



## North Front Range MPO Area - Project Status Updates (7 April 2016)

<b><u>Roadway / Segment</u></b>	<b><u>Status</u></b>
<b>SH14</b>	
I-25 to WCR23 Resurfacing	<i>Construction is mostly complete.</i>
Cache La Poudre Bridge (Mulberry)	<i>Construction is complete.</i>
US287 PR at Ted's Place	<i>In Design</i>
<b>I-25</b>	
SH392 to Harmony Rubblization	<i>Construction is complete</i>
Crossroads Blvd Interchange / Bridges	<i>On track for April 2016 advertisement</i>
Truck Climbing Lane	<i>Construction kick-off Spring 2016</i>
GWRR Bridge over I-25 near US34	<i>Construction is complete</i>
Ramp Metering- Harmony Rd SB SH392 NB/SB	<i>In Design</i>
<b>US34</b>	
Big Thompson Canyon Flood Repair	<i>Construction will be in full swing Summer 2016</i>
Greeley Bypass Adaptive Signals	<i>Construction is complete</i>
East Greeley Flood PR	<i>Construction continues</i>
Fiber Optic / VMS / Cameras	<i>Construction is underway</i>
<b>SH56</b>	
Berthoud East Surface Treatment	<i>Construction is underway</i>
<b>SH60</b>	
SH257 PR	<i>Construction is underway</i>
<b>US85</b>	
Ault to Wyoming	<i>Construction is underway</i>
Park & Ride in Evans	<i>Open- awaiting punch-list work from contractor</i>
Adaptive Signals in Greeley	<i>Construction is complete</i>
<b>US287</b>	
SH392 to Harmony Resurfacing	<i>Complete</i>
Harmony to Mulberry Resurfacing	<i>Construction to resume</i>
SH1 to LaPorte Bypass	<i>Construction started</i>
Road damage near Larimer CR 17	<i>In Design</i>
<b>SH392</b>	
Windsor to Lucerne Resurfacing	<i>Construction is wrapping up</i>
US85 Intersection	<i>In Design. Ad date est Apr/May 2016</i>
<b>SH402</b>	
Larimer CR 9E	<i>Ad scheduled for May/June 2016</i>

## **New ozone rule could hit Fort Collins pocketbooks**

Jacy Marmaduke, jmarmaduke@coloradoan.com 8:44 p.m. MDT March 21, 2016

Critics of the EPA's new ozone standard say Colorado's struggle to reach a near-impossible goal will hit residents' pocketbooks and may create funding lapses for big-budget transportation projects like improvements to interstates 25 and 70.

According to Environmental Protection Agency projections, the Denver Metro Area, which includes Fort Collins, is the only western region outside of California that won't meet the new standard of 70 parts per billion by 2025. The region's 2012-2014 ozone level was 82 ppb.

Northern Colorado has already put in place ozone-mitigating regulations like stricter vehicle emissions standards. And state officials are now targeting more regulations on vehicles, lawn mowers and the oil and gas industry, among other polluting sources, to meet or at least get closer to the new standard.

But part of Northern Colorado's ozone problem is caused by intermittently high levels of background ozone, or ozone that comes from non-U.S. sources.

**IN FORT COLLINS:** Clock ticks on city's bold climate action plan

"You have this perfect storm where you've got the challenge of background ozone, very high elevation, growing population, oil and gas and other industries that contribute — and you've exhausted all the low-hanging fruit by which you might actually be able to achieve compliance," said Dan Byers, senior director for policy at the U.S. Chamber of Commerce's Institute for 21st Century Energy. "How the state is going to put together a plan that brings it into attainment is beyond me."

Ozone not only forms smog on hot, sunny days but at high levels also creates a health hazard for children, the elderly and people with preexisting health conditions. It's been linked to respiratory and heart diseases.

Critics like Byers, a coal industry advocate, say the EPA shouldn't have adopted a "one-size-fits-all" ozone standard and should consider leniency for Colorado because of its growing population and background ozone struggle. Others point out that the standard is uniform to promote public health, especially for vulnerable groups.

"Ozone is ozone no matter what the source is," said Gordon Pierce, who is in charge of the state's air quality data program. "You're still going to have a health impact."

The Colorado ozone story is complicated and best told in two chapters: the background ozone problem and the potential impacts on transportation funding.

Semi trucks line up at Johnson's Corner in Johnstown on Saturday. The EPA said the Denver-metro area, including parts of Northern Colorado, won't meet its air quality standard for ozone due in part to the emissions from highway traffic.

Background ozone: What is it and why does it settle here?

It's surprisingly difficult to find someone who can give a thorough answer to this question. But Owen Cooper, a senior research scientist for the Chemical Sciences Division of the National Oceanic and Atmospheric Administration's Earth System Research Laboratory, explains:

On a fairly average ozone day in the Denver Metro Area — say, 60 parts per billion, defined as “moderate” on the Air Quality Index — background ozone accounts for about 55 percent of total ozone in the air, Cooper said.

That's the highest percentage in the nation. The second-highest is found in Sacramento, with background ozone accounting for 47 percent of the total. Los Angeles is at 43 percent background ozone.

Of all the major metro areas in the U.S., Denver has the highest elevation. Many metro-area cities are close to 5,000 feet above sea level. Fort Collins is at 4,982 feet.

That means the region is closer to the stratosphere, or the ozone layer. Up high, ozone is good because it shields the Earth's surface from the sun's harmful ultraviolet rays.

“There's always this reservoir (of ozone) up above us,” Cooper said. “During the day, as the surface heats, you start mixing the air from the surface upwards, and ozone from aloft can come down.”

