

## **March 2016 Director's Report Addendum**

### **Fix N I-25**

- The Subcommittee met on February 5 to identify funding for N I-25 that can be used to match and payback a TIFIA loan or match Freight/Regional Corridor federal funding.
- Region 4 will provide a gap funding analysis and funding options including regional, state, FAST act and local funding.
- Region 4's top priorities are the Poudre River Bridge (\$35 M) and the RR Bridge (\$25). They are both at 30% design.
- To apply for a TIFIA loan, the I-25 improvements need a Level III Tolling and Revenue Study (an investment level analysis).
- The NFRMPO staff are updating the Funding Options report to reflect FAST – the new federal transportation legislation.
- ***The next meeting is scheduled for February 11 from 11:30 to 1:00 pm at Perkins in Loveland***

### **FASTLANE**

- ***The discretionary Freight Program is currently taking applications which are due April 14. Projects must be at least a minimum of \$100M and require a 20% match***
- ***States, MPOs over 200K and units of local government or a group of governments***
- ***FASTLANE grants provide up to 60 percent of federal funds which may be combined with 20% other federal funds and a local match of at least 20%.***
- ***MPO staff updated the I-25 Funding Options brochure to include an analysis of local match needed to complete the four bridges in the MPO area***
- ***The analysis includes an estimation of 15% design costs and a contribution from CDOT for the design costs and remaining match***

### **2016 Dues Payments Received**

- ***Local Match payments have not been received by the MPO from Evan, Greeley, Larimer County, LaSalle, Loveland or Timnath***
- ***Partial Payments have been received from Fort Collins and Johnstown***

### **Local Community VanGo Presentations**

- ***Presentations were requested by Jan Dowker at a previous council meeting***
- ***Jeff McVay has been contacting the local communities to schedule a presentation on the VanGo program. He has been unable to obtain time on a work or board session agenda***
- ***Please contact him at [jmcvan@nfrmpo.org](mailto:jmcvan@nfrmpo.org) or by calling 970.224.6148.***

### **NFRMPO Audit**

- The firm Anton, Collins, Mitchell will be completing the audit and will be in the NFRMPO offices March 14-19.

### **VanGo™**

- MPO/VanGo™ staff are working with FTA and Transfort to identify a process that allows the sale of FTA funded vans without having to return 80% of the

funding. VanGo™ may not be able to purchase vans with the 2015 FASTER funds because CDOT requires that the exact vans be identified in the grant two years prior to the sale and purchase. FTA only requires that the vans being replaced meet a time or mileage requirement.

- The MPO is working to update an IGA with the City of Fort Collins for the maintenance of the VanGo™ vehicles. This was identified by the FTA during the Triennial review although not a finding.
- The MPO/VanGo™ sent a letter to CDOT on February 19 to request the ability to replace vans meeting the FTA requirements of 100K miles or 4 years old instead of providing the VINs in the scope of work.
- ***The VanGo staff are currently working with six employees working in Cheyenne to start a van.***

#### Mobility Committees

- The Larimer County Mobility Committee met on February 18 and the Committee will be examining membership, goals and purpose.
- A new Rider's Guide has been developed and ***is available at the MPO meeting or at [http://nfrmpo.org/Files/Riders\\_Guide\\_for\\_Website.pdf](http://nfrmpo.org/Files/Riders_Guide_for_Website.pdf)***

#### NFRMPO Staff Changes

- The NFRMPO hired two new planners, Medora Kealy and Jenna Levin, in early February and they start on March 8 and March 14.
- The VanGo™ program has a temporary part-time employee assisting the program while the number of positions needed is evaluated.

#### NFRMPO Documents available electronically or as paper copies

- To assist with public outreach, staff has designed and printed the following documents:
  - NFRMPO and VanGo™ Brochures
  - Annual Report
  - Mobility Postcards
- Any Planning Council member who would like extra copies of any of the documents should contact me at [tblackmore@nfrmpo.org](mailto:tblackmore@nfrmpo.org) or pick them up at the Planning Council meeting

## APA Legislative Update

- The following bill updates are as of February 15:
- HB1008 – Roadway Shoulder Access for Buses was introduced in the Senate and assigned to Transportation – requires CDOT to consult with CSP before designating a shoulder for bus use
- HB1018 – Transportation Advisory Committee Procedures had its second reading in Senate and passed with no amendments - provides STAC ability to provide advice and comments directly to Transportation Commission
- HB1031 – Modify Transportation Commission Membership – referred to Transportation & Energy, refer amended to Appropriations – study 11 districts to determine whether the number boundaries should be modified
- HB1067 – Regional Transportation Authority Mill Levy – referred to Local Government and referred unamended to Committee of the Whole – extends the authorization to 2029
- HB1138 – General Fund Transfers for State Infrastructure – assigned to State, Veterans & Military Affairs – adds another year of transfers to the capital construction fund and the Highway Users Trust Fund (HUTF)
- HB1169 – Ute Representatives for Transportation Advisory Committee – referred to Transportation & Energy, referred unamended to Committee of the Whole – provides representation for the Ute tribe
- HB1172 – CDOT Efficiency and Accountability Committee – referred to Transportation & Energy, referred unamended to Committee of the Whole – reestablishes the efficiency and accountability committee and expands membership to include 4 state legislators and representatives of counties, municipalities and nonpartisan good governance organizations
- HB1186 – MAP21 Rail Fixed Guideway Safety Fund Grant Match – assigned to Transportation & Energy – directs state treasurer to transfer first \$150K from public utilities to the Colorado public utilities commission's fixed utility fund to meet Colorado's grant match obligation
- HB1205 – Motorcycle lane-splitting – assigned to Transportation & Energy – allows motorcycles to drive between cars when traffic is moving less than 5 mph
- SB11 – Terminate use of FASTER fee revenue for Transit – assigned to Transportation & Energy – repeals requirement for transit related uses
- SB087 – Highway-rail Crossing Signalization Fund Funding – assigned to Senate Committee on Transportation, referred unamended to Appropriations
- SB100 – County Road & Bridge Tax Reduction Requirement – assigned to Senate Transportation - no explanation provided
- Free Access to High Occupancy Vehicle Lanes – assigned to Transportation – prohibits CDOT or HPTE from requiring a vehicle owner to use a switchable transponder



## Restoring Colorado's Commitment to Transportation **OUR GUIDING PRINCIPLES**

We believe that:

- A properly functioning highway and Interstate system is vital to Colorado's safety, livability and economic vitality.
- Colorado is not investing enough to maintain the current highway and Interstate system much less meet the capacity demands of a growing population.

We support:

- Statewide transportation funding solutions , as opposed to, by default, forcing local communities to figure out how to fund improvements to the state system in their area.
- Sufficient funding to seriously and aggressively address Colorado's current and future transportation needs
- A reliable, permanent General Fund commitment to transportation infrastructure
- Using and leveraging existing and new transportation funding streams to accelerate projects, stay ahead of construction inflation and take advantage of low interest rates
- Building roadway capacity and safety improvement projects statewide
- Utilizing advancing technologies to reduce costs and improve safety
- Proactively presenting funding options that can gain broad-based support in the Legislature and among Colorado voters

## **WE AGREE!**

Add us to the Fix Colorado Roads Coalition! You may use our name and logo to demonstrate our support to restore Colorado's commitment to transportation!

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Organization

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Signature of Principal

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Date

How would your organization like to engage with Fix Colorado Roads?

- \_\_\_\_\_ Author Op-Ed
- \_\_\_\_\_ Get my members to sign the Fix Colorado Roads petition
- \_\_\_\_\_ Participate in a media events
- \_\_\_\_\_ Testify in Committee
- \_\_\_\_\_ Advocate with our legislators
- \_\_\_\_\_ Engage in the social media debate
- \_\_\_\_\_ Other \_\_\_\_\_



## The Fix Colorado Roads Act of 2016 Frequently Asked Questions

### What is the Fix Colorado Roads Act?

The **Fix Colorado Roads Act** is a bipartisan solution to inject \$3.5 billion of new dollars into Colorado's aging and inadequate system of roads and bridges – without raising taxes.

The plan, which is supported by a growing coalition of business groups from across the state, would combine bond revenue with a renewed investment of state general fund revenues. The **Fix Colorado Roads Act** provides the needed influx of capital to begin necessary projects now while providing the Colorado Department of Transportation (CDOT) reliable funding moving forward to support ongoing operations and management needs.

### Why are Colorado roads facing a funding crisis?

State demographers estimate that Colorado's population will soar to 7.8 million by 2040, an increase of 2.3 million from 2015. This boom in population is outstripping the capacity of our existing roads and bridges, thus significantly increasing travel times while ultimately decrease Coloradans quality of life and restrict commerce. **The Fix Colorado Roads Act** is a common-sense, proactive solution to address this growing crisis now.

