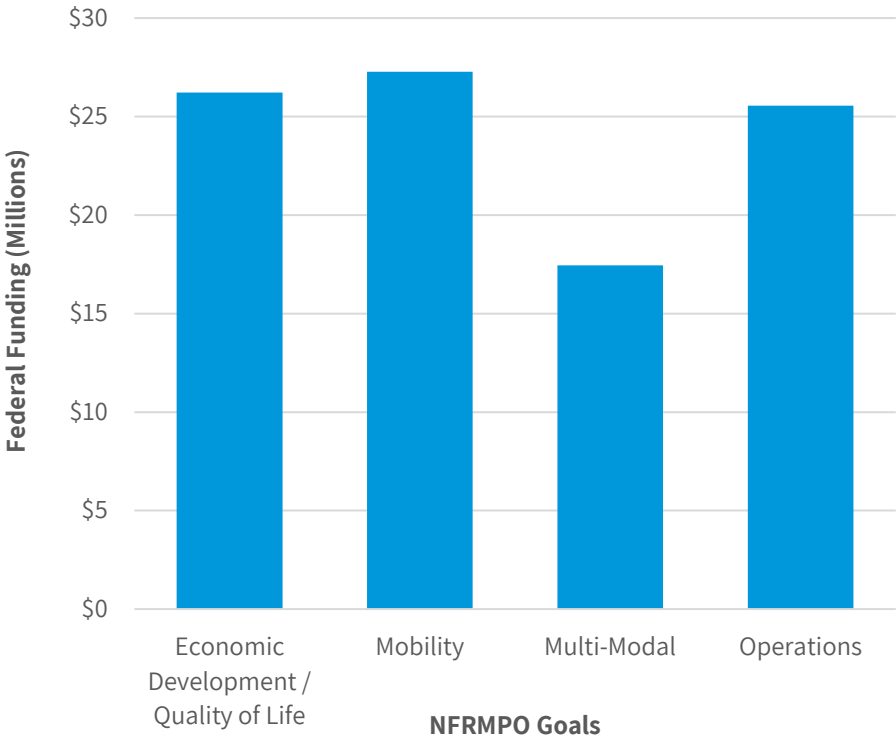
The projects in the first two years of the FY 2020-2023 TIP funded with CMAQ, STBG, and TA funding were selected prior to the adoption of the federally-required targets by the NFRMPO. However, the projects were scored and selected using the 2040 [Goals, Objectives, Performance Measures, and Targets](#) (GOPMT) adopted

by the NFRMPO Planning Council on September 4, 2014. The 2040 GOPMT were developed to meet MAP-21 requirements, with each Goal, Objective, and Performance Measure directly relating to one or more of the seven national goal areas. Each Performance Measure is associated with a Target to monitor system performance. Project applications were scored in part on their ability to contribute to achievement of the established targets.

The projects in the FY 2020-2023 TIP funded with CMAQ, STBG, and TA funding in FY 2022 and FY 2023 were scored and selected using the 2045 GOPMT adopted by the NFRMPO Planning Council on October 4, 2018. In addition, all CMAQ and STBG projects had to address at least one federally required performance measure.

In total, \$34.4M federal funds were awarded to CMAQ, STBG, and TA projects in FY 2020-2023. Each project awarded funding supports at least one of the four goals included in the 2040 and 2045 GOPMT. **Figure 2** identifies the amount of federal funding awarded in support of each of the four goals. Projects supporting the Mobility goal received the highest amount of funding, with \$27.3M, followed by Economic Development/Quality of Life at \$26.2M, Operations at \$25.6M, and Multi-Modal at \$17.4M.

**Figure 2: Project Funding by Goal, 2016 and 2018 Calls for Projects**



## Status of Major Projects from the FY 2019-2022 TIP

As required by [23 CFR 450.326\(n\)\(2\)](#), **Table 8** identifies the implementation status of major projects from the previous FY 2019-2022 TIP. The status indicates whether the project is programmed (project initiation is anticipated in FY 20 or beyond), initiated (construction is under contract), delayed, deleted, or completed. Major projects are defined as non-operations projects with a total cost greater than \$5M.

**Table 8: Implementation Status of FY 2019-2022 TIP Major Projects**

TIP ID	Project Title	Improvement Type	Sponsor	Status
2017-032	North I-25: Design Build	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Initiated
2016-036	NFR I-25: Post EIS Design & ROW	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Initiated
2017-054	2013 Flood Recovery	Emergency & Permanent Repairs	Larimer/Weld	Initiated
2019-014	North I-25: WCR38 to SH402	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Initiated
2016-006	Weld County CNG Vehicles & Expansion	Vehicle Purchase	Weld County	Initiated
2020-010	Timberline Road Corridor Improvements	Modify & Reconstruct	Fort Collins	Programmed
2020-011	O Street Widening - 11th Avenue to WCR 37	Modify & Reconstruct, Bike/Ped Facility	Greeley	Programmed

## SECTION 2: TIP MODIFICATION AND AMENDMENT FORMS

### Sample TIP Modification Form

NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)											
Administrative Modification Request											
Submitted to:				Prepared by:				DATE:			
<b>PREVIOUS ENTRY</b>											
<b>Title:</b>		<b>Phase</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>Rolled Funding</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 20-23 TOTAL</b>
<b>Sponsor:</b>			Federal		-	-	-	-	-	-	-
<b>STIP ID:</b>			State		-	-	-	-	-	-	-
<b>TIP ID:</b>			Local		-	-	-	-	-	-	-
<b>Type:</b>				<b>Total</b>	-	-	-	-	-	-	-
<b>Air Quality:</b>											
<b>Description:</b>											
<b>NEW ENTRY / REVISED ENTRY</b>											
<b>Title:</b>		<b>Phase</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>Rolled Funding</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 20-23 TOTAL</b>
<b>Sponsor:</b>			Federal		-	-	-	-	-	-	-
<b>STIP ID:</b>			State		-	-	-	-	-	-	-
<b>TIP ID:</b>			Local		-	-	-	-	-	-	-
<b>Type:</b>				<b>Total</b>	-	-	-	-	-	-	-
<b>Air Quality:</b>											
<b>Description:</b>											
<b>Revision:</b>											



Sample TIP Amendment Form

NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)											
Policy Amendment Request											
Submitted to:				Prepared by:				DATE:			
<i>PREVIOUS ENTRY (IF APPLICABLE)</i>											
Title:	Phase	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL	
Sponsor:		Federal		-	-	-	-	-	-	-	-
STIP ID:		State		-	-	-	-	-	-	-	-
TIP ID:		Local		-	-	-	-	-	-	-	-
Type:			<b>Total</b>	-	-	-	-	-	-	-	-
Air Quality:											
Description:											
<i>NEW ENTRY / REVISED ENTRY</i>											
Title:	Phase	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL	
Sponsor:		Federal		-	-	-	-	-	-	-	-
STIP ID:		State		-	-	-	-	-	-	-	-
TIP ID:		Local		-	-	-	-	-	-	-	-
Type:			<b>Total</b>	-	-	-	-	-	-	-	-
Air Quality:											
Description:											
Revision:											

## SECTION 3: FY 2020-2023 PROJECTS

### Project Tables

The projects listed are those adopted by Planning Council at their regular meeting on September 5, 2019 based on project information as of March 13, 2019. TIP Amendments and Modifications completed between March 13, 2019 and the effective date of the FY 2020-2023 TIP will be incorporated into TIP following the completion of the TIP approval process. The project tables identify the project title, project sponsor, funding source and funding program by project phase, funding amount by year in thousands, STIP ID, TIP ID, and project type. The previous funding, which is not listed for pools, identifies the previously programmed funding for individual projects. Rolled funding identifies funding from a fiscal year prior to FY 2020 that has been rolled forward for obligation in the current year.

Additional information on pool projects is available in the CDOT STIP at <https://www.codot.gov/business/budget/documents/dailySTIP.pdf>.