Meanwhile, westerly winds carry ozone from Europe and Asia to the West Coast.

“When ozone comes in from across the Pacific, it's gonna hit the West Coast first, and it's gonna have a higher impact on higher elevations,” Cooper said.

Ozone above the surface level has a lifetime of 15 to 30 days, which is plenty of time for ozone from regions all around the Northern Hemisphere to combine and travel here.

“It's kind of everybody's ozone all mixed together,” Cooper said. “That's why this is such a difficult issue. There are many, many sources of ozone and it's difficult to determine where it's all coming from.”

The EPA and other air quality monitoring groups try to figure it out by studying complex computer models, but a lot is still unknown about background ozone.

Interstate 25 traffic travels east of Fort Collins on Saturday. The EPA said the Denver-metro area, including Fort Collins, won't meet its air quality standard for ozone due in part to cars producing the gas.

How will high ozone levels impact me financially?

On most days, Colorado's ozone levels are below the federal standard. But the EPA doesn't judge a region's ozone by “most days.” It judges a region by its worst ozone days — usually hot summer days when background ozone is especially high.

But background ozone alone doesn't propel Northern Colorado above the EPA standard. The region sometimes exceeds the limit because of man-made emissions.

So the EPA tasks regions that exceed the standard to come up with a plan to reduce ozone-causing emissions. The state is in the process of creating a new plan to achieve the 2008 ozone standard of 75 parts per billion, which it has never met.

The plan will be finished by early 2017, and the Denver Metro Area needs to meet the old standard by July 2018 to avoid penalties. The Regional Air Quality Council is mulling a bevy of potential regulations, most interesting among them:

Switching to federal reformulated gasoline, which pollutes less but costs more to produce. Adopting a 7.0 Reid Vapor Pressure standard for gas, which would cut pollution but increase production cost.

Eliminating the waiver that allows ethanol gas to have a higher Reid Vapor Pressure. Effects: Ditto the last two strategies.

Swapping gas-powered lawnmowers for electric models in large fleets that work for municipalities, schools and other large entities.

New oil and gas industry regulations, including expedited closure or fuel-switching of some power plants.

A parallel process with more regulations will take place in the coming years for the new standard, which the region will have until at least the 2020s to meet.

Here's where transportation funding comes in.

Federal transportation funding is only granted to places that meet federal air quality standards. The federal government calls this "transportation conformity."

In the state implementation plan for ozone, Colorado's Regional Air Quality Council sets a target for emissions. The North Front Range Air Quality and Transportation Planning Council then has to meet that target in its plans for the region.

If the latter group can't meet the air quality council's emissions target, which will become more difficult with the lower ozone standard, the region has a year to meet the standard. If that doesn't happen, the region goes into a transportation conformity lapse and federal grants and approval for transportation projects could grind to a halt.

PREVIOUSLY: Colorado's ozone fight could drive up costs

This has happened about 70 times nationally, Byers said, with most lapses lasting less than a year.

The most extreme example took place in Atlanta in the late 1990s, when a conformity lapse of more than two years led to \$700 million of federal transportation funding being withheld, according to the U.S. Chamber of Commerce.

Ken Lloyd, executive director of the Regional Air Quality Council, said it's unlikely Colorado will fall into a transportation conformity lapse for many years, but he didn't rule it out.

“We’re continuing to make progress,” Lloyd said, “but it remains to be seen whether we’ll hit that 75 number by 2018 or what it’s going to take to get down to 70 ppb in the future.”

The EPA hasn’t given any indication it will loosen the rules for Colorado because of background ozone.

In an email to the Coloradoan, the agency wrote that Colorado “may have to undertake additional planning” to meet the new ozone standard.

“While states can count on additional reductions in ozone precursor emissions from federal programs that are already in place (e.g., motor vehicle standards), some areas of the country will need additional locally-developed emissions control measures to attain the standards,” an EPA spokesperson wrote.

### Ozone at a glance

A look at how Northern Colorado stacks up to Environmental Protection Agency ozone pollution standards.

70 parts per billion: new ozone standard adopted in October

75 ppb: Prior ozone standard adopted in 2008

78 ppb: Larimer County ozone, as measured in 2012-14

82 ppb: 2012-14 ozone in Denver Metro Area/North Front Range zone, which includes Fort Collins

71 ppb: Estimated Larimer County ozone in 2025, still out of compliance

Source: EPA

(Date)

TIGER and FASTLANE Selection Committee  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The (community or group) has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the North I-25 Coalition of Elected Officials, the Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

Our (community or group) fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network.

Sincerely,

The text in yellow needs to be adjusted for use by your group/community. Please send approved letters to [Bkarasko@nfrmpo.org](mailto:Bkarasko@nfrmpo.org).

## April 2016 Director's Report Addendum

### Regional Air Quality Council

- ***The Executive Director position on RAQC is due for renewal. Unless Planning Council would like to replace me, I will submit to be reappointed for consistency.***

### Fix N I-25

- The Subcommittee met on March 11 ***and April 1***
- The Subcommittee decided to submit the same improvements for both TIGER and FASTLANE – two bridge replacement, two bridge widenings, a third lane from SH402 to SH14 and the slip ramps to Kendall Parkway.
- ***The Funding Subcommittee decided to continue to meet until funding for all of North I-25 improvements are completed***
- ***The next meeting is scheduled for May 13 from 11:30 to 1:00 pm at Perkins at Crossroads***
- ***Funding Commitments to match the two grants are listed below:***
  - ***Larimer County communities - \$5M over 5 years***
  - ***Larimer County - \$5M***
  - ***Loveland - \$2M over 3 years***
  - ***Fort Collins - \$2 M over 2 years***
- ***Funding Commitments under consideration:***
  - ***Windsor - \$1M over 3 years, decision at next Council meeting***
  - ***Johnstown – Unknown, decision on Commitment at next Council meeting***
  - ***McWhinney – Unknown, between \$6M and 8M under consideration***