*"The challenge is that Colorado is not a typical state. We're a growth state, and we've been growing and we're going to continue to grow."* – Shailen Bhatt, Executive Director, Colorado Department of Transportation

### How are Colorado roads funded now?

Colorado's transportation needs are funded by the State and federal gasoline tax – which is a diminishing source of revenue, given the growing automotive fuel efficiency. Until 2009, Colorado dedicated up to 11 percent of its sales and use tax revenues to transportation funding. **But today not one cent of General Fund revenues goes to our roads and bridges.**

**This failing formula cannot keep pace even with the maintenance needs of existing roads and bridges – let alone the urgent need for additional road capacity throughout the state.**

### How does the Fix Colorado Roads Act change how we fund our roads?

The Fix Colorado Roads Act renews a successful program implemented by CDOT in 1999 and bonds \$0.50 on each dollar of our current gas tax revenue. This will allow Colorado to tackle large infrastructure projects by raising \$3.5 billion dollars to spend on dozens of projects that touch every legislative district in the state. .

Additionally, by modernizing current law Colorado will again direct general fund dollars to infrastructure, making our roads and bridges the priority they must be if our economy is to continue to expand at a robust pace.

### **Why use bonding as a way to fund building roads?**

With interest rates at an all-time low the Fix Colorado Roads bond program will allow Colorado to tackle major infrastructure projects that have been on the state's "must do" list for literally decades. Without an influx of additional dollars, CDOT estimates many of the big projects necessary to keep up with population growth will not be addressed until 2070. .

### **What communities will the Fix Colorado Act impact?**

As proposed the Fix Colorado Roads Act will positively impact every legislative district, in all parts of Colorado.

### **Does the Fix Colorado Roads Act raise my taxes?**

NO. The Fix Colorado Roads Act uses existing revenue streams to better fund our roads and bridges without raising taxes

### **Why now?**

If there is one issue that has emerged as a bipartisan consensus for action in 2016 it is transportation funding. From Gov. Hickenlooper to Democratic and Republican members of the House and Senate, the chorus urging action to fix our roads and bridges is loud and growing. That's why we believe the time is now for the Fix Colorado Roads Act this year. Plus, with interest rates likely to rise in the near term, the best deal for Colorado to maximize our return on bond revenue – and tackle more projects – is now.

### **What can Colorado citizens do to urge passage of the Fix Colorado Roads Act?**

Our website at [www.FixColoradoRoads.com](http://www.FixColoradoRoads.com) offers you a petition to sign that we will send directly to Gov. Hickenlooper and the Legislature. In addition, contact your legislators now and urge them to work together with business leaders to make funding for our roads and bridges the priority it can and must be in 2016.



## **STAC Summary – February 26<sup>th</sup>, 2016**

### **Transportation Commission Report – Vince Rogalski (STAC Chair)**

- a) US 36 - Phase 2 anticipating a June opening.
- b) I-70 Mountain Express Shoulder Lanes operating successfully.

### **Traffic Incident Management (TIM) Program – Ryan Rice (Director of CDOT Division of TSM&O) and Tim Keeton (Colorado State Patrol)**

- a) TIM is a coordinated program to detect and remove incidents and restore traffic capacity safely and quickly, potentially reducing delays by 30% - 50% for little cost.
- b) Every minute of lane closure increases the odds of a secondary crash.
  - i) 2 CSP officers died from these in 2015 and 10 have been hit in the past 3 months.
- c) CDOT working closely with CSP, Fire, and other first responders to improve TIM speed and safety.
- d) Goal is to establish at least one multidisciplinary team in each CDOT Region by end of FY15.

### **Freight Advisory Council (FAC) Update – Gary Beedy (STAC Representative to the FAC)**

- (a) Last meeting held on February 11<sup>th</sup> at the University of Denver.
- b) Group prioritized topics for future discussion – top items included truck parking, railroad crossings, public communication/education, low bridge clearances, safety, and shoulders / pullouts.

### **Federal and State Legislative Report – Herman Stockinger (CDOT Office of Policy & Government Relations)**

- a) New “FASTLANE” grants announced with an application deadline of April 14, 2016.
- b) New round of TIGER grants announced with an application deadline of April 29<sup>th</sup>, 2016.
  - i) The average grant in the last round was \$14 million, with a maximum of \$25 million.
  - ii) US DOT will host several webinars to support applicants in preparing their materials.
- c) Colorado Contractors working on potential sales tax initiative – doing additional polling to test viability.
  - i) Feel that they have enough support from last two polls to keep moving forward.
  - ii) Looking at a range of .6 ¢ to .75 ¢ for the potential tax.
- d) Bus-on-Shoulder bill has passed through to the Governor – important for US 36 operations.
- e) CDOT ability to charge for Park-and-Rides was introduced and is waiting for a hearing.
- f) Hospital Provider Fee legislation has not yet been introduced, probably won't without more Senate support.
- g) Haven't introduced bridge height bill yet because of new FAST Act requirements – working to incorporate new elements into it.
- h) Bill to change STAC's role to include advising TC has passed through to the Governor.
- i) Bill to allow Tribes as voting members of STAC is also moving along, with no issues expected.
- j) Senator Baumgartner has introduced an oversight bill that would require annual CDOT reports to the TLRC on policy and STIP amendments (would have to work with MPOs on that).
  - i) About 1300 admin amendments per year – seems too detailed for the Legislature.
- k) Bills to extend SB 228 funding years and eliminate FASTER Transit both failed.



**Budget Update** – *Louie Barela (CDOT Division of Accounting and Finance)*

CDOT staff presented updated FY16/17 and FY17/18 budgets, amended to account for FAST Act

- a) legislation. Increased SB 228 transfer forecasts to \$200m in FY15/16 and \$100m in FY16/17. Estimated CDOT Budget for FY16/17 totals \$1.514 billion.
- b) Pending TC approval in March, the FY16/17 budget will be sent to the Governor for his approval in
- c) April and signed by July 1st, 2016.

**Senate Bill 228 Update** – *Jeff Sudmeier (CDOT Division of Transportation Development)*

SB 228 candidate projects identified in fall of 2014 based on mobility and economic vitality benefits. Currently anticipating a full transfer of \$200 million in FY16/17 and about \$100 million in FY17/18.

- i) Previously identified FY16/17 funds to go to Central 70 (\$180 million) and transit (\$20 million).
- a) ii) FY17/18 fund direction is TBD.
- b) CDOT staff came to STAC for input on additional projects to include on this list for TC consideration. STAC Discussion: Some STAC members were supportive of adding additional projects to the list, while others preferred prioritizing the completion of existing projects (such as I-25 N “missing miles” or the
- c) US 160/US 550 interchange near Durango). Another suggestion was to use SB 228 funding on I-25 as
- d) part of the Governor’s commitment to improve that corridor.

**FAST Act Freight Program** – *Debra Perkins-Smith (Division of Transportation Development)*

The National Highway Freight Network (NHFN) includes the interstates and small portions of other

- a) highways (US 85, SH 2, E-470, US 6) in the Denver metro area. Beyond that CDOT can only add 80 miles of critical urban highways and 160 miles of critical non-urban
- b) highways throughout the state. Nationally Significant Freight & Highway Program – \$4.5 billion discretionary grant program for
- c) projects of national or regional significance. Now known as FASTLANE. National Highway Freight Program – Formula program of \$15 million per year to Colorado (\$85 million
- d) over 5 years). STAC Discussion: CDOT should look into the possibility of combining these two funding streams to
- e) leverage their impact.

**Statewide Transportation Improvement Program (STIP) Update** – *Jamie Collins (CDOT Office of Financial Management and Budget)*

- a) A STIP update was distributed to the group, it will add an additional year to maintain four years – staff will return at next month’s STAC and subsequently for approval by TC in May.

**Bicycle and Pedestrian Update** – *Betsy Jacobsen (CDOT Division of Transportation Development)*

- a) The Department of Natural Resources (DNR) “16 for 2016” trails are part of the Colorado the Beautiful initiative to increase access to open spaces for all Coloradans.
- b) Trails were selected based on economic development and environmental factors.
- c) No money is associated with the 16 trails – the list is meant to bring attention and support rather than direct funding.
- d) STAC Discussion: Inclusion on the “16 for 2016” list will be considered as a factor in TAP applications.





