



2016 – 2019 Transportation Improvement Program



Adopted September 3, 2015

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SECTION 1: TIP NARRATIVE AND POLICY

INTRODUCTION and RESPONSIBILITIES

The North Front Range Transportation and Air Quality Planning Council (the Council) 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 on June 22, 1993. The Denver Metropolitan Area 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 Council are Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor, and the counties of Larimer and Weld. The Colorado Transportation Commission and the Colorado Air Quality Control Commission also hold voting membership.

The MPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) at least every four years. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) determine that the TIP is consistent with the regional transportation plan and is produced by the continuing, cooperative, and comprehensive transportation process. FHWA and FTA are also responsible for approving conformity determinations in accordance with 40 CFR Part 93. The FHWA, FTA, and the Environmental Protection Agency (EPA) approve the TIP.

The Air Quality Control Commission (AQCC) and the MPO Council are responsible for making and approving the conformity determinations on the TIP working with the Colorado Department of Public Health and Environment's Air Pollution Control Division.

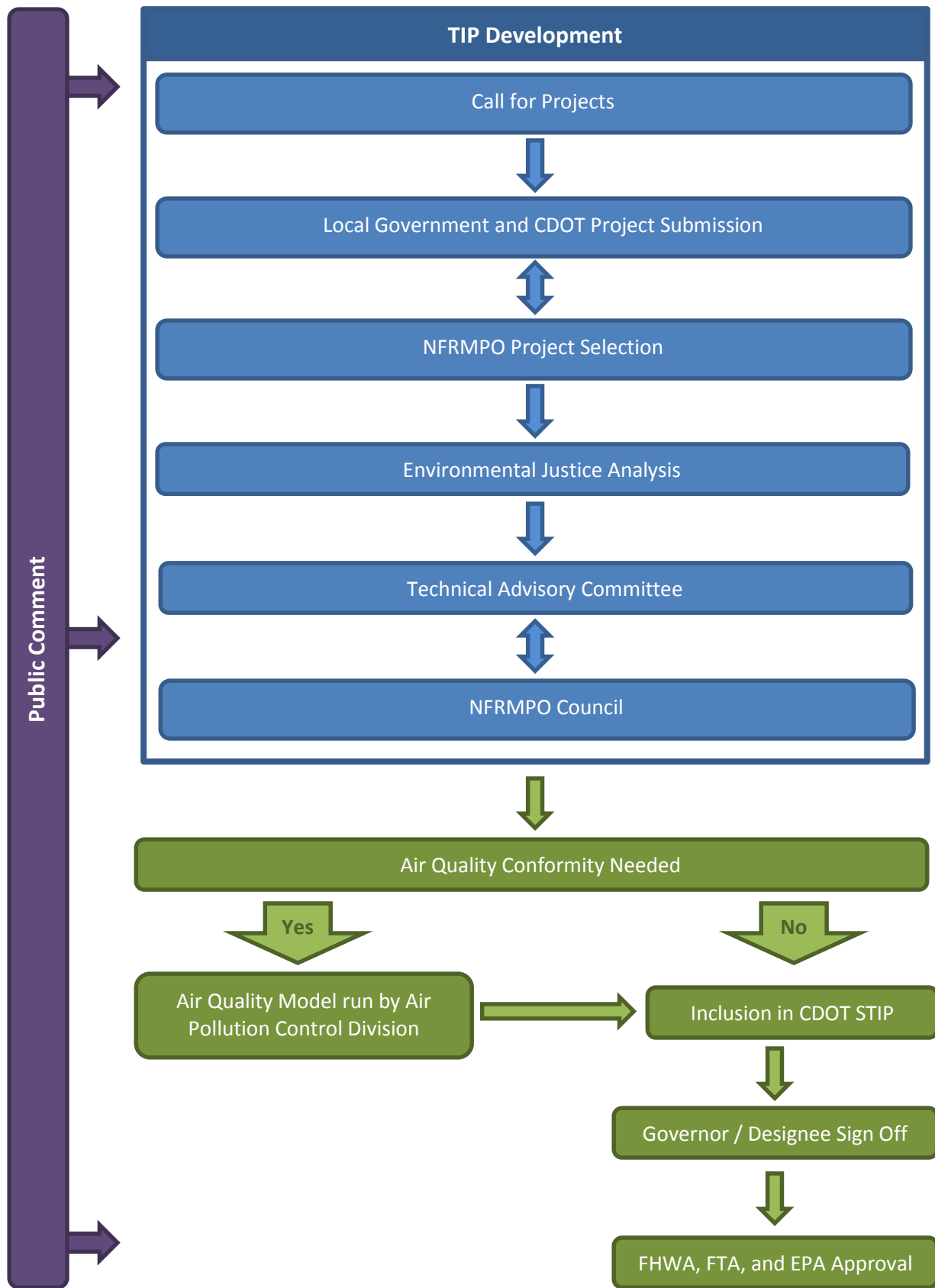
A Technical Advisory Committee (TAC) assists in the planning process, recommends projects for funding, and advises the Council on technical matters. The TAC is comprised of one voting staff member from each member entity, one member from the Colorado Department of Transportation (CDOT), and a non-voting member representing seniors. The TAC reviews and makes recommendations on most matters considered by the Council.

The Governor of the State of Colorado is responsible for the final approval of the TIP, as shown in **Figure 1**. The TIP is adopted 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 DEVELOPMENT

The NFRMPO, develops its transportation plans and programs using the “3C” (continuous, cooperative, and comprehensive) planning process, as required by FHWA 23 CFR § 450.306 and FTA in 23 CFR § 613.100. The Moving Ahead for Progress in the 21st Century (MAP-21) legislation, adopted July 6, 2012, is the most recent, comprehensive federal legislation addressing surface transportation and guides the long range planning process. MAP-21 contains eight factors addressed by the 3C metropolitan transportation planning process:

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

The NFRMPO’s 2040 Regional Transportation Plan (RTP), adopted September 3, 2015, includes consideration of these planning factors as required under 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 for to Carbon Monoxide (CO), Volatile Organic Compounds (VOC), and Oxides of Nitrogen (NOx) budgets outlined in the Colorado State Implementation Plan (SIP). A corridor based RTP provides greater flexibility for financial constraint and selecting projects for the TIP.

The 3C metropolitan transportation planning process requires the NFRMPO produce and maintain a multi-year TIP that is fiscally constrained by program, by year. This TIP presents a four-year program of multi-modal projects which use federal, state, and local funds. The time period for this TIP is October 1, 2015 through September 30, 2019 (FY 2016 – FY 2019).

The TIP identifies the type of improvement, the funding source(s), the sponsoring entity(ies), and the implementation schedule. The TIP has a significant element of flexibility and projects may be moved administratively within the four years of the TIP if funds become available or if priorities change. In addition, amendments may be made as necessary, according to the adopted TIP amendment process described later in this document.

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

PROJECT PRIORITIZATION AND SELECTION

Projects in the TIP must come from an approved RTP and follow the Congestion Management Process which is outlined in the 2040 RTP, adopted in 2015. The TIP must be consistent with other transportation plans and programs within the region, and it must show conformity according to air quality budgets outlined in the SIP.

The NFRMPO must provide citizens, public agencies, and other interested parties an opportunity to review and comment on the projects identified in the TIP prior to its approval.