### Local Community Training for new Bike/Auto and Bike/Pedestrian Counters

- The MPO has purchased three mobile counters that may be used by local communities to count bikes/autos (2) or bikes/pedestrians (1).
- The counters will be loaned out to local community members according to a schedule identified annually by all members.
- Local community staff who would be setting and picking up the Bike/Auto/Pedestrian counters are invited to a half day training at the MPO offices starting at 9:00 am on April 26
- The MPO also purchased two permanent counters which will be installed along the Poudre Trail in Greeley and Larimer County.
- Those interested in seeing the installation process can participate on April 27 at the Rover Run Dog Park in Greeley at 1:00 pm.
- For more information, contact Aaron Buckley at 970-416-2309 or by email [abuckley@nfrmpo.org](mailto:abuckley@nfrmpo.org)

### FY 2017-2020 State Transportation Improvement Plan (STIP)

- The State has released the STIP for public comment and will hold a public hearing at the April 21 Commission meeting but public comments will be accepted through April 29, 2016
- CDOT will present the STIP to STAC on April 29
- Public comment period closes on April 29
- CDOT Transportation Commission will approve the STIP on May 19
- The STIP can be accessed at <https://www.codot.gov/business/budget>

- Public comment can be submitted via mail, e-mail, or through the CDOT website using [Jamie.collins@state.co.us](mailto:Jamie.collins@state.co.us) or Jamie Collins, 4201 E Arkansas Ave, Room 212, Denver, CO 80222.

#### NFRMPO Audit

- The firm Anton, Collins, Mitchell completed their in office review for the audit and will present the draft audit to the Finance Committee on April 21, 2016.
- There were no findings during the audit.

#### BNSF/UP Proposal

- The Rocky Mountain Railroad Xpress held a meeting on March 22 to discuss their proposal for an eastern bypass
- They are putting together a proposal similar to a Chicago bypass that will soon be under construction
- They are proposing that the eastern bypass use some existing route and construction a new portion that would save the railroads between 20 and 44 hours over moving freight through all of the Front Range communities
- They plan to hire Transportation Consultants, Inc to make the proposal to BNSF

#### FREIGHT Northern Colorado Plan

- The MPO is putting together a Freight steering committee of industry representatives.
- Please provide names and contact information to Becky Karasko at 970-416-2257 or [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org)
- The State Freight Plan consultant will be on board by Mid-April and the plan is expected to be completed in 12 months.

#### 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.
- MPO/VanGo™ staff met with CDOT Division of Transit and Rail (DTR) on May 23 and future contracts will include both FTA requirements of 4 years or 100K miles.
- MPO/VanGo staff also sent a letter asking to return the FY 2015 FASTER funds of \$64K because it is not feasible to use the funds.
- Both MPO/VanGo and CDOT DTR staff will work to ensure that 2016 and 2017 funds can be used.
- 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.

#### Mobility Committees

- The Weld County Mobility Committee met on March 22 and the Committee will be examining membership, goals and purpose.
- The Larimer County Mobility Committee provided a letter of support for the Larimer County Transit Planning 4 All, Inclusive Planning Impact Grant application to address the needs of rural Larimer County.

#### NFRMPO Staff Changes

- The NFRMPO hired two new planners Medora Kealy who started on March 8 and Jenna Levin who started on March 14.



- The VanGo™ program has a temporary part-time employee, Kelly Miller, 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
  - Rider's Guide
  - Quarterly Newsletter
- 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 March 14:
- 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 – Governor signed 3/9/2016
- 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 – Governor signed 3/2/2016
- 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 – referred to referred to Appropriations 2/11/2016
- HB1067 – Regional Transportation Authority Mill Levy – referred to Local Government and referred unamended to Committee of the Whole – extends the authorization to 2029 -- Senate Committee on Transportation postponed indefinitely
- 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) – House Committee on State, Veterans, & Military Affairs postponed indefinitely 2/24/2016
- HB1155 Controlled-access Highway as County Primary Road – No description yet – Assigned to Transportation 3/17/2016
- HB1169 – Ute Representatives for Transportation Advisory Committee – referred to Transportation & Energy, referred unamended to Committee of the Whole – provides representation for the Ute tribe – Senate Committee on Transportation to consent calendar 3/22/2016
- 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 – House Transportation & Energy referred unamended to Appropriations 2/11/2016
- 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 – Referred unamended to Appropriations 2/11/2016
- HB1205 – Motorcycle lane-splitting – assigned to Transportation & Energy – allows motorcycles to drive between cars when traffic is moving less than 5 mph – House Committee on Transportation & Energy postponed indefinitely 2/17/2016

- HB1304 – Requires CDOT to hold at least one public meeting in each TPR to state CDOT's priorities and to allow the public to testify on their top priorities and their preferred methods for raising revenue to fund priorities – Assigned to Transportation & Energy 2/29/2016
- SB11 – Terminate use of FASTER fee revenue for Transit – assigned to Transportation & Energy – repeals requirement for transit related use – House Committee on Transportation & Energy postponed indefinitely 2/17/2016
- SB087 – Highway-rail Crossing Signalization Fund Funding – assigned to Senate Committee on Transportation, referred unamended to Appropriations 2/11/2016
- SB100 – County Road & Bridge Tax Reduction Requirement – assigned to Senate Transportation -- passed Senate 3/24/2016
- SB123 - Free Access to High Occupancy Vehicle Lanes – assigned to Transportation – prohibits CDOT or HPTE from requiring a vehicle owner to use a switchable transponder – Introduced in House – assigned to Transportation & Energy 3/22/2016