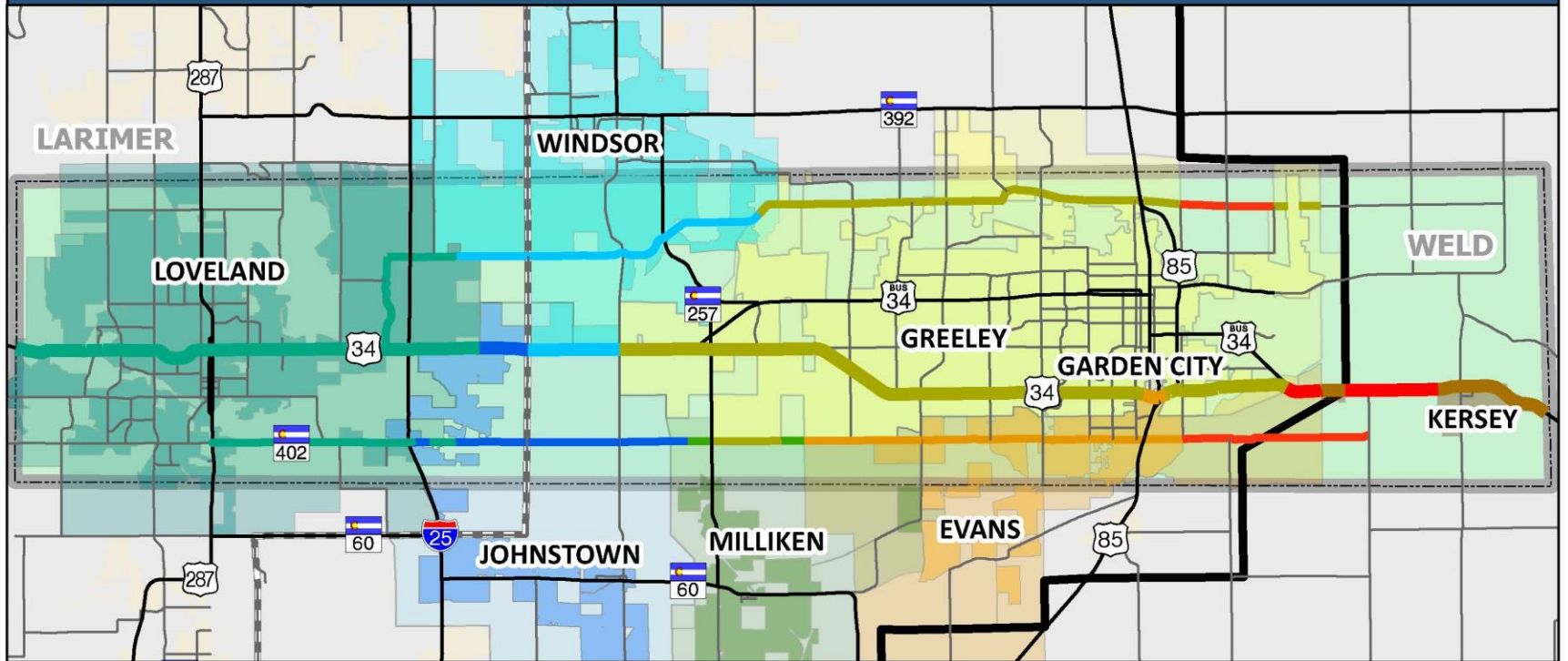
**COLORADO**

Department of  
Transportation



**US 34 PEL**

# US 34 PEL Study Area



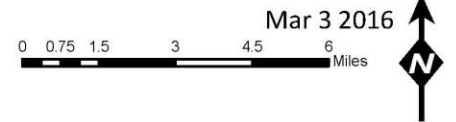
## Legend

### Municipality

- Greeley
- Weld County
- Loveland
- Evans
- Windsor
- Johnstown
- Kersey
- NFRMPO Boundary

### Urban Growth Boundaries

- Evans
- Greeley
- Johnstown
- Loveland
- Milliken
- Windsor
- County Boundary
- US 34 PEL Study Area





# Proposed Plan Participants

**CDOT and  
North Front Range  
Greeley  
Weld County  
Loveland  
Evans  
Windsor  
Larimer County  
Johnstown  
Kersey  
Milliken  
Kelim  
Garden City**

**Upper Front Range**

**Weld County**

**Larimer County**

**Kersey**



# Benefits of the US 34 PEL

- Help inform planning decisions by looking at land use
- Streamline NEPA by looking at environmental resources
- Platform for stakeholders to discuss and prioritize transportation issues and project implementation
- Update the existing US 34 Access Control Plan (ACP)
- Create ACP for those areas not inside original plan limits



# Existing Studies to Consider

- US 34 Access Control Plan
- US 34 Optimization Plan
- US 34 Garfield to LCR 3 Environmental Study
- US 85 Planning Environmental Linkage Study



# Potential Scope of Work

- Refreshing existing Access Control Plan (ACP) - I-25 east to WCR 55 including review of interchange possibilities and type
- Creation of ACP - I-25 west to Glade Road
- Review of right-of-way needs - WCR 13 east to WCR 55 and US 287 west to Glade Road
- Environmental review - LCR 3 east to WCR 55 and US 287 east to Glade Road



# Potential Scope of Work (cont.)

- **Operational needs assessment at all intersections and interchanges for interim and ultimate conditions as a result of land use and development plans**



# Area of Study Interest

- Based upon the US 34 Optimization Plan circa May 2003, parallel road systems to US 34 were identified
  - A Crossroads Boulevard to O Street connection north of US 34
  - A LCR 18-WCR 54-37<sup>th</sup> Street connection south of US 34





# Proposed Study Cost

- Taking into account some study areas already have completed ACPs and NEPA studies which only require a cursory update, CDOT concludes the ultimate cost of the study to be approximately \$36,000 per lane mile
- Based upon 65 miles of study for all 3 roads combined, CDOT projects an approximate study cost of \$2.3 million



# Proposed Municipality Shares

## Land Use Mileage / Percentage Breakdown

Municipality	US 34 Corridor* Miles		North Corridor** Miles (All in N. Front Range)		South Corridor*** Miles		Three Route Total Miles	Percentage (Share)		
	North Front Range	Upper Front Range		CrossRd to O Street Proposed Connection	North Front Range	Upper Front Range		North Front Range	Upper Front Range	Total
City of Greeley	12.1		4.3		3.2		19.6	26%		26%
Weld County	2.8	2.0	2.5	3.6	6.2	2.3	19.4	20%	6%	25%
City of Loveland	8.9		4.1		4.1		17.0	22%		22%
City of Evans	0.6		0		6.5		7.0	9%		9%
Town of Windsor	2.0		3.6	0.8	0		6.4	8%		8%
Larimer County	1.7		0		1.0		2.7	4%		4%
Town of Johnstown	1.0		0		1.6		2.7	3%		3%
Town of Kersey	0.5	1.5	0	0	0	0	2.0	1%	2%	3%
Town of Milliken	0		0		0		0.0	0%		0%
Town of Kelim	0		0		0		0.0	0%		0%
Town of Garden City	0		0		0		0.0	0%		0%
<b>Total Miles</b>	<b>29.6</b>	<b>3.5</b>	<b>14.5</b>	<b>4.3</b>	<b>22.6</b>	<b>2.3</b>	<b>76.9</b>	<b>92%</b>	<b>8%</b>	<b>100%</b>



# Proposed Municipality Shares

## Land Use Mileage / Percentage Breakdown

- Methodology: The figures here are assigned based upon which municipality had controlling land-use authority either by the ROW or over the parcels found immediately to the north and south of each of the proposed three study corridor routes. Some minor rounding was utilized for the purpose of this chart. This table utilized current legal boundaries not Urban Growth Area boundaries.
- \*US 34 PEL Study Corridor extends from Glade Road to Weld County Road 55 (east to west)
- \*\*North PEL Corridor (Rocky Mountain Avenue/Crossroads Boulevard/O Street) extends from US 34 north along Rocky Mountain Avenue
- \*\*\*South PEL Corridor (SH 402/Larimer County Road 18/Weld County Road 54/37th Street) extends from US 287 to Weld County Road 49



# Next Steps if PEL

- Funding
  - NFRMPO
  - Municipality contribution
  - Other sources
- Scope
- Consultant Selection

# Viabile Funding Sources for the North I-25 Corridor



Updated March 3, 2016



**NFRMPO**  
NORTH  
FRONT RANGE  
METROPOLITAN  
PLANNING  
ORGANIZATION

# NFRMPO Planning Council Members

Mayor Pro-Tem Gerry Horak, City of Fort Collins – *Chair*

Kevin Ross, Town of Eaton – *Vice Chair*

Commissioner Sean Conway, Weld County – *Past Chair*

Mayor Don Brookshire, Town of Severance

Paula Cochran, Town of LaSalle

Commissioner Tom Donnelly, Larimer County

Mayor Pro-Tem Jan Dowker, Town of Berthoud

Jordan Jemiola, Town of Milliken

Troy Mellon, Town of Johnstown

Mayor John Morris, City of Evans

Mayor Tom Norton, City of Greeley

Joan Shaffer, City of Loveland

Paul Steinway, Town of Timnath

Mayor John Vasquez, Town of Windsor

Town of Garden City

Chris Colclasure, CDPHE

Kathy Gilliland, Transportation Commission

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## Cover Image Sources

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Bottom: [www.denverpost.com](http://www.denverpost.com) image library

## North Front Range Metropolitan Planning Organization

The goal of the NFRMPO is to enhance mobility and air quality within Northern Colorado by developing cooperative, working relationships and financial partnerships among member governments, the Colorado Department of Transportation, Federal Highway Administration, Federal Transit Administration, and other public agencies as well as the private sector.