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 HYPERLINK "http://www.nfrmpo.org" [nfrmpo.org/tip/](http://www.nfrmpo.org/tip/).

**NFRMPO FY 2020 - FY 2023 Transportation Improvement Program (TIP)**  
 Adopted by North Front Range Transportation Air Quality Planning Council

*Funding in Thousands*

<b>HIGHWAYS</b>										
<b>Bridge - On State System</b>										
<b>Title:</b>	<b>Region 4 Bridge - On System Pool</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>Rolled Funding</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 20-23 TOTAL</b>
<b>STIP ID:</b>	SR46598	Federal	NHPP	N/A	-	483	483	483	483	<b>1,931</b>
<b>TIP ID:</b>	P-4	State	SHF	N/A	-	100	100	100	100	<b>401</b>
<b>Sponsor:</b>	CDOT Region 4		<b>Total</b>	<b>N/A</b>	-	<b>583</b>	<b>583</b>	<b>583</b>	<b>583</b>	<b>2,332</b>
<b>Type:</b>	Bridge									
<b>Air Quality:</b>	Exempt from conformity analysis									
<b>Description:</b>	Summary of CDOT Region 4 Bridge - On System Pool in the North Front Range region. Includes the following pool projects:									
	<b>STIP ID</b>	<b>Title</b>	<b>Sponsor</b>							
	SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4							

<b>Strategic</b>										
Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	TIGER	10,000	-	5,000	-	-	-	5,000
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-
TIP ID:	2017-032	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-
Type:	Highway Added Capacity	Federal/State	NHPP	26,888	-	-	-	-	-	-
	Modify & Reconstruct	Federal/State	PWQ	4,000	-	3,347	-	-	-	3,347
Air Quality:	Included in conformity analysis	Federal/State	SPT	5,000	-	-	-	-	-	-
		State	FAS	4,000	-	-	-	-	-	-
		State	SB267	2,000	-	2,000	2,000	-	-	4,000
		State	7PX/228	128,092	-	-	-	-	-	-
		State	7PX/228	11,907	-	-	-	-	-	-
		Local	LOM	-	-	18,000	32,000	-	-	50,000
		Local	LOM	35,375	-	20,625	-	-	-	20,625
			<b>Total</b>	<b>229,862</b>	-	<b>48,972</b>	<b>34,000</b>	-	-	<b>82,972</b>

**Description:** One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.

Title:	MPO Vehicle	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	Federal	CPG	4	-	4	4	4	-	14
STIP ID:	SST5274.010	Federal	FTA 5310	0	-	0	0	0	-	0
TIP ID:	2018-17	Federal	STBG	0.3	-	0	0	0	-	1.00
Type:	Capital	Local	L	2.3	-	2	2	2	-	9.39
Air Quality:	Exempt from conformity analysis		<b>Total</b>	<b>6.2</b>	-	<b>6.2</b>	<b>6.2</b>	<b>6.2</b>	-	<b>25.00</b>

**Description:** Sport Utility Vehicle for MPO planning activities

**FASTER (North Front Range Listings of State Highway Locations)**

Title:	Region 4 FASTER Safety Pool	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	State	FAS	N/A	-	3,000	-	-	-	3,000
STIP ID:	SR46606	Local	L	N/A	-	-	-	-	-	-
TIP ID:	P-7		<b>Total</b>	<b>N/A</b>	-	<b>3,000</b>	-	-	-	<b>3,000</b>

**Type:** Safety

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46606.073	I-25: Fort Collins North Cable Rail	CDOT Region 4
SR46606.070	Intersection Safety Improvements Pool	CDOT Region 4

<b>Regional Priority Program (RPP) - North Front Range Listings</b>										
Title:	NFR I-25: Post EIS Design & ROW	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	STP	6,568	-	2,298	2,590	2,444	2,444	9,776
STIP ID:	SSP4428.001	State	SHF	2,730	-	478	256	367	367	1,467
TIP ID:	2016-036		<b>Total</b>	<b>9,298</b>	-	<b>2,776</b>	<b>2,846</b>	<b>2,811</b>	<b>2,811</b>	<b>11,243</b>
Type:	Highway Added Capacity Modify & Reconstruct									
Air Quality:	Exempt from conformity analysis									
Description:	Pre-construction activities									

<b>Surface Treatment</b>										
Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	STBG/NHPP	6,432	-	16,545	8,757	8,757	8,757	42,816
STIP ID:	SR45218	State	SHF	-	-	5,284	1,668	1,668	1,668	10,288
TIP ID:	P-13	Local	LOM	877	-	-	-	-	-	0
Type:	Surface Treatment									
Air Quality:	Exempt from conformity analysis									
Description:	Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:									
	<b>STIP ID</b>		<b>Title</b>							<b>Sponsor</b>
	SR45218.114		SH60: I-25 to Milliken							CDOT Region 4
	SR45218.183		SH14 Ft Collins East							CDOT Region 4
	SR45218.174		US85L: O St to Ault							CDOT Region 4
	SR45218.187		SH263: US 85 to Greeley Airport							CDOT Region 4

<b>Region 4 ADA Pool</b>										
Title:	Region 4 ADA Pool	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	State	SHF	-	-	2,000	2,000	2,000	2,000	8,000
STIP ID:	SR47021		<b>Total</b>	-	-	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>8,000</b>
TIP ID:	P-23									
Type:	Curb Ramp Upgrades									
Air Quality:	Exempt from conformity analysis									
Description:	Region 4 curb ramp upgrades to ADA compliance.									

<b>CDOT Region 4 Transportation Alternatives (TA)</b>										
Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	TAP	N/A	-	1,340	700	700	700	3,440
STIP ID:	SR47020	Local	L	N/A	-	1,727	175	175	175	2,252
TIP ID:	P-14	Local	LOM	N/A	-	546	-	-	-	546
Type:	Bike/Ped Facility		<b>Total</b>	<b>N/A</b>	-	<b>3,613</b>	<b>875</b>	<b>875</b>	<b>875</b>	<b>6,238</b>
Air Quality:	Exempt from conformity analysis									
Description:	Summary of CDOT Region 4 Bridge - On System Pool in the North Front Range region. Includes the following pool projects:									
	<b>STIP ID</b>	<b>Title</b>		<b>Sponsor</b>						
	SR47020.026	Power Trail Grade Separation at Harmony Rd		Fort Collins						
	SR47020.028	Namaqua Ave Trail Underpass		Loveland						

<b>NFRMPO Transportation Alternatives (TA)</b>										
Title:	Little Thompson River Corridor Trail – Phase 1a	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Johnstown	Federal	TAP	-	-	250	-	-	-	250
STIP ID:	SNF5095.004	Local	L	-	-	63	-	-	-	63
TIP ID:	2020-014		<b>Total</b>	-	-	<b>313</b>	-	-	-	<b>313</b>
Type:	Bike/Ped Facility									
Air Quality:	Exempt from conformity analysis									
Description:	5,000 linear feet of 8' width crusher fines trail. Described in Johnstown-Milliken Parks Trails and Open Space Master Plan.									

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Larimer County	Federal	TA	-	-	-	264	-	-	264
STIP ID:	SNF5095.003	Local	L	-	-	-	66	-	-	66
TIP ID:	2021-001		<b>Total</b>	-	-	-	<b>330</b>	-	-	<b>330</b>
Type:	Bike/Ped Facility									
Air Quality:	Exempt from conformity analysis									
Description:	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.									