### **RAQC Active Bills**

- **[HB 1332 – Concerning Modification to the Income Tax Credits for Alternative Fuel Vehicles](#) (Reps. Duran and Rankin/Sen. Scott and Johnston)**

Bill makes changes to income tax credits available to taxpayers who purchase alternative fuel motor vehicles and trucks. Fixes a more simplified specified dollar amount for tax credits instead of the current complicated formulas. Distinguishes between purchases and leases in fixing values of the income tax credits. Allows a taxpayer to assign the income tax credit to a financing entity for the vehicle. Removes tax credit for diesel-electric hybrids.

**Status:** Introduced in House on 3/2/16. Assigned to House Finance Committee. Awaiting hearing in committee. **RAQC Position:** Support

- **[SB 157 – Concerning Management of the Process of Responding to EPA's Clean Power Plan in a Manner that Maximizes Colorado's Ability to Control Its Affairs](#)** (Sen. Cooke and Sonnenberg/Rep. Dore)

Bill requires the AQCC and CDPHE to suspend all activities in furtherance of developing a state plan to implement EPA's Clean Power Plan until the U.S. Supreme Court's stay is lifted and new deadlines for submission of state plans have been established. The existing process for legislative review of state implementation plans is expanded to include a state plan required by the Clean Power Plan.

**Status:** Introduced in Senate on 3/15/16. Passed Senate Agriculture, Natural Resources, & Energy on 3/17/16. Passed 3<sup>rd</sup> reading in Senate on 3/29/16.  
Introduced in House on 3/30/16. Assigned to House Transportation & Energy.

- **[HB 1405 – Concerning Payment of Expenses for State Departments and Agencies for Fiscal Year Beginning July 1, 2016 \(Long Bill\)](#)**

After a stalemate in the Joint Budget Committee over funding for the Clean Power Plan, the annual appropriations bill as introduced in the House did not include funding from CDPHE's Stationary Sources Fund for \$85 million and 95.7 FTE. The bill was amended and passed in the House to restore the Stationary Sources funding and FTE.

**Status:** Introduced in House on 3/28/16. Amended and passed in House Appropriations on 3/29/16. Passed 3<sup>rd</sup> reading as amended on 4/1/16.



**COLORADO**  
Department of  
Transportation

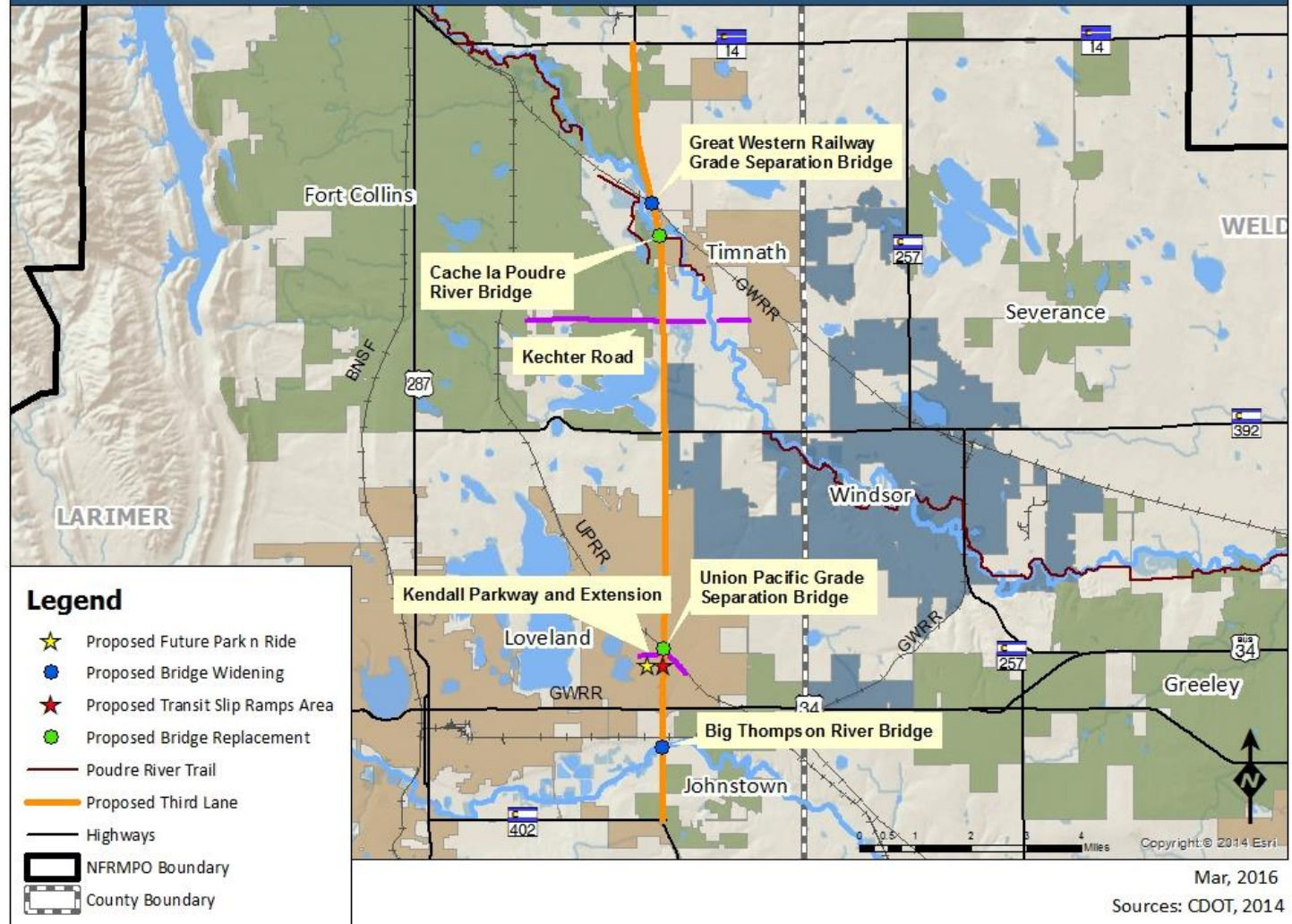
# FASTLANE & TIGER GRANTS FOR NORTH I-25 - 402 to 14