### FAST Act / Federal Transportation Bill..... 1

- **\$478M** Funding for State of Colorado
- Signed into law December 4, 2015
- \$300B, 5-year federal funding bill

### Repatriation of Off-Shore Corporate Profits..... 2

- **\$275.5B** Potential Funding over 5 years
- Requires Congressional and Presidential approval
- One-time, 14% tax on foreign profits held overseas

### National Highway Freight Program..... 2

- **\$75M** Potential Funding over 5 years
- Authorized under FAST Act
- Program to improve safety and freight efficiency on major freight corridors

### FASTLANE Program..... 3

- **\$4.5B** discretionary funding over 5 years
- Requires application and Congressional notification before award
- Provides \$100M to \$500M for eligible projects

### Increase Federal Fuel Tax..... 3

- **\$1.37B** Funding Increase
- Requires Congressional and Presidential approval
- Based on 18.4¢ to 33.4¢ increase per gallon over 10 years

### SB 228 Transfers..... 4

- **\$200M** General Fund Transfers to CDOT in FY2016
- Reduced 50% due to TABOR Refund (\$178M estimated in FY2017)
- Eliminating TABOR refund requires general vote

### TRANS Bonds Program Renewal..... 5

- **\$1.024B** total bond sales generated for major projects
- November vote for program renewal required
- Project list includes \$1B in highway (including N I-25) and \$24M in transit projects

### General Fund Appropriation..... 5

- **\$1.03B** Funding increase
- State legislature action
- Competes with other services such as education

### Increase State Fuel Tax..... 5

- **\$135M** Funding increase over 5 years
- Requires legislative approval and general vote
- 1¢ per gallon raised over 5 years

### Replace Fuel Tax with VMT Tax..... 6

- **\$24.3M** Funding Increase
- Requires legislative approval and general vote
- Revenue estimate based on 2¢ VMT tax

### Reduce Fuel Tax Revenue to Other Uses..... 6

- **\$104.2M** Annual funding increase
- Done at state level, revenue distributed to CDOT for highway and transit projects
- Removes funding from State Patrol, Ports of Entry, and FASTER Transit projects

### Increase State Sales Tax..... 7

- **\$280M** Funding Increase
- Requires legislative approval and general vote
- Increases State Sales Tax from 2.9% to 3.23%, additional revenue dedicated to highway funding

### Increase Sales Tax (CCA)..... 7

- **\$600M** Annual funding increase in the North Front Range
- Requires legislative approval and general vote
- Increases State Sales Tax by 0.75¢

### Value Capture Corridor..... 8

- **\$3.3M** Annual Funding Increase
- Requires legislative approval
- Generates funds based on State Sales Tax revenue and expected growth rate within value capture area

### Regional Transportation Authority..... 9

- **\$400.5M** Funding Increase
- Requires local government approval, IGA, and public vote
- TABOR could limit additional funding if amount earned is more than inflation plus population increase

### Local Community Match..... 10

- FASTLANE 20% match for 4 bridges from communities ranges from \$232,000 - \$7.5M
- **\$9M** committed local match

### Public/Private Partnership (P3) Toll Lane..... 11

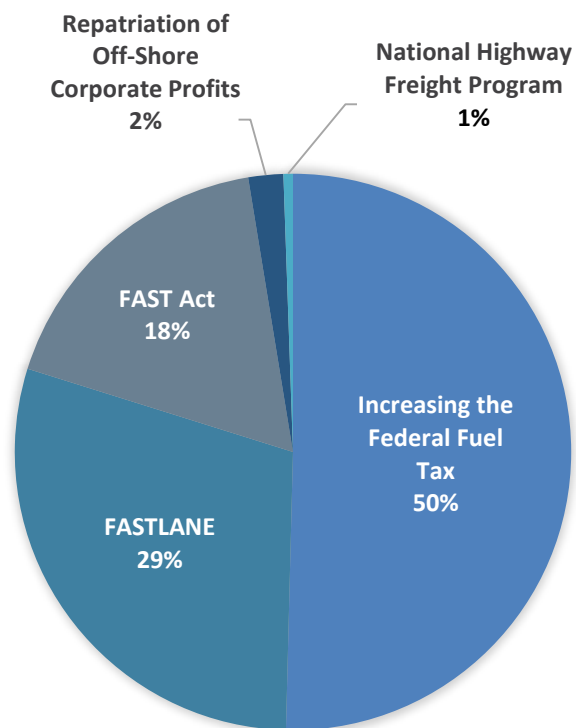
- **\$785M** Funding increase over the life of the project
- Requires HPTE approval
- P3 would provide 50% of total project cost and would manage the roadway

### Total Annual Federal Funding: \$2.71B

Identified Federal Funding Sources for the North I-25 Corridor include:

- FAST Act – **\$478M**
- Repatriation of Off-Shore Corporate Profits – **\$55.1M**
- National Highway Freight Program – **\$15M**
- FASTLANE – **\$800M**
- Increasing the Federal Fuel Tax – **\$1.37B**

Funding totals assume a 1-year estimate unless otherwise noted.



## FAST Act

**\$478M annually**

### General

- The Fixing America’s Surface Transportation (FAST) Act was signed into law December 4, 2015
- \$300B, five year (FY2016 – FY2020) federal funding bill for highway, transit, highway safety and rail

### Colorado Specific Funding Sources

- The National Highway Performance Program increases from \$297M in 2016 to \$323M by 2020
- The Surface Transportation Block Grant Program increases from \$137M in 2016 to \$149M by 2020
- The Highway Safety Improvement Program increases from \$29M in 2016 to \$31M by 2020
- National Highway Freight Program increases from \$15.5M in 2016 to \$20.3M by 2020
- For a complete funding summary of Colorado, please view *Appendix A on page 12*

### Total Colorado Specific Funding Sources

- Based on the addition of each applicable highway funding program, Colorado would receive around \$478M in 2016



## Repatriation of Off-Shore Corporate Profits

### \$275.5B over 5 years

#### General

- One-time tax on approximately \$2 Trillion of corporate profits overseas to pay for transportation improvements
- Requires companies to move overseas profits back to US
- The 2004 American Jobs Creation Act (AJCA) permitted US corporations to repatriate income at a tax rate of 5.25%
  - Corporations returned \$312B, these funds were largely used for stock repurchases and executive compensation

#### Ballot Measure

- Requires approval from Congress and a signature from the President

#### Funding

- A one-time, 14% tax on foreign profits currently being held outside the US would yield \$275.5B over five years through FY2021
  - The current 35% tax on foreign profits would be permanently lowered to 19%

## National Highway Freight Program

### \$15M annually

#### General

- \$6.3B in formula funds over 5 years for states to invest in freight projects on the National Highway Freight Network
- Up to 10 percent of these funds may be used for intermodal projects

#### Ballot Measure

- Ballot measure not required

#### Funding

- Provides \$15M in 2016 increasing to \$20.3M by 2020 to Colorado for use on freight projects within the state

### FASTLANE Program

**\$4.5B over 5 years**

#### General

- The Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) Program distributes funds to discretionary projects which improve or enhance highway freight infrastructure through a competitive grant approach
- allows States, Metropolitan Planning Organizations (MPOs), local governments, tribal governments, special purpose districts and public authorities (including port authorities), and other parties to apply for funding for projects that improve safety and help to eliminate freight bottlenecks and improve critical freight movements.
- Projects must be highway freight projects on:
  - The National Highway Freight Network
  - The National Highway System, including projects which add capacity on the Interstate System to improve mobility or projects in a national scenic area;
  - Railway-highway grade crossing or grade separation projects; or
  - A freight project that is 1) an intermodal or rail project, or 2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility.
- Projects must be at least \$100M

#### Ballot Measure

- Ballot measure not required, but application process once each year and Congress must be notified 60 days prior to awarding the grant

#### Funding

- Provides between \$100M and \$500M for eligible projects

### Increase Federal Fuel Tax

**\$1.37B annually**

#### General

- Colorado received approximately \$512M in federal fuel tax revenues in FY2014
- Increasing the federal gas tax between from 18.4¢ per gallon for gasoline and 24.4¢ per gallon for diesel to a flat 33.4¢ per gallon for gasoline and diesel results in a total federal fuel tax revenues of \$1.37B for the State of Colorado
  - Colorado receives 95¢ back for every dollar resulting in a total allocation of \$1.37B per year for the first 10 years

