



FY 2019 - 2022 Transportation Improvement Program (TIP)



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SECTION 1: INTRODUCTION AND RESPONSIBILITIES

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

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

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

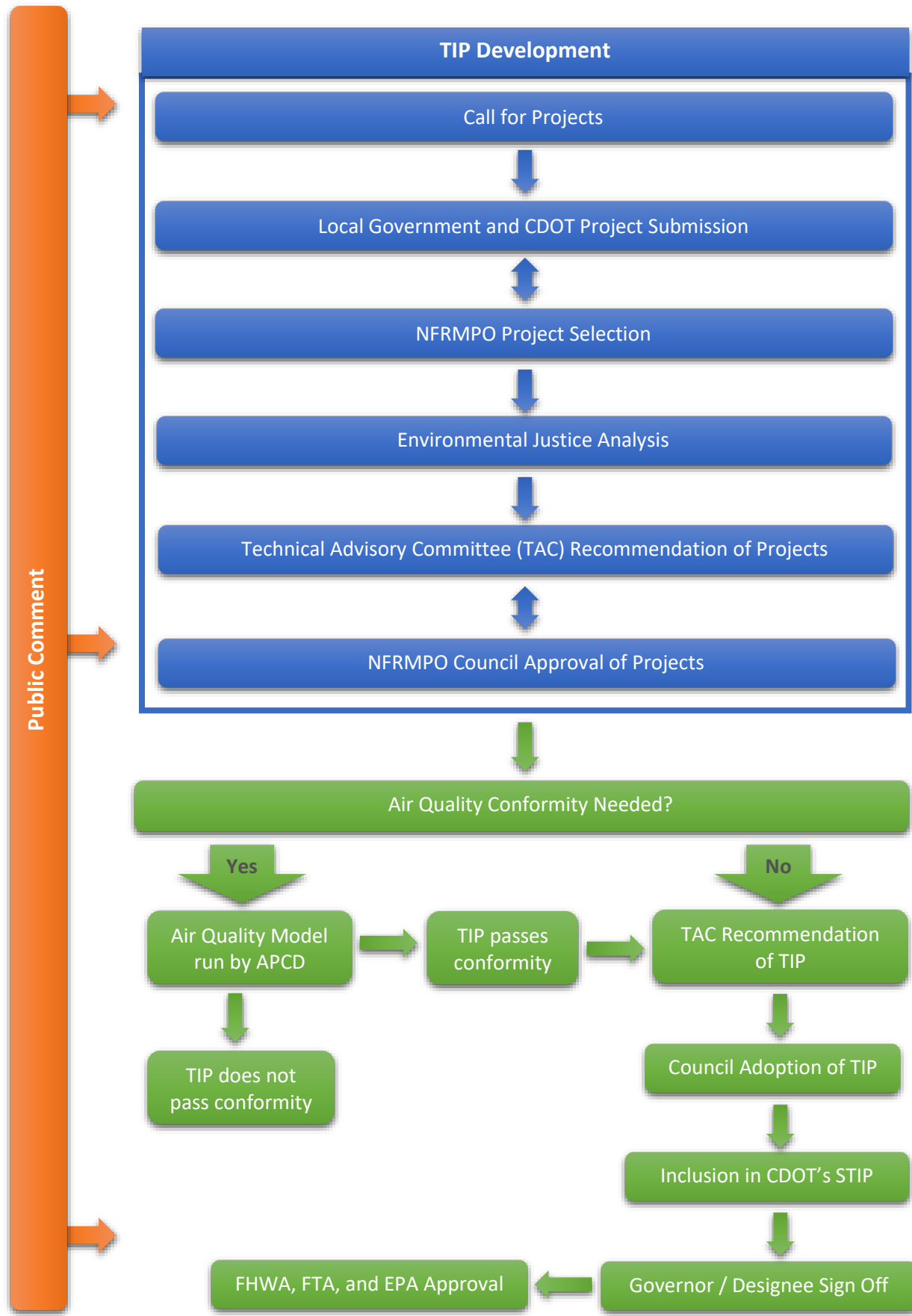
The NFRMPO Technical Advisory Committee (TAC) assists in the planning process, recommends projects for funding, and advises the Planning Council on technical matters. The TAC is comprised of one voting staff member from each member entity, one staff member from the Colorado Department of Transportation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

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

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

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

Figure 1: NFRMPO TIP Process



Transportation Improvement Program (TIP) Development

The NFRMPO develops its transportation plans and programs using the “3C” (continuous, cooperative, and comprehensive) planning process, as required by [23 CFR § 450.306](#) and [49 CFR § 613.100](#). The Fixing America’s Surface Transportation (FAST) Act, adopted December 4, 2015, is the most recent, comprehensive federal legislation addressing surface transportation and guides the long range planning process. 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 first eight planning factors were established with the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012 and carried forward in the FAST Act. The NFRMPO’s 2040 Regional Transportation Plan (RTP), adopted September 3, 2015 and amended February 2, 2017 and June 1, 2017, includes consideration of the eight planning factors as required by MAP-21.

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 FY 2019 – FY 2022.

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

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

Project Prioritization and Selection

Projects in the TIP must be in alignment with the policies of an approved RTP and follow the adopted 2015 Congestion Management Process, outlined in the 2040 RTP. The TIP must be consistent with other transportation plans and programs within the region, and must show conformity according to air quality budgets outlined in the 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 and provides the basis for fiscal constraint. Highway capacity projects to be programmed in the TIP are required by the NFRMPO, FHWA, and FTA to be consistent with the 2040 RTP and the adopted Congestion Management Process, updated in 2015.

For FY 2019, the NFRMPO selected projects for the Congestion Mitigation & Air Quality Improvements Program (CMAQ), Surface Transportation-Metropolitan Program (STP-Metro), and the FHWA's Transportation Alternatives Program (TAP) in the 2014 Call for Projects using the FY 2016-2019 Project Scoring Criteria and Process approved on October 2, 2014 by the NFRMPO Planning Council.

For FY 2020 and FY 2021, the NFRMPO selected projects for the CMAQ, Surface Transportation Block Grant (STBG) program, and the FHWA's Transportation Alternatives (TA) program in the 2016 Call for Projects using the same project scoring criteria and process as the 2014 Call. Highway capacity projects to be programmed in the FY 2019-2022 TIP are required by the NFRMPO, FHWA, and FTA to be consistent with the 2040 RTP and the adopted Congestion Management Process, updated in 2015.

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

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

- STBG Program
 - Additional funding is split between the small and large community pools (71.5 percent for large communities, 28.5 percent for small communities) and the funding is assigned to the next highest ranked, partially-funded project in each respective pool. If the next partially-funded

project in either pot is not ready in the fiscal year funds become available, the money will be assigned to the next partially-funded project in the other community pool. Funds must be backfilled in the large or small pool as needed when they become available.

- CMAQ Program

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

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

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

As adopted, the FY 2019-2022 TIP does not contain CMAQ, STBG, or TA projects in FY 2022. A Call for Projects will be held in late 2018 to award FY 2022 and FY 2023 funding from those pools. Projects not receiving any funds by the time the new Call is issued in 2018 will need to re-submit applications to be considered for funding.

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

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

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

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

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 2040 Regional Transportation Plan (RTP) as well as a federal requirement. Federal regulations specify the national air quality standards, while State Implementation Plans (SIPs) identify the amount of transportation emissions that can be emitted to achieve conformity with the national standards. All regionally significant projects in the FY 2019-2022 TIP are included in the 2040 RTP, as amended on June 1, 2017, and are included in the applicable Conformity Determination. Both the FY 2019-2022 TIP and 2040 RTP meet the air quality conformity requirements. Additional information on the Conformity Determination can be found at <https://nfrmipo.org/air-quality/>.

Congestion Management

Federal requirements state that regions with a population of more than 200,000, known as Transportation Management Areas (TMA), must maintain a Congestion Management Process (CMP) and use it to make informed transportation planning and programming decisions. The CMP monitors performance on all regionally significant congested corridors outlined in the 2040 RTP. The Fort Collins TMA was designated in 2002 as a result of data from the 2000 Census.

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

Public Participation

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

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

Funding Sources

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

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

Table 1: Funding Program Abbreviations

HIGHWAY	
Abbreviation	Funding Source
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 Recover (State) FASTER Safety FASTER Bridge Enterprise
RPP	Regional Priorities Program
SRH	Safety – Railroad Crossing Elimination
SRP	Safety – Railroad At-Grade Crossing Protection
SRTS GRNT	Grants: Safe Routes to School
STBG	Surface Transportation Block Grant
STS	Surface Transportation Program – Safety
STU	Surface Transportation Program – Metropolitan (STP Metro)
TAP	Transportation Alternatives Program
TA	Transportation Alternatives program
[Various]	Surface Treatment (CDOT)
TRANSIT	
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery (State) TRG-FASTER (State) transit funding for 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

Abbreviation	Funding Source
FTA5311	Transit 5311: Rural & Small Urban Areas (Non-Urbanized Areas)
FTA5339	Transit 5339: Bus and Bus Facilities Program
ADDITIONAL ABBREVIATIONS: the following may also appear in project-specific entries:	
7PX	Senate Bill 228 Funds (State)
CDC	Capital Development Committee (State)
CPG	Consolidated Planning Grant
Abbreviation	Funding Source
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
NHPP	National Highway Performance Program
RAG	Railroad Crossing Program – At Grade
RAMP	Responsible Acceleration of Maintenance and Partnerships
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 funded through the federal CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation).

