

Monthly Report from CDPHE to the North Front Range Transportation and Air Quality Planning Council

March 2017

The Air Quality Control Commission:

- The Commission met February 16th and received an update on the Rocky Mountain National Park Initiative. The Division and National Park Service indicated the progress made in reducing nitrogen emissions from fuel combustion and the outreach efforts to agricultural operations.
- The Commission will host a Science Forum on April 20 at the University of Colorado, Boulder. Researchers will present on the air quality impacts of oil and gas development, distinguishing between natural and man-made ozone precursors, fire emissions, low cost air quality monitors, and other topics. The full agenda is at <https://www.colorado.gov/cdphe/aqcc>.

The Air Pollution Control Division:

- Garry Kaufman is the new Division Director, effective March 1, 2017. Garry is very experienced in air quality, having spent over 10 years in the Division and the Colorado Attorney General's Office. He has previously served as the Division's Deputy Director, Mobile Sources Program Manager, and Indoor Environment Program Manager. He represented industry clients for two years at a private law firm. We are excited to have Garry back at the Division.
- The Division submitted the attached comments on EPA's proposed implementation rule for the 2015 ozone standard. Among other things, the Division commented that EPA should revoke the 75 ppb ozone standard for the entire country after the 70 ppb standard is implemented, instead of retaining the 75 ppb standard for existing ozone nonattainment areas until those areas demonstrate attainment. The Division also commented that all states, not just border states, should remain eligible for Clean Air Act provisions that allow regulatory relief for international emissions that travel into the state.



February 13, 2017

U.S. Environmental Protection Agency
EPA Docket Center (EPA/DC)
Mail Code: 28221T
1200 Pennsylvania Avenue N.W.
Washington, D.C. 20460

Re: State of Colorado Comments, Docket ID EPA-HQ-OAR-2016-0202; FRL-9950-24-OAR

To Whom It May Concern:

The Air Pollution Control Division of the Colorado Department of Public Health and Environment (hereafter "Division") appreciates the opportunity to comment on the U.S. Environmental Protection Agency's proposed "Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area Classifications and State Implementation Plan Requirements," published in the Federal Register on November 17, 2016.

Classification Thresholds

EPA proposes to apply the identical "percent-above-the-standard" approach for establishing the 2015 Ozone nonattainment classification thresholds that was used for the 2008 ozone standard. Colorado supports this approach as it is consistent with EPA's past practice and seems to be the most straight forward method for applying Clean Air Act (CAA) Section 181.

Transition from the 2008 Ozone NAAQS to the 2015 Ozone NAAQS

EPA provides two alternatives for transitioning from the 75 ppb (8-hour) 2008 ozone National Ambient Air Quality Standard (NAAQS) to the more protective 70 ppb (8-hour) 2015 ozone NAAQS. The first option revokes the 2008 ozone NAAQS for all purposes in each area one year after the effective date of designation for the 2015 ozone NAAQS. The second option revokes the 2008 ozone NAAQS for all purposes in an area only when designated attainment for that NAAQS, and no sooner than one year after the effective date of designation for the 2015 ozone NAAQS.

For areas presently designated nonattainment for the 2008 ozone NAAQS and anticipating nonattainment for the 2015 ozone NAAQS, the first option avoids the duplicative requirements of implementing two standards at once and provides a streamlined state implementation plan (SIP) pathway for attaining the more protective 2015 standard. Alternatively, under the second option, areas in nonattainment for both standards would be subject to overlapping regulatory pathways for two standards until attainment of the 2008 NAAQS was demonstrated. Differences between the implementation rules for the 2008 and 2015 ozone NAAQS, such as potential differences in the baseline inventory year, would cause confusion and could limit states' ability to "kill two birds with one stone" by incorporating identical documents in the SIPs for both standards.

Colorado supports revoking the 2008 ozone standard as specified under Option 1, coupled with the proposed potentially applicable anti-backsliding provisions. Option 1 is consistent with EPA's past practice regarding revocation of previous ozone NAAQS. The extensive set of regulatory anti-backsliding provisions promulgated in accordance with the principles of CAA 172(e) will ensure the ozone reduction actions implemented under the 2008 NAAQS remain in effect.



EPA has set forth persuasive reasons¹ to select Option 1. Colorado agrees that the retention and simultaneous application of two standards would result in unnecessarily complex implementation procedures and is not necessary to provide for timely attainment of the more stringent NAAQS. The strategies adopted to attain the 70 ppb standard would also lead to attainment of the 75 ppb standard. Colorado further agrees that revoking the 2008 NAAQS with appropriate anti-backsliding measures would facilitate a more seamless transition to the 2015 NAAQS. The simultaneous application of two standards would result in an inefficient use of state and local resources where Colorado and other states would be required to submit duplicative SIP revisions. The time and effort required to do so should not be underestimated.

If EPA decides to adopt its second proposed option for revocation of the 2008 NAAQS, EPA should review the language of the Proposed Regulatory Text for Option 2 in C.F.R. § 50.15(c). The preamble states that the 2008 NAAQS will be revoked for existing nonattainment areas upon their subsequent redesignation as attainment (maintenance) areas for the 2008 NAAQS, but in no case sooner than one year after the effective date of designation for the 2015 ozone NAAQS for the area. 81 Fed. Reg. 81287. However, the Proposed Regulatory Text for Option 2 in C.F.R. § 50.15(c) is silent about subsequent redesignations. The Proposed Regulatory Text states that the 2008 NAAQS “will remain applicable to any area of the country designated nonattainment for the 2008 ozone NAAQS as of the date of that area’s initial designation for the 2015 ozone NAAQS.” The Proposed Regulatory Text for Option 2 revokes the 2008 NAAQS “[f]or any other area of the country,” but this language does not appear to revoke the 2008 NAAQS for 2008 nonattainment areas that are subsequently redesignated attainment or maintenance. This appears to conflict with the intent of Option 2.

Intrastate RACM

EPA proposes to interpret CAA section 172(c)(6) to require intrastate sources (outside the nonattainment area) to be subject to “other measures” of emission control (i.e. RACM) as necessary or appropriate to provide for attainment of the standard. This interpretation departs from the longstanding nonattainment plan general provisions of CAA § 172(c), which unmistakably applies to a nonattainment area (NAA). Applying § 172(c) to all sources within a jurisdiction that impact the NAA seems to contradict the purpose of establishing a nonattainment area boundary. Under the ozone designations process, as described in EPA guidance,² states carefully evaluate all source emissions potentially impacting the area when determining the appropriate boundary recommendation for the NAA. Consequently, the procedure for determining which sources impact the NAA and thus are subject to RACM is already enshrined in the boundary recommendations process, which requires EPA approval.

Beyond the policy questions of requiring RACM on intrastate sources outside the NAA, there are technical and economic challenges associated with determining which sources contribute to ozone formation in the NAA. Photochemical Grid Modeling (PGM) in conjunction with Ozone Source Apportionment Technology (OSAT) allows for tracking of sources or source categories to determine which sources contribute to ozone formation and to what extent. Unfortunately there are practical limits when balancing the benefits of knowing each and every source contribution against the cost and time necessary to conduct the OSAT modeling. Therefore, the practical result of requiring RACM on intrastate sources impacting the NAA essentially establishes a new modeling paradigm where all sources within a jurisdiction must be tracked in OSAT thereby significantly raising the expense of the PGM modeling demonstration.

The ozone benefits associated with the implementation of intrastate RACM would be attenuated by distance thus rendering any potential controls less effective and less cost effective. This is particularly evident in the west where the distance between intrastate sources and the NAA can be very large.

¹ See 81 Fed. Reg. 81276, 81286 (Nov. 17, 2016)

² See EPA Memorandum from Janet McCabe “Area Designations for the 2015 Ozone National Ambient Air Quality Standards,” February 25, 2015.

For these reasons, Colorado is opposed to EPA requiring RACM on intrastate sources impacting the NAA. Such a requirement would be unduly burdensome in demonstrating compliance. Colorado does support the voluntary implementation of intrastate RACM in situations where a state determines a need for more emission reductions that could help to attain the standard.

International Transport and Background Ozone (CAA Section 179B)

EPA is requesting comment on whether nonattainment areas not adjoining international borders should be allowed to submit CAA § 179B demonstrations. Section 179B is an important tool to address background and transported ozone that should remain available to nonattainment areas in all states. The relief provided by Section 179B is targeted and narrow. Areas covered by § 179B remain designated as nonattainment and must fulfill applicable planning requirements. EPA modeling indicates that inland states are affected by international transport.³ Limiting the ability of inland states to utilize § 179B would be unfair, is not required by the statute or the 2008 ozone NAAQS implementation rule, and would not improve air quality. The ability to submit a § 179B demonstration should not be constrained by the nonattainment area's proximity to an international border.

EPA recognizes the importance of background ozone and has solicited input on this issue since at least 2015. During EPA's February 2016 workshop on background ozone, Colorado and the Regional Air Quality Council (RAQC) spoke about background ozone, the challenge of attaining ozone standards, and the need for additional tools to address ozone transport. As EPA notes in its proposal, a general theme of the 2016 workshop was that "available policy solutions do not provide meaningful relief from nonattainment designations in affected areas." 81 Fed. Reg. 81305. Colorado reiterates its position that better tools for addressing background and transported ozone are needed. EPA should not restrict the existing tools without first providing more comprehensive policy solutions for background and transported ozone.

Colorado is impacted by international and non-anthropogenic transport. Photochemical modeling and source apportionment indicate that non-U.S. and non-anthropogenic (i.e. U.S. background ozone) transport contributes about 45-50 ppb to ambient ozone concentrations in Colorado's sole ozone nonattainment area, the Denver Metro North Front Range (DMNFR). In-state anthropogenic emissions account for only about 18-25 ppb⁴, or 25-35%, of the ambient ozone in the DMNFR. The remaining 65-75% of our ambient ozone is transported into the nonattainment area from other states or countries, or occurs naturally. This is evident in the 2008 ozone SIP revision approved by Colorado's Air Quality Control Commission (AQCC) in November 2016. The SIP revision shows that anthropogenic emissions of ozone precursors are expected to decrease by approximately 27-33%⁵ between 2011 and 2017, yet this very large NOx and VOC emission reduction is projected to achieve only a 4-9% reduction in ozone design values.⁶

EPA modeling indicates that the DMNFR would just attain the 2015 Ozone standard by 2023. The EPA modeling estimates a 2023 base case average design value of 70 parts per billion (ppb) at the Rocky Flats monitor, which leaves little or no margin for error. This suggests attainment is not assured when considering modeling uncertainties. The EPA modeling further identifies international impacts⁷ at DMNFR Design Value (DV) monitors between 0.54 and 1.06 ppb. Accordingly, in the hypothetical

³ See EPA Notice of Data Availability of Preliminary Interstate Ozone Transport Modeling Data for the 2015 Ozone NAAQS (82 Fed. Reg. 1733), Excel spreadsheet of design value contributions show Canada & Mexico ozone levels over 0.7 ppb significance level at many Colorado monitors and other inland western states.