MAP-21 requires that 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 that are 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 Environmental Protection Agency's transportation conformity regulations.

NFRMPO and CDOT worked together to produce the financial plan for the TIP. On February 20, 2014, the Colorado Transportation Commission passed Resolution #TC-3139 approving Program Distribution for FY 2016-2040 which identifies federal sources anticipated to fund the various transportation programs. NFRMPO staff presented a table of Total Funding Allocation for the CMAQ and TAP Programs and a table of Community Targets and Funding Allocation for the STP-Metro Program based on CDOT's forecasts. The funding levels shown for these programs were considered by CDOT to be reasonable estimates of what will be available for the four years of the TIP.

The NFRMPO selected projects for the Congestion Mitigation & Air Quality Improvements Program (CMAQ), Surface Transportation-Metropolitan Program (STP-Metro), and the Transportation Alternatives Program (TAP) of the FHWA using the FY 2016-2019 Project Scoring Criteria and Process approved on October 2, 2014 by the NFRMPO Council. Highway capacity projects to be programmed in the FY 2016-2019 TIP are required by the NFRMPO, FHWA and FTA to be consistent with the 2035 RTP and the adopted Congestion Management Process, as updated during 2011.

The TAC identified STP Metro funding targets for large and small communities allocating 71.5% of the funding to large communities and 28.5% to small communities. The TAC also recommended that small communities be allowed to use the federal STP Metro funding for heavy maintenance improvements. The TAC identified funding pools for CMAQ funding and allowed the communities within the pools to negotiate the award recommendations. The TAC recommended the two TAP projects vetted by the Northern Colorado Bike and Ped Collaborative (NoCo Bike & Ped) for funding. The MPO Planning Council approved the TAC recommended four year Call for Projects on December 4, 2014.

These allocations are subject to change. Any further changes that exceed the NFRMPO TIP policies would prompt subsequent TIP amendments.

If additional funding is allocated to STP-Metro or CMAQ funding programs within the first two years of the TIP (FY 2016 and FY 2017), the following processes will be used to assign funds to projects:

- STP-Metro Program
 - Additional funding is split between the small and large community pots (71.5% for large communities, 28.5% for small communities) and the funding is assigned to the next highest

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

- CMAQ Program

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

▪ Signal Timing:	6.1% of total
▪ Bus Replacement:	52.2% of total
▪ CNG Equipment:	41.7% of total
	<hr/>
	100% CMAQ Funds

*Percent allocations to be reevaluated before next call for projects

TAC agreed to issue a two-year call for projects in 2016 adding two years to the end of the TIP (FY 2020 and FY 2021). Projects not receiving any funds by the time the new call is issued in 2016 will need to re-submit applications for TAP, STP-Metro, and CMAQ. After the first four years of the TIP, a full, four-year call will be completed using reevaluated scoring criteria and performance measures.

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.

Transit operators are responsible for many of the projects shown in the “Transit” programs of the TIP. Funding levels shown for these programs are based on the anticipated allocations from federal (FTA) formulas or projections from past trends. The total amount available for a program is based on funding authorized under MAP-21 and is apportioned according to population. There are two transit providers that receive FTA funds based on population in the NFRMPO; 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 – Loveland – Berthoud Transportation Management Area (TMA).
- GET receives funds based on an urbanized area formula program for areas with population between 50,000 and 199,999. GET uses the FTA funds to cover the Greeley – Evans area.

The two transit providers produce a program of projects 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. These projects include capital transit improvements, bus purchase and rehabilitation, bus facility upgrades, maintenance, and operation. The program of projects is amended into the TIP as it is received. The FTA requires all projects to be included in the TIP and the STIP before funds can be obligated.

CONGESTION MANAGEMENT

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

The NFRMPO's CMP requires project sponsors located on RTP designated Regionally Significant Corridors to demonstrate conformity with the CMP. Annually, the NFRMPO tracks performance measures and monitors the system in an annual CMP report.

PUBLIC PARTICIPATION

The NFRMPO follows FHWA and FTA requirements for public participation for all planning projects. The NFRMPO carries out a process that is open to all desiring to participate, so that the public and private sectors have 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 office and on the website, and holds at least two meetings to take public comments.

The Public Involvement Plan (PIP) is the document that guides the NFRMPO's public participation activities for all plans and programs, including the TIP. The PIP is currently being 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 the funding types. The abbreviations used in the TIP for specific funding types shown in the project tables labeled under "Funding Type/Program" are shown in Table 1.

Funding types are subject to change. This list is current as of the publication of this policy document. Some programs listed here may not have funds assigned to North Front Range project locations during the period covered by this TIP. 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	
AQC	Congestion Mitigation and Air Quality Improvement (CMAQ)
BR	Bridge-On State System
BRO	Bridge-Off State System
CR	Congestion Relief
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recover (State) FASTER Safety FASTER Bridge Enterprise
RPP	Regional Priorities Program
SRH	Safety – Railroad Crossing Elimination
SRP	Safety – Railroad At-Grade Crossing Protection
SRTS GRNT	Grants: Safe Routes to School
STS	Surface Transportation Program – Safety
STU	Surface Transportation Program – Metropolitan (STP-Metro)
TAP	Transportation Alternatives Program
[Various]	Surface Treatment (CDOT)
TRANSIT	
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery (State) TRG-FASTER (State) transit funding for regional or State focused projects STL-FASTER (State) transit funding for locally focused projects
FTA5304	Transit 5304: Statewide Planning
FTA5307	Transit 5307: Urbanized Area Formula Program (FTA funds allocated on a formula basis to urban areas larger than 50,000)
FTA5309	Transit 5309: Capital Investment Program (discretionary capital funds)
FTA5310	Transit 5310: Transportation for Elderly Persons & Persons with Disabilities
FTA5311	Transit 5311: Rural & Small Urban Areas (Non-Urbanized Areas)
FTA5339	Transit 5339: Bus and Bus Facilities Program
ADDITIONAL ABBREVIATIONS: the following may also appear in project-specific entries:	
CDC	Capital Development Committee (State)
IM	Interstate Maintenance
IMD	Interstate Maintenance Discretionary
L	Local
LO	Local Overmatch
NHS	National Highway System
NHD	National Highway System – Discretionary
RAG	Railroad Crossing Program – At Grade
SHE	Surface Transportation Program – Hazard Elimination
SHF	State Highway Funding
STA	Surface Transportation Program – Any Area
STP	Surface Transportation Program
STF	Surface Transportation Program – Flexible
TCC	Transportation Commission Contingency (CDOT)

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

PROJECT DELAY PROCEDURE

The goal of the NFRMPO's TIP Project Delay Procedure is to maximize the federal funding obligated each fiscal year and enable the MPO 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, STP Metro, and TAP programs (or their successor/equivalents in 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, in September, with TAC recommendations to 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. TAC may also recommend 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 the TAC and Council. The community may be granted a 2nd extension if extenuating circumstances exist outside the project sponsor's control preventing the project from moving forward. Council makes the final decision on 2nd extensions.