#### Ballot Measure

- Requires approval from Congress and a signature from the President

#### Funding

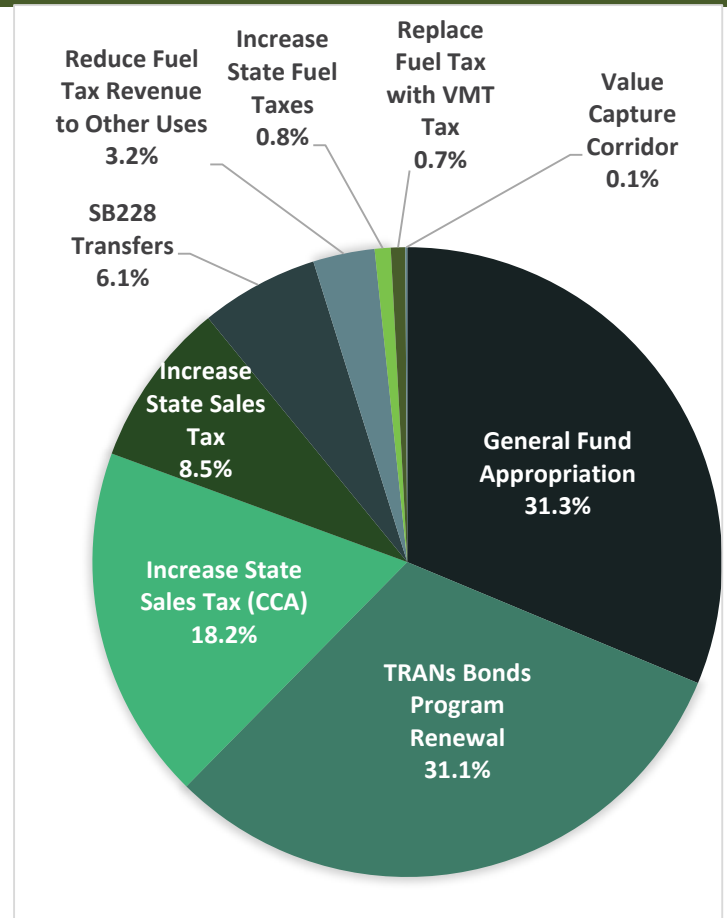
- Increasing the federal gas tax to 33.4¢ per gallon results in a total federal fuel tax revenue for Colorado of \$1.37B per year over 10 years

### Total Annual State Funding: \$3.29B

Identified State Funding Sources for the North I-25 Corridor include:

- SB 228 Transfers - **\$200M**
- TRANs Bonds Program Renewal - **\$1.024B**
- General Fund Appropriation - **\$1.03B**
- Increasing the State Fuel Tax - **\$27M**
- Replacing State Fuel Tax with VMT Tax - **\$24.3M**
- Reducing the State Fuel Tax revenue transfers to other uses - **\$520M**
- Increase State Sales Tax - **\$280M**
- Increase State Sales Tax (CCA) - **\$600M**
- Value Capture Corridor - **\$3.3M**

Funding totals assume a 1-year estimate unless otherwise noted.



## SB 228 Transfers

## \$200M for FY16

### General

- The Colorado General Assembly enacted SB 228 in 2009, updating laws governing General Fund Transfers
  - When personal income growth reaches or exceeds 5%, a 5-year block of transfers is made from the General Fund to the Highway Users Tax Fund (HUTF), the Capital Construction Fund, and the General Fund statutory reserve.
  - The transfer continues throughout the 5 years, even if personal income growth falls beneath 5%
  - For transportation, transfer is equivalent to 2% of the total annual General Fund revenue
- All SB 228 transfers to HUTF must be paid to CDOT via the State Highway Fund
  - No more than 90% of funds must be used on highway projects
  - No less than 10% of funds must be used for transit projects

### TABOR

- If TABOR surplus is between 1% and 3% of the total General Fund revenues, CDOT's SB 228 transfer is reduced by half (50%)
- If TABOR surplus exceed 3% of the total General Fund revenues, CDOT's SB 228 transfer is eliminated for that year

### Funding

- For FY 2016, SB 228 transfers to CDOT are expected to be \$200M
- For FY 2017, SB 228 transfers to CDOT are expected to total \$178M

### TRANS Bonds Program Renewal

**\$1.024B**

#### General

- Transportation Revenue Anticipation Notes (TRANS) Bonds were first issued with voter approval in 1999, allowing the state to bond revenue and use the General Fund and Fuel Tax revenues to pay back the bonds
  - The original measure set aside 50% of federal fuel taxes to leverage a bond that generated \$1.7B. The measure passed with 62% of the vote
- TRANS Bonds II would bond \$3.5B total and use a portion of annual state and federal gas tax and possibly general fund revenues to repay the bonds
  - The measure would allow the state to bond against 50% of federal fuel tax revenue for 20 years

#### Ballot Measure

- TRANS Bonds II requires a ballot measure (vote of the people) in a November election cycle
  - Would be a renewal of the original TRANS bonding program passed in 1999

#### Funding

- TRANS project list includes \$1.024B total bond sales generated for major projects, including the North I-25 Corridor
  - This includes \$1B in highway and \$24M in transit projects

### General Fund Appropriation

**\$1.03B annually**

#### General

- In FY2014-2015, Colorado appropriated \$1.03B in flexible funding
  - This funding would be available for appropriation, but would compete with services such as healthcare and education

#### Legislative Requirements

- Requires legislative vote of approval

#### Funding

- \$1.03B per year if approved by the state legislature

### Increase State Fuel Taxes

**\$27M annually**

#### General

- Colorado currently receives approximately \$571M per year from state fuel tax revenues which is declining
- Increasing the fuel tax between 1¢ and 30¢ per gallon results in an increase between \$27M and \$810M per year, respectively (represents a one-time increase).

#### Ballot Measure

- Requires legislative approval and ballot measure (vote of the people)

#### Funding

- An increase of 1¢ per gallon of all fuel taxes would raise \$135M over 5 years

### Replace Fuel Tax with Vehicle Miles Traveled Tax

**\$24.3M annually**

#### General

- As Vehicle Miles Traveled (VMT) increase, funding would grow with a VMT tax rather than the fuel tax, which has decreased over time
- Eliminating the State Fuel Tax would decrease funding by \$571.2M per year, and replacing it with a 2¢ VMT tax would generate \$595.5M per year (based on 2014 total VMT for Colorado)
  - This is a funding increase of \$24.3M per year
  - Each 1¢ increase after the 2¢ tax would raise an additional \$297.7M per year

#### Ballot Measure

- Requires legislative approval and ballot measure (vote of the people)

#### Funding

- \$24.3M increased revenue from a 2¢ of VMT tax over fuel tax for the State per year

### Reduce Fuel Tax Revenue to Other Uses **\$104.2M annually**

#### General

- HUTF funds may be used for rights-of-way acquisition, construction, engineering, safety, reconstruction, improvement, repair, maintenance, and administration of the state, county, and city highway system.
- Funded through motor fuel excise taxes, vehicle license and registration fees, passenger-mile taxes, court fines from traffic infractions, and specialty license plate fees.

#### Funding

- Off-the-Top Diversions: HUTF for many years has provided nearly all the funding for the State Patrol and Ports of Entry.
  - Limit of 6% increase annually to Off-the-Top Diversions
  - FY2012-2013: \$104.2M (11.2% of total) went to Off-the-Top appropriations, including State Patrol and Department Of Revenue (Driver's License Bureau)/Port of Entries
- FASTER specifically set aside money for transit and other uses (7.5% of total FASTER funding set aside for transit) around \$15M

- 
- Governance
- Must be done at the state level
- Distributed by CDOT, including to CDOT transit projects (Bustang)

#### Politics

- Will be a tough sell for removing funding from State Patrol and Ports of Entry without finding new funding source for them
- Diversions are written into law because they contribute to safety and administration of the existing highway system

### Increase State Sales Tax

**\$280M annually**

#### General

- Increases the State Sales Tax from 2.9% to 3.23%
- Based on FY2015 sales tax revenues of \$2,464,600,000

#### Legislative and Voting Requirements

- Requires general vote

#### Funding

- Increasing the State Sales Tax by .33% results in an additional revenue of \$280M per year. The additional .33% would be dedicated to highway funding.
- Tax revenues may increase or decrease over time depending on economic activity

### Increase State Sales Tax (CCA)

**\$600M annually**

#### General

- Increase the State Sales Tax by  $\frac{3}{4}$  of a cent across all of Colorado dedicated to transportation
- Funding would be distributed 75% to highway, 23% to transit, and 2% to TAP
- Sales tax would not have a sunset
- No list of projects associated with the proposal

#### Ballot measure

- Proposed by Colorado Contractors Association for a proposed ballot measure in November 2016
- Requires general vote

#### Funding

- Estimated to raise more than \$600M across entire state annually, and about \$113M in the North Front Range region
- Could raise \$450M for the North Front Range region by 2020

### Value Capture Corridor up to \$3.3M annually

#### General

- Enacted by Colorado State Legislature to collect all new sales tax in a given area to be spent on a specific corridor
- Has the potential to generate a range of funds based on size of the capture area and expected sales tax growth rate