⁴ Intermountain West Data Warehouse, Western Air Quality Study (WAQS) Phase II Source Apportionment Modeling, Source: <http://vibe.cira.colostate.edu/wiki/wiki/9128/waqs-phase-ii-source-apportionment-modeling>

⁵ See Moderate Area Ozone State Implementation Plan for the Denver Metro and North Front Range Nonattainment Area, Chapter 4.4 Table 14 - 2011 and 2017 Nonattainment Area Emissions Inventory

⁶ See Moderate Area Ozone State Implementation Plan for the Denver Metro and North Front Range Nonattainment Area, Chapter 5.6 - Modeled Attainment Test - Determination of Future Year (2017) Design Values

⁷ Emissions from Canada and Mexico that form ozone

situation where the DMNFR should fail to attain the 2015 Ozone standard, Colorado welcomes the opportunity to submit a § 179B demonstration showing that attainment is possible “but for” the ozone impacts from international transport.

EPA proposes to require marginal ozone nonattainment areas to implement reasonably available control measures (RACM) in accordance with CAA § 172(c)(1) before EPA will approve a § 179B demonstration. 81 Fed. Reg. 81303 and 40 C.F.R. § 51.1309. Colorado agrees that states with § 179B areas can and should control local anthropogenic emissions of ozone precursors. However, this proposal needs additional analysis. Section 179B provides relief only to nonattainment areas that would timely attain the NAAQS but for the influence of international emissions. It is not clear how the proposal to require RACM would be more protective of air quality than the existing “but for” requirement.

If EPA nonetheless finalizes its proposal, it should relax the timing of the RACM requirement. The proposed rule would require states to demonstrate that reasonably available control measures “have been implemented” in marginal nonattainment areas in order to satisfy the “but for” test. 40 C.F.R. § 51.1309. There is often a delay between adoption and implementation of an emissions control measure, and this delay can be lengthy. The process for a state to prepare and EPA to approve a § 179B demonstration is also likely to be lengthy. The proposed requirement appears to delay § 179B demonstrations until after implementation of RACM, making it more challenging to finalize the determination before the deadline to reclassify marginal areas. This could force states to begin planning for reclassification before receiving a decision on § 179B demonstrations.

Colorado requests that EPA develop nonbinding technical guidance for § 179B demonstrations. EPA should consult with interested states when developing the guidance. The guidance should expressly retain flexibility for states to use alternative procedures or techniques where appropriate.

RACT Implementation Date for Reclassified Areas

In this action, EPA is proposing to set a 24 month deadline for reclassified areas to submit a RACT SIP. Colorado SIP revisions must undergo a legislative review process. Because Colorado’s legislature does not remain in session year-round, the legislature does not review a SIP until the calendar year after the AQCC adopts it. Consequently, the 24-month timeframe proposed for submitting a RACT SIP effectively results in about 12-15 months of time for Colorado to develop a technically complex plan involving a large stakeholder process. Accordingly, EPA should consider extending the deadline to 36 months to accommodate states with reclassified nonattainment areas that have extended legislative review processes.

Requirements for Reasonable Further Progress (RFP) - Baseline Year

EPA is proposing two approaches for establishing the RFP baseline inventory year. The first approach, which was used in the final 2008 SIP Requirements Rule, allows the use of the most recently available National Emissions Inventory (NEI) or an alternative year between 2015 and the year the nonattainment area designations become effective. The second approach requires states to use the year of an area’s nonattainment designation as the baseline year for RFP demonstrations. Colorado supports the first approach because it allows states more flexibility in determining which baseline year is appropriate depending on inventory data availability, whether a particular year has representative ozone levels and agency resources. The second approach would place an additional burden on states to prepare a separate inventory and could inadvertently require the use of an unrepresentative ozone year.

2015 Ozone Designations - Effective Date

The proposed rule does not specifically request comment on the effective date of designations, although references suggest EPA may be considering potential options. The effective date of a nonattainment area designation greatly impacts numerous subsequent deadlines for states and is critical to the planning process. In the preamble, EPA refers to “initial designations effective in 2018.” 81 Fed. Reg. 81280. Initial designations made in October 2017 should become effective on January 1, 2018. Since a future demonstration of attainment requires three complete years of monitoring data, it

is important to start the effective date at the beginning of a year. Making the designations effective in 2018 will ensure that states do not lose critical planning and implementation time.

Thank you for your consideration of these comments.

Sincerely,



Chris Colclasure
Acting Director
Air Pollution Control Division



COLORADO

Air Quality Control Commission

Department of Public Health & Environment

Air Quality Control Commission Hosted Science Forum

Thursday, April 20, 2017

Sustainability, Energy, and the Environment Complex (SEEC)
University of Colorado, Boulder
4001 Discovery Drive, Boulder CO 80303

Meeting Objective

To provide a forum for researchers from state-sponsored and related projects to share results with Commissioners, peer researchers, and the public. Each session includes discussion, with additional opportunity for Q&A later in the day. The forum is co-sponsored by the Commission and the National Science Foundation AirWaterGas Sustainability Research Network.

8:00 a.m. Welcome and Introductions

Air Quality Control Commission

8:10 a.m. Results from the Front Range Air Pollution and Photochemistry Experiment
Frank Flocke, National Center for Atmospheric Research

A large air quality study involving aircraft and ground-based measurements was conducted in the Northern Colorado Front Range in the summer of 2014. Results and first modeling studies will be presented, focused on ozone production and source attribution.

9:15 a.m. Aircraft Observations of Methane Emissions From The Four Corners Region
Colm Sweeney, National Oceanic and Atmospheric Administration
Gaby Pétron, National Oceanic and Atmospheric Administration

Ground and aircraft measurements of methane and other gases and winds were collected during the April 2015 TOPDOWN field study. We will discuss implications in terms of sources and emissions in the region.
(Part A - methane; Part B - other gases)

10:20 a.m. Break

10:30 a.m. Air Emissions and Air Quality Impacts from Oil and Gas Development in Colorado and Beyond
Jeff Collett, Colorado State University

Emissions of air toxics, ozone precursors, and methane will be presented from recent studies of oil and gas development in Garfield County and the North Front Range. These include studies of drilling, hydraulic fracturing, flowback, and production emissions. Impacts of oil and gas emissions on fine particle and haze formation will be presented for the Jonah-Pinedale region in western Wyoming and the Bakken oil patch in North Dakota.



COLORADO

Air Quality Control Commission

Department of Public Health & Environment

11:30 p.m. Lunch (on your own)

12:45 p.m. **Ozone Precursors in the Front Range: Contrasting Oil and Natural Gas Emissions with Other Natural and Anthropogenic VOC Sources**
Delphine Farmer, Colorado State University

Sixteen weeks of observations of ozone and its precursors at the Boulder Atmospheric Observatory in Erie, CO are used to investigate sources of VOCs and their impact on the initiation of ozone production. Long-term trends in ozone and nitrogen oxides across the Northern Front Range Metropolitan Region are used to place these emissions in context.

1:30 p.m. **Fire Emissions and Air Quality Impacts in Colorado and the West: Today and in the Future**
Christine Wiedinmyer, National Center for Atmospheric Research
Jeffrey Pierce, Colorado State University

Methods and results from fire emissions modeling efforts and what is available for air quality modeling will be discussed, along with predicting future fire emissions and impacts on air quality.

2:15 p.m. Break

2:30 p.m. **E-MATRIX - Methane and Air Toxics Reduction Information Exchange**
Arleen O'Donnell, Eastern Research Group

A project of the ECOS Shale Gas Caucus, E-MATRIX provides users easy access to information on state best practices and cost-effective technologies that reduce air emissions at points along oil and gas systems.

3:15 p.m. **Low Cost Air Quality Monitoring Tools: What Are They Good For?**
Mike Hannigan, University of Colorado Boulder

Recently developed low-cost air quality monitoring sensors have the potential to open new avenues of research by empowering citizens in the U.S. and in developing countries. But are our sensors good enough? This talk will discuss devices and their potential to be used in specific applications, including several case studies.

4:00 p.m. **Panel Discussion**
Moderated by Gordon Pierce, Colorado Department of Public Health and Environment

Additional perspectives and Q&A on previous presentations.

5:00 p.m. **Upcoming Events and Adjourn**

Consent Agenda Item #9

2017 Q1 TIP Amendment: Environmental Justice (EJ) Analysis

The 2017 Q1 TIP Amendment adds 20 new projects into the FY2016-2019 TIP. All 20 projects provide funding for transit operations, maintenance, or planning. 19 of the projects are not location-specific and cannot be analyzed for impacts on Environmental Justice (EJ) populations. One project, #2017-053 “Bicycle Racks”, has location-specific impacts but the locations of the bicycle racks are still being determined.

SECTION 3: FY 2018-2021 PROJECTS

Project Tables

The table of project listings is shown as it was adopted XXX, 2017. The project listings are updated via Modifications and Amendments. The most up to date version of the TIP project tables is available online at nfrmpo.org/tip/.