Title:		Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Title:</b>	<b>Poudre River Trail Realignment</b>									
<b>Sponsor:</b>	Windsor	Federal	TA	-	-	-	-	271	273	544
<b>STIP ID:</b>		Local	L	-	-	-	-	98	160	258
<b>TIP ID:</b>	2022-001		<b>Total</b>	-	-	-	-	<b>369</b>	<b>433</b>	<b>802</b>
<b>Type:</b>	Bike/Ped Facility									
<b>Air Quality:</b>	Exempt from conformity analysis									
<b>Description:</b>	Realigning two segments of the Poudre Trail approximately 1 mile east of SH 257									

**Congestion Mitigation & Air Quality (CMAQ)**

Title:		Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Title:</b>	<b>Transfort CNG Buses</b>									
<b>Sponsor:</b>	Fort Collins	Federal	CMAQ	-	-	950	950	-	-	1,900
<b>STIP ID:</b>	SST7007.015	Local	L	-	-	197	197	-	-	395
<b>TIP ID:</b>	2020-001		<b>Total</b>	-	-	<b>1,147</b>	<b>1,147</b>	-	-	<b>2,295</b>
<b>Type:</b>	Rolling Stock Replacement									
<b>Air Quality:</b>	Exempt from conformity analysis									
<b>Description:</b>	Transfort will replace 4 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.									

Title:		Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Title:</b>	<b>GET Diesel Bus Replacement</b>									
<b>Sponsor:</b>	Greeley-Evans	Federal	CMAQ	-	-	757	757	-	-	1,513
<b>STIP ID:</b>	SST7007.010	Local	L	-	-	157	157	-	-	315
<b>TIP ID:</b>	2020-002		<b>Total</b>	-	-	<b>914</b>	<b>914</b>	-	-	<b>1,828</b>
<b>Type:</b>	Rolling Stock Replacement									
<b>Air Quality:</b>	Exempt from conformity analysis									
<b>Description:</b>	GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.									

Title:		Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Title:</b>	<b>Central System and Controller Replacement</b>									
<b>Sponsor:</b>	Greeley	Federal	CMAQ	-	-	431	-	-	-	431
<b>STIP ID:</b>	SNF5173.052	Local	L	-	-	90	-	-	-	90
<b>TIP ID:</b>	2020-003	Local	LOM	-	-	4	-	-	-	4
<b>Type:</b>	ITS Traffic Controls									
<b>Air Quality:</b>	Exempt from conformity analysis									
<b>Description:</b>	Replace the central system software, firmware, and controllers for the current 116 traffic signal system in Greeley.									

Title:	CNG Fast Fill Stations	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	499	-	-	329	-	-	329
STIP ID:	SNF5173.053	Local	L	101	-	-	71	-	-	71
TIP ID:	2020-004	Local	LOM	-	-	-	200	-	-	200
Type:	Operations		<b>Total</b>	<b>600</b>	-	-	<b>600</b>	-	-	<b>600</b>
Air Quality:	Exempt from conformity analysis									
Description:	Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.									

Title:	Traffic Signal Progression Improvements—US 34	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	-	640	-	-	-	640
STIP ID:	SNF5173.054	Local	L	-	-	138	-	-	-	138
TIP ID:	2020-005	Local	LOM	-	-	22	-	-	-	22
Type:	ITS Traffic Controls		<b>Total</b>	-	-	<b>800</b>	-	-	-	<b>800</b>
Air Quality:	Exempt from conformity analysis									
Description:	US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.									

Title:	COLT Diesel Bus Replacement	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	-	-	384	-	-	384
STIP ID:	SST7007.011	Local	L	-	-	-	80	-	-	80
TIP ID:	2020-006		<b>Total</b>	-	-	-	<b>464</b>	-	-	<b>464</b>
Type:	Rolling Stock Replacement									
Air Quality:	Exempt from conformity analysis									
Description:	Replace one existing bus within City of Loveland Transit (COLT) fleet. Bus will be clean diesel or CNG.									

Title:	Loveland Diesel Fleet Replacement	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	-	-	384	-	-	384
STIP ID:	SST7007.012	Local	L	-	-	-	80	-	-	80
TIP ID:	2020-007		<b>Total</b>	-	-	-	<b>464</b>	-	-	<b>464</b>
Type:	Rolling Stock Replacement									
Air Quality:	Exempt from conformity analysis									
Description:	Replacement and/or new light duty and heavy duty vehicles with CNG and/or clean diesel vehicles.									



Title:	Weld County CNG Vehicles	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Weld County	Federal	CMAQ	-	-	1,050	1,150	-	-	2,200
STIP ID:	SST7007.114	Local	L	-	-	218	239	-	-	457
TIP ID:	2020-008		<b>Total</b>	-	-	<b>1,268</b>	<b>1,389</b>	-	-	<b>2,657</b>
Type:	Vehicle Replacement									
Air Quality:	Exempt from conformity analysis									
Description:	Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.									

Title:	Citywide Signal Retiming	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	CMAQ	-	-	-	-	-	273	273
STIP ID:		Local	L	-	-	-	-	-	10	10
TIP ID:	2023-001		<b>Total</b>	-	-	-	-	-	<b>283</b>	<b>283</b>
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Retime all non-adaptive signals.									

Title:	Transfort Electric Bus Purchase	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	CMAQ	-	-	-	-	1,640	2,727	4,367
STIP ID:		Local	L	-	-	-	-	341	567	908
TIP ID:	2022-002		<b>Total</b>	-	-	-	-	<b>1,980</b>	<b>3,294</b>	<b>5,274</b>
Type:	Rolling Stock Replacement									
Air Quality:	Exempt from conformity analysis									
Description:	Purchase of five electric buses and associated equipment.									

Title:	Phase 3 Fiber	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	CMAQ	-	-	-	-	309	2,067	2,376
STIP ID:		Local	L	-	-	-	-	-	-	-
TIP ID:	2022-003		<b>Total</b>	-	-	-	-	<b>309</b>	<b>2,067</b>	<b>2,376</b>
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Install a total of 7.8 miles of fiber along US 34, 71st Avenue, 20th Street, and Promontory Parkway and add three adaptive signals.									

Title:	N Taft Avenue & US 34 Intersection Improvements	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	-	-	-	3,331	-	3,331
STIP ID:		Local	L	-	-	-	-	692	-	692
TIP ID:	2022-004		<b>Total</b>	-	-	-	-	<b>4,023</b>	-	<b>4,023</b>
Type:	Intersection Improvements									
Air Quality:	Exempt from conformity analysis									
Description:	New signals, improve geometry, install medians, dual turn lanes, lengthen turn lanes, and bicycle and pedestrian improvements.									

Title:	US 287 and Trilby Intersection Improvements	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	CMAQ	-	-	-	-	-	387	387
STIP ID:	SR46666.060	Local	L	-	-	-	81	-	-	81
TIP ID:	2023-002	Local	LOM	-	-	-	1,319	-	-	1,319
Type:	Intersection Improvements									
Air Quality:	Exempt from conformity analysis									
Description:	New signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool.									

**Surface Transportation Block Grant (STBG)**

Title:	37th Street Overlay	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Federal	STBG	-	-	982	-	-	-	982
STIP ID:	SNF5788.046	Local	L	-	-	219	-	-	-	219
TIP ID:	2020-009	Local	LOM	-	-	69	-	-	-	69
Type:	Modify & Reconstruct									
Air Quality:	Exempt from conformity analysis									
Description:	Major maintenance and resurfacing on 37th Street (WCR 54) from 11th Avenue to 23rd Avenue.									

Title:	Timberline Road Corridor Improvements	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	STBG	-	-	-	2,203	-	-	2,203
STIP ID:	SNF5788.047	Local	L	-	-	-	1,033	-	-	1,033
TIP ID:	2020-010	Local	LOM	-	-	2,764	-	-	-	2,764
Type:	Widening									
Air Quality:	Included in conformity analysis									
Description:	4-lane arterial (intersection improvements, multi-modal accommodations, raised medians, access control, and pavement improvements).									

Title:	O Street Widening - 11th Avenue to WCR 37	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	STBG	-	-	1,432	-	-	-	1,432
STIP ID:	SNF5788.048	Local	L	-	-	1,243	-	-	-	1,243
TIP ID:	2020-011	Local	LOM	-	-	4,547	-	-	-	4,547
Type:	Widening Bike/Ped Facility		<b>Total</b>	-	-	<b>7,222</b>	-	-	-	<b>7,222</b>
Air Quality:	Included in conformity analysis									
Description:	Widen road from 2-lanes to 4-lanes to improve capacity, improve the WCR-37/O Street intersection, bike lanes, and pedestrian ways.									