Terri Blackmore & Herman Stockinger



# Project Improvements

## CDOT and NFRMPO TIGER & FASTLANE Applications



# Project Improvements


- ▶ Replace Bridges
  - Poudre and UP Grade Separation Bridge
- ▶ Widen Bridges
  - Great Western RR Bridge and Big Thompson
- ▶ Additional Capacity
  - One lane North of SH402 to SH14
- ▶ Construct Park & Ride lot at Kendall Parkway\*
- ▶ Construct Transit-only Slip ramps
  - At Kendall Parkway to serve Park & Ride lot
- ▶ Construct Poudre River Trail \*
  - Under I-25 connecting west and east of I-25
- ▶ Design of Improvements\*\*

\* Only TIGER Grant

\*\* Only FASTLANE Grant

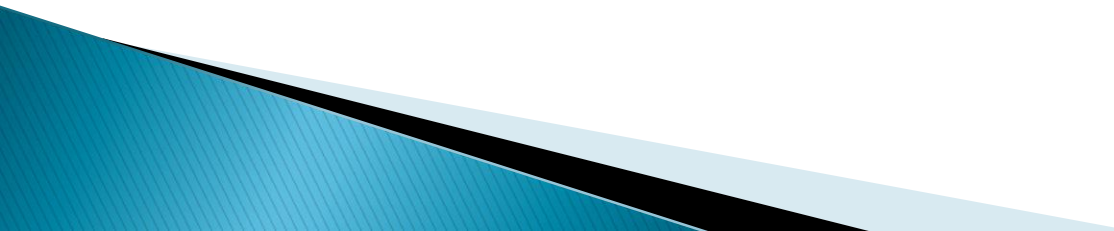
# FASTLANE Grant Overview

## ▶ Details

- \$800M available in 2016
  - Due 6pm MST April 14, 2016
  - Up to 60% FASTLANE award, total Federal up to 80%
  - Generates national or regional economic, mobility or safety benefits on National Freight network
  - Addresses 1 or more National Goals
  - Cost effective
  - Cannot easily be completed without Federal funding
  - Must be obligated no later than September 20, 2019
- 

# TIGER Grant Overview

## ▶ Details

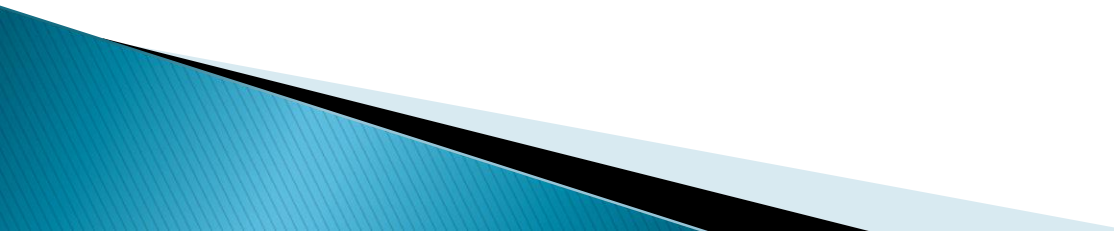
- \$500M available in 2016
  - Up to 80% Federal funds allowed
  - Minimum grant decreased to \$5M
  - Maximum grant increased to \$200M
  - Capital improvements only
  - Due 6pm MST April 29, 2016
  - Obligated no later than September 30, 2019
- 

# FASTLANE Selection Criteria

## ▶ Primary

- Economic Outcomes
- Mobility Outcomes
- Safety Outcomes
- Community Outcomes

## ▶ Secondary

- Partnership and Innovation
  - Cost Share
- 




# TIGER Selection Criteria

## ▶ Primary

- State of Good Repair
- Economic Competitiveness
- Quality of Life
- Environmental Sustainability
- Safety

## ▶ Secondary

- Innovation
  - Partnership
  - Demonstrated Project Readiness
- 

# Budget

- ▶ Estimated Total costs – \$235M TIGER
  - HPTE Loan – up to \$100M
  - CDOT Transportation Commission –\$80M
  - CDOT Division of Transit & Rail – \$5M
  - Local/private funding match – \$25M
  - TIGER – \$25 M
- ▶ Estimated Total Costs – \$230M FASTLANE
  - HPTE/CDOT Transportation Commission – \$80M – \$180M
  - Local/private match– \$25M
  - FASTLANE – up to \$143 M

# Schedule

- ▶ Applications due
  - April 14 for FASTLANE
  - April 29 for TIGER
- ▶ Project Selection/Award
  - FASTLANE projects selected/submitted to Congress September 2016 – awarded before elections
  - TIGER projects selected/awarded before elections
- ▶ Project out for Design/Build & Project Development (ROW & Environmental)
  - 18–24 months after award
- ▶ Project under construction
  - 12–18 months after consultant/contractor selection