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

A “delay” occurs:

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

Granting extensions on delays:

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

Federal Cost Principles

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

The Federal Cost Principles require local agencies establish the projects’ period of performance start and end date and include it in the Federal Award. Changes to the Federal Award may only include allowable costs incurred during the period of performance. Any extension or modification to the project end date must be authorized by the FHWA or FTA. The Local Agency must submit, no later than 90 calendar days after the end date of the period of performance, all financial, performance, and other reports as required by the terms and conditions of the Federal award. The project must be closed and all final reimbursements be made in this 90 day period. CDOT is required to evaluate the risk of each Local Agency to effectively deliver the project. **Table 2** explains the Federal code related to the Federal Cost Principles.

Table 2: References to Federal Cost Principles²

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

Entities Eligible for Funding

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

Partially-Funded Projects and Program Efficiencies

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

“If on-site construction of or acquisition of right of way for a highway project is not commenced within 10 years (or such longer period as the State requests and the Secretary determines to be reasonable) after the date on 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 2019 remain active, but have not reached the implementation phase at the time the TIP was being updated. In the project funding tables these projects are listed with the note, "Roll Forward," because their implementation is scheduled to proceed in Fiscal Year 2019.

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

TIP Amendment and Modification Process

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

Policy Amendments

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

Examples of Air Quality Significant Projects are:

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

The following items require a Policy Amendment:

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

Policy Amendments will be processed according to the following schedule:

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

Administrative Modifications

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

Administrative Modifications will be processed within two weeks of receipt. Processed Modifications are posted to the NFRMPO TIP webpage, available at <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 means:

- Bodily impairment, infirmity, illness, or death;
- Air, noise, and water pollution and soil contamination;
- Destruction or disruption of man-made or natural resources;
- Destruction or diminution of aesthetic values;
- Destruction or disruption of community cohesion or a community's economic vitality;
- Destruction or disruption of the availability of public and private facilities and services;

- Vibration;
- Adverse employment effects;
- Displacement of persons, businesses, farms, or non-profit organizations;
- Increased traffic congestion, isolation, exclusion, or separation of individuals within a given community or from the broader community;
- Denial of, reduction in, or significant delay in the receipt of benefits of USDOT programs, policies, or activities.

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

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

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

Table 3: Environmental Justice Benefits and Burdens

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

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 4**.

Table 4: MAP-21 National Goals²

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 six program areas have been established by FHWA and FTA in support of the national goals: highway safety, infrastructure condition, system performance, freight, air quality, and transit asset management. The FAST Act rules promulgation required states to set targets for the highway safety measures by August 31, 2017, and required MPOs to either support the state targets or establish their own targets within 180 days, creating a deadline of February 27, 2018. CDOT established the state targets for the

² §1203; 23 USC 150(b)

highway safety measures and all MPOs within the state have either supported the state target or established their own targets.

States are required to set targets for the infrastructure condition, system performance, freight, and air quality performance measures by May 20, 2018. MPOs must either support the state targets or establish their own targets by November 16, 2018. CDOT is required to report its targets and baseline performance conditions in its Baseline Performance Period Report to FHWA on October 1, 2018. Transit agencies are required to report transit asset management (TAM) targets in their TAM plans by October 1, 2018, while MPOs are required to include TAM targets in TIPs and RTPs adopted after October 1, 2018.

As of the adoption of the FY 2019-2022 TIP, the NFRMPO has adopted targets for the highway safety performance measures. These targets were adopted by the NFRMPO on February 1, 2018. The NFRMPO adopted CDOT's statewide targets for the 2014-2018 five year average:

- (1) Number of Fatalities – 610
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 1.20
- (3) Number of Serious Injuries – 3,350
- (4) Rate of Serious Injuries per 100 million VMT – 6.790
- (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries – 586;

The projects in the FY 2019 – 2022 TIP funded with CMAQ, STBG, and TA funding were selected prior to the adoption of the highway safety targets by the NFRMPO. However, the projects were scored and selected using the [Goals, Objectives, Performance Measures, and Targets](#) (GOPMT) adopted by the NFRMPO Planning Council on September 4, 2014. The 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. The GOPMT includes a safety Performance Measure – Five-Year Rolling Average of Injury and Fatal Crashes – with the associated target of no increase in crashes. Project applications were scored in part on their ability to contribute to achievement of the established targets. During the 2014 and 2016 Calls for Projects, each project applicant was required to identify the applicable Performance Measure(s). **Table 5** shows TIP projects with their associated Performance Measures and Goals.

Table 5: NFRMPO Project Performance Measures and Goals

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

NFRMPO Performance Measure: Number of Facility Samples with Poor Surface Condition

National Goal Areas: Infrastructure Condition, Freight Movement and Economic Vitality

Target: Reduce by 1%

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

NFRMPO Performance Measure: Five-Year Rolling Average of Injury and Fatal Crashes

National Goal Areas: Safety, System Reliability

Target: No Increase in Crashes

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

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

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

Target: Maintain At Least 80%

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

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

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

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

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

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

Status of Major Projects from the FY 2018-2021 TIP

As required by [23 CFR 450.326\(n\)\(2\)](#), **Table 6** identifies the implementation status of major projects from the previous FY 2018-2021 TIP. The status indicates whether the project was initiated (construction is under contract), delayed, deleted, or completed. Major projects are defined as projects with a total cost greater than \$5M.

Table 6: Implementation Status of FY 2018-2021 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

SECTION 2: TIP MODIFICATION AND AMENDMENT FORMS

TIP Modification Form

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) North Front Range Transportation & Air Quality Planning Council Administrative Modification Request -- (To be completed by NFRMPO)													
Submitted to: Enter Modification Recipient			Prepared by: Enter Who Prepared Modification				DATE: Enter Date						
Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
<i>Enter Funding Program or Source</i>							<i>All funding in Thousands</i>						
PREVIOUS ENTRY													
Enter STIP Number	Enter TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0
					Local Overmatch		0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0
Project Description		Enter Project Description (1 Sentence)											
REVISED ENTRY													
Enter STIP Number	Enter TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0
					Local Overmatch		0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0
Project Description		Enter Project Description (1 Sentence)											
Reason	Enter Reason for Modification												

TIP Amendment Form

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) North Front Range Transportation & Air Quality Planning Council Policy Amendment Request -- (To be completed by NFRMPO)													
Submitted to: Enter Amendment Recipient			Prepared by: Enter Who Prepared Amendment				DATE: Enter Date						
Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
Enter Funding Program or Source								<i>All funding in Thousands</i>					
PREVIOUS ENTRY (IF APPLICABLE)													
Enter STIP Number	Enter TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0
					Local Overmatch		0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0
Project Description:		Enter Project Description (1 Sentence)											
NEW ENTRY / REVISED ENTRY													
Enter STIP Number	Enter TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0
					Local Overmatch		0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0
Project Description:		Enter Project Description (1 Sentence)											
Reason:		Enter Reason for Amendment											

SECTION 3: FY 2019-2022 PROJECTS

Project Tables

The projects listed are those adopted by Planning Council on June 7, 2018. The project listings will continue to be updated via Modifications and Amendments. The most up to date version of the TIP project tables is available online at nfrmpo.org/tip/.

Current Amendment or Modification
Prior Amendment or Modification
All other Amendments and Modifications