#### Legislative and Voting Requirements

- Requires approval from State Legislature

#### Funding

- Has the potential to generate anywhere from \$175,943 to \$3,262,329 annually depending on the value capture area size and expected growth rate.
- The following figures outline potential funding estimates and each buffer area:

#### I-25 from State Highway 14 to State Highway 66

Municipality & County 1 Mile Buffer Total		Municipality & County 2 Mile Buffer Total		Municipality & County 3 Mile Buffer Total	
Current Net State Sales Tax: \$17,594,353.44		Current Net State Sales Tax: \$34,969,993.39		Current Net State Sales Tax: \$53,281,124.69	
Growth Rate	New State Sales Tax Generation	Growth Rate	New State Sales Tax Generation	Growth Rate	New State Sales Tax Generation
1%	\$175,943.53	1%	\$349,699.93	1%	\$532,811.25
2%	\$351,887.07	2%	\$699,399.87	2%	\$1,065,622.49
3%	\$527,830.60	3%	\$1,049,099.80	3%	\$1,598,433.74

#### I-25 from State Highway 66 to 120th Avenue

Municipality & County 1 Mile Buffer Total		Municipality & County 2 Mile Buffer Total		Municipality & County 3 Mile Buffer Total	
Current Net State Sales Tax: \$18,353,196.71		Current Net State Sales Tax: \$33,525,464.71		Current Net State Sales Tax: \$55,463,203.99	
Growth Rate	New State Sales Tax Generation	Growth Rate	New State Sales Tax Generation	Growth Rate	New State Sales Tax Generation
1%	\$183,531.97	1%	\$335,254.65	1%	\$554,632.04
2%	\$367,063.93	2%	\$670,509.29	2%	\$1,109,264.08
3%	\$550,595.90	3%	\$1,005,763.94	3%	\$1,663,896.12

\*Current Net State Sales Tax derived from the Colorado Department of Revenue, Sales Tax Summaries from July 2013 to June 2014 (<https://www.colorado.gov/revenue/statistics>)

\*New State Sales Tax Generation figures are new capture based only on the Growth Rate increase in each buffer area and do not include a total sum.

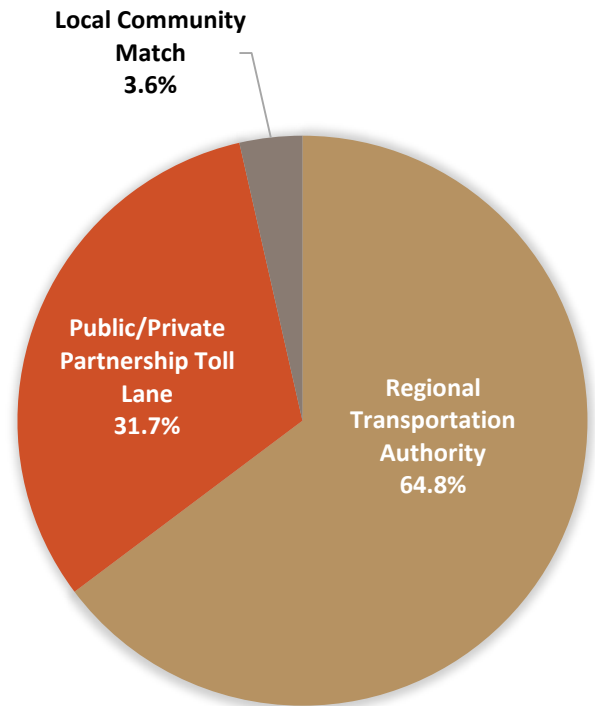
I-25 Value Capture Corridor process and maps are outlined in Appendix B on page 13.

### Total Local/Private Funding: \$618.5M

Identified Local Funding Sources for the North I-25 Corridors include:

- Regional Transportation Authority - **\$400.5M**
- Local Community Match - **\$22M one-time match**
- Public/Private Partnership Toll Lane - **\$196M**

Funding totals assume a 5-year estimate unless otherwise noted.



### Regional Transportation Authority \$400.5M annually

#### Funding

- \$80.5 M per year with 1% sales tax, \$10 vehicle registration fee, 2% lodging tax, and tolls along HOT lanes
  - \$70.4M from 1% sales tax (based on 2013 or 2014 numbers, except for Weld County which has no current sales tax)
  - \$5.1M from \$10 Vehicle Registration Fee based on proportional population of NFR Region to entire State of Colorado
  - \$1.8M from 2% Lodging Tax based on 2013 returns for Fort Collins, Loveland, and Greeley
  - \$3.2M from High Occupancy Travel (HOT) lanes along I-25
- \$320M over the remaining 4 years
- Most RTAs in Colorado have a Sales and Use Tax between 0.4% and 1.0%, which would be between \$32M and \$80.5M per year.

#### Ballot Measure and Governance

- Must be approved by local municipal governments before ballot measure
- Local governments and agencies would need to create, sign, and approve an intergovernmental agreement (IGA)
- Must clearly define revenue sources and uses
- Must pass a vote of the public
- May need to be intermodal if Fort Collins, Greeley, Loveland are involved (regional transit may ease some traffic on I-25)

#### TABOR

- Could limit additional funding if amount earned is more than inflation plus population increase



### Local Community Match

**\$22M**

#### General

- Match numbers are based on North I-25 bridge funding needed within the NFRMPO, including:
  - Little Thompson River Bridge: \$26,200
  - Big Thompson River Bridge: \$36,900
  - Cache la Poudre River Bridge: \$21,900
  - Railroad Bridge: \$25,000
- Identified communities are along or within reasonable distance of North I-25 Corridor
  - It is assumed identified communities would match federal funds for the North I-25 Corridor
- It is assumed award match would be CDOT and Local funds
- Rates are based on population estimates over a 25-year project lifespan. It is assumed that the local communities would need to provide the local match when construction occurs to match federal project funds.
- Project totals, federal award amounts, and expected local match amounts are shown in the table below. *Local match rates and dollars are included by 5-year periods in Appendix C on page 14.*
- The St. Vrain Creek Bridge is not included as it is not within the NFRMPO Boundary and it is assumed Adams and Boulder counties would provide the local match for the St. Vrain Creek project

#### Committed Funding

- Larimer County and the communities within the County have committed \$5M over five years
- The City of Fort Collins has committed \$2M a year for the 2017 and 2018 budget cycles.
- \$22M would be needed to match FASTLANE project

FASTLANE						
Projects	Total Project Cost	Design Cost	Construction Cost	Federal Award (60%)	CDOT Match	Local Match (20%)
Little Thompson River	\$ 30,130	\$ 3,930	\$ 26,200	\$ 18,078	\$ 6,026	\$ 6,026
Big Thompson River	\$ 42,435	\$ 5,535	\$ 36,900	\$ 25,461	\$ 8,487	\$ 8,487
Cache la Poudre River	\$ 21,900	\$ 3,285	\$ 21,900	\$ 13,140	\$ 4,380	\$ 4,380
The Railroad Bridge	\$ 28,750	\$ 3,750	\$ 25,000	\$ 17,250	\$ 5,750	\$ 5,750
<b>Total:</b>	<b>\$ 123,215</b>	<b>\$ 16,500</b>	<b>\$ 110,000</b>	<b>\$ 73,929</b>	<b>\$24,643.00</b>	<b>\$ 24,643.00</b>

*All numbers in (000s)*

Community	Total Local Match (Thousands \$)
Weld County - unincorporated	\$ 984
Larimer County - unincorporated	\$ 2,584
Berthoud	\$ 325
Fort Collins	\$ 7,506
Greeley	\$ 5,181
Johnstown	\$ 562
Loveland	\$ 3,311
Milliken	\$ 247
Timnath	\$ 232
Windsor	\$ 1,068
<b>25 Year Project Life Total:</b>	<b>\$ 22,000</b>

### Public/Private Partnership (P3) Toll Lane **\$196M annually**

#### General

- Minimum total project cost for any P3 project is \$400M, with a 50% match required
  - Match would be \$200M, Private share would be \$200M
- Full length total project cost for any P3 project is \$1.57B, with a 50% match required
  - Match would be \$785M, Private share would be \$785M
- Once managed lanes are constructed, the private entity would maintain the facility and receive revenue from the managed lanes unless a percentage pay back to the State was agreed upon

#### Legislative Requirements

- Requires High-Performance Transportation Enterprise (HPTE) approval

Minimum Project - \$400M	Full Length Project - \$1.57B
\$200M P3	\$785M P3
\$200M Match	\$785M Match
<u>\$98M FASTLANE</u>	<u>\$98M FASTLANE</u>
<b>\$102M left to match</b>	<b>\$687M left to match</b>

#### Funding

- P3 would raise \$785M to construct managed lanes

#### Possible Funding Sources for Match

- Regional Transportation Authority
- SB 228 Transfers
- TRANs Bonds Program Renewal
- Increase State Gas Tax
- Increase in State Sales Tax
- Value Capture