# Next Steps

- ▶ Secure letters of support
  - Cheyenne, Wyoming MPO
  - I-25 Coalition Communities
  - Business Groups and Chambers of Commerce
- ▶ Secure local match
  - \$18M secured
  - \$7-10M in commitments needed



**COLORADO**

Department of  
Transportation



Loveland  
Greeley

**US 34 PEL**



# US 34 PEL Importance



- It provides an overall strategy for CDOT teamed with the local municipalities to address necessary future expansion and improvements.
- Identify the safety and mobility improvements necessary to meet the peaking existing travel demand and future demands.
- A freight study for the corridor.
- Multimodal Transportation Modes - i.e. Pedestrian, bicycle, and transit.
- Coordinate with existing access control, optimization, and environmental plans; and create a new access control (from I-25 west). In order to preserve right-of-way, etc. in light of a rapidly developing corridor.



# US 34 / North / South Corridors

- **US 34 PEL Study Corridor**

- extends from Glade Road to Weld County Road 49 (~~55-UPFR~~)

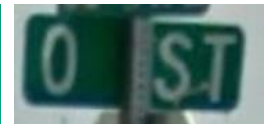


- **Access Control Plan**

- US34 from I-25 to CR49 already has ACP and will be updated to match the PEL
- I-25 West to Glade does not have one to date and we would like to incorporate

- **North PEL Corridor**

- (Rocky Mountain Avenue/Crossroads Boulevard/O Street) extends from US 34 north along Rocky Mountain Avenue through Crossroads at I-25 to US 85

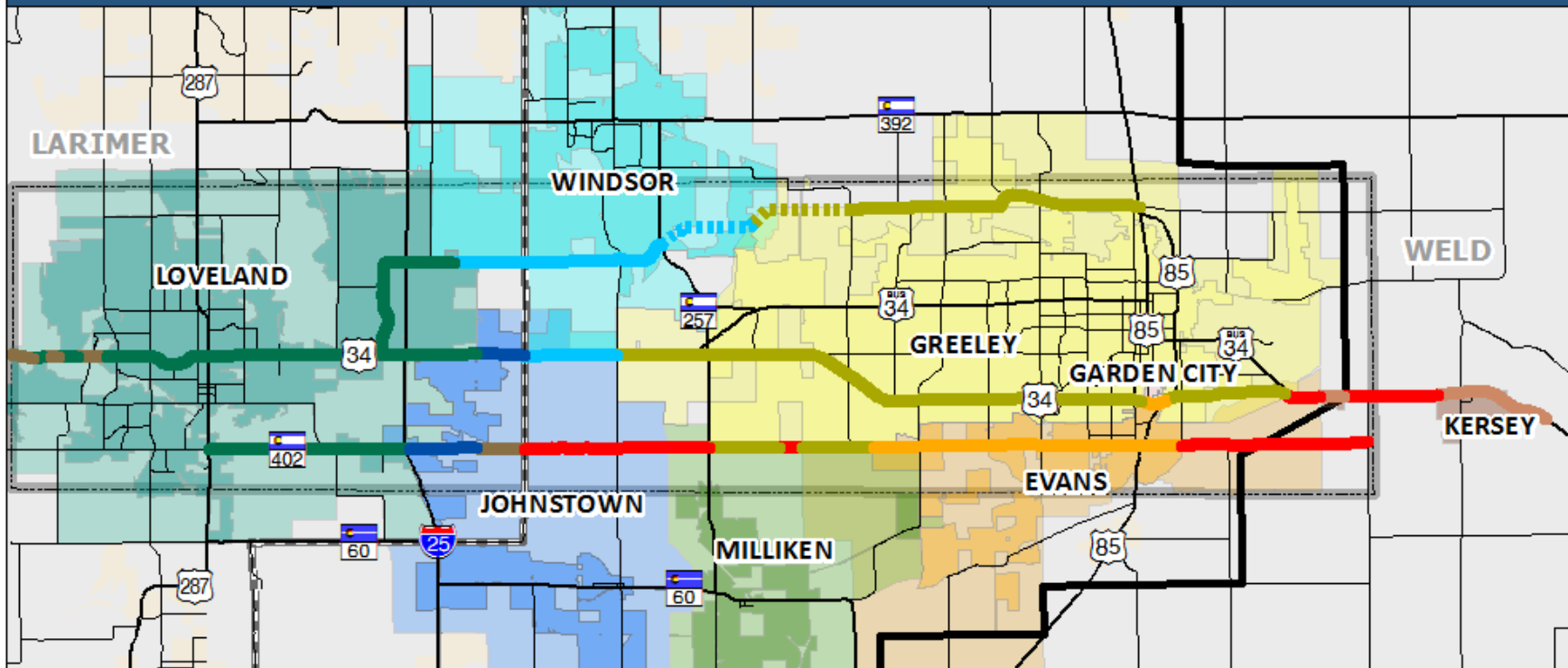


- **South PEL Corridor**

- (SH 402/Larimer County Road 18/Weld County Road 54/37th Street) extends from US 287 to Weld County Road 49

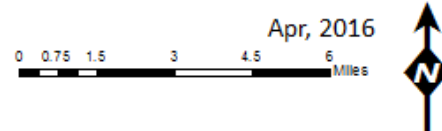


# US 34 PEL Study Area



**Legend**

<b>Highways_Study</b>	Urban Growth Boundary
<b>Municipality</b>	Evans
Greeley	Greeley
Weld County	Johnstown
Loveland	Love land
Evans	Milliken
Windsor	Windsor
Larimer County	County Boundary
Johnstown	NFRMPO Boundary
Kersey	US34 StudyArea