Individual Project
CDOT Pool
NFR Pool

Dollars Listed in Thousands

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
HIGHWAYS													
Bridge - On State System													
SR46598	P-4	Region 4 Bridge - On System Pool	CDOT Region 4	Bridge	Federal	National Highway Performance Program	-	-	956	483	719	719	2,877
		For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			State	State Highway Fund	-	-	199	100	150	150	598
					Total		-	-	1,155	583	869	869	3,475
Pool Projects:													
SR45218.183	-	SH14C: Ft Collins East Lemay to I-25 mp135.7-139.5	CDOT Region 4			Project Description: Bridge Rehab/replace							
SR45218.179	-	US34D: (C-18-J) Bridge Preventative Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace							
Pool Description: Summary of CDOT Region 4 Bridge - On System Pool Programming in the North Front Range region.													
Bridge - Off State System													
SR46601	P-5	Region 4 Bridge - Off System Pool	CDOT Region 4	Bridge	Federal	Bridge Replace (Local Match)	-	-	-	-	-	-	-
		For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	Various Below	Reconstruct	Local	Local	-	-	-	-	-	-	-
					Total		-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming in the North Front Range region.													
Strategic													
SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity	Federal	TIGER	5,000	-	5,000	5,000	-	-	10,000
				Modify & Reconstruct	Federal	ITI	600	-	-	-	-	-	0
					Federal/State	ITS/RoadX	2,000	-	-	-	-	-	0
					Federal/State	RAMP/NHPP	26,888	-	-	-	-	-	0
					Federal/State	Permanent Water Quality	2,000	-	2,000	3,347	-	-	5,347
					Federal/State	Surface Treatment/NHPP	-	-	-	-	-	-	0
					Federal/State	Strategic Projects - Transit	5,000	-	-	-	-	-	0
					State	FASTER Safety	4,000	-	-	-	-	-	0
					State	7PX/228	140,000	-	-	-	-	-	0
					Local	Private	-	-	-	18,000	32,000	-	50,000
					Local	Local	18,875	-	16,500	20,625	-	-	37,125
					Total		204,363	-	23,500	46,972	32,000	-	102,472
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements													
SST5274.010	2018-17	MPO Vehicle	NFRMPO	Capital	Federal	Consolidated Planning Grant	-	3.5	3.5	3.5	3.5	-	14.11
					Federal	FTA 5310	-	0.1	0.1	0.1	0.1	-	0.50
					Federal	Surface Transportation Block Grant	-	0.3	0.3	0.3	0.3	-	1.00
					Local	Local	-	2.3	2.3	2.3	2.3	-	9.39
					Total		-	6.2	6.2	6.2	6.2	-	25.00
Project Description: Sport Utility Vehicle for MPO planning activities													
FASTER (North Front Range Listings of State Highway Locations)													
SR46606	P-7	Region 4 FASTER Safety Pool	CDOT Region 4	FASTER Safety	State	FASTER Safety	1,000	-	-	-	-	-	-
		For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Local	Local	-	-	-	-	-	-	-
					Local Overmatch	Local Overmatch	-	-	-	-	-	-	-
					Total		1,000	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range region.													
SST8000	P-8	Region 4 State Bridge Enterprise Pool	CDOT Region 4	FASTER Bridge	State	FASTER Bridge Enterprise	110	-	3,900	-	-	-	3,900
		For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Local	Local	-	-	-	-	-	-	-
					Total		110	-	3,900	-	-	-	3,900
Pool Projects:													
SST8000.090	-	I-25 @ Vine Drive Bridge Replacement (SST8000.090)	CDOT Region 4			Project Description: Bridge Rehab/replace							
Pool Description: Summary of CDOT Region 4 State Bridge Enterprise Pool Programming in the North Front Range region.													
SR46606.40	P-9	Region 4 FASTER Safety Signal Pool	CDOT Region 4	FASTER Safety Signal	State	FASTER	-	-	-	-	-	-	-
		For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Total		-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 FASTER Safety Signal Pool Programming in the North Front Range region.													

Current Amendment or Modification
Prior Amendment or Modification
All other Amendments and Modifications

Individual Project
CDOT Pool
NFR Pool

Dollars Listed in Thousands

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
Regional Priority Program (RPP) - North Front Range Listings													
SR46600.016	P-10	R-4 RPP	CDOT Region 4	Regional Priority Program	Federal State	Regional Priority Program State Highway Fund	6,568 1,470	-	-	2,298 478	2,590 256	1,629 715	6,517 2,708
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf							Total	-	1,260	2,776	2,846	2,344	9,225
Pool Description: Summary of CDOT Region 4 Regional Priority Program (RPP) Project Programming in the North Front Range region.													

SSP4428.001	2016-036	NFR I-25: Post EIS Design & ROW	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal State	Surface Transportation Program State Highway Fund - HUTF	6,568 1,470	-	-	2,298 478	2,590 256	1,629 715	6,517 2,708
Project Description: Pre-construction activities							Total	-	1,260	2,776	2,846	2,344	9,225

Non-Regionally Significant Regional Priority Program (RPP)

SR46600	P-11	Non-Regionally Significant Regional Priority Program Pool	CDOT Region 4 Various Below	Safety and Bridge Replacement	Federal State	Surface Transportation Program State Highway Fund - HUTF	-	-	-	-	-	-	-
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf							Local	-	150	-	-	-	150
Pool Projects:							Local	-	20	-	-	-	20
SR46600.054	-	Fort Collins CBC Underpass (College Ave S/O Foothills Parkway)	CDOT Region 4										
SR46600.059	-	US85: Signal at WCR 76 N. of Eaton	Eaton										
Pool Description: Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming in the North Front Range region.													
									0.16414	0.10198			

Surface Treatment

SR45218	P-13	Region 4 Surface Treatment	CDOT Region 4	Surface Treatment	Federal State	STBG / NHPP State Highway Fund	6,432	-	19,601	12,240	8,757	8,757	49,354
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf							Local Overmatch	877	-	3,849	1,390	1,668	8,575
Pool Projects:							Total	-	23,449	13,630	10,425	10,425	57,929
SR45218.114	-	SH60: I-25 to Milliken	CDOT Region 4										
SR45218.183	-	SH14 Ft Collins East	CDOT Region 4										
SR45218.179	-	US34: US85 east to US34A	CDOT Region 4										
SR45218.182	-	US287 Berthoud Bypass Repair	CDOT Region 4										
SR45218.174	-	US85L: O St to Ault	CDOT Region 4										
SR46600.054	-	Fort Collins CBC Underpass (College Ave S/O Foothills Parkway)	CDOT Region 4										
Pool Description: Summary of CDOT Region 4 Surface Treatment Project Programming in the North Front Range region.													

Region 4 ADA Pool

SR47021	P-23	Region 4 ADA Pool	CDOT Region 4	Curb Ramp Upgrades	State	State Highway Fund	-	-	2,000	2,000	2,000	2,000	8,000
Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf							Total	-	-	2,000	2,000	2,000	8,000
Pool Description: Region 4 Curb ramp upgrades to ADA compliance.													

CDOT Region 4 Transportation Alternatives (TA)

SR47020	P-14	CDOT Region 4 Transportation Alternatives Program Pool	CDOT Region 4 Various Below	Bike/Ped Facility	Federal Local	Transportation Alternatives Program Local	104 26	-	60 60	1,340 1,727	700 175	700 175	2,800 2,137
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf							Local Overmatch	-	-	546	-	-	546
Pool Projects:							Total	-	120	3,613	875	875	5,483
SR47020.026	-	Power Trail Grade Separation at Harmony Rd	Fort Collins										
SR47020.028	-	Namaqua Ave Trail Underpass	Loveland										
Pool Description: Summary of CDOT Region 4 Transportation Alternatives (TA) Project Programming in the North Front Range region.													

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC)

Adopted by NFRT&AQ Planning Council on 6/7/2018

- Current Amendment or Modification
- Prior Amendment or Modification
- All other Amendments and Modifications

- Individual Project
- CDOT Pool
- NFR Pool

Dollars Listed in Thousands

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
NFRMPO Transportation Alternatives (TA)													
N/A	N/A	NFR Transportation Alternatives (TA) Program Pool			Federal	Transportation Alternatives Program - NFR*	N/A	-	250	250	264	-	764
				Local	Local*	N/A	-	166	63	66	-	-	295
				Local Overmatch	Local Overmatch*	N/A	-	9	-	-	-	-	9
				Total		N/A	-	425	313	330	-	-	1,068
Description: Summary of NFRMPO Transportation Alternatives (TA) Program programmed funding													
SNF5095.002	2017-001	Great Western Trail	Windsor Severance Eaton	Bike/Ped Facility	Federal	Transportation Alternatives Program - NFR	715	-	250	-	-	-	250
					Local	Local	75	-	166	-	-	-	166
					Local Overmatch	Local Overmatch	-	-	9	-	-	-	9
				Total			790	-	425	-	-	-	425
Project Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.													
SNF5095.004	2020-014	Little Thompson River Corridor Trail – Phase 1a	Johnstown	Bike/Ped Facility	Federal	Transportation Alternatives Program - NFR	-	-	-	250	-	-	250
					Local	Local	-	-	-	63	-	-	63
				Total			-	-	-	313	-	-	313
Project Description: Project constructs 5,000 linear feet of crusher fines trail and is 8' in width. Described in Johnstown-Milliken Parks Trails and Open Space Master Plan.													
SNF5095.003	2021-001	North LCR 17 Expansion <i>Also see STBG</i>	Larimer County	Modify & Reconstruct Bike/Ped Facility	Federal	Transportation Alternatives Program - NFR	-	-	-	-	264	-	264
					Local	Local	-	-	-	-	66	-	66
				Total			-	-	-	-	330	-	330
Project Description: Expand one (1) mile section of LCR 17 between Wilcox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.													
Congestion Mitigation & Air Quality (CMAQ)													
N/A	N/A	Congestion Mitigation & Air Quality (CMAQ) Program Pool			Federal	Congestion Mitigation Air Quality*	N/A	-	3,046	4,241	4,038	-	11,325
				Local	Local*	N/A	-	633	904	857	-	-	2,394
				Local Overmatch	Local Overmatch*	N/A	-	-	109	83	-	-	192
				Total		N/A	-	3,679	5,255	4,978	-	-	13,912
Description: Summary of NFRMPO Congestion Mitigation & Air Quality (CMAQ) Improvements Program programmed funding													
SST7007.010	2016-004	GET CNG Bus Replacement	Greeley-Evans	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	1,903	-	1,558	-	-	-	1,558
					Local	Local	396	-	324	-	-	-	324
				Total			2,299	-	1,882	-	-	-	1,882
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.													
SST7007.011	2018-001	COLT CNG Bus Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	363	-	363	-	-	-	363
					Local	Local	75	-	75	-	-	-	75
				Total			438	-	438	-	-	-	438
Project Description: Purchase of compressed natural gas buses to replace existing buses and add buses to COLT fleet.													
SST7007.008	2016-006	Weld County CNG Vehicles & Expansion	Weld County	Vehicle Purchase	Federal	Congestion Mitigation Air Quality	4,087	-	901	-	-	-	901
					Local	Local	850	-	187	-	-	-	187
				Total			4,937	-	1,088	-	-	-	1,088
Project Description: Converting light, medium, and heavy duty vehicles to compressed natural gas and expanding existing fuel site to accommodate additional natural gas vehicles.													
SST7007.012	2017-002	Loveland CNG Vehicle Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	128	-	128	-	-	-	128
					Local	Local	27	-	27	-	-	-	27
				Total			155	-	155	-	-	-	155
Project Description: Replace and add light duty and heavy duty vehicles with CNG.													
SST7007.013	2016-007	Larimer County CNG Vehicle Replacement	Larimer County	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	288	-	96	-	-	-	96
					Local	Local	60	-	20	-	-	-	20
				Total			348	-	116	-	-	-	116
Project Description: Purchase of compressed natural gas vehicles.													
SST7007.009	2020-001	Transfort CNG Buses	Fort Collins	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	950	950	-	1,900
					Local	Local	-	-	-	197	197	-	395
				Total			-	-	-	1,147	1,147	-	2,295
Project Description: Transfort will replace 4 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.													
SST7007.009	2020-002	GET Diesel Bus Replacement	Greeley-Evans	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	757	757	-	1,513
					Local	Local	-	-	-	157	157	-	315
				Total			-	-	-	914	914	-	1,828
Project Description: GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.													