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 partners may include, but are not limited to, trail management groups, developers, and financiers. Member governments will represent their private partner(s) in all dealings with NFRMPO, CDOT, FHWA, or FTA. The private 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

In some instances during the project selection process associated with a call for projects, the NFRMPO may stay within financial constraints by scaling back the funding (and consequently the scope) of a proposed project before it is programmed in the TIP. Such partially-funded projects may be awarded funding if and when additional funding becomes available. In some instances, project sponsors may need to reapply in subsequent call for projects cycles to have their projects compete for funding along with any project requests.

An important consideration for Project Sponsors is the following excerpt from Title 23 of the U.S. Code:

“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 2016 remained 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 2016.

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 PROCESS

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

Policy Amendments

Policy Amendments require TAC review and Council approval for all CMAQ, STP, TAP and Air Quality Significant Projects.

Examples of Air Quality Significant Projects are:

- Adding a travel lane at least one mile in length, or completes 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 that offer a significant alternative to regional highway travel;
- Addition or deletion of major bus routes with 3,000 transit patrons per day, taking into account existing service levels.

The following items require a Policy Amendment:

1. Any project, outside of a pool, added to the TIP using federal funds including CMAQ, STP Metro or TAP funds, or if the project is an Air Quality Significant Project.
2. Any project that has all Federal funding removed or is deleted from the TIP.
3. A change of more than 25% or \$1 million in the federal portion of the project cost (whichever is higher).
4. A change in funding sources from 100% local to federal funds.
5. Any significant change in 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 that triggers a review of the National Environmental Policy Act (NEPA) process. Common scope changes are (1) engineering change, (2) quantity change, (3) location change, and (4) schedule change. Of particular interest would be any schedule changes that might affect the TIP's air quality conformity because the completion date of a regionally significant project would occur in a different time frame than that modeled by APCD.

Administrative Modifications

1. A change between federal funding sources.
2. A change in project funding amount of less than 25% or \$1 million (whichever is higher) of federal funding, and which does not change the scope of the project.
3. A transfer of funds among project years, with concurrence of Project Sponsors, and not effecting conformity.
4. Changes in the total amounts of a STIP pool due to Transportation Commission action, a change in resource allocation, increased federal funding allocation.

For the CDOT managed pools, the NFRMPO TIP shows pool totals by year. CDOT will provide a list of the projects that comprise the pool. The NFRMPO TIP table refers readers to the CDOT Daily STIP Report for the most up-to-date project-by-project funding within the CDOT-managed pools.

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 (DOT) and the Federal Transit Administration (FTA), to make EJ part of the 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 their strategy to promote the principles of EJ in all DOT programs, policies, and activities.

NFRMPO Environmental Justice Process

An EJ analysis must be completed on all new TIP amendments. If a project included in an amendment lies within ¼ mile of or adjacent to an EJ population (either minority or low income), an EJ analysis must be completed on the project individually. If it does not, it is considered Non-EJ. The benefits and burdens of each project must be examined individually on all EJ and Non-EJ projects. And 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 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 DOT 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” as 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 environmental justice analysis procedures are completed by NFRMPO staff.

Table 2 lists the benefits and burdens of an EJ or Non-EJ project.

Table 2: Environmental Justice Benefits and Burdens

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

MEASURING SYSTEM PERFORMANCE

The objective of the performance and outcome - based program under MAP-21 legislation is for planning agencies to invest resources in projects that collectively make progress toward the achievement of 7 specific national goal areas², shown in **Table 3**.

Table 3: MAP-21 National Performance Goals

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

NFRMPO staff developed goals, objectives, performance measures, and targets (GOPMT) in coordination with the TAC to monitor the performance of projects included in the TIP. The GOPMT was adopted by the MPO Council on September 4, 2014.

Each goal, objective, and performance measure directly relates to one or more of the 7 national goal areas. Each performance measure is associated with a target in order to monitor system performance. The types of data collected for each project relate to the target of the applicable performance measure. During the 2014 Call for Projects, each project application requested identification of applicable performance measure(s). Table 4 shows TIP projects associated with performance measures and goals.

² §1203; 23 USC 150(b)

Table 4: NFRMPO Project Performance Measures and Goals

NFRMPO Performance Measure: Air Quality Conformity Tests on Plans and Programs			
National Goal Areas: Environmental Sustainability, Reduced Project Delivery Delays			
Target: Passes Conformity			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2019-001	10 th Street Access Control Implementation	Greeley	STP-Metro
2017-003	I-25 / Crossroads Interchange	CDOT R4	STP-Metro
2016-002	Greeley Comprehensive Traffic Signal Timing	Greeley	CMAQ
2016-003	Loveland Traffic Optimization	Loveland	CMAQ
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2016-007	Larimer County CNG Vehicle Replacement	Larimer County	CMAQ
2017-002	Loveland CNG Vehicle Replacement	Loveland	CMAQ
2016-006	Weld County CNG Vehicles & Expansion	Weld County	CMAQ
NFRMPO Performance Measure: Number of Facility Samples with Poor Surface Condition			
National Goal Areas: Infrastructure Condition, Freight Movement and Economic Vitality			
Target: Reduce by 1%			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2017-005	Collins Street Resurfacing	Eaton	STP-Metro
2016-009	65 th Ave Widening	Evans	STP-Metro
2019-001	10 th Street Access Control Implementation	Greeley	STP-Metro
2016-008	I-25 Truck Climbing Lane	CDOT R4	STP-Metro
NFRMPO Performance Measure: Five-Year Rolling Average of Injury and Fatal Crashes			
National Goal Areas: Safety, System Reliability			
Target: No Increase in Crashes			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2019-001	10 th Street Access Control Implementation	Greeley	STP-Metro
2018-002	US34 Widening	Loveland	STP-Metro
2016-003	Loveland Traffic Optimization	Loveland	CMAQ
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 85%			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2018-002	US34 Widening	Loveland	STP-Metro
2016-008	I-25 Truck Climbing Lane	CDOT R4	STP-Metro
2017-003	I-25 / Crossroads Interchange	CDOT R4	STP-Metro
2016-002	Greeley Comprehensive Traffic Signal Timing	Greeley	CMAQ
2016-003	Loveland Traffic Optimization	Loveland	CMAQ

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
2016-009	65 th Ave Widening	Evans	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2019-001	10 th Street Access Control Implementation	Greeley	STP-Metro
2018-002	US34 Widening	Loveland	STP-Metro
2016-001	Colorado Front Range Trail	Larimer County	TAP
2017-001	Great Western Trail	Windsor	TAP
NFRMPO Performance Measure: Fixed-Route Revenue Hours Per Capita Within Service Areas			
National Goal Area: System Reliability			
Target: Maintain 75%			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
NFRMPO Performance Measure: Transit Service Vehicles Within Useful Life Parameters Established by FTA			
National Goal Areas: System Reliability, Reduced Project Delivery Delays			
Target: Passes Conformity			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
NFRMPO Performance Measure: Fixed-Route Ridership Per Capita Within Service Areas			
National Goal Areas: System Reliability, Congestion Reduction			
Target: Increase by 10%			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ

SECTION 2: FY 2016-2019 PROJECTS

Project Tables

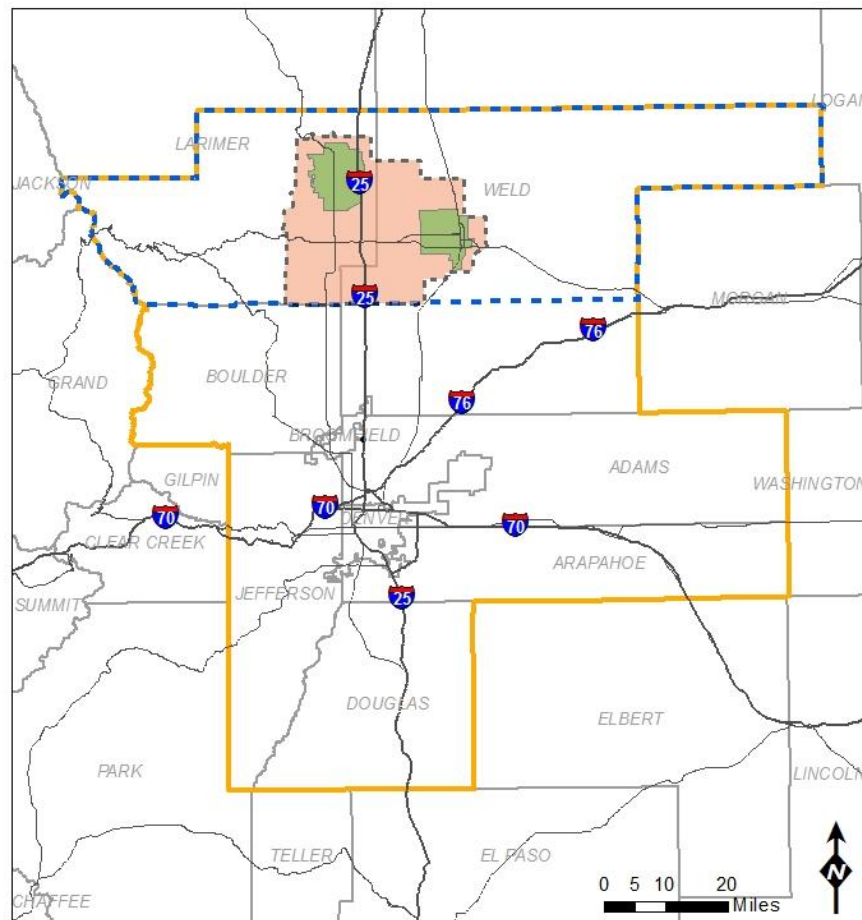
The table of project listings and is updated with each amendment. It is available online at www.nfrmpo.org. See the ***Transportation Improvement Program*** page.

APPENDIX A: AIR QUALITY CONFORMITY FINDING

AIR QUALITY

The NFRMPO is currently a marginal nonattainment area for ozone and a maintenance area for carbon monoxide (CO) as designated by the EPA. The NFRMPO region is entirely located within the Denver-North Front Range 8-Hour Ozone Nonattainment area. The Fort Collins and Greeley CO Maintenance Areas are located within the NFRMPO boundary, as shown in Figure 2. The nonattainment and maintenance statuses required a conformity determination to be performed on this TIP as it was revised to be consistent with the 2040 RTP adopted in September 2015.

Figure 2: NFRMPO Air Quality Boundaries



- Legend**
- CO Maintenance Area
 - NFRMPO Boundary
 - NFRMPO Modeling Area (Northern Subarea)
 - Ozone Nonattainment Boundary





RESOLUTION NO. 2015-08
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING CONFORMITY DETERMINATIONS
FOR THE NORTH FRONT RANGE METROPOLITAN PLANNING AREA 2040 FISCALLY
CONSTRAINED REGIONAL TRANSPORTATION PLAN
AND THE FY2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM
AND FOR THE NORTHERN SUBAREA OF THE UPPER FRONT RANGE TRANSPORTATION
PLANNING REGION 2040 REGIONAL TRANSPORTATION PLAN
AND FOR THE NORTHERN SUBAREA OF THE UPPER FRONT RANGE TRANSPORTATION
PLANNING REGION PORTION OF THE COLORADO FY2016-2019 STATEWIDE
TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

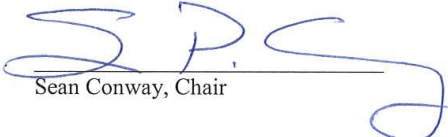
WHEREAS, the planning assumptions for the Northern Subarea were updated prior to conformity analysis, updating from forecast year 2035 to 2040; and

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

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

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

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held the 9th day of July, 2015.


Sean Conway, Chair

ATTEST:

Terri Blackmore, Executive Director



COLORADO
Air Quality Control Commission
Department of Public Health & Environment

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

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

August 20, 2015

The Colorado Air Quality Control Commission (AQCC) has reviewed your agency's conformity determinations for its Transportation Plan and Transportation Improvement Programs. The AQCC agrees that the North Front Range Metropolitan Planning Organization's 2040 Fiscally Constrained Regional Transportation Plan, FY 2016-2019 Transportation Improvement Program (TIP), Upper Front Range 2040 Transportation Plan, and portion of Colorado FY 2016-2019 Statewide Transportation Improvement Program, as of August 20, 2015, conform to the State Implementation Plans and emissions budgets for ozone precursors and carbon monoxide.

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

Should you have any questions regarding the AQCC's action please contact Chris Colclasure at the APCD, at 303-692-3269 or at chris.colclasure@state.co.us.

Sincerely,

John Clouse, Chair
Air Quality Control Commission

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



APPENDIX B: CERTIFICATION OF PLANNING PROCESS



METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

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

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

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

REGIONAL TRANSPORTATION PLAN

Regional Transportation Plans (RTPs) have been developed by the NFRT&AQPC since 1990, with the latest version updated and adopted on September 3, 2015. The RTP's most recent determinations of conformity with the State Implementation Plan for air quality were updated by the NFRT&AQPC on September 3, 2015. 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 August 20, 2015.

TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Improvement Programs (TIP) have been prepared and approved by the NFRT&AQPC since 1988. The FY 2016-2019 version of the TIP and its conformity determination were adopted on September 3, 2015. This document was submitted to the AQCC for concurrence. The AQCC's concurrence was received on August 20, 2015. The 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 July 9, 2015.

CONGESTION MANAGEMENT PROCESS

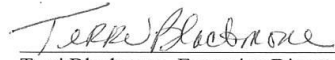
In 2015, the NFRT&AQPC updated the CMP to incorporate performance measures to help direct TIP funding towards projects and strategies most effective for addressing congestion. An annual report of performance and congestion is issued by the NFRT&AQPC.

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

ATTEST:



Renae Steffen, Administrative Director
NFRT&AQPC

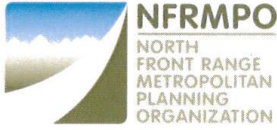
 9/3/15

Terri Blackmore, Executive Director
NFRT&AQPC
Date

Shailen Bhatt, Executive Director
Colorado Department of Transportation
Date

APPENDIX C: CDOT REGION 4 CONCURRENCE

APPENDIX D: RESOLUTION OF ADOPTION



**RESOLUTION NO. 2015-13
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY
PLANNING COUNCIL ADOPTING THE FY2016-2019 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)**

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

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

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

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

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

WHEREAS, the air quality conformity determinations conducted on the MPO’s FY 2016-2019 TIP using the EPA’s approved MOVES 2014 emissions model were within the federally approved emissions budgets; and

WHEREAS, the Planning Council approves the TIP and submits copies for inclusion into the State Transportation Improvement Program and approval by the Governor;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council finds that the FY2016-2019 Transportation Improvement Program (TIP), per Resolution No. 2015-13, is in conformance with the requirements of 49 CFR 613.100 and 23 CFR 450.324 .