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Larimer County	Federal	STBG	-	-	-	496	-	-	496
STIP ID:	SNF5095.003	Local	L	-	-	-	343	-	-	343
TIP ID:	2021-001	Local	LOM	-	-	-	1,155	-	-	1,155
Type:	Widening Bike/Ped Facility		<b>Total</b>	-	-	-	<b>1,994</b>	-	-	<b>1,994</b>
Air Quality:	Included in conformity analysis									
Description:	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.									

Title:	US 34 (Eisenhower Blvd) Widening—Boise Ave. to I-25	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	STBG	350	-	335	400	-	-	1,085
STIP ID:	SNF5788.044	Local	L	-	-	70	156	-	-	226
TIP ID:	2020-012		<b>Total</b>	<b>350</b>	-	<b>405</b>	<b>556</b>	-	-	<b>1,311</b>
Type:	Widening									
Air Quality:	Included in conformity analysis									
Description:	Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.									

Title:	Intersection Improvements at SH257 & Eastman Park Dr.	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Windsor	Federal	STBG	-	-	1,000	-	-	-	1,000
STIP ID:	SNF5788.045	Local	L	-	-	266	-	-	-	266
TIP ID:	2020-013	Local	LOM	-	-	280	-	-	-	280
Type:	Intersection Improvements		<b>Total</b>	-	-	<b>1,546</b>	-	-	-	<b>1,546</b>
Air Quality:	Exempt from conformity analysis									
Description:	Project moves the existing signal islands on the SE and NE quadrants farther east to expand the space for truck turning movements.									

Title:	CR 19 (Taft Hill) Improvements	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Fort Collins, Larimer County	Federal	STBG	-	-	-	-	3,834	-	<b>3,834</b>
<b>STIP ID:</b>		Local	L	-	-	-	-	798	-	<b>798</b>
<b>TIP ID:</b>	2022-005	Local	LOM	-	-	-	-	748	-	<b>748</b>
<b>Type:</b>	Widening		<b>Total</b>	-	-	-	-	<b>5,380</b>	-	<b>5,380</b>
<b>Air Quality:</b>	Included in conformity analysis									
<b>Description:</b>	4-lane arterial from Horsetooth Rd to Harmony Rd.									

Title:	Roundabout at WCR 74 and WCR 33	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Weld County, Eaton	Federal	STBG	-	-	-	-	-	1,092	<b>1,092</b>
<b>STIP ID:</b>		Local	L	-	-	-	-	-	227	<b>227</b>
<b>TIP ID:</b>	2023-003	Local	LOM	-	-	100	100	1,230	1,953	<b>3,383</b>
<b>Type:</b>	Intersection Improvements		<b>Total</b>	-	-	<b>100</b>	<b>100</b>	<b>1,230</b>	<b>3,272</b>	<b>4,702</b>
<b>Air Quality:</b>	Exempt from conformity analysis									
<b>Description:</b>	Single lane roundabout.									

Title:	37th St Widening	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Evans, Weld County	Federal	STBG	-	-	-	-	-	1,119	<b>1,119</b>
<b>STIP ID:</b>		Local	L	-	-	-	-	-	233	<b>233</b>
<b>TIP ID:</b>	2023-004	Local	LOM	-	-	-	-	-	11,934	<b>11,934</b>
<b>Type:</b>	Widening		<b>Total</b>	-	-	-	-	-	<b>13,285</b>	<b>13,285</b>
<b>Air Quality:</b>	Included in conformity analysis									
<b>Description:</b>	Widen from 2-lanes to 4-lanes between 35th Ave and 47th Ave including median, turn lanes, and detached multi-use paths.									

<b>Title:</b>	<b>US 34 Widening - Boise to Rocky Mountain Ave</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>Rolled Funding</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 20-23 TOTAL</b>
<b>Sponsor:</b>	Loveland	Federal	STBG	-	-	-	-	-	1,361	<b>1,361</b>
<b>STIP ID:</b>		Local	L	-	-	-	-	-	283	<b>283</b>
<b>TIP ID:</b>	2023-005		<b>Total</b>	-	-	-	-	-	<b>1,645</b>	<b>1,645</b>
<b>Type:</b>	Widening									
<b>Air Quality:</b>	Included in conformity analysis									
<b>Description:</b>	Widen 1,100 LF from 4-lanes to 6-lanes.									

<b>Safety</b>										
<b>Title:</b>	<b>Region 4 Hazard Elimination Pool (HSIP)</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>Rolled Funding</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 20-23 TOTAL</b>
<b>Sponsor:</b>	Various Below	Federal	HSIP	3,630	2,557	690	725	2,245	-	<b>6,217</b>
<b>STIP ID:</b>	SR46666	Local	L	750	504	43	81	249	-	<b>877</b>
<b>TIP ID:</b>	P-20	Local	LOM	-	-	-	-	-	-	<b>0</b>
<b>Type:</b>	Safety Improvements									
<b>Air Quality:</b>	Exempt from conformity analysis									
<b>Description:</b>	Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:									
	<b>STIP ID</b>	<b>Title</b>			<b>Sponsor</b>					
	SR46666.059	Loveland Left Turn Signals Various			City of Loveland					
	SR46666.060	US287 (College Ave) & Trilby Rd			City of Fort Collins					
	SR46666.062	SH1 & CR54 Intersection Improvements			Larimer County					

<b>Grants: Safe Routes to School</b>										
<b>Title:</b>	<b>Safe Routes to School</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>Rolled Funding</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 20-23 TOTAL</b>
<b>Sponsor:</b>	Various Below	Federal	STBG	256	299	-	1,296	-	-	<b>1,595</b>
<b>STIP ID:</b>	SR47001	Local	L	21	75	-	333	-	-	<b>408</b>
<b>TIP ID:</b>	P-24	Local	LOM	-	153	48	221	-	-	<b>422</b>
<b>Type:</b>	Bike/Ped									
<b>Air Quality:</b>	Exempt from conformity analysis									
<b>Description:</b>	Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:									
	<b>STIP ID</b>	<b>Title</b>			<b>Sponsor</b>					
	SR47001.029	Hampshire Bikeway Arterial Cross			City of Fort Collins					
	SR47001.030	N Wilson Ave Sidewalk			City of Loveland					
	SR47001.031	Berthoud Safe Routes Phase 1			Town of Berthoud					

<b>FTA 5307 - Urbanized Area Formula Program</b>										
<b>Title:</b>	<b>Greeley-GET Operating Assistance 50/50</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>Rolled Funding</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 20-23 TOTAL</b>
<b>Sponsor:</b>	Greeley	Federal	FTA 5307	N/A	956	975	994	1,014	1,034	<b>4,973</b>
<b>STIP ID:</b>	SST6741.112	Local	L	N/A	956	975	994	1,014	1,034	<b>4,973</b>
<b>TIP ID:</b>	2017-023		<b>Total</b>	N/A	<b>1,912</b>	<b>1,950</b>	<b>1,988</b>	<b>2,028</b>	<b>2,068</b>	<b>9,946</b>
<b>Type:</b>	Operations									
<b>Air Quality:</b>	Exempt from conformity analysis									
<b>Description:</b>	Fixed route operations									

<b>Title:</b>	<b>Greeley-GET ADA Operations 80/20</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>Rolled Funding</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 20-23 TOTAL</b>
<b>Sponsor:</b>	Greeley	Federal	FTA 5307	N/A	344	351	358	365	372	<b>1,790</b>
<b>STIP ID:</b>	SST6741.113	Local	L	N/A	175	179	182	186	190	<b>912</b>
<b>TIP ID:</b>	2017-025		<b>Total</b>	N/A	<b>519</b>	<b>530</b>	<b>540</b>	<b>551</b>	<b>562</b>	<b>2,702</b>
<b>Type:</b>	Operations									
<b>Air Quality:</b>	Exempt from conformity analysis									
<b>Description:</b>	ADA operations									