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
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Adopted by NFRT&AQ Planning Council on 6/7/2018

Current Amendment or Modification	Individual Project
Prior Amendment or Modification	CDOT Pool
All other Amendments and Modifications	NFR Pool

Dollars Listed in Thousands

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL	
SNF5173.052	2020-003	Central System and Controller Replacement	Greeley	ITS Traffic Controls	Federal Local Local Overmatch Total	Congestion Mitigation Air Quality Local Local Overmatch	- - - -	- - - -	- 431 90 4	- - - -	- - - -	- - - -	431 90 4 525	
Project Description: Replace the central system software, firmware, and controllers for the current 116 traffic signal system in Greeley.														
SNF5173.053	2020-004	CNG Fast Fill Stations	Larimer County	Operations	Federal Local Local Overmatch Total	Congestion Mitigation Air Quality Local Local Overmatch	- - - -	- - - -	- 414 103 83	- - - -	414 103 83 600	- - - -	828 207 166 1,200	
Project Description: Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.														
SNF5173.054	2020-005	Traffic Signal Progression Improvements—US 34	Loveland	ITS Traffic Controls	Federal Local Local Overmatch Total	Congestion Mitigation Air Quality Local Local Overmatch	- - - -	- - - -	- 640 138 22	- - - -	- - - -	- - - -	640 138 22 800	
Project Description: US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.														
SST7007.009	2020-006	COLT Diesel Bus Replacement	Loveland	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	- - -	384 80 464	- - -	384 80 464	
Project Description: Replace existing buses within City of Loveland Transit (COLT) fleet. Buses will be clean diesel or CNG.														
SST7007.009	2020-007	Loveland Diesel Fleet Replacement	Loveland	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	- - -	384 80 464	- - -	384 80 464	
Project Description: Replacement and/or new light duty and heavy duty vehicles with CNG and/or clean diesel vehicles.														
SST7007.009	2020-008	Weld County CNG Vehicles	Weld County	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- 1,050 218	- 1,150 239	- - -	- - -	2,200 457 2,657	
Project Description: Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.														
Surface Transportation Block Grant (STBG)														
N/A	N/A	Surface Transportation Block Grant (STBG) Program Pool	Funding amounts allocated for the North Front Range Region			Federal Local Local Overmatch Total	STP Metro / STBG* Local* Local Overmatch*	3,129 650 - 3,779	- - - -	3,643 685 7,661 4,328	3,749 1,797 1,155 13,207	3,099 1,532 - 5,786	- - - -	10,491 4,013 8,816 23,320
Description: Summary of NFRMPO Surface Transportation Block Grant (STBG) Program programmed funding														
SNF5788.040	2018-002	US34 Widening Loveland: Denver Ave to Boyd Lake Ave	Loveland	Highway Added Capacity Bike/Ped Facility	Federal Local Total	STP Metro Local	1,099 228 -	- - -	461 96 557	- - -	- - -	- - -	461 96 557	
Project Description: Widening of existing 4 lane arterial to 6 lanes, including bike lanes and sidewalks.														
SNF57020.017	2018-003	LCR 17 Expansion	Larimer County Berthoud	Added Capacity Bike/Ped Facility	Federal Local Total	STP Metro Local	532 111 643	- - -	1,334 277 1,611	- - -	- - -	- - -	1,334 277 1,611	
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
SNF5788.042	2019-001	10th Street Access Control Implementation	Greeley	Intersection Improvements Bike/Ped Facility	Federal Local Total	STP Metro Local	1,498 311 1,809	- - -	1,498 311 1,809	- - -	- - -	- - -	1,498 311 1,809	
Project Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.														
SNF5788.046	2020-009	37th Street Overlay	Evans	Modify & Reconstruct	Federal Local Local Overmatch Total	Surface Transportation Block Grant Local Local Overmatch	- - - -	- - - -	- 982 219 69	- - - -	- - - -	- - - -	982 219 69 1,270	
Project Description: Major maintenance and resurfacing on 37th Street (WCR 54) from 11th Avenue to 23rd Avenue.														
SNF5788.047	2020-010	Timberline Road Corridor Improvements	Fort Collins	Modify & Reconstruct	Federal Local Local Overmatch Total	Surface Transportation Block Grant Local Local Overmatch	- - - -	- - - -	- - 2,764 2,764	- - - -	2,203 1,033 -	- - -	2,203 1,033 2,764 6,000	
Project Description: Build Timberline to City's 4-lane arterial standards (intersection improvements, multi-modal accommodations, raised medians, access control, and pavement improvements).														

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- All other Amendments and Modifications

- Individual Project
- CDOT Pool
- NFR Pool

Dollars Listed in Thousands

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
SNF5078.048	2020-011	O Street Widening - 11th Avenue to WCR 37	Greeley	Modify & Reconstruct Bike/Ped Facility	Federal Local Local Overmatch Total	Surface Transportation Block Grant Local Local Overmatch	- - - -	- - - -	- - - -	1,432 1,243 4,547 7,222	- - - -	- - - -	1,432 1,243 4,547 7,222
Project Description: Widen road from 2-lanes to 4-lanes to improve capacity. Project includes improvements to the WCR-37/O Street intersection, bike lanes, and pedestrian ways.													
SNF5095.003	2021-001	North LCR 17 Expansion <i>Also see TA</i>	Larimer County	Modify & Reconstruct Bike/Ped Facility	Federal Local Local Overmatch Total	Surface Transportation Block Grant Local Local Overmatch	- - - -	- - - -	- - - -	- - 1,155 1,994	496 343 - -	- - - -	496 343 1,155 1,994
Project Description: Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.													
SNF5788.044	2020-012	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	Loveland	Modify & Reconstruct	Federal Local Local Overmatch Total	Surface Transportation Block Grant Local Local Overmatch	- - - -	- - - -	350 - - 350	335 70 405 405	400 156 556 -	- - - -	1,085 226 1,311 1,311
Project Description: Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.													
SNF5788.045	2020-013	Intersection Improvements at SH 257 & Eastman Park Dr.	Windsor	Intersection Improvements	Federal Local Local Overmatch Total	Surface Transportation Block Grant Local Local Overmatch	- - - -	- - - -	- - - -	1,000 266 280 1,546	- - - -	- - - -	1,000 266 280 1,546
Project Description: Project moves the existing signal islands on the southeast and northeast quadrants farther east to expand the space for truck turning movements.													

0.67

Safety

SR46667	P-16	Region 4 Hotspots	CDOT Region 4	Safety	Federal State Total	Surface Transportation Program State Highway Fund	- - -	- - -	- - -	- - -	- - -	- - -	- - -
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf													
Pool Description: Summary of CDOT Region 4 Hotspots Project Programming in the North Front Range region.													
SR46668	P-17	Region 4 Traffic Signals	CDOT Region 4	Safety	Federal State Total	Surface Transportation Program State Highway Fund	- - -	- - -	- - -	- - -	- - -	- - -	- - -
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf													
Pool Description: Summary of CDOT Region 4 Traffic Signals Project Programming in the North Front Range region.													
SR46669	P-18	Region 4 Safety Enhancement	CDOT Region 4	Safety	Federal State Total	Surface Transportation Program State Highway Fund	- - -	- - -	- - -	- - -	- - -	- - -	- - -
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf													
Pool Description: Summary of CDOT Region 4 Safety Enhancement Project Programming in the North Front Range region.													
SR46813	P-19	Region 4 Maintenance (Traffic Operations)	CDOT Region 4	Maintenance	Federal State Total	Surface Transportation Program State Highway Fund	- - -	- - -	- - -	- - -	- - -	- - -	- - -
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf													
Pool Description: Summary of CDOT Region 4 Maintenance (Traffic Operations) Project Programming in the North Front Range region.													
SR46666	P-20	Region 4 Hazard Elimination Pool (HSIP)	CDOT Region 4 Various Below	Safety	Federal Local Local Overmatch Total	Surface Transportation Program - HSIP Local Local Overmatch	7,337 4 - 7,341	- - - -	400 - 430 830	- - - -	- - - -	- - - -	400 - 430 830
Pool Projects: SR45218.174 - US85 Resurf & SH392 Intersection CDOT Region 4 Project Description: Safety Improvements													
Pool Description: Summary of CDOT Region 4 Hazard Elimination Pool Programming in the North Front Range region.													