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX
Initial TIP Table Draft 3/2/2017

Indicates Last Amendment or Modification
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool
North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward

Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
HIGHWAYS														
Bridge - On State System														
SR46598	P-4	Region 4 Bridge - On System Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Bridge	Federal State	BR SHF	5,519 1,380	2,344 586	4,251 1,063	- -	- -	6,595 1,649	- -	- -
Pool Projects:														
SR45218.125	-	SH392A: Windsor -Lucerne 105-115	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR46598.049	-	GWRR Bridge over I-25 S/O US34 repairs	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR45218.107	-	US287/College Ave. MP 342 - 347 Ft Collins	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR46598.036	-	NFR Asset Mgmt Bridge Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR45218.114	-	SH60B: I-25 to Milliken MP 6-14	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR46598.053	-	I-25: Scour at the Big Thompson River	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR45218.174	-	US85L: O St to Ault 270.5-280 Included SH392 Intersection Im	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR45218.186	-	SH14C: Ft Collins East Lemay to I-25 mp135.7-139.5	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR46598.054	-	I-25 RR Bridge Preventative Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR45218.179	-	US34D: (C-18-J) Bridge Preventative Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace								
SR46598.058	-	US287: Spring Creek	CDOT Region 4			Project Description: Bridge Rehab/replace								
Pool Description: Summary of CDOT Region 4 Bridge - On System Pool Programming														
Bridge - Off State System														
SR46601	P-5	Region 4 Bridge - Off System Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4 Various Below	Bridge Reconstruct	Federal Local	Bridge Replace (Local Match) Local	968 242	1,756 439	- -	- -	- -	1,756 439	- -	- -
Pool Projects:														
SR46601.024	-	Big Thomp. River at CR19E (LR19E-0.5-20)	Larimer County			Project Description: Bridge Rehab/replace								
SR46601.026	-	West Mutual Ditch/CR44 (WEL044.0-033.0A)	Weld County			Project Description: Bridge Rehab/replace								
SR46601.027	-	Spring Ck at Riverside (FCRVSDE-S.2PRST)	Fort Collins			Project Description: Bridge Rehab/replace								
SR46601.028	-	Loveland (LOV1050TAFT.AV)	Loveland			Project Description: Bridge Rehab/replace								
SR46601.025	-	Larimer Co. Canal at CR9 (LR9-0.4-56)	Larimer County			Project Description: Bridge Rehab/replace								
Pool Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming														
Strategic														
SSP 4428	2017-032	North I-25: Design Build Segment 7 and 8 SH402 - SH14, ROD 1 & 4 (Sub Account 21506)	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal (freight) Federal	FR8 TIGER - Transpo. Invest. Gen. Econ. Recov.	- -	15,000 15,000	- -	15,000 -	- -	30,000 15,000	- -	- -
State Transportation Commission Contengency							5,000	23,000	60,000	22,000	-	105,000	-	-
State (Transit) Transit and Rail Statewide Grants (FASTER)							-	5,000	-	-	-	5,000	-	-
State (RoadX) Intelligent Transportation Systems - Road X							-	2,000	-	-	-	2,000	-	-
Federal (RAMP HPTE) Nat. Hwy Performance Program							3,869	-	-	-	-	-	-	-
State (RAMP HPTE) Nat. Hwy Performance Program							6,525	-	-	-	-	-	-	-
Local Private							-	-	-	18,000	32,000	50,000	-	-
Local Local							5,000	5,000	5,000	10,000	-	20,000	-	-
Regional Priority Program Regional Priority Program							-	-	-	-	3,000	3,000	-	-
Surface Treatment STP - Surface Transportation Program							-	-	-	-	8,280	8,280	-	-
Surface Treatment State Highway Fund - HUTF Dollars							-	-	-	-	1,720	1,720	-	-
Total							20,394	65,000	65,000	65,000	45,000	240,000	-	-
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, and replacement of portions of existing facility														

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX
Initial TIP Table Draft 3/2/2017

Indicates Last Amendment or Modification
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool
North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward

Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
FASTER (North Front Range Listings of State Highway Locations)														
SR46606	P-7	Region 4 FASTER Safety Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	FASTER Safety	State	FSA	27,733	14,043	14,139	-	-	28,182	-	-
Pool Projects:														
SR46606.060	-	SH402 at CR 9E				Project Description: Intersection Improvement								
SR46606.062	-	SH263: Safety Improvements				Project Description: Safety Improvement								
SR46606.073	-	I-25A: Median Cable N/O Ft Collins				Project Description: Safety Improvement								
SR46606.070	-	Intersection Safety Improvements Pool				Project Description: Safety Improvement								
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														
SST8000	P-8	Region 4 State Bridge Enterprise Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	FASTER Bridge	State	FASTER	-	11,951	-	-	-	11,951	-	-
Pool Projects:														
SST8000.090	-	I-25 @ Vine Drive Bridge Replacement (SST8000.090)	CDOT Region 4			Project Description: Bridge Rehab/replace								
SST8000.TBD	-	Prospect Road over I-25	CDOT Region 4			Project Description: Bridge Rehab/replace								
Pool Description: Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														
SR46606.40	P-9	Region 4 FASTER Safety Signal Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	FASTER Safety Signal	State	FASTER	-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 FASTER Safety Signal Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														
Regional Priority Program (RPP) - North Front Range Listings														
SR46600.016	P-10	R-4 RPP Total funding allocated for NFRMPO, DRCOG, UFR, and Eastern TPR For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	XXX	Federal	Regional Priority Program	22,680	11,340	11,340	11,340	-	34,020	-	-
Pool Description: Summary of CDOT Region 4 Regional Priority Program (RPP) Project Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														
SSP4428.001	2016-036	NFR I-25: Post EIS Design & ROW	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal	STP-Surface Transportation Program	3,631	2,937	2,179	2,525	-	7,641	-	-
Project Description: Pre-construction activities														
Non-Regionally Significant Regional Priority Program (RPP)														
SR46600	P-11	Non-Regionally Significant Regional Priority Program Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4 Various Below	Safety and Bridge Replacement	Federal	STP - Surface Transportation Program	-	-	700	-	-	700	-	-
Pool Projects:														
SR46600.054	-	Fort Collins CBC Underpass (College Ave S/O Foothills Parkway)	CDOT Region 4			Project Description: Pedestrian Underpass								
SR46600.059	-	US85: Signal at WCR 76 N. of Eaton	Eaton			Project Description: Install Signal								
SR46600.061	-	R4 SH60 Over the South Platte River	CDOT Region 4			Project Description: Bridge Approaches								
Pool Description: Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming. CDOT RPP Non-Regionally Significant Pool project located in North Front Range.														
Congestion Relief														
SR46603	P-12	Region 4 Congestion Relief Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4		Federal	STA	-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 Congestion Relief Pool Programming														

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX
Initial TIP Table Draft 3/2/2017

Indicates Last Amendment or Modification
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool
North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward

Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
----------------	----------------	------------------------	-----------------	------------------	-----------------	-----------------------	--------------------	-------	-------	-------	-------	--------------------	-------	-------

Surface Treatment

SR45218	P-13	Region 4 Surface Treatment Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Surface Treatment	Federal	STP - Surface Transportation Program	116,658	61,098	59,630	-	-	120,728	-	-	
							Total	116,658	61,098	59,630	-	-	120,728	-	-
Pool Projects:															
SR45218.114	-	SH60: I-25 to Milliken	CDOT Region 4			Project Description: Minor Rehab									
SR45218.173	-	SH14 Ft Collins East	CDOT Region 4			Project Description: Minor Rehab									
SR45218.179	-	US34: US85 east to US34A	CDOT Region 4			Project Description: Minor Rehab									
SR45218.182	-	US287 Berthoud Bypass Repair	CDOT Region 4			Project Description: Surface Treatment Repair									
SSP4428.005	-	I-25: S/O SH56 Climbing Lanes	CDOT Region 4			Project Description: Surface Treatment									
SR45218.174	-	US85L: O St to Ault	CDOT Region 4			Project Description: Surface Treatment									
SR45218.187	-	SH263: US 85 to Greeley Airport	CDOT Region 4			Project Description: Surface Treatment									
SR46600.054	-	Fort Collins CBC Underpass (College Ave S/o Foothills Parkway)	CDOT Region 4			Project Description: Surface Treatment									
Pool Description:		Summary of CDOT Region 4 Surface Treatment Project Programming													

CDOT Region 4 Transportation Alternatives (TA)

SR47020	P-14	CDOT Region 4 Transportation Alternatives Program Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4 Various Below	Bike/Ped Facility	Federal Local	STP - Enhancement Activities Local	3,306 1,203	1,110 278	393 143	1,340 2,273	-	2,843 2,694	-	-	
							Total	4,509	1,388	536	3,613	-	5,537	-	-
Pool Projects:															
SR47020.025	-	US287 Gap Project - Bike/Ped Improvements	Larimer County			Project Description: US287: Larimer Weld Canal to SH1									
SR47020.026	-	Power Trail Grade Separation at Harmony Rd	Fort Collins			Project Description: Harmony Rd west of Timberline									
SR47020.027	-	Poudre Trail Flood Damage	Weld County			Project Description: Windsor to Greeley									
SR47020.028	-	Namaqua Ave Trail Underpass	Loveland			Project Description: Namaqua Ave South of US34									
SR47020.029	-	West Alice & Inez Blvd Ped Improvements	Milliken			Project Description: SH60 & Dorothy Ave, Forrest Street & Alice Ave, Inez Blvd: Alice Ave & CR25									
Pool Description:		Summary of CDOT Region 4 Transportation Alternatives (TA) Project Programming													

NFRMPO Transportation Alternatives (TA)

N/A	P-1	NFR Transportation Alternatives (TA) Program Pool Funding amounts allocated for the North Front Range Region	NFRMPO	Transportation Alternatives	Federal Local	Transportation Alternatives Program - NFR Local	755 127	250 63	250 63	250 50	308 152	1,058 327	0	0	
							Total	882	313	313	300	460	1,385	0	0
Pool Description:		Summary of NFRMPO Transportation Alternatives (TA) Program Project Programming													

SNF5095.002	2017-001	Great Western Trail	Windsor Severance Eaton	Bike/Ped Facility	Federal Local	Transportation Alternatives Program - NFR Local	50 13	250 63	250 63	-	-	500 125	-	-	
							Total	63	313	313	-	-	625	-	-
Project Description:		Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.													

New	2020-014	Little Thompson River Corridor Trail – Phase 1a	Johnstown	Bike/Ped Facility	Federal Local	Transportation Alternatives Program - NFR Local	- -	- -	- -	250 50	-	250 50	-	-	
							Total	-	-	-	300	-	300	-	-
Project Description:		Project constructs 5,000 linear feet of crusher fines trail and is 8' in width. Described in Johnstown-Milliken Parks Trails and Open Space Master Plan.													

New	2021-001	North LCR 17 Expansion	Larimer County	Modify & Reconstruct Bike/Ped Facility	Federal Local Local Overmatch	Transportation Alternatives Program - NFR Local Local Overmatch	- - -	- - -	- - -	- -	308 152 630	308 152 630	-	-
							Total	-	-	-	1,090	1,090	-	-
Project Description:		Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.												