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3rd day of September, 2015.


Sean Conway, Chair

ATTEST:


Terri Blackmore, Executive Director

Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015

Transportation Improvement Program FY 2016 - FY 2019 North Front Range Transportation & Air Quality Planning Council

Statewide or Region Four Pool

North Front Range Pool

Project Programmed / budgeted in pool

Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
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HIGHWAYS

BRIDGE - ON STATE SYSTEM

SR46598		Region 4 Bridge - On System Pool <i>Funding amounts allocated for the North Front Range Region</i>	CDOT	Bridge	Federal	CBP	0	1,421	1,510	0	2,931	
					State	CBP	0	280	315	0	595	
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total	0	1,701	1,825	0	3,526
SR45218.173	2017-006	SH14C: Ft Collins East MP 135.7 - 139.5	CDOT Region 4	Bridge Reconstruct	Federal State Total	CBP CBP	0 0 0	1,234 256 1,490	0 0 0	0 0 0	1,234 256 1,490	
	2017-007	SH60: I-25 - Milliken MP 6-14	CDOT Region 4	Bridge Reconstruct	Federal State Total	CBP CBP	0 0 0	50 11 61	0 0 0	0 0 0	50 11 61	
SR46598.036	NF1099	NFR Asset Mgmt Bridge Maintenance MP 6-14	CDOT Region 4	Bridge Reconstruct	Federal State Total	CBP CBP	0 0 0	0 0 0	1,510 315 1,825	0 0 0	1,510 315 1,825	
	2017-012	GWRR Bridge Repairs over I-25 S/O US34	CDOT Region 4	Bridge Reconstruct	Federal State Total	CBP CBP	0 0 0	137 13 150	0 0 0	0 0 0	137 13 150	

BRIDGE - OFF STATE SYSTEM

SR46601		Region 4 Bridge - Off System Pool <i>Funding amounts allocated for the North Front Range Region</i>	Various	Bridge	Federal	BRO	968	0	1,756	0	2,724	
					Local	L	242	0	439	0	681	
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total	1,210	0	2,195	0	3,405

Projects: Big Thomp. River at CR19E (LR19E-0.5-20)
West Mutual Ditch/CR44 (WEL044.0-033.0A)
Spring Ck at Riverside (FCRVSDE-S.2PRST)

Roll Forward from 2012-2017 TIP Larimer County Canal (LR3-0.5-50)

Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015

Transportation Improvement Program FY 2016 - FY 2019 North Front Range Transportation & Air Quality Planning Council

Statewide or Region Four Pool

North Front Range Pool

Project Programmed / budgeted in pool

Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
STRATEGIC											
SSP4028		N. I-25 Corridor (Denver to Fort Collins) Construction	CDOT	Highway Added Capacity	Federal	Regional Priority	1,090	0	0	0	1,090
See Region Pools Section		<i>Funding amounts allocated for the North Front Range Region</i>		Modify & reconstruct	State	RAMP	28,000	0	0	0	28,000
*Also see STP Metro Projects 2016-008 and 2017-003					State	FASTER Safety	5,000	0	0	0	5,000
For the most current corridor funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget					Total		34,090	0	0	0	34,090

FASTER (North Front Range Listings of State Highway Locations)

SR46606		Region 4 FASTER Safety Pool	CDOT	FASTER Safety							
See Region Pools Section		<i>Funding amounts allocated for the North Front Range Region</i>			State	FAS	13,803	13,930	14,043	14,139	55,915
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget					Total		13,803	13,930	14,043	14,139	55,915
SR46606.059	2017-008	US85 & SH392	CDOT Region 4	Intersection Improvement	State Total	FAS	0 0	2,500 2,500	0 0	0 0	2,500 2,500
SR46606.060	2018-005	SH402 at CR 9E	CDOT Region 4	Intersection Improvement	State Total	FAS	0 0	0 0	2,500 2,500	0 0	2,500 2,500
SR46606.062	2019-002	SH263: Safety Improvements	CDOT Region 4	Safety Improvement	State Total	FAS	0 0	0 0	0 0	1,000 1,000	1,000 1,000
SR46598		Region 4 State Bridge Enterprise Pool	CDOT	FASTER Bridge							
See Region Pools Section		<i>Funding amounts allocated for the North Front Range Region</i>			State						
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget					Total						
SR46606.40		Region 4 FASTER Safety Signal Pool	CDOT	FASTER Safety Signal							
See Region Pools Section		<i>Funding amounts allocated for the North Front Range Region</i>			State						
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget					Total						

Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015

**Transportation Improvement Program FY 2016 - FY 2019
North Front Range Transportation & Air Quality Planning Council**

Statewide or Region Four Pool
North Front Range Pool

Project Programmed / budgeted in pool
Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19	
REGIONAL PRIORITIES (North Front Range Listings)												
SR46600.016		R-4 RPP <i>Funding amounts allocated for the North Front Range Region</i>	CDOT		Federal State	RPP	11,621	11,283	10,955	10,635	44,494	
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total	11,621	11,283	10,955	10,635	44,494
SR45001	2016-010	I-25 Post EIS Design & ROW	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal State	STA SHF	915 229	1,762 441	526 131	0 0	3,203 801	
							Total	1,144	2,203	657	0	4,004
SR46600.031	NF1047	US85 PEL	CDOT Region 4	Planning	Federal State	STA SHF	400 100	400 100	0 0	0 0	800 200	
							Total	500	500	0	0	1,000
SR45218.129	2016-012	US85 & US34 Intersection	CDOT Region 4	Intersection Improvement	Federal State	STA SHF	400 100	400 100	0 0	0 0	800 200	
							Total	500	500	0	0	1,000
SR45001.009	NF1092	Adaptive Signal Control US85 (Greeley)	CDOT Region 4	ITS Signal Control	Federal State	RAMP	147 0	0 0	0 0	0 0	147 0	
							Total	147	0	0	0	147
CONGESTION RELIEF												
SR46603		Region 4 Congestion Relief Pool <i>Funding amounts allocated for the North Front Range Region</i>	CDOT		Federal State							
							Total					

Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015

Transportation Improvement Program FY 2016 - FY 2019 North Front Range Transportation & Air Quality Planning Council