Railroad At-Grade

SR47000	P-21	CDOT Region 4 Railroad Crossing Pool	CDOT Region 4	Safety	Federal Local Total	Safety Rail Protection Local	- - -	- - -	- - -	- - -	- - -	- - -	- - -
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf													
Pool Description: Summary of CDOT Region 4 Railroad Crossing Pool Programming in the North Front Range region.													

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- Prior Amendment or Modification
- All other Amendments and Modifications

- Individual Project
- CDOT Pool
- NFR Pool

Dollars Listed in Thousands

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
Grants: Safe Routes to Schools													
SR47001	P-24	Safe Routes to School		Various Below	Safety	Federal Local Local Overmatch	Surface Transportation Block Grant Local Local Overmatch	- - -	- - -	- - -	- - -	- - -	- - -
					Total		-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 Safe Routes to School Pool Programming in the North Front Range region.													

TRANSIT														
FTA 5307 - Urbanized Area Formula Program														
NEW ENTRY	2019-010	Paratransit Bus Replacement		Greeley	Replacement	Federal Local Total	FTA 5307 Local	- - -	- - -	324 - 324	157 - 157	157 - 157	101 - 101	739 - 739
Project Description: GET Paratransit Bus Replacement														

SST6741.101	2017-037	Fixed Route Operations		Fort Collins	Operations	Federal Local Total	FTA 5307 Local	- - -	- - -	2,136 2,136 4,272	2,136 2,136 4,272	2,136 2,136 4,272	2,136 2,136 4,272	8,544 8,544 17,088
Project Description: Transfort Fixed Route Operations														

SST6741.086	2017-039	Demand Response Paratransit Services		Fort Collins	Operations	Federal Local Total	FTA 5307 Local	- - -	- - -	437 656 1,093	437 656 1,093	437 656 1,093	437 656 1,093	1,748 2,620 4,372
Project Description: Provision of contracted demand response paratransit services for the Transfort service area														

SST6741.111	2017-038	Vehicle and Facilities Preventative Maintenance		Fort Collins	Operations	Federal Local Total	FTA 5307 Local	- - -	- - -	1,934 483 2,417	1,934 483 2,417	1,934 483 2,417	1,934 483 2,417	7,736 2,620 9,668
Project Description: Preventative Maintenance activities for Transfort fleet and facilities														

FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program														
SST6731.024	2017-041	Access A Cab: Paratransit Service to Bridge Loveland and Fort Collins		Fort Collins	Operations	Federal Local Total	FTA 5310 Local	- - -	- - -	195 49 244	195 49 244	195 49 244	195 49 244	780 196 976
Project Description: User side subsidy for Access A Cab services in Loveland and Fort Collins														

FTA 5339 - Bus and Bus Facilities Program														
SST7064	2019-008	2019 NFR - GET 40' Bus Replacement		Greeley	Replacement	Federal Local Total	FTA 5339 Local	- - -	- - -	459 - 459	- - -	- - -	- - -	459 - 459
Project Description: GET Bus Replacement														

NEW ENTRY	2019-011	Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology		Fort Collins	Operations	Federal Local Total	FTA 5339 Local	- - -	- - -	399 100 499	399 100 499	399 100 499	399 100 499	1,596 400 1,996
Project Description: Funding will go toward projects to repair, replace and/or enhance existing rolling stock, facilities and technology (hardware and software)														

FASTER Transit														
SST7035	2019-009	Transfort Gas Support Vehicles		Fort Collins	Capital	State Local Total	Transit and Rail Local Grant Local	- - -	- - -	200 50 250	- - -	- - -	- - -	200 50 250
Project Description: Non Revenue Vehicle Purchase (11)														

SST7035.220	2016-019	FLEX Operating		Fort Collins	Operations	State Local Total	FASTER Local	- - -	- - -	200 200 400	200 200 400	200 200 400	200 200 400	800 800 1,600
Project Description: Operating Assistance for FLEX Regional Route														

LOCAL

RAMP PROJECTS

EMERGENCY RELIEF / TCC CONTINGENCY														
SST7048	2017-054	2013 Flood Recovery		Larimer/Weld	Emergency & Permanent Repairs	Federal/State Total	Emergency Relief	47,316 47,316	1,000 1,000	- -	- -	- -	- -	1,000 1,000

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 2019-2022 TIP is presented in **Table 7**. 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 FY20 were updated by CDOT in 2016 to account for the FAST Act. The revised amounts for those four programs are reflected in the 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 of the programming included in the FY 2019-2022 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 2019-2022 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, which were not obligated and have been rolled forward to FY 2019. 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 nfrmmpo.org/tip/.

Table 7: Summary of Revenue and Programming, FY 2019 – 2022*

Funding Program	Rolled FY19	FY19	FY20	FY21	FY22
Surface Treatment					
Projected Revenue	-	10,425	10,425	10,425	10,425
Additional Commitment	-	13,225	3,205	0	0
Expenditure	-	23,649	13,630	10,425	10,425
Balance	-	0	0	0	0
Structures On-System					
Projected Revenue	-	2,197	2,197	2,197	2,197
Expenditure	-	1,155	583	869	726
Balance	-	1,042	1,614	1,328	1,471
Regional Priority Program					
Projected Revenue	-	3,024	3,024	3,024	3,024
Expenditure	-	1,410	2,776	2,846	2,344
Balance	-	1,614	248	178	680
Highway Safety Improvement Program (HSIP)					
Projected Revenue	-	2,170	2,192	2,191	2,193
Expenditure	-	830	0	0	0
Balance	-	1,340	2,192	2,191	2,193
FASTER - Safety					
Projected Revenue	-	3,026	3,138	3,253	3,373
Expenditure	-	0	0	0	0
Balance	-	3,026	3,138	3,253	3,373
Bridge Enterprise					
Projected Revenue	-	5,013	5,103	5,193	5,291
Expenditure	-	3,900	0	0	0
Balance	-	1,113	5,103	5,193	5,291
Transportation Alternatives					
Projected Revenue	-	807	807	818	819
Additional Commitment	-	0	3,119	387	56
Expenditure	-	545	3,926	1,205	875
Balance	-	262	0	0	0
Congestion Mitigation and Air Quality					
Projected Revenue	-	5,052	5,154	4,913	4,917
Additional Commitment	-	0	109	83	0
Expenditure	-	3,679	5,255	4,978	0
Balance	-	1,373	8	18	4,917
Surface Transportation Block Grant					
Projected Revenue	-	4,469	4,580	4,179	4,183
Additional Commitment	-	2,000	11,976	1,607	0
Expenditure	-	6,328	16,555	5,786	0
Balance	-	140	0	0	4,183

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

Funding Program	Rolled FY19	FY19	FY20	FY21	FY22
Metropolitan Planning					
Projected Revenue	6	843	864	793	794
Expenditure	6	6	6	6	0
Balance	0	837	858	787	794
TIGER					
Additional Commitment	-	5,000	5,000	0	0
Expenditure	-	5,000	5,000	0	0
Balance	-	0	0	0	0
ADA					
Additional Commitment	-	2,000	2,000	2,000	2,000
Expenditure	-	2,000	2,000	2,000	2,000
Balance	-	0	0	0	0
Strategic Local and Private					
Additional Commitment	-	16,520	38,625	32,000	0
Expenditure	-	16,520	38,625	32,000	0
Balance	-	0	0	0	0
FTA 5307					
Projected Revenue	-	8,106	7,939	7,939	7,883
Expenditure	-	8,106	7,939	7,939	7,883
Balance	-	0	0	0	0
FTA 5310					
Projected Revenue	-	244	244	244	244
Expenditure	-	244	244	244	244
Balance	-	0	0	0	0
FTA 5339					
Projected Revenue	-	958	499	499	499
Expenditure	-	958	499	499	499
Balance	-	0	0	0	0
Transit and Rail Local Grants					
Projected Revenue	-	200	200	200	200
Expenditure	-	200	0	0	0
Balance	-	0	200	200	200
Emergency Relief					
Additional Commitment	1,000	0	0	0	0
Expenditure	1,000	0	0	0	0
Balance	0	0	0	0	0
Total					
Projected Revenue	6	46,532	46,364	45,867	46,041
Additional Commitment	1,000	38,745	64,034	36,077	2,056
Expenditure	1,006	74,530	97,038	68,797	24,996
Balance	0	10,747	13,361	13,147	23,102

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 2019–2022 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 or 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 470.103³.

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 8 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 8: Operations and Maintenance Costs and Revenues by Source in YOE Dollars, FY2019-FY2022

	Funding Source	Public Transportation	Federal-Aid Highways
Revenue	Federal	\$67,713,265	\$56,095,784
	State	\$2,051,684	\$146,238,545
	Local	\$16,478,798	\$106,098,722
	Directly Generated*	\$16,457,126	\$0
	Total	\$102,700,873	\$308,433,051
Cost	Total	\$92,861,157	\$281,549,145
Balance	Total	\$9,839,716	\$26,883,906

*Directly generated funding includes sources such as fares and advertising

³ 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 2019-2022 TIP identifies the location of EJ Areas and analyzes the benefits and burdens for individual projects in the TIP.