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX
Initial TIP Table Draft 3/2/2017

Indicates Last Amendment or Modification
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool
North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward

Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
Congestion Mitigation & Air Quality (CMAQ)														
N/A	P-2	Congestion Mitigation & Air Quality (CMAQ) Improvements Program Pool	NFRMPO		Federal	Congestion Mitigation Air Quality	7,114	3,047	3,046	6,159	2,120	14,372	0	0
					Local	Local	1,362	634	633	1,232	424	2,923	0	0
					Total		8,476	3,681	3,679	7,391	2,545	17,295	0	0
Pool Description: Summary of NFRMPO Congestion Mitigation & Air Quality (CMAQ) Improvements Project Programming														
SST7007.010	2016-004	GET CNG Bus Replacement	Greeley	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	937	779	1,558	-	-	2,337	-	-
					Local	Local	195	162	324	-	-	486	-	-
					Total		1,132	941	1,882	-	-	2,823	-	-
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.														
SST7007.005	2016-005	Transfort CNG Bus Replacement	Fort Collins	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	2,210	793	-	-	-	793	-	-
					Local	Local	460	165	-	-	-	165	-	-
					Total		2,670	958	-	-	-	958	-	-
Project Description: Purchase of low floor compressed natural gas fueled heavy-duty vehicles to replace existing heavy duty vehicles.														
SST7007.009	2018-001	COLT CNG Bus Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	363	363	-	-	726	-	-
					Local	Local	-	75	75	-	-	151	-	-
					Total		-	438	438	-	-	877	-	-
Project Description: Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.														
SST7007.009	2016-006	Weld County CNG Vehicles & Expansion	Weld County	Vehicle Purchase	Federal	Congestion Mitigation Air Quality	3,082	888	901	-	-	1,789	-	-
					Local	Local	640	185	187	-	-	372	-	-
					Total		3,722	1,073	1,088	-	-	2,161	-	-
Project Description: Converting light, medium, and heavy duty vehicles to compressed natural gas and expanding existing fuel site to accommodate additional natural gas vehicles.														
SST7007.009	2017-002	Loveland CNG Vehicle Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	128	128	128	-	-	256	-	-
					Local	Local	27	27	27	-	-	53	-	-
					Total		155	155	155	-	-	309	-	-
Project Description: Replace and add additional buses to City of Loveland Transit (COLT). Buses will be either new clean diesel or new compressed natural gas.														
SST7007.009	2016-007	Larimer County CNG Vehicle Replacement	Larimer County	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	192	96	96	-	-	192	-	-
					Local	Local	40	20	20	-	-	40	-	-
					Total		232	116	116	-	-	232	-	-
Project Description: Purchase of compressed natural gas vehicles.														
New	2020-001	Transfort CNG Buses	Fort Collins	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	950	950	1,900	-	-
					Local	Local	-	-	-	190	190	380	-	-
					Total		-	-	-	1,140	1,140	2,280	-	-
Project Description: Transfort will replace 4 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.														
New	2020-002	GET Diesel Bus Replacement	Greeley	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	757	757	1,513	-	-
					Local	Local	-	-	-	151	151	303	-	-
					Total		-	-	-	908	908	1,816	-	-
Project Description: GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.														
New	2020-003	Central System and Controller Replacement	Greeley	ITS Traffic Controls	Federal	Congestion Mitigation Air Quality	-	-	-	431	-	431	-	-
					Local	Local	-	-	-	86	-	86	-	-
					Total		-	-	-	517	-	517	-	-
Project Description: Replace the central system software, firmware, and controllers for the current 116 traffic signal system in Greeley.														
New	2020-004	CNG Fast Fill Stations	Larimer County	Operations	Federal	Congestion Mitigation Air Quality	-	-	-	414	414	828	-	-
					Local	Local	-	-	-	83	83	166	-	-
					Local Overmatch	Local Overmatch	-	-	-	104	104	207	-	-
					Total		-	-	-	600	600	1,200	-	-
Project Description: Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.														

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX
Initial TIP Table Draft 3/2/2017

Indicates Last Amendment or Modification
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool
North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward

Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
New	2020-005	Traffic Signal Progression Improvements—US 34	Loveland	ITS Traffic Controls	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	640 128 768	- - -	640 128 768	- - -	- - -
Project Description: US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.														
New	2020-006	COLT Diesel Bus Replacement	Loveland	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	384 77 461	- - -	384 77 461	- - -	- - -
Project Description: Replace existing buses within City of Loveland Transit (COLT) fleet. Buses will be clean diesel or CNG.														
New	2020-007	Loveland Diesel Fleet Replacement	Loveland	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	384 77 461	- - -	384 77 461	- - -	- - -
Project Description: Replacement and/or new light duty and heavy duty vehicles with CNG and/or clean diesel vehicles.														
New	2020-008	Weld County CNG Vehicles	Weld County	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	2,200 440 2,640	- - -	2,200 440 2,640	- - -	- - -
Project Description: Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.														
Surface Transportation Block Grant (STBG)														
N/A	P-3	Surface Transportation Block Grant (STBG) Program Pool	NFRMPO	STBG	Federal Local Total	STP-Metro Local	768 27 795	3,294 477 3,771	3,294 685 3,979	6,394 1,279 7,673	452 90 542	13,434 2,531 15,965	0 0 0	0 0 0
Pool Description: Summary of NFRMPO Surface Transportation Block Grant (STBG) Project Programming														
SSP4428.004	2017-003	I-25 / Crossroads	CDOT Region 4	Bridge Reconstruct	Federal Total	STP-Metro	1,000 1,000	1,000 1,000	- -	- -	- -	1,000 1,000	- -	- -
Project Description: Reconstruct two bridges over Crossroads Boulevard to accommodate a 64-foot wide cross section in each direction, allowing for the future managed lane. Widen Crossroads Boulevard to accommodate an additional travel lane in each direction.														
SNF5788.039	2017-004	Horsetooth and College Intersection Improvements	Fort Collins	Intersection Improvements	Federal Local Total	STP-Metro Local	1,253 260 1,513	1,115 232 1,347	- - -	- - -	- - -	1,115 232 1,347	- - -	- - -
Project Description: Project will install dual left turn lanes for northbound and southbound traffic. Traffic signal improvements, restriping, and road widening will be included as necessary to complete this project.														
SNF5788.040	2018-002	US 34 Widening	Loveland	Highway Added Capacity Bike/Ped Facility	Federal Local Total	STP-Metro Local	- - -	647 134 781	462 96 558	- - -	- - -	1,109 231 1,340	- - -	- - -
Project Description: Widening of existing 4 lane arterial to 6 lanes, including bike lanes and sidewalks.														
SNF57020.017	2018-003	LCR 17 Expansion	Larimer County Berthoud	Added Capacity Bike/Ped Facility	Federal Local Total	STP-Metro Local	- - -	532 111 643	1,334 277 1,611	- - -	- - -	1,866 388 2,254	- - -	- - -
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
SNF5788.042	2019-001	10th Street Access Control Implementation	Greeley	Intersection Improvements Bike/Ped Facility	Federal Local Total	STP-Metro Local	1,498 311 1,809	- - -	1,498 311 1,809	- - -	- - -	1,498 311 1,809	- - -	- - -
Project Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.														

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX
Initial TIP Table Draft 3/2/2017

Indicates Last Amendment or Modification
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool
North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward

Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
New	2020-009	37th Street Overlay	Evans	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	-	982	-	982	-	-
					Local	Local	-	-	-	196	-	196	-	-
					Total		-	-	-	1,179	-	1,179	-	-
Project Description: Major maintenance and resurfacing on 37th Street (WCR 54) from 11th Avenue to 23rd Avenue.														
New	2020-010	Timberline Road Corridor Improvements	Fort Collins	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	-	2,100	-	2,100	-	-
					Local	Local	-	-	-	420	-	420	-	-
					Total		-	-	-	2,521	-	2,521	-	-
Project Description: Build Timberline to City's 4-lane arterial standards (intersection improvements, multi-modal accommodations, raised medians, access control, and pavement improvements).														
New	2020-011	O Street Widening - 11th Avenue to WCR 37	Greeley	Modify & Reconstruct Bike/Ped Facility	Federal	Surface Transportation Block Grant	-	-	-	1,329	-	1,329	-	-
					Local	Local	-	-	-	266	-	266	-	-
					Total		-	-	-	1,595	-	1,595	-	-
Project Description: Widen road from 2-lanes to 4-lanes to improve capacity. Project includes improvements to the wCR-37/O Street intersection, bike lanes, and pedestrian ways.														
New	2021-001	North LCR 17 Expansion	Larimer County	Modify & Reconstruct Bike/Ped Facility	Federal	Surface Transportation Block Grant	-	-	-	-	452	452	-	-
					Local	Local	-	-	-	-	90	90	-	-
					Local Overmatch	Local Overmatch	-	-	-	-	692	692	-	-
					Total		-	-	-	-	1,234	1,234	-	-
Project Description: Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.														
New	2020-012	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	Loveland	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	-	983	-	983	-	-
					Local	Local	-	-	-	197	-	197	-	-
					Total		-	-	-	1,179	-	1,179	-	-
Project Description: Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.														
New	2020-013	Intersection Improvements at SH 257 & Eastman Park Dr.	Windsor	Intersection Improvements	Federal	Surface Transportation Block Grant	-	-	-	1,000	-	1,000	-	-
					Local	Local	-	-	-	200	-	200	-	-
					Local Overmatch	Local Overmatch	-	-	-	347	-	347	-	-
					Total		-	-	-	1,547	-	1,547	-	-
Project Description: Project moves the existing signal islands on the southeast and northeast quadrants farther east to expand the space for truck turning movements.														
Safety														
SR46667	P-16	Region 4 Hotspots	CDOT Region 4	Safety	Federal	STA	-	-	-	-	-	-	-	-
		Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Local	SHF	-	-	-	-	-	-	-	-
					Total		-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 Hotspots Project Programming														
SR46668	P-17	Region 4 Traffic Signals	CDOT Region 4	Safety	Federal	STA	-	-	-	-	-	-	-	-
		Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Local	SHF	-	-	-	-	-	-	-	-
					Total		-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 Traffic Signals Project Programming														
SR46669	P-18	Region 4 Safety Enhancement	CDOT Region 4	Safety	Federal	STA	-	-	-	-	-	-	-	-
		Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Local	SHF	-	-	-	-	-	-	-	-
					Total		-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 Safety Enhancement Project Programming														

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX
Initial TIP Table Draft 3/2/2017

Indicates Last Amendment or Modification
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool
North Front Range Pool

Project Programmed/Budgeted in Pool
Project Funds Rolled Forward

Dollars Listed in Thousands
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
SR46813	P-19	Region 4 Maintenance (Traffic Operations) Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Safety	Federal Local	STA SHF	- -	- -	- -	- -	- -	- -	- -	- -
Pool Description: Summary of CDOT Region 4 Maintenance (Traffic Operations) Project Programming							-	-	-	-	-	-	-	-

SR46666	P-20	Region 4 Hazard Elimination Pool (HSIP) Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Safety	Federal Local	HSIP Local	3,630 750	2,420 500	300 -	- -	- -	2,720 500	- -	- -
Pool Description: Summary of CDOT Region 4 Hazard Elimination Pool Programming							4,380	2,920	300	-	-	3,220	-	-

Railroad At-Grade														
SR47000	P-21	CDOT Region 4 Railroad Crossing Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Safety	Federal Local	SRP Local	- -	- -	- -	- -	- -	- -	- -	- -
Pool Description: Summary of CDOT Region 4 Railroad Crossing Pool Programming							-	-	-	-	-	-	-	-

Grants: Safe Routes to Schools

**TRANSIT
Strategic Transit Projects**

XXX	P-22	NFRMPO Strategic Transit Projects For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4		Federal State Total	XXX XXX	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pool Description: Summary of NFRMPO Strategic Transit Project Programming							-	-	-	-	-	-	-	-

*This section will contain all required listings regarding FTA 5304: Statewide Planning Program, FTA 5307: Urbanized Area Formula Program, FTA 5309: Capital Investment Program, FTA 5310: Transportation for Elderly Persons & Persons with Disabilities, FTA 5311 Rural & Small Urban Areas, FTA 5339 Bus and Bus Facilities Program, and FASTER Transit funds when they become available.