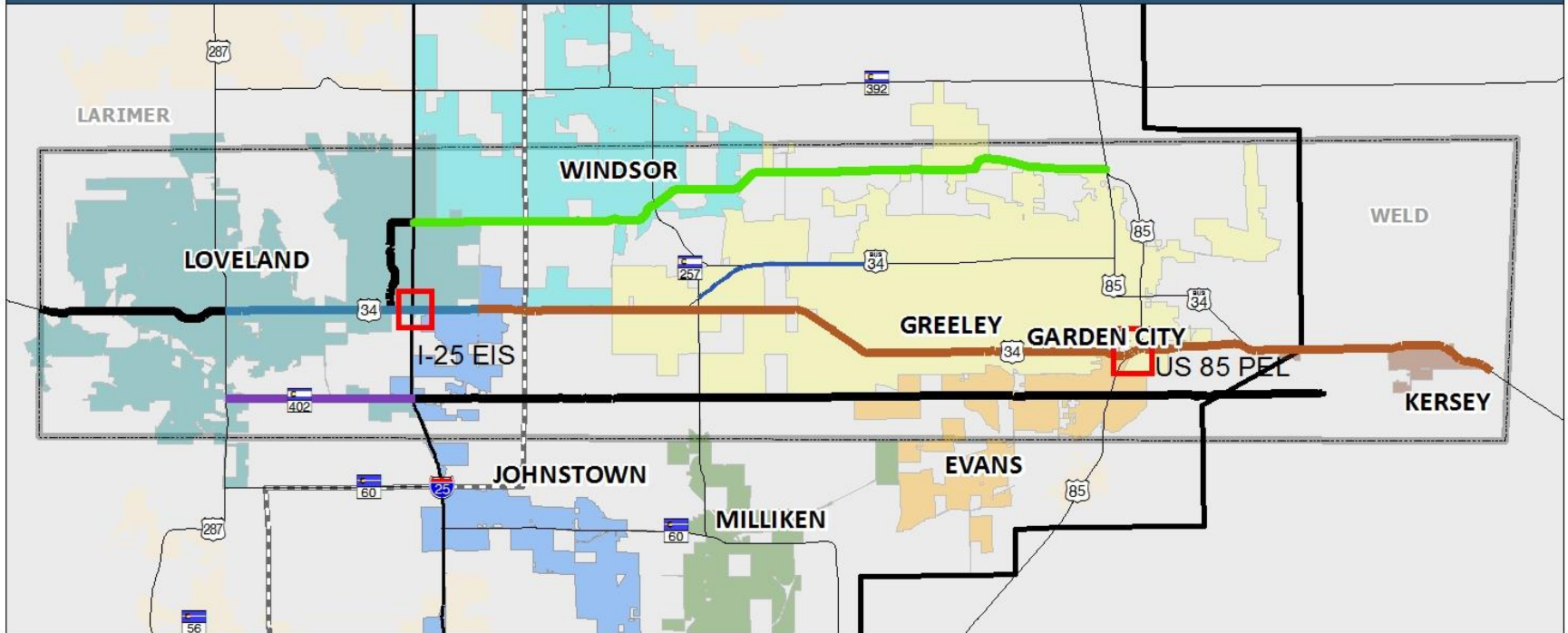




# North and South Corridors are Impacted










- **US 34 with the N. & S. Corridors is a Transportation System.**
  - When US 34 Traffic is impeded or detoured the impact on the North and South Corridors and Municipalities is significant. Therefore, a Alternative Route Optimization Study is needed for both these alternate corridors.
  - Additionally, as development continues on the North and South Corridors it will impact US 34 traffic and the traffic through the local jurisdiction. This needs to be considered in this planning effort.
- **Based upon the US 34 Optimization Plan (May 2003), parallel road systems to US 34 were identified**
  - A Crossroads Blvd. to O Street connection N. of US 34
  - A LCR 18/SH 402-WCR 54-37<sup>th</sup> Street connection S. of US 34

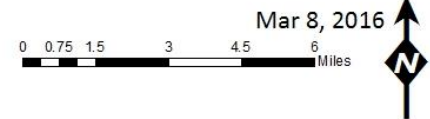
# US 34 PEL Existing Studies



## Legend

### Studies

-  US 34 ACP & US 34 Optimization
-  No Existing Studies
-  34 EA
-  402 EA
-  US 34 BUS EA
-  Northeastern Quadrant Study
-  NFRMPO Boundary
-  County Boundary
-  US34StudyArea