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

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

Low Income Populations

Low income thresholds are determined by the Department of Housing and Urban Development (HUD) for the 64 counties in Colorado for use by the Department of Local Affairs (DOLA), which allocates Community Development Block Grants (CDBG). **Tables A-1 and A-2** show low income thresholds for Larimer and Weld counties as determined by HUD for FY 2015. The income limits vary based on the number of persons in the household. The extremely low income limit, which corresponds to 30 percent of the Area Median Income, is used to identify low income populations in the region.

Table A-1: Larimer County HUD FY 2015 Low Income Limits

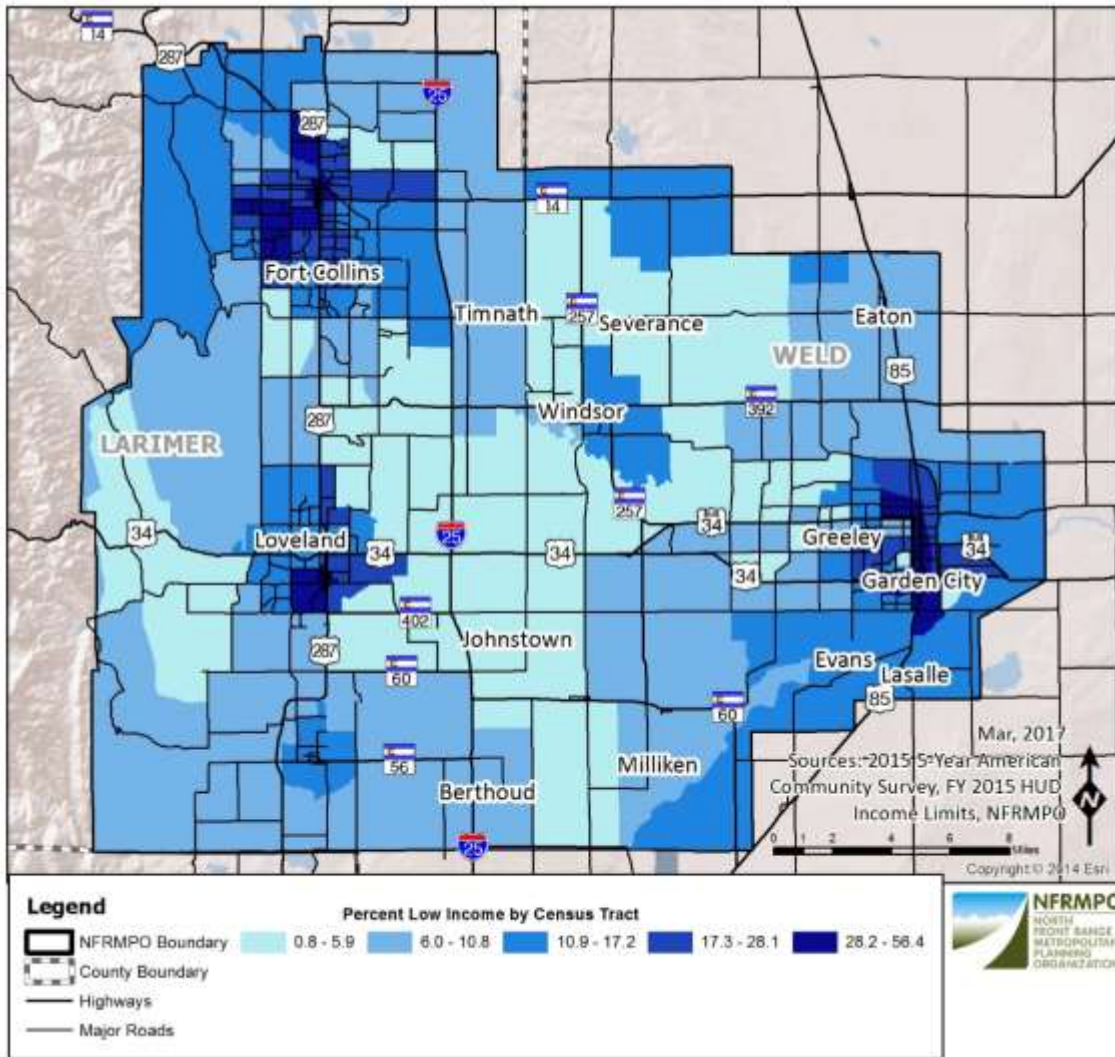
Income Limit	Persons per Household							
	1	2	3	4	5	6	7	8
Low Income Limit	\$43,600	\$49,800	\$56,050	\$62,250	\$67,250	\$72,250	\$77,200	\$82,200
Very Low Income Limit	\$27,250	\$31,150	\$35,050	\$38,900	\$42,050	\$45,150	\$48,250	\$51,350
Extremely Low Income Limit	\$16,350	\$18,700	\$21,050	\$24,250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

Table A-2: Weld County HUD FY 2015 Low Income Limits

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

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

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



Minority Populations

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

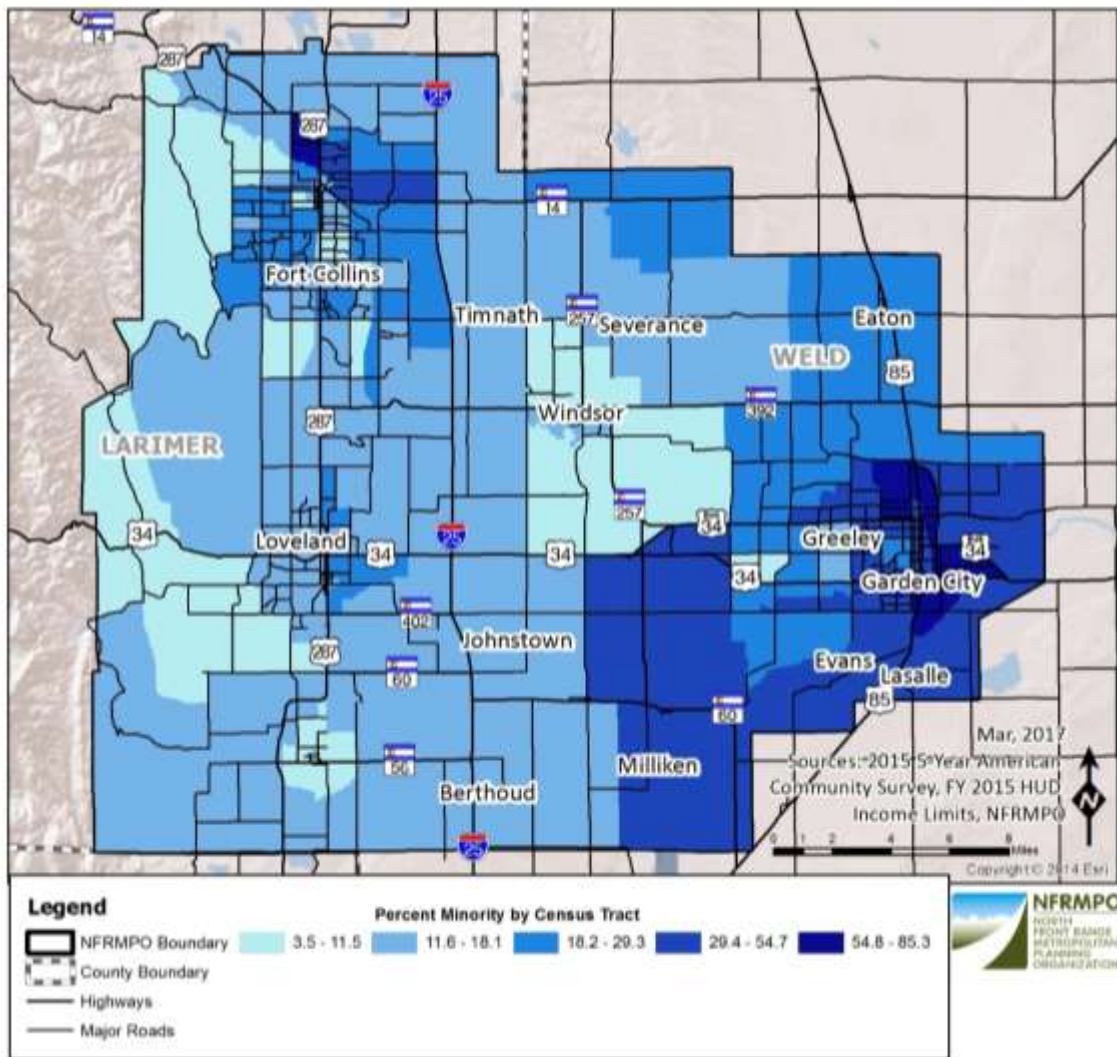
- ▶ **American Indian and Alaskan Native** – a person having origins in any of the original people of North America and who maintains cultural identifications through tribal affiliation or community recognition.
- ▶ **Asian or Pacific Islander (including Native Hawaiian)** – a person having origins in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