LOCAL

RAMP PROJECTS

EMERGENCY RELIEF / TCC CONTINGENCY

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

APPENDIX A: ENVIRONMENTAL JUSTICE ANALYSIS

Introduction

The Environmental Justice (EJ) Analysis for the FY2018-2021 TIP identifies the location of EJ Areas and analyzes the benefits and burdens for individual projects in the TIP.

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

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

Low Income Populations

Low income thresholds are determined by the Department of Housing and Urban Development (HUD) for the 64 counties in Colorado for use by the Department of Local Affairs (DOLA), which allocates Community Development Block Grants (CDBG). **Tables A-1 and A-2** show low income thresholds for Larimer and Weld counties as determined by HUD for FY2015. The income limits vary based on the number of persons in the household. The extremely low income limit, which corresponds to 30 percent of the Area Median Income, is used to identify low income populations in the region.

Table A-1: Larimer County HUD FY2015 Low Income Limits

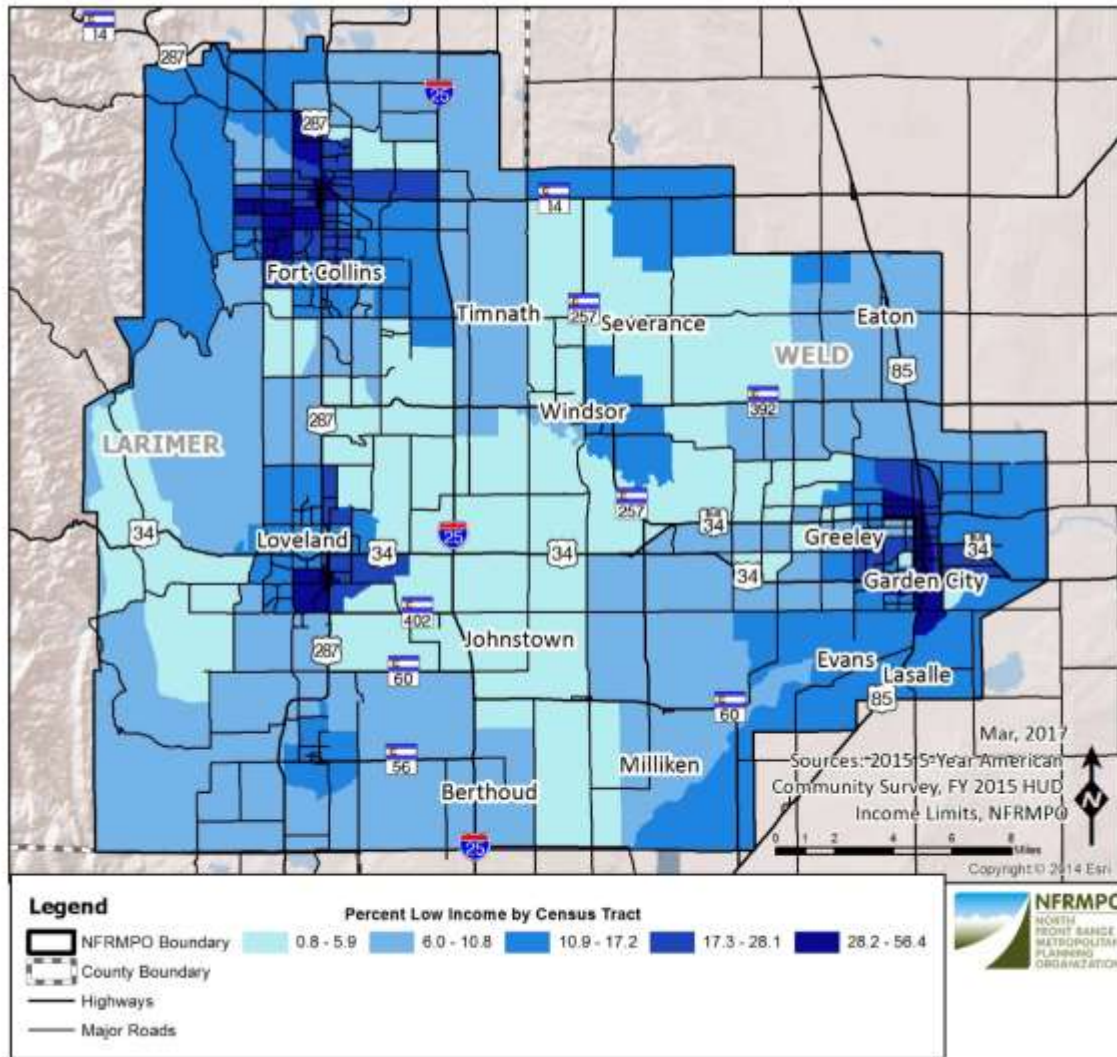
Income Limit	Persons per Household							
	1	2	3	4	5	6	7	8
Low Income Limit	\$43,600	\$49,800	\$56,050	\$62,250	\$67,250	\$72,250	\$77,200	\$82,200
Very Low Income Limit	\$27,250	\$31,150	\$35,050	\$38,900	\$42,050	\$45,150	\$48,250	\$51,350
Extremely Low Income Limit	\$16,350	\$18,700	\$21,050	\$24,250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

Table A-2: Weld County HUD FY2015 Low Income Limits

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

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

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



Minority Populations

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

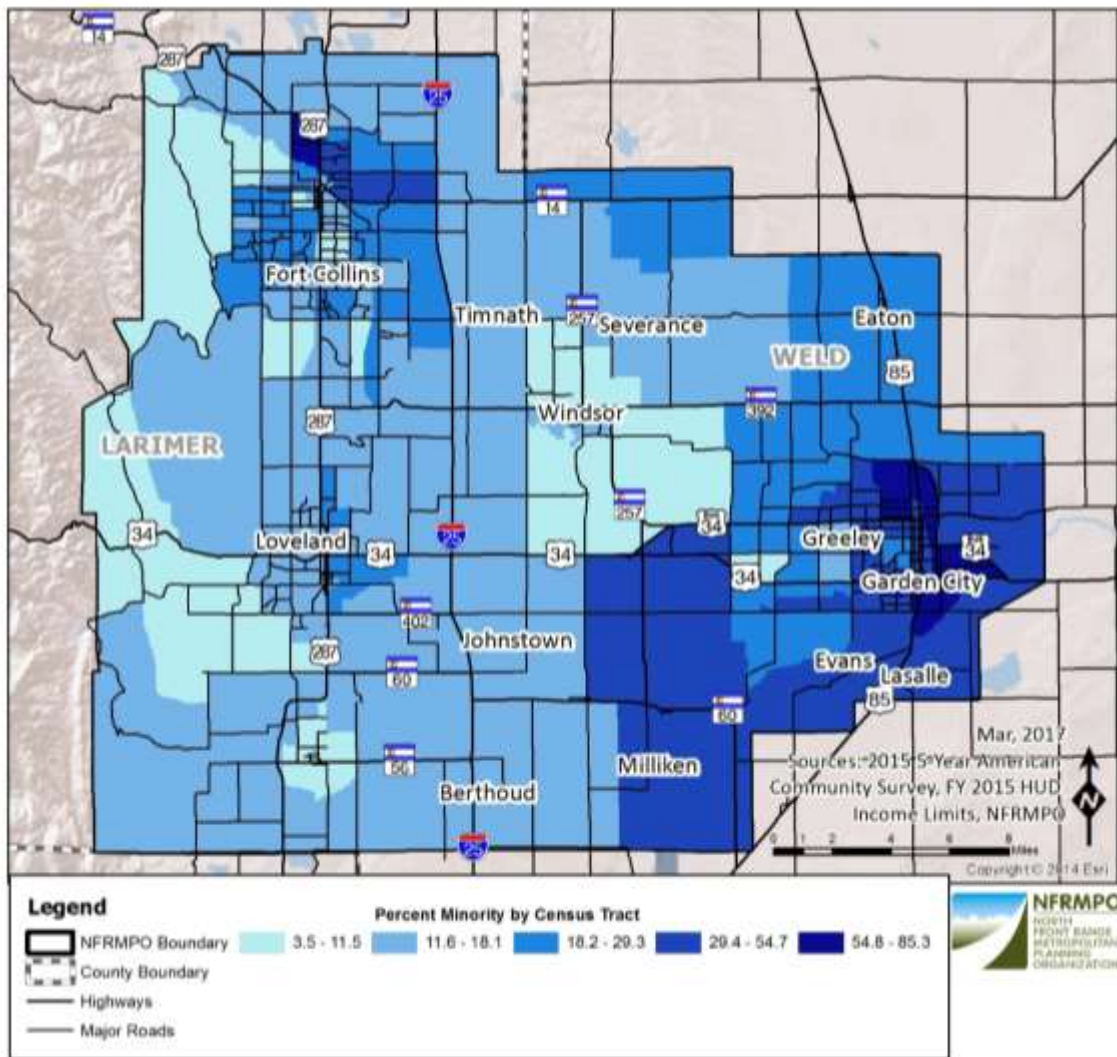
- ▶ **American Indian and Alaskan Native** – a person having origins in any of the original people of North America and who maintains cultural identifications through tribal affiliation or community recognition.
- ▶ **Asian or Pacific Islander (including Native Hawaiian)** – a person having origins in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