<b>Title:</b>	<b>Greeley-GET Preventative Maintenance 80/20</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>Rolled Funding</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 20-23 TOTAL</b>
<b>Sponsor:</b>	Greeley	Federal	FTA 5307	N/A	950	969	989	1,008	1,029	<b>4,945</b>
<b>STIP ID:</b>	SST6741.114	Local	L	N/A	238	242	247	252	257	<b>1,236</b>
<b>TIP ID:</b>	2017-024		<b>Total</b>	N/A	<b>1,188</b>	<b>1,211</b>	<b>1,236</b>	<b>1,260</b>	<b>1,286</b>	<b>6,181</b>
<b>Type:</b>	Capital									
<b>Air Quality:</b>	Exempt from conformity analysis									
<b>Description:</b>	Preventative maintenance									

<b>Title:</b>	<b>Paratransit Bus Replacement</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>Rolled Funding</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 20-23 TOTAL</b>
<b>Sponsor:</b>	Greeley	Federal	FTA 5307	-	324	157	157	101	-	<b>739</b>
<b>STIP ID:</b>	SST6741.086	Local	L	-	-	-	-	-	-	<b>-</b>
<b>TIP ID:</b>	2019-013		<b>Total</b>	-	<b>324</b>	<b>157</b>	<b>157</b>	<b>101</b>	<b>-</b>	<b>739</b>
<b>Type:</b>	Replacement									
<b>Air Quality:</b>	Exempt from conformity analysis									
<b>Description:</b>	GET Paratransit Bus Replacement									

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	N/A	-	2,136	2,136	2,136	2,136	8,544
STIP ID:	SST6741.101	Local	L	N/A	-	2,136	2,136	2,136	2,136	8,544
TIP ID:	2017-037		<b>Total</b>	N/A	-	<b>4,272</b>	<b>4,272</b>	<b>4,272</b>	<b>4,272</b>	<b>17,088</b>
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Transfort Fixed Route Operations									

Title:	Demand Response Paratransit Services	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	-	-	437	437	437	437	1,748
STIP ID:	SST6741.086	Local	L	-	-	656	656	656	656	2,624
TIP ID:	2017-039		<b>Total</b>	-	-	<b>1,093</b>	<b>1,093</b>	<b>1,093</b>	<b>1,093</b>	<b>4,372</b>
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Provision of contracted demand response paratransit services for the Transfort service area.									

Title:	Maintain, Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	-	-	1,934	1,934	1,934	1,934	7,736
STIP ID:	SST6741.111	Local	L	-	-	483	483	483	483	1,932
TIP ID:	2017-038		<b>Total</b>	-	-	<b>2,417</b>	<b>2,417</b>	<b>2,417</b>	<b>2,417</b>	<b>9,668</b>
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Maintenance, repair and replacement of fleet, facilities and technology assets, including security projects.									

FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program										
Title:	Goods and Services for Seniors and Individuals with Disabilities	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5310	-	-	195	207	207	207	816
STIP ID:	SST6731.024	Local	L	-	-	49	52	52	52	205
TIP ID:	2017-041		<b>Total</b>	-	-	<b>244</b>	<b>259</b>	<b>259</b>	<b>259</b>	<b>1,021</b>
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility.									

<b>FTA 5339 - Bus and Bus Facilities Program</b>										
Title:	Bus Stop ADA Upgrades	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5339(b)	-	-	507	507	506	-	1,520
STIP ID:	SST7066.030	Local	L	-	-	127	127	126	-	380
TIP ID:	2019-016		<b>Total</b>	-	-	<b>634</b>	<b>634</b>	<b>632</b>	-	<b>1,900</b>
Type:	Capital Improvements									
Air Quality:	Exempt from conformity analysis									
Description:	Upgrade bus stops throughout Transfort system to meet ADA standards, including amenities.									

Title:	Repair/Replace/Enhance Rolling Stock, Facilities & Technology	Phase	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	M	Federal	FTA 5339	-	23	532	399	399	399	1,752
STIP ID:	SST7066.028	M	Local	L	-	5	133	100	100	100	438
TIP ID:	2019-02			<b>Total</b>	-	<b>28</b>	<b>665</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>2,190</b>
Type:	Capital Improvements										
Air Quality:	Exempt from conformity analysis										
Description:	Funding will go toward projects to repair, replace, and/or enhance existing rolling stock, facilities and technology (hardware and software).										

<b>FASTER Transit</b>											
Title:	FLEX Operating	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL	
Sponsor:	Fort Collins	State	FASTER	-	-	200	200	200	200	800	
STIP ID:	SST7035.220	Local	L	-	-	200	200	200	200	800	
TIP ID:	2016-019		<b>Total</b>	-	-	<b>400</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>1,600</b>	
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Operating assistance for FLEX regional route.										



## SECTION 4: FINANCIAL PLAN

Federal guidelines state the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, identifies public and private resources reasonably expected to be available to carry out the TIP, and recommends any additional financing strategies for projects and programs. The financial plan must use revenue and cost estimates that apply an inflation rate to reflect year-of-expenditure (YOE) dollars.

The summary of revenue and programming for the FY 2020-2023 TIP is presented in **Table 9**. The table compares projected revenues and additional funding commitments against programmed expenditures for each funding program and for each year of the TIP. As demonstrated by the positive balances for each program area, the TIP is fiscally constrained as of its adoption.

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

Additional commitments include any additional local, state, or federal commitment made to projects within the region, including competitive grand awards and local overmatch. These funds were not accounted for in the 2040 Program Distribution but are considered reasonably available.

The expenditures in the table summarize all the programming included in the FY 2020-2023 TIP.

The balance identifies the difference between the revenue(s) and expenditures. For each program, the balance is positive, indicating the programmed projects in the FY 2020-2023 TIP are fiscally constrained. Additional projects will be programmed with the remaining funding over the course of the TIP.

The rolled funding column identifies funds programmed in earlier years that were not obligated and have been rolled forward to FY 2020. Additional roll forwards will occur after the start of the state fiscal year on July 1, 2019.

The Financial Plan will continue to be updated, as necessary, via TIP Amendments. The most up to date version of the Financial Plan is available online at [nfrmpo.org/tip/](http://nfrmpo.org/tip/).

**Table 9: Summary of Revenue and Programming, FY 2020 – 2023\***

<b>Funding Program</b>	<b>Rolled FY20</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>
<b>Surface Treatment</b>					
Projected Revenue	-	10,425	10,425	10,425	10,425
Additional Commitment	-	11,404	0	0	0
Expenditure	-	21,829	10,424	10,425	10,425
Balance	-	0	0	0	0
<b>Structures On-System</b>					
Projected Revenue	-	2,197	2,197	2,197	2,197
Expenditure	-	583	583	583	583
Balance	-	1,614	1,614	1,614	1,614
<b>Regional Priority Program</b>					
Projected Revenue	-	3,024	3,024	3,024	3,024
Expenditure	-	2,298	2,590	2,444	2,444
Balance	-	726	434	580	580
<b>Highway Safety Improvement Program (HSIP)</b>					
Projected Revenue	-	2,170	2,192	2,494	2,193
Expenditure	-	733	806	2,494	0
Balance	-	1,437	1,386	0	2,193
<b>FASTER - Safety</b>					
Projected Revenue	-	3,026	3,138	3,253	3,373
Expenditure	-	3,000	0	0	0
Balance	-	26	3,138	3,253	3,373
<b>Bridge Enterprise</b>					
Projected Revenue	-	5,103	5,193	5,291	5,196
Expenditure	-	0	0	0	0
Balance	-	5,103	5,193	5,291	5,196
<b>Transportation Alternatives</b>					
Projected Revenue	-	807	807	818	819
Additional Commitment	-	3,119	398	426	489
Expenditure	-	3,926	1,205	1,244	1,308
Balance	-	0	0	0	0
<b>Congestion Mitigation and Air Quality</b>					
Projected Revenue	-	5,052	5,154	4,913	4,917
Additional Commitment	-	0	1,224	1,400	1,114
Expenditure	-	4,655	6,378	6,312	6,031
Balance	-	397	0	0	0
<b>Surface Transportation Block Grant</b>					
Projected Revenue	-	4,469	4,580	4,179	4,183
Additional Commitment	-	12,234	3,156	2,431	14,019
Expenditure	-	16,702	7,736	6,610	18,202
Balance	-	0	0	0	0