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

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

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

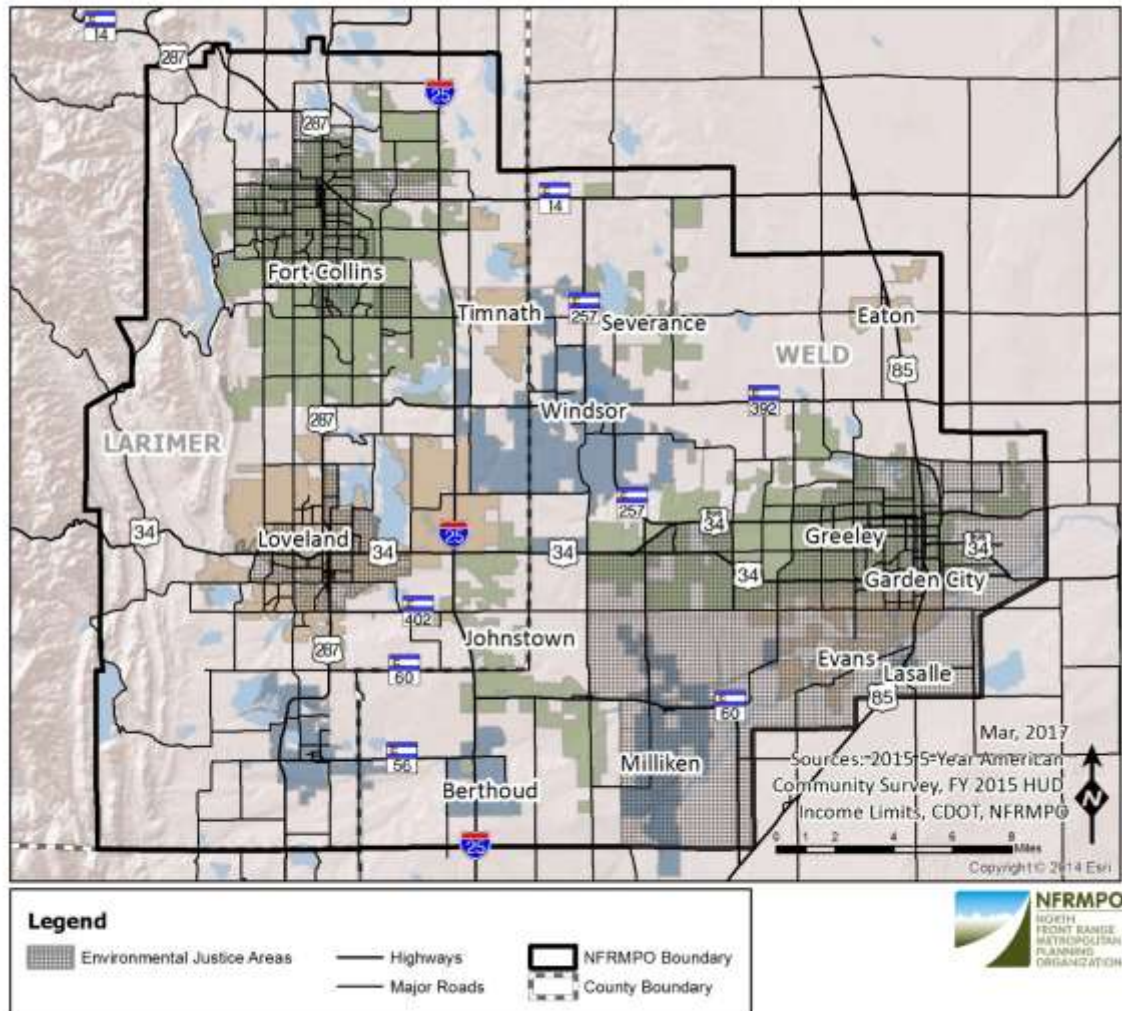
Figure A-2: Percentage of Minority Population by Census Tract



NFRMPO Environmental Justice Areas

Figure A-3 shows Census Tracts with minority populations greater than the regional average of 24.1 percent, Tracts in Larimer County with low income populations greater than the county-wide average of 14.6 percent, and Tracts in Weld County with low income populations greater than the county-wide average of 13.2 percent. These Census Tracts are considered the EJ Areas for the FY 2019-2022 TIP.

Figure A-3: Environmental Justice Areas



Environmental Justice Analysis

The FY 2019-2022 TIP contains 15 individual projects that are located in a specific area and can be analyzed for EJ impacts. The remaining projects are project pools or have area-wide impacts. As displayed in **Figure A-4**, the 15 projects include bicycle and pedestrian facilities, bridge reconstruction, CNG fueling stations, intersection improvements, operational improvements, pavement improvements, and roadway widening.

Table A-3 shows information for each project, including if the project was included in the FY 2018-2021 TIP, whether or not the project is located within ¼ mile of an EJ Area, and the project burdens. Of the 15 projects,

10 or 67 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.

Seven of the 10 EJ projects have identified burdens, which constitutes 70 percent of EJ projects. Four of the five non-EJ projects have identified burdens, which constitutes 80 percent of non-EJ projects. The benefits of the EJ projects and non-EJ projects include a decrease in travel time, improved air quality, better access to transit options and alternative modes of transportation (walking and bicycling), and increased property values. According to this EJ Analysis, the benefits and burdens are equitably distributed among EJ and non-EJ Areas for the 15 individual projects with specific location impacts in the FY 2019-2022 TIP.

Figure A-4: Environmental Justice Areas and FY 2019-2022 TIP Projects by Project Type

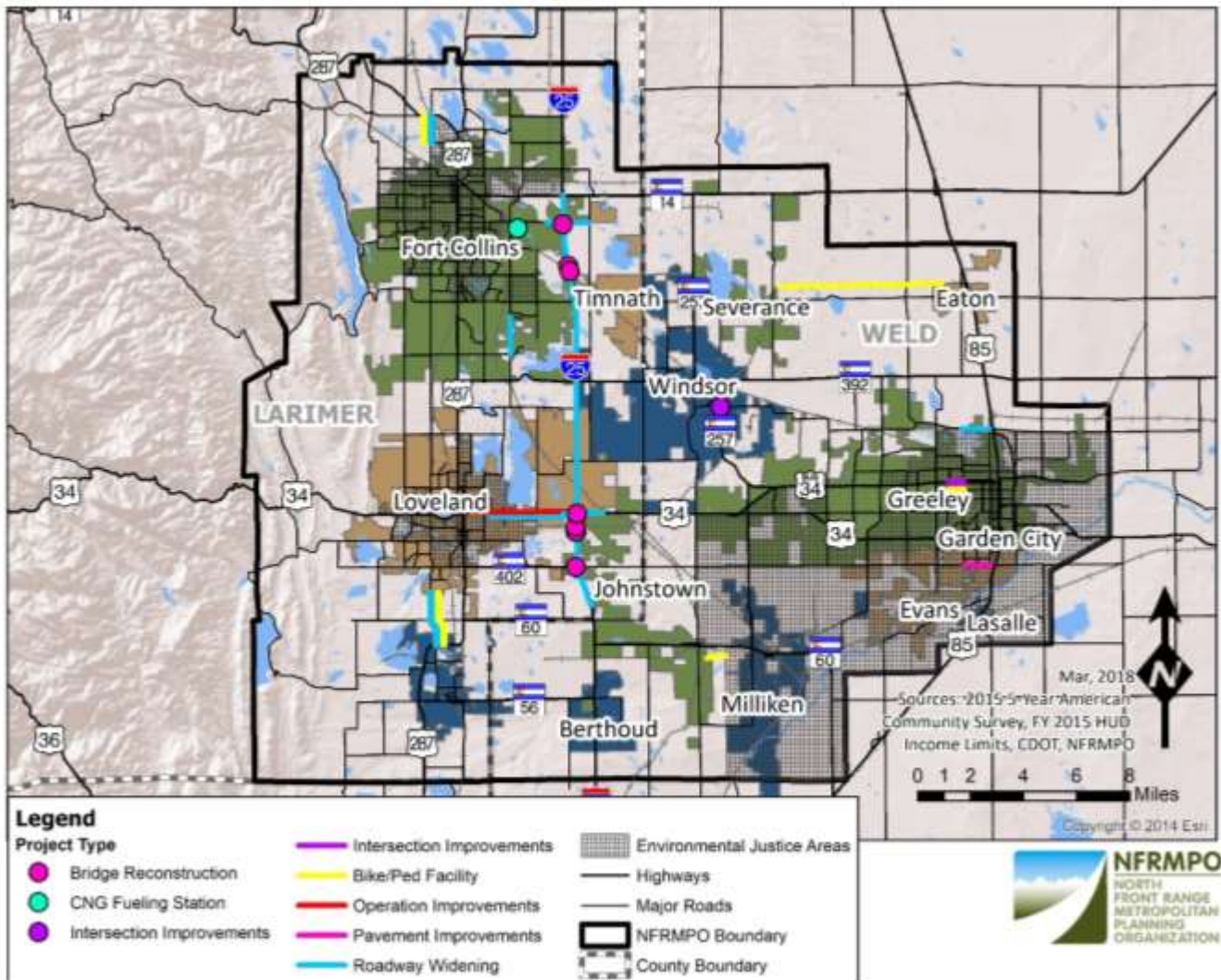


Table A-3: EJ Analysis for FY 2019-2022 TIP Projects

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

Criteria	North I-25: Design Build Segment 7 and 8: SH402 – SH14, CDOT Region 4, Highway Added Capacity and Modify & Reconstruct, Various	US34 Widening; CDOT Region 4; NHPP, FASTER Safety, and Surface Treatment	Great Western Trail, Windsor Severance Eaton, Bike/Ped Facility, TA	Little Thompson River Corridor Trail - Phase 1a, Johnstown, Bike/Ped Facility, TA	North LCR 17 Expansion, Larimer County, Modify & Reconstruct and Bike/Ped Facility, STBG and TA	CNG Fast Fill Stations, Larimer County, Operations, CMAQ
Project included in the FY 2018-2021 TIP	Yes	Yes	Yes	Yes	Yes	Yes
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	No	No	Yes	Yes	No
Bodily impairment, infirmity, illness, or death	No	No	No	No	No	No
Air, noise and water pollution and soil contamination	Yes	Yes	No	No	Yes	Yes
Destruction or disruption of man-made or natural resources	Yes	Yes	No	No	Yes	No
Destruction or diminution of aesthetic values	No	No	No	No	No	No
Destruction or disruption of community cohesion or a community's economic vitality	No	No	No	No	No	No
Destruction or disruption of the availability of public and private facilities and services	No	No	No	No	No	No
Vibration	Yes	Yes	No	No	Yes	No
Adverse employment effects	No	No	No	No	No	No
Displacement of persons, business, farms or nonprofit organizations	No	No	No	No	No	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No	No	No	No	No	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities	No	No	No	No	No	No