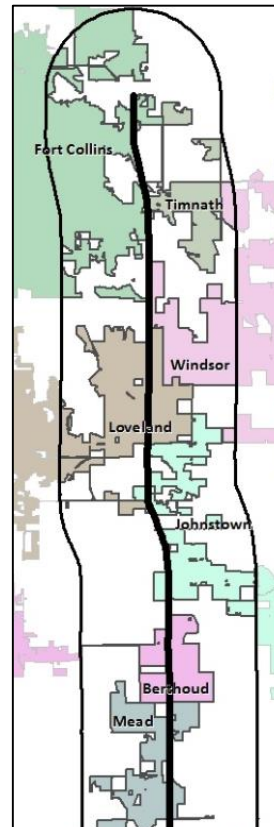
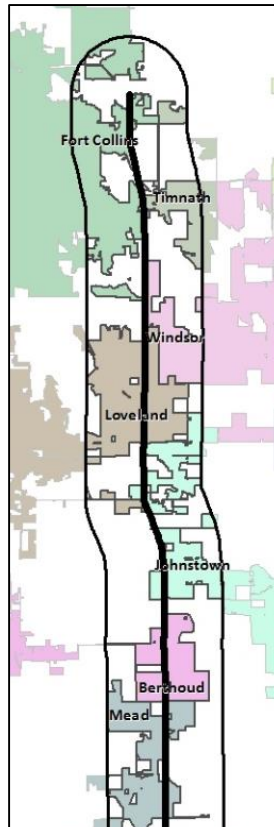
### Fixing America's Surface Transportation (FAST) Act Funding Summary for Colorado

Highway Programs	2016	2017	2018	2019	2020	Total
National Highway Performance Program	\$297,705,132	\$304,312,514	\$310,098,755	\$316,507,189	\$323,099,910	<b>\$1,551,723,500</b>
Surface Transportation Block Grant Program	\$137,015,364	\$140,516,942	\$143,558,486	\$146,342,615	\$149,830,157	<b>\$717,263,564</b>
Surface Transportation Block Grant Set-Aside	\$10,486,329	\$10,486,329	\$10,703,299	\$10,703,299	\$10,703,299	<b>\$53,082,555</b>
STBGP Set-aside: Recreational Trails Program	\$1,591,652	\$1,591,652	\$1,591,652	\$1,591,652	\$1,591,652	<b>\$7,958,260</b>
Highway Safety Improvement Program	\$29,431,653	\$30,085,816	\$30,649,742	\$31,201,622	\$31,834,485	<b>\$153,203,318</b>
Railway-Highway Crossings Program	\$3,236,539	\$3,308,462	\$3,380,386	\$3,452,309	\$3,524,232	<b>\$16,901,928</b>
CMAQ Program	\$42,132,383	\$43,067,485	\$43,886,376	\$44,689,751	\$45,597,422	<b>\$219,373,417</b>
Metropolitan Planning	\$5,266,924	\$5,373,578	\$5,486,478	\$5,604,275	\$5,734,725	<b>\$27,465,980</b>
National Freight Program (Colorado Allocation)	\$15,546,723	\$14,870,779	\$16,222,667	\$18,250,501	\$20,278,334	<b>\$85,169,004</b>
<b>Total</b>	<b>\$542,414,715</b>	<b>\$553,615,574</b>	<b>\$565,579,859</b>	<b>\$578,345,232</b>	<b>\$592,196,236</b>	<b>\$2,832,151,616</b>

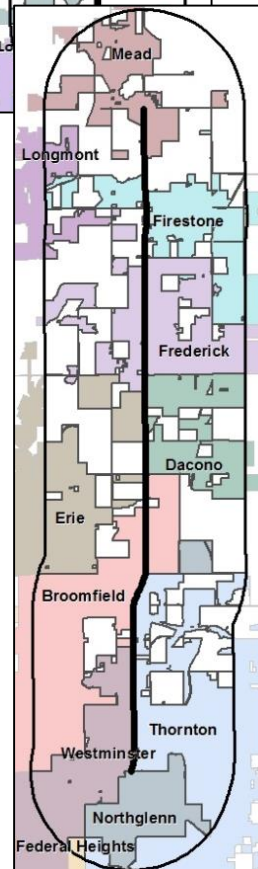
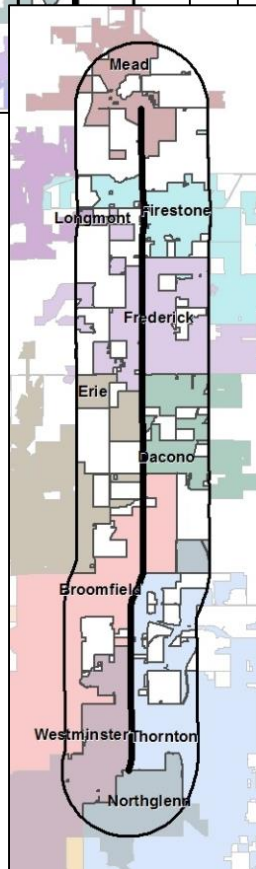
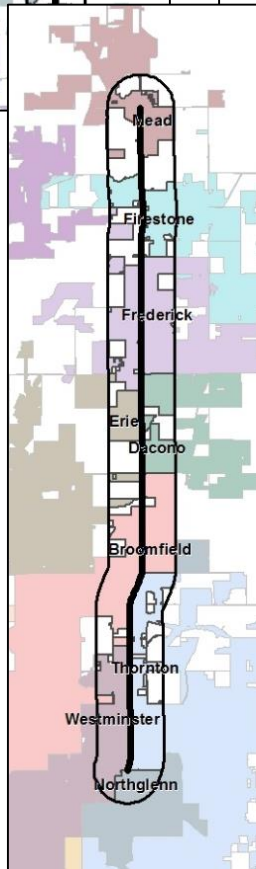
**1 Mile Buffer**

**2 Mile Buffer**

**3 Mile Buffer**



I-25 from State Highway 14 to State Highway 66



I-25 from State Highway 66 to 120th Avenue

# Appendix C: FASTLANE Funding Local Match

## North I-25 Corridor



Year	FASTLANE Funding - Local Match per Community		
	Community	Percentage	Local Match (Thousands \$)
2015	Weld County - unincorporated	3.37%	\$ 124
	Larimer County - unincorporated	12.71%	\$ 466
	Berthoud	1.16%	\$ 42
	Fort Collins	35.41%	\$ 1,298
	Greeley	23.01%	\$ 844
	Johnstown	2.32%	\$ 85
	Loveland	15.41%	\$ 565
	Milliken	1.28%	\$ 47
	Timnath	0.57%	\$ 21
	Windsor	4.75%	\$ 174
	<b>Total:</b>	<b>100%</b>	<b>\$ 3,667</b>
2020	Weld County - unincorporated	3.86%	\$ 142
	Larimer County - unincorporated	11.91%	\$ 437
	Berthoud	1.11%	\$ 41
	Fort Collins	35.08%	\$ 1,286
	Greeley	23.63%	\$ 866
	Johnstown	2.28%	\$ 84
	Loveland	15.50%	\$ 568
	Milliken	1.19%	\$ 44
	Timnath	0.97%	\$ 36
	Windsor	4.47%	\$ 164
	<b>Total:</b>	<b>100%</b>	<b>\$ 3,667</b>
2025	Weld County - unincorporated	4.29%	\$ 157
	Larimer County - unincorporated	11.21%	\$ 411
	Berthoud	1.32%	\$ 48
	Fort Collins	33.35%	\$ 1,223
	Greeley	24.58%	\$ 901
	Johnstown	2.65%	\$ 97
	Loveland	15.43%	\$ 566
	Milliken	1.15%	\$ 42
	Timnath	1.23%	\$ 45
	Windsor	4.80%	\$ 176
	<b>Total:</b>	<b>100%</b>	<b>\$ 3,667</b>

# Appendix C: FASTLANE Funding Local Match

## North I-25 Corridor



2030	Weld County - unincorporated	4.55%	\$	167
	Larimer County - unincorporated	10.93%	\$	401
	Berthoud	1.55%	\$	57
	Fort Collins	34.77%	\$	1,275
	Greeley	23.56%	\$	864
	Johnstown	2.58%	\$	95
	Loveland	15.00%	\$	550
	Milliken	1.06%	\$	39
	Timnath	1.18%	\$	43
	Windsor	4.81%	\$	176
	<b>Total:</b>	<b>100%</b>	<b>\$</b>	<b>3,667</b>
2035	Weld County - unincorporated	5.19%	\$	190
	Larimer County - unincorporated	10.85%	\$	398
	Berthoud	1.65%	\$	61
	Fort Collins	33.84%	\$	1,241
	Greeley	23.55%	\$	863
	Johnstown	2.77%	\$	101
	Loveland	14.80%	\$	543
	Milliken	1.05%	\$	38
	Timnath	1.21%	\$	44
	Windsor	5.10%	\$	187
	<b>Total:</b>	<b>100%</b>	<b>\$</b>	<b>3,667</b>
2040	Weld County - unincorporated	5.59%	\$	205
	Larimer County - unincorporated	12.84%	\$	471
	Berthoud	2.08%	\$	76
	Fort Collins	32.27%	\$	1,183
	Greeley	22.97%	\$	842
	Johnstown	2.73%	\$	100
	Loveland	14.15%	\$	519
	Milliken	1.00%	\$	37
	Timnath	1.17%	\$	43
	Windsor	5.19%	\$	190
	<b>Total:</b>	<b>100%</b>	<b>\$</b>	<b>3,667</b>
<b>25 Year Project Life Total:</b>			<b>\$</b>	<b>22,000</b>