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

<b>Funding Program</b>	<b>Rolled FY20</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>
<b>Metropolitan Planning</b>					
Projected Revenue	-	843	864	793	794
Expenditure	-	6	6	6	0
Balance		-	837	858	787
<b>TIGER</b>					
Additional Commitment	-	5,000	0	0	0
Expenditure	-	5,000	0	0	0
Balance	-	0	0	0	0
<b>ADA</b>					
Additional Commitment	-	2,000	2,000	2,000	2,000
Expenditure	-	2,000	2,000	2,000	2,000
Balance	-	0	0	0	0
<b>Strategic Local and Private</b>					
Additional Commitment	-	38,625	32,000	0	0
Expenditure	-	38,625	32,000	0	0
Balance	-	0	0	0	0
<b>FTA 5307</b>					
Projected Revenue	-	11,630	11,703	11,722	11,698
Expenditure	-	11,630	11,703	11,722	11,698
Balance	-	0	0	0	0
<b>FTA 5310</b>					
Projected Revenue	-	244	259	259	259
Expenditure	-	244	259	259	259
Balance	-	0	0	0	0
<b>FTA 5339</b>					
Projected Revenue	-	1,299	1,133	1,131	499
Expenditure	-	1,299	1,133	1,131	499
Balance	-	0	0	0	0
<b>FASTER Transit</b>					
Projected Revenue	-	400	400	400	400
Expenditure	-	400	400	400	400
Balance	-	0	0	0	0
<b>SB 267</b>					
Projected Revenue	-	2,000	2,000	0	0
Expenditure	-	2,000	2,000	0	0
Balance	-	0	0	0	0
<b>Total</b>					
<b>Projected Revenue</b>	<b>0</b>	<b>52,687</b>	<b>53,068</b>	<b>50,898</b>	<b>49,977</b>
<b>Additional Commitment</b>	<b>0</b>	<b>72,382</b>	<b>38,778</b>	<b>6,257</b>	<b>17,622</b>
<b>Expenditure</b>	<b>0</b>	<b>114,929</b>	<b>79,223</b>	<b>45,630</b>	<b>53,849</b>
<b>Balance</b>		<b>0</b>	<b>10,140</b>	<b>12,623</b>	<b>11,524</b>

In addition to reconciling the programmed expenditures with anticipated revenue, the financial plan must include system-level estimates of costs and revenue sources for adequately operating and maintaining the Federal-aid highway and public transportation systems. Many projects in the FY 2020–2023 TIP address the operation and maintenance of the system. However, a number of operations and maintenance activities that take place in the region are not appropriate to include as individual projects in the TIP because they are not federally funded and are not regionally significant.

The public transportation system includes all providers of public transportation in the North Front Range region. The Federal-aid highway system includes all roadways eligible for federal aid in the North Front Range region, including public roadways classified as minor collector and above in urban areas and roadways classified as major collector and above in rural areas, as defined in 23 CFR Part 470.103.<sup>4</sup>

Operations and maintenance costs for public transportation include a variety of ongoing costs such as salaries for operator staff, fuel, and vehicle maintenance. For the federal-aid highway system, operations and maintenance costs include, but are not limited to, repaving, traffic control operations, and snow and ice removal.

**Table 10** identifies the revenue sources for operations and maintenance for the public transportation system and Federal-aid highways within the North Front Range region, along with the operations and maintenance costs over the four-year timespan represented by the TIP. The costs and revenues are presented in YOE dollars using a two percent inflation factor agreed to by the regional planning partners. As demonstrated by the positive balance, the projected operations and maintenance revenues cover the projected costs for adequately maintaining the system.

**Table 10: Operations and Maintenance Costs and Revenues by Source in YOE Dollars, FY 2020-FY 2023**

	Funding Source	Public Transportation	Federal-Aid Highways
<b>Revenue</b>	Federal	\$69,067,531	\$57,217,700
	State	\$2,092,717	\$149,163,315
	Local	\$16,808,374	\$108,220,696
	Directly Generated*	\$16,786,268	\$0
	<b>Total</b>	<b>\$104,754,890</b>	<b>\$314,601,712</b>
<b>Cost</b>	<b>Total</b>	<b>\$94,718,380</b>	<b>\$287,180,128</b>
<b>Balance</b>	<b>Total</b>	<b>\$10,036,510</b>	<b>\$27,421,584</b>

\*Directly generated funding includes sources such as fares and advertising

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

# APPENDIX A: ENVIRONMENTAL JUSTICE ANALYSIS

## Introduction

The Environmental Justice (EJ) Analysis for the FY 2020-2023 TIP identifies the location of EJ Areas and analyzes the benefits and burdens for individual projects in the TIP.

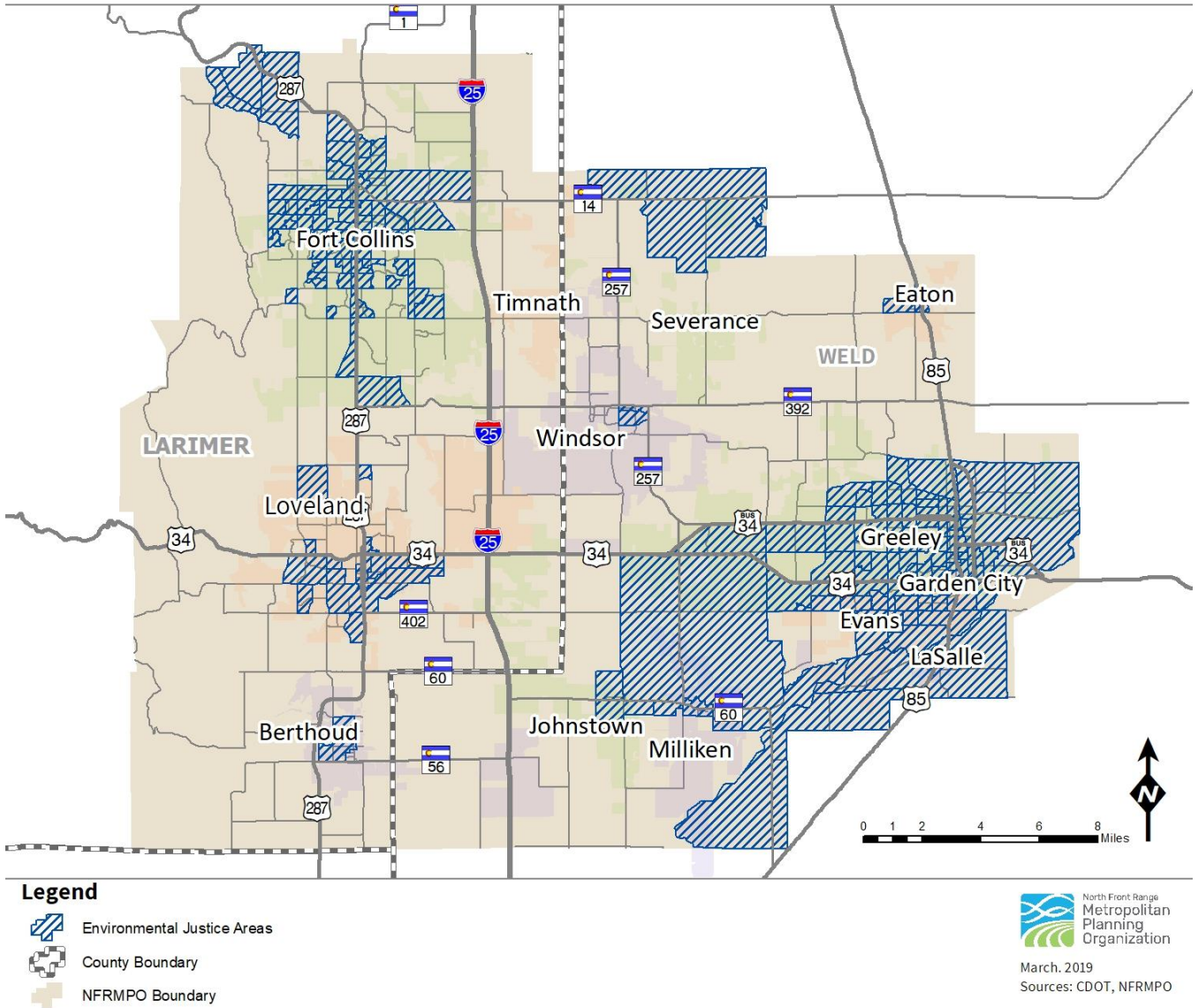
It is important to identify where significant numbers of minority and low-income households are located within the region to comply with the requirements of Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, and DOT Order 5610.2(a). These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