Statewide or Region Four Pool

North Front Range Pool

Project Programmed / budgeted in pool

Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19	
SURFACE TREATMENT												
SR45218		Region 4 Surface Treatment <i>Funding amounts allocated for the North Front Range Region</i>	CDOT	Surface Treatment	Federal State	STA	58,338	58,320	61,098	0	177,756	
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total	58,338	58,320	61,098	0	177,756
SR45218.112	NF1016	SH56 Berthoud East MP 4.6 - 9.4	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	3,700 800 4,500	0 0 0	0 0 0	0 0 0	3,700 800 4,500	
SR45218.125	NF1026	SH392 Windsor to Lucerne MP 105.4 - 115.4	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	7,300 1,535 8,835	0 0 0	0 0 0	0 0 0	7,300 1,535 8,835	
SR45218.114	NF1018	SH60: I-25 to Milliken MP 6 - 14 <i>Also, see Bridge - On State System</i>	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	0 0 0	4,140 860 5,000	0 0 0	0 0 0	4,140 860 5,000	
SR45218.113	NF1017	SH60: US287 to I-25 MP 0 - 4.96	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	0 0 0	1,320 280 1,600	0 0 0	0 0 0	1,320 280 1,600	
SR45218.153	2017-011	SH287: Jasper Rd North MP 308.0 - 309.2	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	0 0 0	1,530 320 1,850	0 0 0	0 0 0	1,530 320 1,850	
SR45218.173	2018-006	SH14 Ft Collins East MP 135.7 - 139.5	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	0 0 0	0 0 0	9,110 1,890 11,000	0 0 0	9,110 1,890 11,000	
SR45218.179	2018-007	US34: US85 east to US34A MP 135.7 - 139.5	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	0 0 0	0 0 0	1,200 250 1,450	0 0 0	1,200 250 1,450	
Roll Forward from 2012-2017 TIP	SR45218.115	NF1019 US287: Loveland North/Harmony 334.7-339-29th-SH392 MP 355 - 339	CDOT Region 4		Federal State Total	STA SHF	2,032 422 2,454					
Roll Forward from 2012-2017 TIP	SR45218.107	NF1015 US287: SH1 to LaPorte Bypass (FtCollins)4-20 MP 342.03 - 346.87	CDOT Region 4		Federal State Total	STA SHF	828 172 1,000					

Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015

Transportation Improvement Program FY 2016 - FY 2019 North Front Range Transportation & Air Quality Planning Council

Statewide or Region Four Pool

North Front Range Pool

Project Programmed / budgeted in pool

Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
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CDOT REGION 4 TRANSPORTATION ALTERNATIVES PROGRAM

SR47020		Region 4 TAP <i>Funding amounts allocated for the North Front Range Region</i>	CDOT Region 4	Transportation Alternatives	Federal	STE	2,038	1,200	0	0	3,238
					Local		753	432	0	0	1,185
					Total		2,791	1,632	0	0	4,423

For the most current project funding information, please see CDOT's Daily STIP at <http://www.coloradodot.info/business/budget>

SR47020.005	2016-015	Long View Corridor Trail Ft Collins & Loveland <small>Along LCR 17 Fossil Cr Drive to Loveland Rec Trail</small>	Larimer County	Bike/Ped Facility	Federal	STE	1,000	0	0	0	1,000
					Local		350	0	0	0	350
					Local Overmatch		1,850	0	0	0	1,850
					Total		3,200	0	0	0	3,200

SR47020.016	2016-016	Sheep Draw Trail 2015 Greeley <small>Along Sheep Draw from 71st Ave West and south to 20th St</small>	Greeley	Bike/Ped Facility	Federal	STE	219	200	0	0	419
					Local		199	182	0	0	381
					Total		418	382	0	0	800

SR47020.006	2016-017	Pitkin St Low Stress Bicycle Corridor <small>Clearview, Springfield, & Pitkin St from Overland Park to Riverside Ave</small>	Fort Collins	Bike/Ped Facility	Federal	STE	593	0	0	0	593
					Local		148	0	0	0	148
					Total		741	0	0	0	741

SR47020.017	2017-013	Berthoud CR17 Bike Lanes <small>LCR 17 between LCR 16 & US287</small>	Berthoud	Bike/Ped Facility	Federal	STE	0	1,000	0	0	1,000
					Local		0	250	0	0	250
					Total		0	1,250	0	0	1,250

SR47020.019	2016-018	Secure Bicycle Parking <small>Downtown Transit Center (250 N Mason St, Fort Collins) University MAX Station (University Ave & S Mason St, Fort Collins)</small>	Fort Collins	Bike/Ped Facility	Federal	STE	226	0	0	0	226
					Local		56	0	0	0	56
					Total		282	0	0	0	282

Roll Forward from 2012-2017 TIP	SNF5094.035	NF1062	SH60 Milliken-Johnstown Trail	Milliken Johnstown	Bike/Ped Facility	Federal	94				
						Local	75				
						Total	169				

Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015

Transportation Improvement Program FY 2016 - FY 2019 North Front Range Transportation & Air Quality Planning Council

Statewide or Region Four Pool

Project Programmed / budgeted in pool

North Front Range Pool

Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19		
TRANSPORTATION ENHANCEMENTS													
SNF5094		Transportation Enhancements		Transportation Enhancements	Federal	ENF	206	0	0	0	206		
		<i>Funding amounts allocated for the North Front Range Region</i>			Local		51	0	0	0	51		
		For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget			Total		257	0	0	0	257		
<i>Roll Forward from 2012-2017 TIP</i>	SNF5094.035	NF1062 SH60 Milliken - Johnstown Trail	Milliken Johnstown	Bike/Ped Facility	Federal Local	ENF	206 51						
NFR TRANSPORTATION ALTERNATIVES PROGRAM													
SNF5095		NFR Not Assigned TAP			Federal	TNF	0	0	0	0	0		
					Local		0	0	0	0	0		
					Total		0	0	0	0	0		
SNF5095.001	2016-001	Colorado Front Range Trail	Larimer County Fort Collins Loveland	Bike/Ped Facility	Federal Local Total	TNF	456 114 570	0 0 0	0 0 0	0 0 0	456 114 570		
SNF5095.002	2017-001	Great Western Trail	Windsor Severance Eaton	Bike/Ped Facility	Federal Local Total	TNF	0 0 0	50 13 63	250 63 313	250 63 313	550 138 688		
<i>Roll Forward from 2012-2017 TIP</i>	SNF5094.029	NF0919 Boyd Lake Ave. at Greeley Loveland Canal	Loveland	Bike/Ped Facility	Federal Local Local Overmatch Total	TAP L LO	249 64 540 853						
Transportation Alternatives programmed in NFRMPO							Federal	TNF	456	50	250	250	1,006
							Local		114	13	63	63	252
							Total		570	63	313	313	1,258

Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015

**Transportation Improvement Program FY 2016 - FY 2019
North Front Range Transportation & Air Quality Planning Council**

Statewide or Region Four Pool
North Front Range Pool

Project Programmed / budgeted in pool
Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
CONGESTION MITIGATION & AIR QUALITY (CMAQ)											
SNF5173		NFR Not Assigned CMAQ			Federal	AQC	0	0	0	0	0
					Local		0	0	0	0	0
					Total		0	0	0	0	0
SNF5173.050	2016-002	Greeley Comprehensive Traffic Signal Timing	Greeley		Federal	AQC	185	0	0	0	185
					Total		185	0	0	0	185
SNF5173.051	2016-003	Loveland Traffic Optimization	Loveland		Federal	AQC	380	0	0	0	380
					Total		380	0	0	0	380
New	2016-004	GET CNG Bus Replacement	Greeley		Federal	AQC	874	778	779	1,558	3,989
					Local		182	162	162	324	829
					Total		1,056	940	941	1,882	4,818
New	2016-005	Transfort CNG Bus Replacement	Fort Collins		Federal	AQC	1,418	792	793	0	3,003
					Local		295	165	165	0	624
					Total		1,713	957	958	0	3,627
New	2018-001	COLT CNG Bus Replacement	Loveland		Federal	AQC	0	0	363	363	726
					Local		0	0	75	75	151
					Total		0	0	438	438	877
New	2016-006	Weld County CNG Vehicles & Expansion	Weld County		Federal	AQC	1,700	1,252	888	901	4,741
					Local		353	260	185	187	986
					Total		2,053	1,512	1,073	1,088	5,727
New	2017-002	Loveland CNG Vehicle Replacement	Loveland		Federal	AQC	0	128	128	128	384
					Local		0	27	27	27	80
					Total		0	155	155	155	464
New	2016-007	Larimer County CNG Vehicle Replacement	Larimer County		Federal	AQC	96	96	96	96	384
					Local		20	20	20	20	80
					Total		116	116	116	116	464
SNF5173.048	NF1102	Loveland Traffic Signal Controllers	Loveland	ITS Traffic Controls	Federal	AQC	497				
					Local		103				
					Total		600				

Roll Forward from 2012-2017 TIP

Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015

**Transportation Improvement Program FY 2016 - FY 2019
North Front Range Transportation & Air Quality Planning Council**

Statewide or Region Four Pool
North Front Range Pool

Project Programmed / budgeted in pool
Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19		
CONGESTION MITIGATION & AIR QUALITY (CMAQ) Continued													
Roll Forward from 2012-2017 TIP	SNF5173.049	NF1103	US 287 & US 34 VMS Signs	Loveland	Multi-Modal Traveler Informatior	Federal	497						
						Local	103						
						Total	600						
Roll Forward from 2012-2017 TIP	SNF5788.035	NF1010	US 34 (10th St): 35th to 23rd	Greeley	Access	Federal	1,000						
					Modify & Construct	Local	208						
						Total	1,208						
Congestion Mitigation & Air Quality Improvements programmed in NFRMPO							Federal	AQC	4,653	3,046	3,047	3,046	13,792
Summary excludes Roll Forwards							Local		850	633	633	633	2,750
							Total		5,503	3,679	3,680	3,679	16,542

STP-METRO

SNF5788	NFR Not Assigned STP-Metro		NFRMPO	Planning	Federal	STU	0	0	0	0	0
					Local		0	0	0	0	0
					Total		0	0	0	0	0
New	2016-008	I-25 Truck Climbing Lane	CDOT R4		Federal	STU	3,000	0	0	0	3,000
		*Also see Strategic N. I-25 Corridor (Denver to Fort Collins)			Total		3,000	0	0	0	3,000
New	2017-003	I-25 / Crossroads	CDOT R4		Federal	STU	0	1,000	1,000	0	2,000
		*Also see Strategic N. I-25 Corridor (Denver to Fort Collins)			Total		0	1,000	1,000	0	2,000
SNF5788.039	2017-004	Horsetooth and College Intersection Improvements	Fort Collins		Federal	STU	0	1,253	1,115	0	2,368
					Local		0	260	232	0	492
					Total		0	1,513	1,347	0	2,860
SNF5788.040	2018-002	US 34 Widening	Loveland		Federal	STU	0	0	647	462	1,109
					Local		0	0	134	96	231
					Total		0	0	781	558	1,340
New	2018-003	LCR 17 Expansion	Larimer County Berthoud		Federal	STU	0	0	532	1,334	1,866
					Local		0	0	111	277	388
					Total		0	0	643	1,611	2,254

Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015

**Transportation Improvement Program FY 2016 - FY 2019
North Front Range Transportation & Air Quality Planning Council**

Statewide or Region Four Pool
North Front Range Pool

Project Programmed / budgeted in pool
Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19	
STP-METRO Continued												
SNF5788.042	2019-001	10th Street Access Control Implementation	Greeley		Federal	STU	0	0	0	1,498	1,498	
						Local	0	0	0	311	311	
						Total	0	0	0	1,809	1,809	
SNF5788.041	2016-009	65th Ave Widening	Evans		Federal	STU	1,101	293	0	0	1,394	
						Local	229	61	0	0	290	
						Total	1,330	354	0	0	1,684	
SNF5788.043	2017-005	Collins Street Resurfacing	Eaton		Federal	STU	0	104	0	0	104	
						Local	0	22	0	0	22	
						Total	0	126	0	0	126	
Roll Forward from 2012-2017 TIP	NF1006	US 85 Access Cntrl at 31st Street	Evans	Modify Intersection	Federal	STU	103	644				
						Local	22	133				
						Local Overmatch		68				
						Total	125	845				
Roll Forward from 2012-2017 TIP	NF1104	65th Ave: US34 Bypass - 34th St Rd (Greeley)	Greeley		Federal	STU	435					
						Local	91					
						Total	526					
Roll Forward from 2012-2017 TIP	NF1089	35th Ave: Prairie View to 37th St	Evans		Federal	STU	1,115					
						Local	232					
						Local Overmatch	93					
						Total	1,440					
Roll Forward from 2012-2017 TIP	NF1088	Loveland Traffic Operations Center	Loveland		Federal	STU	205					
						Local	43					
						Total	248					
Surface Transportation Program-Metro programmed in NFRMPO						Federal	STU	4,101	2,650	3,294	3,294	13,339
Summary excludes Roll Forwards						Local	L	229	343	477	685	1,733
						Local Overmatch	LO	0	0	0	0	0
						Total		4,330	2,993	3,771	3,979	15,072

Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015

Transportation Improvement Program FY 2016 - FY 2019 North Front Range Transportation & Air Quality Planning Council

Statewide or Region Four Pool	Project Programmed / budgeted in pool
North Front Range Pool	Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
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SAFETY

SR46667		Region 4 Hot Spots <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State						
See Region Pools Section		<i>For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget</i>									
		Total									
SR46668		Region 4 Traffic Signals <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State						
See Region Pools Section		<i>For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget</i>									
		Total									
SR46669		Region 4 Safety Enhancement <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State						
See Region Pools Section		<i>For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget</i>									
		Total									
SR46813		Region 4 Maintenance (Traffic Operations) <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State						
See Region Pools Section		<i>For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget</i>									
		Total									
SR46666		Region 4 Hazard Elimination Pool <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State		0	0	0	0	0
See Region Pools Section		<i>For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget</i>									
		Total									

Roll Forward from 2012-2017 TIP	SR4666.053	NF1084	US287: Orchards Shopping Center (Loveland) MP 335.35	CDOT Region 4	Safety	Federal State	SHO SHF	270 30				300
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Roll Forward from 2012-2017 TIP	SR4666.052	NF1083	Shields St - Drake Rd to Davidson	CDOT Region 4	Safety	Federal State	SHO SHF	887 99				986
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RAILROAD AT-GRADE

SR47000.		CDOT Region 4 Railroad Crossing Pool		Safety							
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget											

GRANTS: SAFE ROUTES TO SCHOOLS

Roll Forward from 2012-2017 TIP	SR47001.022	NF1113	Garfield ES Sidewalk Improvements	Loveland	Sidewalks & ADA Ramps <i>Note: Eligible for 100% Fed</i>	Federal	GRNT	113				113
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Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015