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

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

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

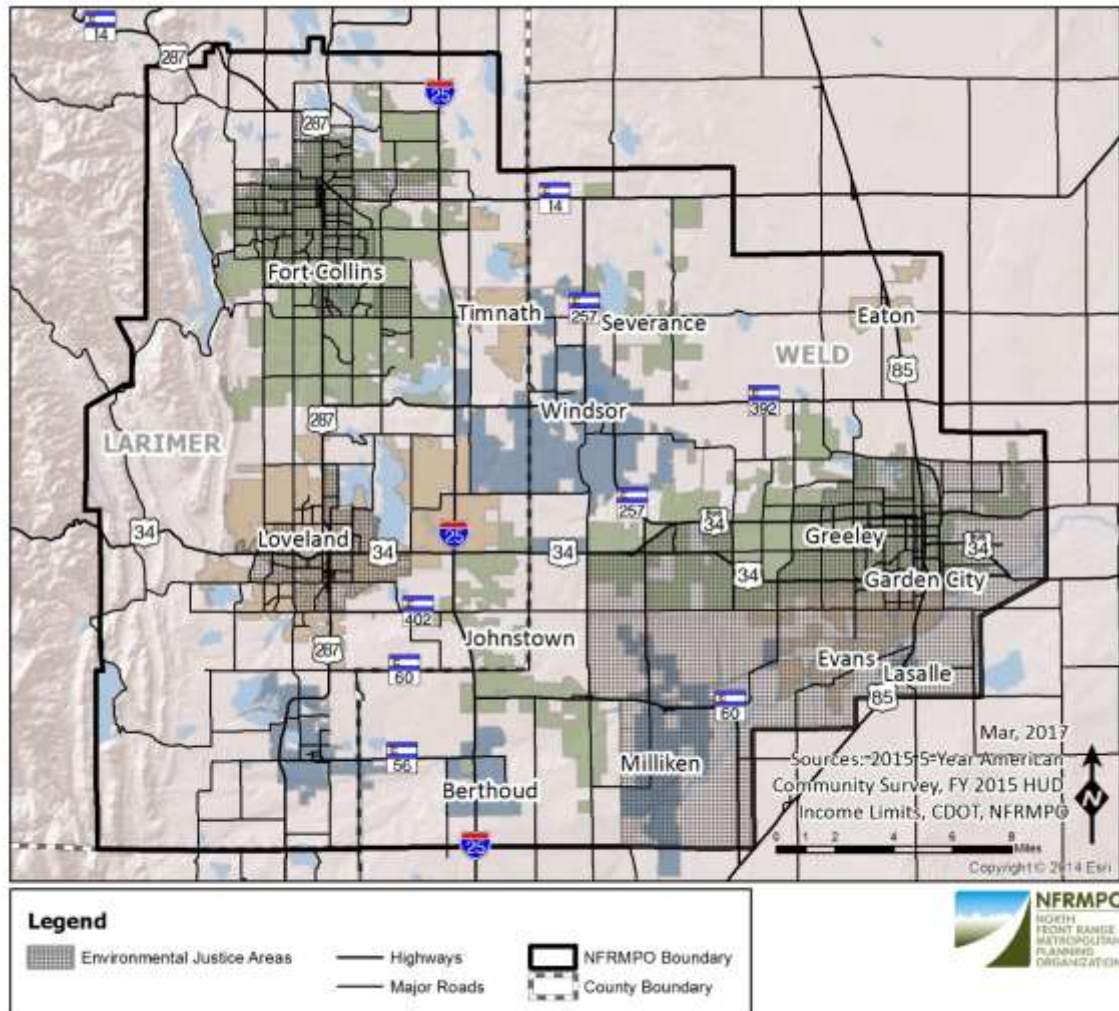
Figure A-2: Percentage of Minority Population by Census Tract



NFRMPO Environmental Justice Areas

Figure A-3 shows Census Tracts with minority populations greater than the regional average of 24.1 percent, Tracts in Larimer County with low income populations greater than the county-wide average of 14.6 percent, and Tracts in Weld County with low income populations greater than the county-wide average of 13.2 percent. These Census Tracts are considered the EJ Areas for the FY2018-2021 TIP.

Figure A-3: Environmental Justice Areas



Environmental Justice Analysis

The FY2018-2021 TIP contains 16 individual projects that are located in a specific area and can be analyzed for EJ impacts. The remaining projects are project pools or have area-wide impacts. As displayed in **Figure A-4**, the 16 projects include bicycle and pedestrian facilities, bridge reconstruction, CNG fueling stations, intersection improvements, operational improvements, pavement improvements, and roadway widening.

Table A-3 shows information for each project, including if the project was included in the FY2016-2019 TIP, whether or not the project is located within ¼ mile of an EJ Area, and the project burdens. Of the 16 projects,

11 or 69 percent, are located within ¼ mile of or adjacent to an EJ population and are referred to as EJ projects. Five projects are not located near EJ populations and are referred to as non-EJ projects.

Eight of the 11 EJ projects have identified burdens, which constitutes 73 percent of EJ projects. Four of the five non-EJ projects have identified burdens, which constitutes 80 percent of non-EJ projects. The benefits of the EJ projects and non-EJ projects include a decrease in travel time, improved air quality, better access to transit options and alternative modes of transportation (walking and bicycling), and increased property values. According to this EJ Analysis, the benefits and burdens are equitably distributed among EJ and non-EJ Areas for the 16 individual projects with specific-location impacts in the FY2018-2021 TIP.

Figure A-4: Environmental Justice Areas and FY2018-2021 TIP Projects by Project Type

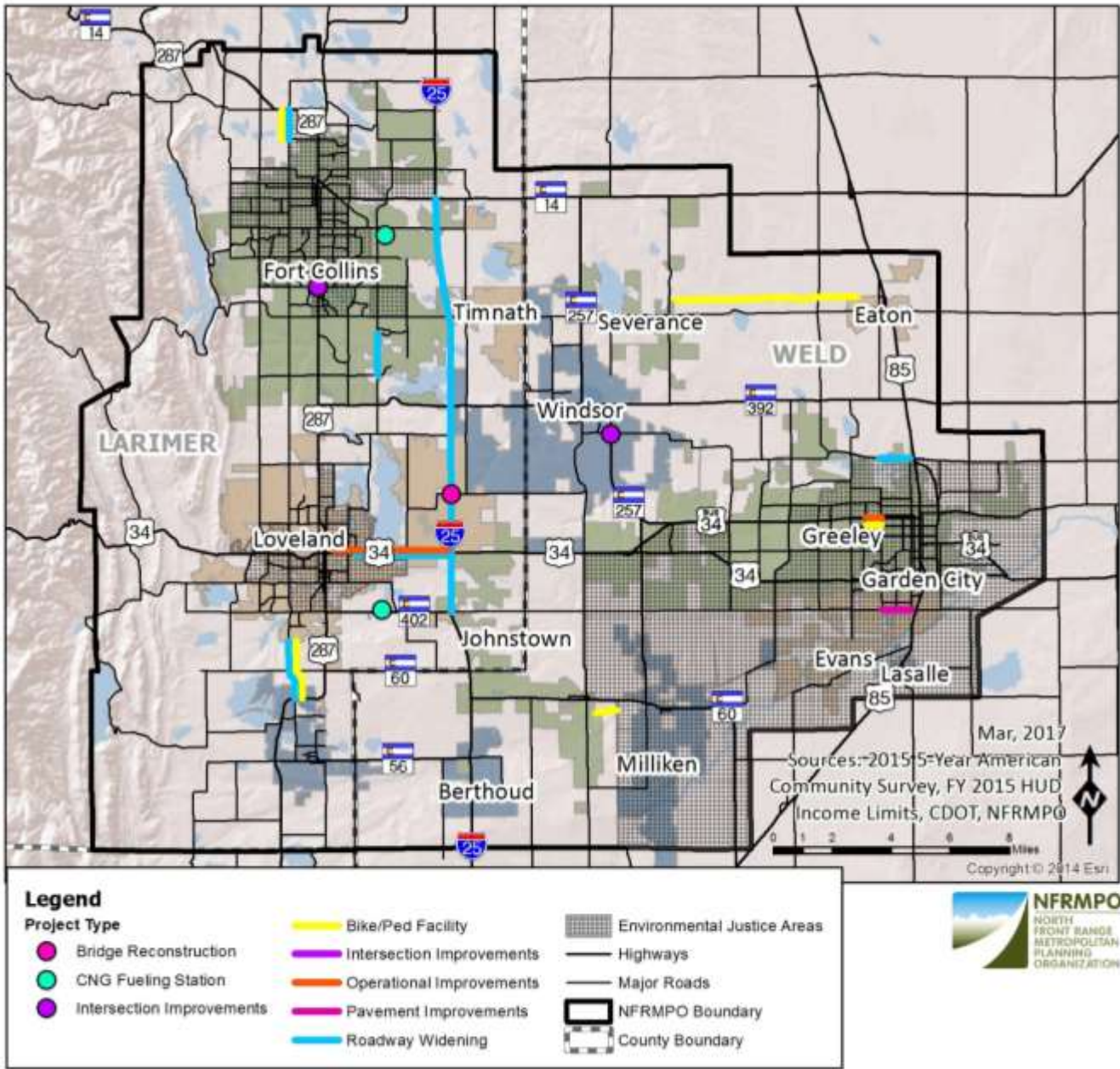


Table A-3: EJ Analysis for FY2018-2021 TIP Projects

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

Criteria	North I-25: Design Build Segment 7 and 8: SH402 – SH14, CDOT Region 4, Highway Added Capacity and Modify & Reconstruct, Various	Great Western Trail, Windsor Severance Eaton, Bike/Ped Facility, TA	Little Thompson River Corridor Trail - Phase 1a, Johnstown, Bike/Ped Facility, TA	North LCR 17 Expansion, Larimer County, Modify & Reconstruct and Bike/Ped Facility, STBG and TA	CNG Fast Fill Stations, Larimer County, Operations, CMAQ
Project included in the FY2016-2019 TIP	Yes	Yes	No	No	No
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	No	Yes	Yes	No
Bodily impairment, infirmity, illness, or death	No	No	No	No	No
Air, noise and water pollution and soil contamination	Yes	No	No	Yes	Yes
Destruction or disruption of man-made or natural resources	Yes	No	No	Yes	No
Destruction or diminution of aesthetic values	No	No	No	No	No
Destruction or disruption of community cohesion or a community's economic vitality	No	No	No	No	No
Destruction or disruption of the availability of public and private facilities and services	No	No	No	No	No
Vibration	Yes	No	No	Yes	No
Adverse employment effects	No	No	No	No	No
Displacement of persons, business, farms or nonprofit organizations	No	No	No	No	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No	No	No	No	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities	No	No	No	No	No