## NFRMPO Environmental Justice Areas

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

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

**Figure A-1: Environmental Justice Areas**



### Environmental Justice Analysis

The FY 2020-2023 TIP includes 18 individual projects located in a specific area that can be analyzed for EJ impacts. The remaining projects are project pools or have area-wide impacts. As displayed in **Figure A-2**, the 18 projects include bicycle and pedestrian facilities, bridge reconstruction, CNG fueling stations, intersection improvements, operational improvements, pavement improvements, and roadway widening.

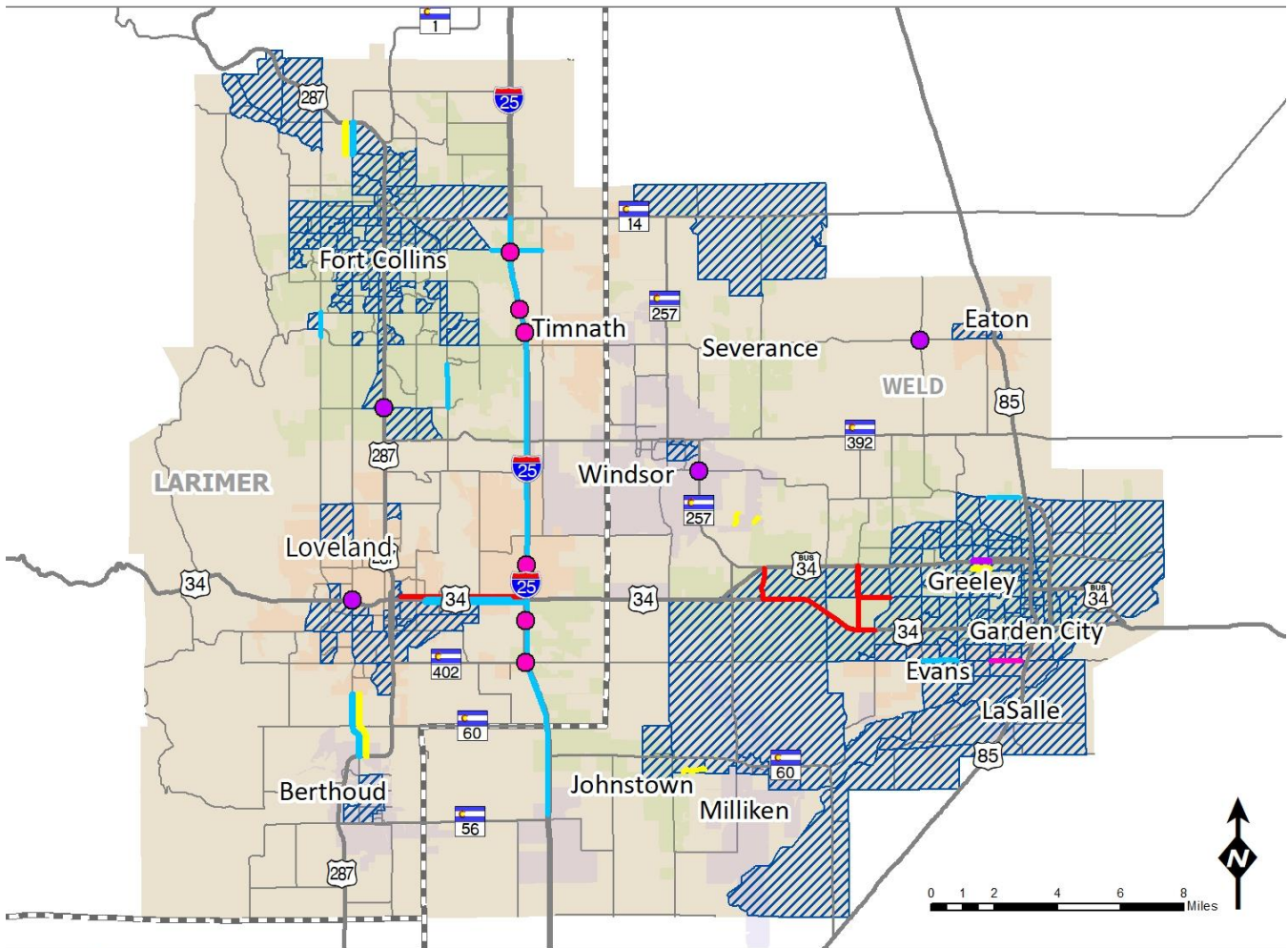
**Table A-1** shows information for each project, including if the project was included in the FY 2019-2022 TIP, whether or not the project is located within ¼ mile of an EJ Area, the project burdens, and the project benefits. Of the 18 projects, 13 or 72 percent, are located within ¼ mile of or adjacent 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.

The benefits and burdens of the individual projects in the FY 2020-2023 TIP are equitably distributed among EJ and non-EJ projects. The majority of EJ projects have burdens (85 percent), as do the majority of non-EJ projects



(80 percent). Similarly, the majority of EJ projects have benefits (92 percent), as do the majority of non-EJ projects (92 percent).

**Figure A-2: Environmental Justice Areas and FY 2020-2023 TIP Projects by Project Type**



**Legend**

- Bridge Reconstruction
- CNG Fueling Station
- Intersection Improvements
- Bike/Ped Facility
- Operation Improvements
- Roadway Widening
- Pavement Improvements
- Roadway Widening
- ▨ Environmental Justice Areas
- ▭ County Boundary
- ▭ NFRMPO Boundary



March, 2019  
Sources: CDOT, NFRMPO

**Table A-1: EJ Analysis for FY 2020-2023 TIP Projects**

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

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



Criteria	Phase 3 Fiber, ITS, Greeley, CMAQ	N Taft Avenue & US 34, Intersection Improvements, Loveland, CMAQ	US 287 and Trilby, Intersection Improvements, Fort Collins, CMAQ	37th Street Overlay, Evans, Modify & Reconstruct, STBG	Timberline Road Corridor Improvements, Fort Collins, Widening, STBG	O Street Widening - 11th Avenue to WCR 37, Greeley, Widening and Bike/Ped Facility, STBG
<b>Project Information</b>						
Project included in the FY 2019-2022 TIP	No	No	No	Yes	Yes	Yes
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	Yes	Yes	Yes	No	Yes
<b>Burdens</b>						
Bodily impairment, infirmity, illness, or death	No	No	No	No	No	No
Air, noise, and water pollution and soil contamination	No	No	No	No	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No	No	No	Yes	No
Adverse impacts on community cohesion or economic vitality	No	No	No	No	No	No
Noise and vibration	Yes	Yes	Yes	Yes	Yes	Yes
Increased traffic congestion, isolation, exclusion, or separation	No	No	No	No	No	No
<b>Benefits</b>						
Decrease in travel time	Yes	Yes	Yes	No	Yes	Yes
Improved air quality	Yes	Yes	Yes	No	Yes	Yes
Expanded access to employment opportunities	Yes	Yes	Yes	No	Yes	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	No	No	No	No	Yes