**Transportation Improvement Program FY 2016 - FY 2019
North Front Range Transportation & Air Quality Planning Council**

Statewide or Region Four Pool

Project Programmed / budgeted in pool

North Front Range Pool

Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
TRANSIT											
STRATEGIC TRANSIT PROJECTS											
NFRMPO Strategic Transit Projects					State Local Total	Strategic Transit					
TRANSIT 5307: Urbanized Area Formula Program											
Fort Collins-Loveland-Berthoud TMA					Federal	FTA5307					
Greeley Urbanized Area					Federal	FTA5307					
TRANSIT 5309: Capital Investment Program											
SST6740		Colorado Association of Transit Agencies appropriation request	Fort Collins		Federal	FTA 5309					
SST6740.076		Fort Collins: State of Good Repair	Fort Collins		Federal	FTA 5309					
SST6740		Colorado Association of Transit Agencies appropriation request	Greeley		Federal	FTA 5309					
SST6740		Colorado Association of Transit Agencies appropriation request	Loveland		Federal	FTA 5309					
SST6740		Loveland: State of Good Repair	Loveland		Federal	FTA 5309					
TRANSIT 5310: Transportation for Elderly Persons & Persons with Disabilities											
SST6727		Transit USC 5310 Pool			Federal	FTA5310					
TRANSIT 5311: Rural & Small Urban Areas (Non-Urbanized areas)											
SST6729		Transit USC 5311 Pool			Federal	FTA5311					
TRANSIT 5339 - Bus and Bus Facilities Program											

Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015

Transportation Improvement Program FY 2016 - FY 2019 North Front Range Transportation & Air Quality Planning Council

Statewide or Region Four Pool

Project Programmed / budgeted in pool

North Front Range Pool

Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
FASTER Transit											
SR47005		CDOT Region 4 FASTER Transit Pool			State	TRG					
New Entry	2016-019	FLEX Operating	Fort Collins		State	FAS	200	0	0	0	200
					Local		200	0	0	0	200
					Total		400	0	0	0	400
SST7035		CDOT DTR FASTER Transit Pool			State	TRG					

LOCAL

RAMP PROJECTS

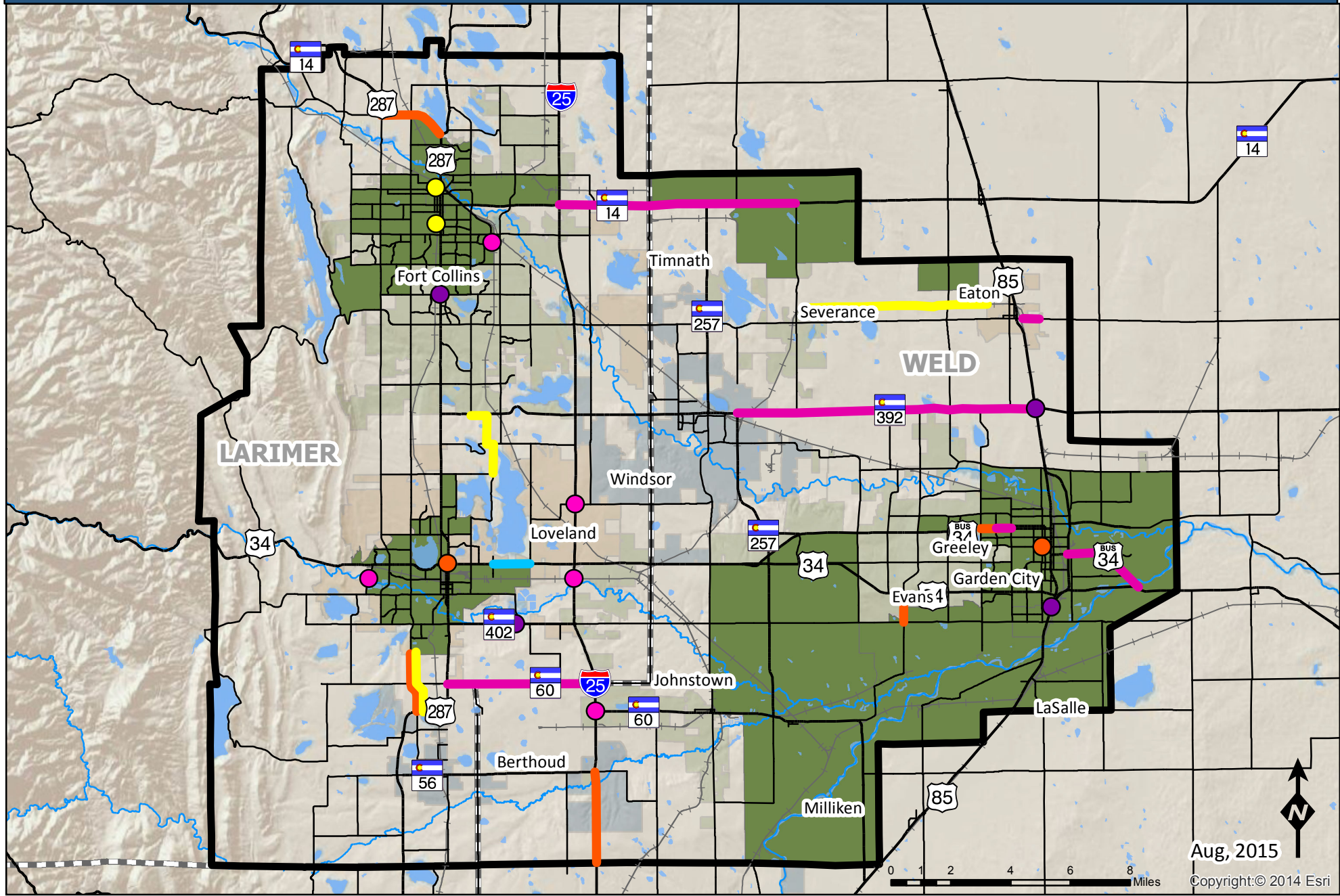
SR45001.019	NF1097	SH287: SH1 to LaPorte Bypass (Ft Collins_ 4-20)	CDOT Region 4	Widening	Federal Total	RAMP	7,834	0	0	0	7,834
							7,834	0	0	0	7,834
SR45001.011	NF1094	Loveland RWIS Update/Expansion (4-36)	Loveland	Roadway Weather Information Update	Federal Local Total	IRP L	304				76
							380				

Emergency Relief / TCC Contingency

Federal and State Emergency Relief and TCC Contingency funds are used for these projects.

ROLL FORWARDS (shown Program-by-Program above)
Dollar figures flagged above as "Roll Forwards" (see light blue borders) address the need for rebudgeting created by the ERP system at CDOT when doing phase balance transfers within projects whose federal funds had been programmed in previous years. The NFRMPO understands that the dollars shown as Roll Forwards for completion of these projects do not deduct from the current TIP control totals within the various programs.

Environmental Justice FY 2016 - 2019 TIP



Aug, 2015
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Legend	
Project Type	
Bridge Work	Operational Improvement
Bike/Ped Facility	Capacity Change
Intersection Improvement	Improve Pavement
Operational Improvement	NFRMPO Boundary
Capacity Change	Rivers
Improve Pavement	County Boundary
	Environmental Justice Areas