Criteria	Traffic Signal Progression Improvements— US 34, Loveland, ITS Traffic Controls, CMAQ	I-25 / Crossroads, CDOT Region 4, Bridge Reconstruct, STP Metro	Horsetooth and College Intersection Improvements, Fort Collins, Intersection Improvements, STP Metro	US 34 Widening, Loveland, Highway Added Capacity and Bike/Ped Facility, STP Metro	LCR 17 Expansion, Larimer County and Berthoud, Added Capacity and Bike/Ped Facility, STP Metro	10th Street Access Control Implementation, Greeley, Intersection Improvements and Bike/Ped Facility, STP Metro
Project included in the FY2016-2019 TIP	No	Yes	Yes	Yes	Yes	Yes
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	No	Yes	Yes	Yes	Yes
Bodily impairment, infirmity, illness, or death	No	No	No	No	No	No
Air, noise and water pollution and soil contamination	No	Yes	Yes	Yes	Yes	Yes
Destruction or disruption of man-made or natural resources	No	Yes	Yes	Yes	Yes	Yes
Destruction or diminution of aesthetic values	No	No	No	No	No	No
Destruction or disruption of community cohesion or a community's economic vitality	No	No	No	No	No	No
Destruction or disruption of the availability of public and private facilities and services	No	No	No	No	No	No
Vibration	No	Yes	Yes	Yes	Yes	Yes
Adverse employment effects	No	No	No	No	No	No
Displacement of persons, business, farms or nonprofit organizations	No	No	No	No	No	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No	No	No	No	No	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities	No	No	No	No	No	No

Criteria	37th Street Overlay, Evans, Modify & Reconstruct, STBG	Timberline Road Corridor Improvements, Fort Collins, Modify & Reconstruct, STBG	O Street Widening - 11th Avenue to WCR 37, Greeley, Modify & Reconstruct and Bike/Ped Facility, STBG	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25, Loveland, Modify & Reconstruct, STBG	Intersection Improvements at SH 257 & Eastman Park Dr., Windsor, Intersection Improvements, STBG
Project included in the FY2016-2019 TIP	No	No	No	No	No
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	No	Yes	Yes	No
Bodily impairment, infirmity, illness, or death	No	No	No	No	No
Air, noise and water pollution and soil contamination	No	Yes	Yes	Yes	Yes
Destruction or disruption of man-made or natural resources	No	Yes	Yes	Yes	Yes
Destruction or diminution of aesthetic values	No	No	No	No	No
Destruction or disruption of community cohesion or a community's economic vitality	No	No	No	No	No
Destruction or disruption of the availability of public and private facilities and services	No	No	No	No	No
Vibration	No	Yes	Yes	Yes	Yes
Adverse employment effects	No	No	No	No	No
Displacement of persons, business, farms or nonprofit organizations	No	No	No	No	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No	No	No	No	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities	No	No	No	No	No



Members of the Colorado General Assembly:

MPACT64 applauds the commitment of leadership in both chambers to solve Colorado's transportation funding crisis.

MPACT64 is a broad statewide coalition that is united by a common interest in developing a new revenue stream to address unmet transportation needs. MPACT64 members include business coalitions, local governments, civic groups and mobility service providers representing all **64 counties**. We understand the diverse transportation challenges facing communities throughout Colorado and believe that we need funding with the **flexibility** to address our **diverse** communities and evolving transportation needs.

We have developed a consensus around several key areas that we believe are critical to developing a referred measure. We are united in our belief that our problems can only be solved with **new revenue** and we are committed to working together toward a **November 2017** ballot issue. We will support a **sales tax** of at least .6% in order to raise at least **\$750,000,000.00** per year average over the life of the tax. Please understand that tying up a significant amount of sales tax capacity is painful for Colorado's 269 municipalities. Nonetheless, the need for transportation investment is so great throughout Colorado that local governments understand that they must be a part of the solution. MPACT64 also support a timeframe that allows us to **bond** and deliver transportation improvements quickly. We think that **accountability** is very important and support CDOT providing a **project list** with completion dates that demonstrate value to voters statewide. We also think that a winning proposal must have both **flexibility** at the local level and statewide projects that benefit residents by addressing **congestion, safety, mobility and our dreaded potholes**.

It is also important to underscore our consensus around the need to invest in a range of options that serve all of our residents, including but not limited to:

- **Vans and Shuttles**, like the Fowler Senior Center Van, which allow seniors and persons with disabilities to access their communities and services while still living in their homes and leading independent lives;
- **Private and non-profit transit providers** like Veterans Transit in the San Luis Valley;
- **Mountain bus services** like the ECOTransit in Eagle County that connect residents with jobs and recreation;
- **Intercity services** such as the Gunnison Valley RTA that provides service between Gunnison and Crested Butte;

- **Transit systems** that serve and connect our urban areas such as the **Greeley Evans Transit** service that provides trips for students, elderly, people with disabilities and those without access to cars;
- **Safe routes to school** for our children that promote independence;
- **Shoulders, complete streets, bike paths, sidewalks and trails** that make it safer and more convenient to bike and walk in both urban and rural areas; and
- **Technological investments and first and last mile connections** that maximize existing infrastructure investments.

We strongly believe that the above **mobility infrastructure and services** are an incredibly important part of any statewide solution and would welcome a dialogue about the value they bring to our communities.

Thank you for exercising leadership on this issue. We understand that a referred measure is just the first step. We stand ready to take a comprehensive transportation funding solution across the state to the people of Colorado and help to educate them on the importance of new investment to sustain our economy and enhance our quality of life.

MPACT64 Participants

Action 22
 American Council of Engineering
 Companies
 Bicycle Colorado
 Colorado Association of Transit Agencies
 Colorado Contractors Association
 CoPIRG
 Club 20
 Denver Metro Chamber
 Denver Regional Council of Governments

I-70 Coalition
 LiveWell Colorado
 Metro Mayors Caucus
 Mile High Connects
 Mobility Choice Blueprint
 Move Colorado
 Ports-to-Plains Alliance
 Progressive 15
 Southwest Energy Efficiency Project
 Transit Alliance



Members of the Colorado General Assembly:

MPACT64 thanks you for your continued leadership in addressing our state's transportation funding crisis.

The **MPACT64** coalition is united by a shared commitment to developing a transportation funding measure that serves the diverse needs of our residents statewide. Our coalition includes business organizations, local governments, civic groups and mobility service providers from across the state.

We wrote to you on February 22 to share our areas of consensus that include support for the following:

- **2017 ballot** measure that will provide **new revenues**
- A **sales tax increase of at least .6%** that will provide at least **\$750M average per year over 20 years**
- A time frame that allows for **bonding**
- **Flexible funding** to address diverse needs
- A **CDOT project list** that demonstrates value to voters statewide
- A measure designed to **address congestion, safety, maintenance, as well as mobility infrastructure and service (MIS) needs statewide**

In developing a proposal, MPACT 64 suggests that there are three key ingredients: flexibility, local control and funding for MIS as described in the February 22 letter. MPACT64 could support a revenue allocation in which **approximately 70% of any new revenues would be shared among CDOT, counties and cities** and the remaining **30% was made available to support MIS** statewide. We have also discussed and could support an allocation structure in which MIS dollars were split between a competitive statewide pot at CDOT and the city and county allocations. It is critical that all local allocations are 100% flexible to address local priorities. **We are open to further dialogue on what allocation strategy best serves our state and local needs and how to insure maximum flexibility and local discretion.**

The momentum toward a comprehensive funding solution is greater than any time in the last 26 years. We urge you to find common ground and craft a solution that is supportable statewide. We appreciate your exercising leadership on this issue and stand ready to provide feedback on scenarios as they are developed.

Thank you,

MPACT64

MPACT64 Participants

Action 22
American Council of Engineering
Companies
Bicycle Colorado
Colorado Association of Transit Agencies
Colorado Contractors Association
CoPIRG
Club 20
Denver Metro Chamber
Denver Regional Council of Governments

I-70 Coalition
LiveWell Colorado
Metro Mayors Caucus
Mile High Connects
Mobility Choice Blueprint
Move Colorado
Ports-to-Plains Alliance
Progressive 15
Southwest Energy Efficiency Project
Transit Alliance



OFFICE OF BOARD OF COMMISSIONERS
PHONE: 970-336-7204
FAX: 970-336-7233
1150 O STREET
P.O. BOX 758
GREELEY, COLORADO 80632

February 27, 2017

North Front Range MPO
Mr. Kevin Ross
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

Dear Mr. Chair:

The Board of Weld County Commissioners agrees with the efforts of the legislature and groups, such as the MPACT64 coalition, that developing a transportation funding measure that serves the diverse need of our Colorado residents statewide. However, the Board of Weld County Commissioners cannot support a ballot measure that would increase the state sales tax by at least .6%. We are opposed to any tax rate increase.

A more reasonable solution to address the overall funding issue that plagues transportation funding would be a bill like HB 17-1187, which would refer a proposition to voters at the statewide election on November 7, 2017. The bill would change how excess state revenue caps (Referendum C) are calculated. Referendum C sets the TABOR limit equal to the amount of revenue that the state collected from TABOR sources in FY 2007-08, adjusted annually for inflation, population, debt service, enterprise status, and voter-approved revenue changes. If the bill passes and if voters approve the measure, HB 17-1187 is expected to increase General Fund transfers to the Highway users Tax Fund (HUTF) and Capital Construction Fund (CCF) by \$116.4 million and \$58.2 million respectively, for FY2018-19. This could be done without any tax rate increase.

The Board of Weld County Commissioners are also concerned the MPACT64 has prioritized funding for Mobility Infrastructure & Services (MIS) over the State Highway & Bridge System which is in dire need of funding. It is also unclear how these funds will be distributed to specific projects and how those projects are ranked.