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

## APPENDIX B: AIR QUALITY CONFORMITY FINDING



**RESOLUTION NO. 2019-21**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**ADOPTING CONFORMITY DETERMINATIONS FOR THE NORTH FRONT RANGE METROPOLITAN**  
**PLANNING AREA FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE FISCALLY**  
**CONSTRAINED 2045 REGIONAL TRANSPORTATION PLAN (RTP) AND FOR THE NORTHERN SUBAREA OF**  
**THE UPPER FRONT RANGE TRANSPORTATION PLANNING REGION 2040 RTP AND THE FY2019-2022**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

**WHEREAS**, 23 CFR §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 the North Front Range metropolitan planning area and 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; and

**WHEREAS**, the air quality conformity determinations conducted on the NFRMPO’s fiscally constrained 2045 RTP, the FY2020-2023 TIP, the 2040 Upper Front Range RTP, and the Colorado FY2019-2022 STIP using the 2045 planning assumptions were within the federally approved emissions budgets; and

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

**NOW, THEREFORE, BE IT RESOLVED** the North Front Range Transportation & Air Quality Planning Council determines the fiscally constrained 2045 RTP, the FY2020-2023 TIP, the Upper Front Range 2040 RTP, and the Colorado FY2019-2022 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity determinations and redeterminations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5<sup>th</sup> day of September 2019.

  
Kristie Melendez, Chair

ATTEST:

  
Suzette Mallette, Executive Director

## APPENDIX C: CERTIFICATION OF PLANNING PROCESS





## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC), doing business as the North Front Range Metropolitan Planning Organization (NFRMPO) for the Fort Collins and Greeley Urbanized Areas including portions of Larimer and Weld counties and neighboring municipalities, is responsible for carrying out the continuing, cooperative and comprehensive metropolitan transportation planning process as required under Section 134 of Title 23 and Section 5303 of Title 49, United States Code. This statement certifies the Metropolitan Transportation Planning Process by the State of Colorado and the NFRT&AQPC as required under Title 23, Section 450.336 of the Code of Federal Regulations (CFR). Additionally, the NFRT&AQPC serves as the lead planning agency for meeting transportation-related requirements of the Federal Clean Air Act.

In working with the NFRT&AQPC and other metropolitan planning organizations on statewide transportation planning, the Colorado Department of Transportation (CDOT) also follows provisions in Title 23 CFR 450.220.

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

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 and 23 CFR Part 450;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender;
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and
- Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93.

### REGIONAL TRANSPORTATION PLAN

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

### TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Improvement Programs (TIP) have been prepared and approved by the NFRT&AQPC since 1988. The current TIP, known as the FY2019-2022 TIP, and its conformity determinations were adopted on June 7, 2018 and the CDPHE-APCD's concurrence was received on June 8, 2018. The USDOT redetermined conformity of the FY2019-2022 TIP on July 31, 2019.

The FY2020-2023 TIP and its conformity determinations were adopted on June 6, 2019 under the 2040 RTP and readopted under the 2045 RTP on September 5, 2019. The FY2020-2023 TIP is submitted to the Governor, who then submits it to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Environmental Protection Agency (EPA) for review and approval.

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

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**UNIFIED PLANNING WORK PROGRAM**

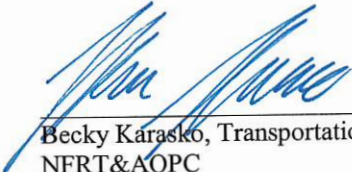
Unified Planning Work Programs (UPWP) have been prepared and approved by the NFRT&AQPC since 1989. They are approved on a biennial basis by the Colorado Department of Transportation (CDOT), FHWA, and FTA, the most recent version having been approved by the NFRT&AQPC on June 6, 2019 for FY2020-2021.

**CONGESTION MANAGEMENT PROCESS**

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

The NFRT&AQPC and CDOT certify that the transportation planning process, including the 2045 Regional Transportation Plan, the FY2019-2022 and FY2020-2023 North Front Range TIP, the NFRT&AQPC's FY2020-2021 UPWP, and the 2019 CMP have met all the above requirements.

ATTEST:

  
\_\_\_\_\_  
Becky Karasko, Transportation Planning Director  
NFRT&AQPC

  
\_\_\_\_\_  
Suzette Mallette, Executive Director  
NFRT&AQPC

9-5-19  
Date

\_\_\_\_\_  
Shoshana Lew, Executive Director  
Colorado Department of Transportation

\_\_\_\_\_  
Date

## APPENDIX D: STATE CONCURRENCE AND APPROVAL

(to be provided)



## APPENDIX E: FHWA CONFORMITY DETERMINATION



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

**Colorado Division**

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

December 27, 2019

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

**Subject: Conformity Determination for the NFRMPO 2020-2023 TIP**

Dear Ms. Mallette:

In accordance with the Clean Air Act of 1990, as amended, and 23 CFR 450, the U.S. Department of Transportation (USDOT) is required to make air quality conformity determinations of 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.

On September 5, 2019, the North Front Range Metropolitan Planning Organization (NFRMPO) adopted an air quality conformity determination for the Fort Collins and Greeley urbanized areas for the 2020-2023 TIP, as well as for the northern subarea of the Upper Front Range Transportation Planning Region portion of the State Transportation Improvement Program within the Upper Front Range in its capacity as the Metropolitan Planning Organization on September 5, 2019. The NFRMPO adopted the conformity determination in its capacity as the Metropolitan Planning Organization.

Based on our evaluation of the NFRMPO 2020-2023 TIP conformity determination, in coordination with the Environmental Protection Agency (EPA), the Denver Regional Council of Governments (DRCOG), the NFRMPO, the Colorado Air Quality Control Commission, the Regional Air Quality Council and the Colorado Department of Transportation, we have determined that 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 2020-2023 TIP is hereby made. The effective date of the conformity determination for the 2020-2023 TIP is January 2, 2020. Our action is consistent with the FHWA/FTA Transportation Planning MOA.

Sincerely,

John M. Cater, P.E.  
Division Administrator

By: William Haas  
Program Development Team Leader

CC: Mr. Doug Rex, DRCOG  
Ms. Barbara Kirkmeyer, Upper Front Range TPR  
Mr. Rick Coffin, APCD  
Ms. Marissa Gaughan, CDOT  
Mr. Tim Kirby, CDOT  
Mr. Michael Snow, CDOT  
Ms. Ranae Tunison, FTA  
Mr. Tim Russ, EPA  
Ms. Becky Karasko, NFRMPO

## APPENDIX F: RESOLUTION OF ADOPTION



**RESOLUTION NO. 2019-24**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**READOPTING THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

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

**WHEREAS**, transportation projects programmed in the FY2020-2023 TIP are consistent with the 2045 Regional Transportation Plan adopted September 5, 2019; and

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

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

**WHEREAS**, the conformity determination for CO and ozone demonstrate conformity of the FY 2020-2023 TIP as required by 40 CFR §93; and

**WHEREAS**, the Planning Council adopts the TIP and submits copies for inclusion into the Statewide Transportation Improvement Program (STIP) and approval by the Governor;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council finds the FY 2020-2023 TIP is in conformance with the requirements of 23 CFR §450.326.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5<sup>th</sup> day of September 2019.

  
Kristie Melendez, Chair

ATTEST:

  
Suzette Mallette, Executive Director