# US 34 PEL (All Three Corridors) Total Need/Cost

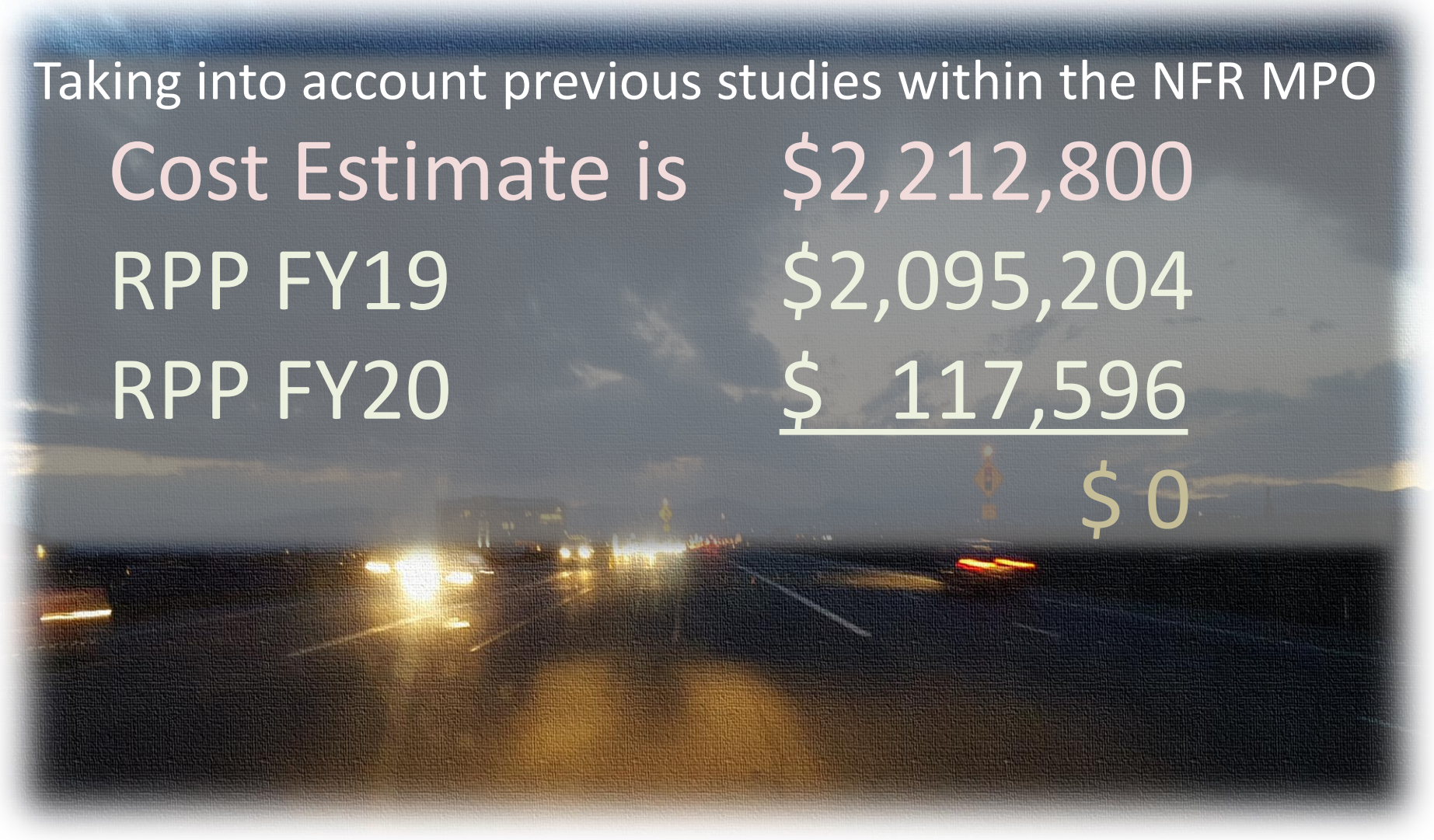
Taking into account previous studies within the NFR MPO

Cost Estimate is \$2,212,800

RPP FY19 \$2,095,204

RPP FY20 \$ 117,596

\$ 0



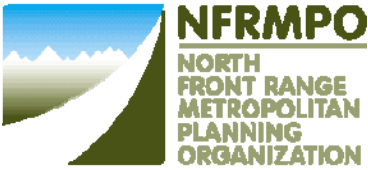




# Next Steps

- **Scope**
  - (Review with US 34 Coalition)
- **Consultant Selection**
  - Finalize Cost /  
Negotiate Contract
- **Complete US 34 PEL**





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Fort Collins, Colorado 80521  
(970) 221-6243  
(800) 332-0950 (Colorado only)  
FAX: (970) 416-2406  
[www.nfrmpo.org](http://www.nfrmpo.org)  
[www.smarttrips.org](http://www.smarttrips.org)

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April 7, 2016

TIGER and FASTLANE Selection Committee  
US Department of Transportation  
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The North Front Range has been working with the Colorado Department of Transportation (CDOT), the North I-25 Coalition of Elected officials, the Fix North I-25 Business Alliance and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of I-25 to discuss ways to address the congestion in light of the projections for a doubling of the population by 2040. Northern Colorado is one of the fastest growing areas in the county and the fastest in Colorado. To continue the economic vitality of the area, accommodate the freight commodity movements associated with energy (oil and gas as well as wind components) and agriculture in addition to everyday travel of workers, residents and visitors, something had to be done. The above mentioned groups were formed and have been working diligently to identify a funding mechanism for the improvements identified in the N I-25 EIS that received a record of decision in December 2011.

All of the involved agencies, coalitions, and communities have been working toward improving North I-25 with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows freight movements. Improvements to date include the addition of Bustang, a regional bus option initiated in July of 2015 that carries 143 riders per day and 209 CSU students on Friday and Sunday evenings. The local community members of the NFRMPO voted to allocate \$3 M local STP Metro funds to fund a portion of the two mile truck climbing lane that will be completed in the fall of 2016 providing relief for southbound congestion near Berthoud. In addition, the local communities are providing \$2 M to the replacement and widening of the I-25 Crossroads Bridge (a current bottleneck) that CDOT will complete in 2017.

The North Front Range Transportation & Air Quality Planning Council fully supports the TIGER and FASTLANE applications for North I-25 improvements providing much needed relief to a growing area that provides critical freight connections.

Sincerely,

Gerry Horak, Chair  
Mayor Pro Tem City of Fort Collins