Criteria	Traffic Signal Progression Improvements—US 34, Loveland, ITS Traffic Controls, CMAQ	US 34 Widening, Loveland, Highway Added Capacity and Bike/Ped Facility, STP Metro	LCR 17 Expansion, Larimer County and Berthoud, Added Capacity and Bike/Ped Facility, STP Metro	10th Street Access Control Implementation, Greeley, Intersection Improvements and Bike/Ped Facility, STP Metro	37th Street Overlay, Evans, Modify & Reconstruct, STBG	Timberline Road Corridor Improvements, Fort Collins, Modify & Reconstruct, STBG
Project included in the FY 2018-2021 TIP	Yes	Yes	Yes	Yes	Yes	Yes
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	Yes	Yes	Yes	Yes	No
Bodily impairment, infirmity, illness, or death	No	No	No	No	No	No
Air, noise and water pollution and soil contamination	No	Yes	Yes	Yes	No	Yes
Destruction or disruption of man-made or natural resources	No	Yes	Yes	Yes	No	Yes
Destruction or diminution of aesthetic values	No	No	No	No	No	No
Destruction or disruption of community cohesion or a community's economic vitality	No	No	No	No	No	No
Destruction or disruption of the availability of public and private facilities and services	No	No	No	No	No	No
Vibration	No	Yes	Yes	Yes	No	Yes
Adverse employment effects	No	No	No	No	No	No
Displacement of persons, business, farms or nonprofit organizations	No	No	No	No	No	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No	No	No	No	No	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities	No	No	No	No	No	No

Criteria	O Street Widening - 11th Avenue to WCR 37, Greeley, Modify & Reconstruct and Bike/Ped Facility, STBG	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25, Loveland, Modify & Reconstruct, STBG	Intersection Improvements at SH 257 & Eastman Park Dr., Windsor, Intersection Improvements, STBG
Project included in the FY 2018-2021 TIP	Yes	Yes	Yes
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	Yes	No
Bodily impairment, infirmity, illness, or death	No	No	No
Air, noise and water pollution and soil contamination	Yes	Yes	Yes
Destruction or disruption of man-made or natural resources	Yes	Yes	Yes
Destruction or diminution of aesthetic values	No	No	No
Destruction or disruption of community cohesion or a community's economic vitality	No	No	No
Destruction or disruption of the availability of public and private facilities and services	No	No	No
Vibration	Yes	Yes	Yes
Adverse employment effects	No	No	No
Displacement of persons, business, farms or nonprofit organizations	No	No	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No	No	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities	No	No	No

APPENDIX B: AIR QUALITY CONFORMITY FINDING



RESOLUTION NO. 2018-08
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING
COUNCIL
ADOPTING CONFORMITY DETERMINATIONS
FOR THE NORTH FRONT RANGE METROPOLITAN PLANNING AREA
FY2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, 49 CFR PART §450 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 NFRMPO is the agency responsible for developing and amending the RTP and TIP; and

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

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

WHEREAS, Section 93.122(g) of the conformity rule allows conformity determinations to rely on previous regional emissions analyses if all regionally significant projects were included in the previous analysis; and

WHEREAS, the FY2019-2022 TIP retains the regionally significant projects programmed in FY19, FY20, and FY21 from the FY2018-2021 TIP and does not add any new regionally significant projects; and

WHEREAS, the previous regional emissions analysis air quality conformity determinations conducted on the NFRMPO’s fiscally constrained FY2018-2021 TIP using the 2040 planning assumptions were within the federally approved emissions budgets; and

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

NOW, THEREFORE, BE IT RESOLVED BY North Front Range Transportation & Air Quality Planning Council, the fiscally constrained FY2019-2022 TIP conforms to the State Implementation Plan (SIP) demonstrating a positive air quality conformity determination.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held the 7th day of June, 2018.

Tom Donnelly, 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 amended and approved on June 1, 2017. The RTP's most recent determinations of conformity with the State Implementation Plan for air quality were updated by the NFRT&AQPC on February 2, 2017. The horizon year is 2040. The RTP and all amendments are submitted to the Colorado Transportation Commission and the State Air Quality Control Commission (AQCC) for their concurrence. The AQCC's concurrence was received on December 15, 2016.

TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Improvement Programs (TIP) have been prepared and approved by the NFRT&AQPC since 1988. The FY2018-2021 TIP and its conformity determinations were adopted on March 2, 2017 and the TIP was readopted on July 6, 2017. This document was submitted to the AQCC for concurrence. The AQCC's concurrence was received on December 15, 2016. The FY2019-2022 TIP and its conformity determinations were adopted on June 7, 2018. This document was submitted to the AQCC for concurrence. The FY2019-2022 TIP is being submitted to the Governor, who submits it to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Environmental Protection Agency for review and approval.

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

Page 2 of 2

UNIFIED PLANNING WORK PROGRAM

Unified Planning Work Programs (UPWP) have been prepared and approved by the NFRT&AQPC since 1989. They are approved on a biennial basis by the Colorado Department of Transportation, the FHWA, and the FTA, the most recent version having been approved by the NFRT&AQPC on May 3, 2018.

CONGESTION MANAGEMENT PROCESS

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

The NFRT&AQPC and the Colorado Department of Transportation certify that the transportation planning process, including the Amended 2040 Regional Transportation Plan, the FY2018-2021 and FY2019-2022 North Front Range TIP, the NFRT&AQPC's FY2018-2019 UPWP, and the 2015 Congestion Management Process have met all of the above requirements.

ATTEST:



Becky Karasko, Regional Transportation
Planning Director
NFRT&AQPC



Suzette Mallette, Executive Director
NFRT&AQPC

6-7-18

Date

Michael Lewis, Executive Director
Colorado Department of Transportation

Date

APPENDIX D: STATE CONCURRENCE AND APPROVAL

(Approval to be provided)



COLORADO
Department of Public
Health & Environment

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

June 8, 2018

Suzette Mallette
Executive Director
North Front Range Metropolitan Planning Organization
419 Canyon Avenue, Suite 300,
Fort Collins, CO 80521

Dear Ms. Mallette,

The Colorado Air Pollution Control Division (Division) has reviewed your agency's transportation conformity determinations for the North Front Range Metropolitan Planning Organization (NFRMPO) Fiscal Year (FY) 2019-2022 Transportation Improvement Program (TIP). The Division's initial review and consultation with the NFRMPO occurred in February 2018. In addition, the Division participated in the requisite interagency consultation discussion, held June 6, 2018, at which consulting agencies' staff members agreed that the projects in the new TIP conform to the relevant State Implementation Plan elements and to State and Federal regulations.

The NFRMPO and the Division's analyses indicate that emissions budgets for these pollutants will not be exceeded in any of the TIP's programming years. Therefore, the Division concurs with these conformity determinations.

Should you have any questions regarding this concurrence, please contact Rick Coffin at (303) 692-3127.

Sincerely,

A handwritten signature in blue ink that reads "Chris Colclasure".

Chris Colclasure, Planning and Policy Program Manager, APCD

CC: Rick Coffin, APCD
Marissa Gaughan, CDOT
Bill Haas, FHWA
Becky Karasko, NFRMPO
Medora Kealy, NFRMPO
Alana Koenig, CDOT
Tim Russ, EPA



APPENDIX E: FHWA CONFORMITY DETERMINATION

(to be provided)

APPENDIX F: RESOLUTION OF ADOPTION



RESOLUTION NO. 2018-09
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY
PLANNING COUNCIL ADOPTING THE FY 2019-2022 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)

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

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

WHEREAS, the cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) and the North Front Range 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

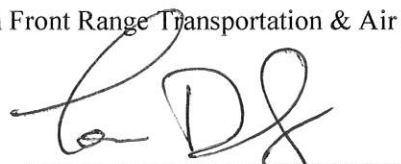
WHEREAS, the transportation programming process shall address no less than a four-year programming horizon as of the effective date; and

WHEREAS, the ozone conformity determination, relying on the previous regional emissions analysis, and the CO conformity determination demonstrate conformity of the FY 2019-2022 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;

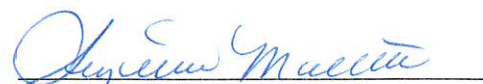
NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council finds the FY 2019-2022 TIP is in conformance with the requirements of 23 CFR §450.326.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of June, 2018.



Tom Donnelly, Chair

ATTEST:



Suzette Mallette, Executive Director