## FAST Act / Federal Transportation Bill

- <http://bit.ly/1WgSID6>
- Colorado Funding Sources *Appendix A*

## Repatriation of Off-Shore Corporate Profits

- <http://bit.ly/1RS6PM9>
- <http://bit.ly/1L4eJUW>
- <http://bit.ly/1ye9mXD>
- <http://on.rocne.ws/216UsQT>

## National Significant Highway and Freight Projects

- <http://bit.ly/1LlDvLg>
- <http://1.usa.gov/1lvG1bj>
- <http://1.usa.gov/1YUBzS1>

## FASTLANE

- <http://1.usa.gov/24tjQEU>

## Increase Federal Fuel Tax

- The amount was calculated using total gallons from State Fiscal Year 2014 and appropriate federal tax rates.
- <http://1.usa.gov/1YzUdiR>

## SB 228 Transfers

- The amount was included in Colorado Legislative Council Staff Issue Brief #14-19 (Nov. 2014)
- <http://1.usa.gov/1OPj9Pa>

## TRANS Bonds Program Renewal

- The amount was calculated using the project list for the TRANS Bonds II Program Initiative
- <http://1.usa.gov/1FdCzes>

## General Fund Appropriation

- The amount was calculated using State Fiscal Year 2014 appropriation.
- <http://bit.ly/1OOEhVR>

## Increase State Fuel Tax

- The amount was calculated using total gallons from State Fiscal Year 2014 and appropriate state tax rates
- <http://1.usa.gov/1PoOyGc>

## Replace Fuel Tax with VMT Tax

- CDOT - Division of Transportation Development (CDOT-DTD)
- The amount was calculated using total vehicle-miles-traveled (VMT) for 2014 from CDOT; and total gallons from State Fiscal Year 2014 and appropriate state tax rates
- <http://1.usa.gov/1JniEog>

## Reduce Fuel Tax Revenue to Other Uses

- Limitations on how to spend Highway User Trust Fund provided in Colorado S.B. 92-47 <http://bit.ly/1Fd6bsG>
- Allocations for the Highway User Tax Fund provided in the CDOT Budget <http://bit.ly/1WfYAh3>

## Increase State Sales Tax

- Based on discussions with John Ziegler, Staff Director of the Joint Budget Committee
- Amount based on .33% state sales tax increase

## Increase State Sales Tax (CCA)

- Based on information from Colorado Contractors Association
- Amount based on  $\frac{3}{4}$  cent state sales tax
- <http://bit.ly/1REbJym>

## Creation of Regional Transportation Authority

- RTA taxing authority comes from § 46-4-601, et. seq., C.R.S.; § 43-4-605 (1)(d), (1)(j), and (1)(i), C.R.S.
- Sales and Lodging taxes based off of Local Community Tax Returns, 2013 and 2014
- Vehicle registration fees based off number of cars reported by Colorado Dept. of Revenue, Div. of Motor Vehicles in 2013 <http://1.usa.gov/1KL6UBy>
- Estimations for I-25 Managed Lanes based off similar projects by CDOT in 2015

## Public/Private Partnership (P3) Toll Lane

- CDOT - Division of Transportation Development (CDOT-DTD)

## NFRMPO Technical Advisory Committee

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Dennis Wagner, Town of Windsor – *Vice Chair*

Eric Bracke, City of Greeley – *Past Chair*

Jeff Bailey, City of Loveland

Stephanie Brothers, Town of Berthoud

Gary Carsten, Town of Eaton

John Franklin, Town of Johnstown

Eric Fuhrman, Town of Timnath

John Holdren, Town of Severance

Seth Hyberger, Town of Milliken

Janet Lundquist, Weld County

Suzette Mallette, Larimer County

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Karen Schneiders, CDOT

Martina Wilkinson, City of Fort Collins

Amanda Brimmer, Regional Air Quality Council (RAQC)\*

Aaron Bustow, Federal Highway Administration (FHWA)\*

Paul Lee, CDPHE\*

### Transit Representatives

Christopher Barnes, COLT\* (Loveland Alternate)

Will Jones, GET\* (Greeley Alternate)

Kurt Ravenschlag, Transfort\* (Fort Collins Alternate)

Gary Thomas, SAINT\*

*\*Indicates Non-Voting Member*

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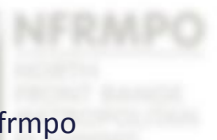
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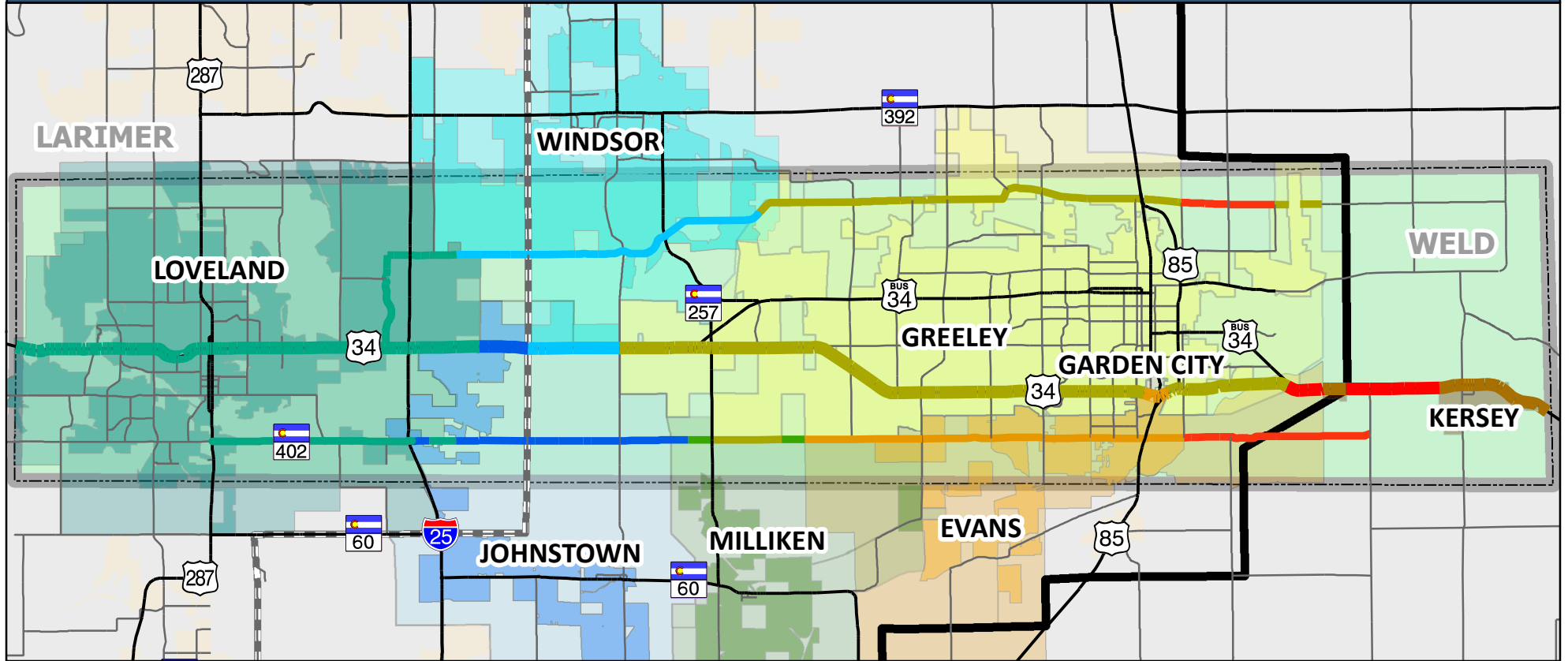
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# US 34 PEL Study Area











## Legend

### Municipality

-  Greeley
-  Weld County
-  Loveland
-  Evans
-  Windsor
-  Johnstown
-  Kersey
-  NFRMPO Boundary

### Urban Growth Boundaries

-  Evans
-  Greeley
-  Johnstown
-  Loveland
-  Milliken
-  Windsor
-  County Boundary
-  US 34 PEL Study Area