The Board of Weld County Commissioners are open to discussions about comprehensive transportation funding in the future and would encourage the legislature, and groups such as MPACT64 to explore other alternatives, such as HB 17-1187. Focusing on prioritizing safety, congestion and our State Highway & Bridge System are goals and needs that reflect Weld County and entire NFRMPO region. If there are further questions regarding this issue, please feel free to contact me or my staff.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Julie A. Cozad, Chair

c: Don Warden



REVISED

**RESOLUTION NO. 2017-01
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING CONFORMITY REDETERMINATIONS
FOR THE NORTH FRONT RANGE METROPOLITAN PLANNING AREA 2040 FISCALLY
CONSTRAINED REGIONAL TRANSPORTATION PLAN AMENDMENT
AND THE FY2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AND FOR THE NORTHERN SUBAREA OF THE UPPER FRONT RANGE TRANSPORTATION
PLANNING REGION 2040 REGIONAL TRANSPORTATION PLAN, THE FY2016-2019 TIP, THE
2040 UPPER FRONT RANGE TRANSPORTATION PLANNING REGION RTP, AND COLORADO
FY2017-2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

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

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

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

WHEREAS, the air quality conformity redeterminations conducted on the MPO’s fiscally constrained 2040 RTP Amendment, the FY2016-2019 TIP, FY2018-2021 TIP, and the Colorado FY2017-2020 Statewide TIP (STIP) using the 2040 planning assumptions were within the federally approved emissions budgets; and

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

NOW, THEREFORE, BE IT RESOLVED BY North Front Range Transportation & Air Quality Planning Council, the fiscally constrained 2040 RTP Amendment, the FY2016-2019 TIP, FY2018-2021 TIP, the 2040 Upper Front Range, and the Colorado FY2017-2020 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity redeterminations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held the 2nd day of March, 2017.

Kevin Ross, Chair

ATTEST:

Terri Blackmore, Executive Director



North Front Range MPO Area - Project Status Updates (1 Mar 2017)

<u>Roadway / Segment</u>	<u>Status</u>
SH14	
US287 PR at Ted's Place	<i>In Design</i>
US287 to I-25 Surface Treatment	<i>In Design</i>
I-25	
Crossroads Blvd Interchange / Bridges	<i>Construction underway. Lane shifts in progress</i>
Truck Climbing Lane	<i>Open for Winter. Still some Spring work</i>
Ramp Metering- Harmony Rd SB SH392 NB/SB	<i>Contract Awarded. Spring 2017 start time.</i>
US34	
Big Thompson Canyon Flood Repair	<i>Construction is underway</i>
PEL Study	<i>Progressing</i>
Traffic Signal at 83 rd Ave in Greeley	<i>Temporary signal in place & operational</i>
SH56	
Berthoud East	<i>Water Line work in wrapping up</i>
SH60	
US287 to Milliken Resurfacing	<i>Contractor selected. Spring/Summer Construction</i>
SH257 PR (Milliken) – Little Thompson Structures	<i>Delayed start set for Summer 2017</i>
US85	
Ault to Wyoming	<i>Construction complete</i>
O St to Ault- ADA ramps & Resurfacing	<i>Spring 2017 construction</i>
US85 PEL Study	<i>Final document is still pending</i>
US287	
Harmony to Mulberry Resurfacing	<i>Construction complete</i>
SH1 to LaPorte Bypass	<i>Construction is underway</i>
Road damage near Larimer CR 17	<i>Construction pending</i>
SH392	
US85 Intersection	<i>Construction is underway</i>
SH402	
Larimer CR 9E	<i>Contract Awarded. Spring 2017 start time</i>



STAC Summary – January 27th, 2017

- 1) **Introductions & December Minutes** – *Vince Rogalski (STAC Chair)*
 - a) December STAC Minutes approved without changes.
- 2) **Transportation Commission Report** – *Vince Rogalski (STAC Chair)*
 - a) C-470 expansion project is moving ahead.
 - b) I-25 South (Monument to Castle Rock) PEL is being advanced in hopes of future funding.
 - c) Commission Chair Gary Rieff is in attendance to discuss the upcoming TC-STAC Lunch in February.
- 3) **TPR Reports** – *STAC Representatives*
- 4) **Chief Engineer Update** – *Joshua Laipply (CDOT Chief Engineer)*
 - a) The recent Colorado Supreme Court ruling on the CDOT right-of-way acquisition process has resulted in an approximate 30-day increase in the project development timeline.
 - b) New “SnowStang” service to ski resort areas will be piloted on a limited basis to help alleviate I-70 congestion.
 - c) The Central I-70 record of decision has been approved by FHWA and project manager Tony DeVito will provide an update at February STAC.
 - d) STAC Discussion: STAC representatives complimented CDOT crews on keeping the roads clear and safe in the face of significant snowfall over the past several weeks.
- 5) **STIP Lessons Learned** – *Jamie Collins (CDOT Office of Financial Management & Budget)*
 - a) Over the past few years CDOT transitioned from a 4-year to 1-year STIP update schedule.
 - b) CDOT staff are soliciting feedback on how the transition process has been going so far and will be sending an online survey to STAC members, TPR chairs, regional staff, and others.
 - c) STAC Discussion: STAC representatives complimented CDOT staff on the new STIP Newsletter, which they find very useful.
- 6) **Federal and State Legislative Report** – *Ron Papsdorf (CDOT Office of Policy & Government Relations)*
 - a) CDOT staff are tracking developments at the federal level in order to determine their potential impact on Colorado. At present a number of proposals are being discussed but none offer specific details.
 - b) More than 20 state level bills pertaining to transportation are also being tracked, with several of them related to funding.
 - c) STAC Discussion: STAC representatives encouraged CDOT staff to coordinate with members of the Legislature to ensure that any potential ballot initiatives are structured in a way that CDOT can support. Staff responded that they would support any funding source that does not interfere with CDOT’s ability to maintain the existing transportation system.
- 7) **February TC-STAC Lunch** – *Vince Rogalski (STAC Chair)*
 - a) Lunch will be held on Thursday, February 16th from 11:30 – 1:00 at CDOT HQ (following the Transportation Commission Meeting).
 - b) STAC Discussion: Suggested topics include the project development process, need for increased transportation funding, and engagement with elected officials.
- 8) **Project Prioritization for National Highway Freight Program** – *Debra Perkins-Smith (CDOT Division of Transportation Development)*
 - a) The FAST Act established the new National Highway Freight Program, with roughly \$15 million in formula funding per year available in Colorado. CDOT is working to assess how best to spend \$35 million for the first 2 years of the program (FY16 – FY17).
 - b) HQ staff worked with the RTDs to develop 4 funding scenarios of how to focus these funds:



- i) Construction Projects – A focus on ready-to-go or soon to be ready-to-go construction projects with a strong freight focus and/or direct freight benefit.
 - ii) Advance Projects to Prepare for Other Funding Opportunities – A focus on construction and pre-construction activities for projects with a strong freight focus and/or direct freight benefit, with the intention of advancing projects or making projects more competitive for discretionary grant funding such as FASTLANE, or other additional funding opportunities.
 - iii) Statewide Programs – A focus on statewide, programmatic projects including smaller, more targeted freight projects or programs such as truck parking, truck signal prioritization, or safety projects such as commercial vehicle hot spots, and truck ramp restoration.
 - iv) Hybrid – A mix of pre-construction, construction, and statewide programs with a strong freight focus and/or direct freight benefits.
- c) CDOT requested STAC member input on the proposed scenarios prior to discussion with the TC in February.
- d) STAC Discussion: STAC representatives requested additional consultation with each of their MPO boards and Greg Fulton of the Colorado Motor Carriers Association (CMCA) encouraged CDOT to focus on high-visibility projects that would not be funded through other revenue sources.
- 9) **Transportation Commission Contingency Reserve Fund** – *Maria Sobota (CDOT Division of Accounting & Finance)*
- a) The TC maintains a contingency fund for use in response to unforeseen emergencies, with an annual target of \$40 million. Over time this fund has grown beyond the target and excess funds are now available for use in other areas.
 - b) Suggested uses include pre-construction activities for future projects, asset management, and RoadX projects.
 - c) CDOT staff will recommend that the TC dedicate \$20 million to pre-construction, split evenly among the 5 regions.
 - d) STAC Discussion: Members agreed that it's important to prepare projects for construction to make them more competitive in future federal and state funding opportunities.
- 10) **AID Program** – *Lisa Streisfeld (CDOT Division of Transportation Systems Management & Operations)*
- a) AID is a new funding program under the FAST Act's Technology & Innovation Deployment Program that will make \$10 million in grants available each year nationwide.
 - b) Projects must demonstrate new, innovative technologies that improve safety and mobility that may be implemented nationally.
 - c) Applications are due on February 28th, 2017 and can be submitted by state DOTs, federal land management agencies, tribal nations, MPOs, or local governments.
- 11) **5311 Funding Analysis Update** – *David Krutsinger (CDOT Division of Transit & Rail)*
- a) Colorado receives roughly \$8 million in FTA's 5311 funds annually to help support 30 rural transit agencies statewide. As the number of eligible rural transit agencies has increased over the years by 5-10, a redistribution of funds is needed to ensure that all agencies are supported at an appropriate level.
 - b) DTR staff is working with a group of agency representatives to devise a fair approach to the redistribution of funds among agencies in need of financial support, including rural, resort, small, and large agencies. A performance element will also be included in the new distribution.
 - c) Outreach will be conducted with STAC, CASTA, and other interested parties throughout the process.
 - d) STAC Discussion: Members confirmed that the new approach will be performance-based and expressed the need for flexibility moving forward given the increasing number of transit agencies and limited funding available.



- 12) **Transit Development Program** – *David Krutsinger (CDOT Division of Transit & Rail)*
 - a) The original list of transit projects on the Development Program relied heavily on a list of projects originally developed for SB 228, but we have received feedback that these no longer represent current needs and priorities.
 - b) We are looking at maintaining two project inventories based on the type of funding– a CDOT Transit Development Program and a Pass-Through Development Program.
- 13) **Other Business** – *Vince Rogalski (STAC Chair)*
 - a) The next meeting of the STAC will be held on February 24th, 2017 at CDOT Headquarters.
- 14) **STAC Adjourns**



STAC Summary – February 24th, 2017

- 1) **Introductions & January Minutes** – *Vince Rogalski (Statewide Transportation Advisory Committee [STAC] Chair)*
 - a) January 2017 STAC Minutes approved without changes.
- 2) **Transportation Commission Report** – *Vince Rogalski (STAC Chair)*
 - a) Central 70 meeting on March 3 regarding Request for Proposal – obtained Record of Decision and project is moving forward.
 - b) C-470 – Discussed with Corridor Coalition and agreed upon allocation of RAMP funds originally proposed for removal from the project.
 - c) Changeover to HOV 3+ has gone well due to good communications; however a bill is in legislature to revert back to HOV 2+.
 - d) High Performance Transportation Enterprise (HPTe) was audited and the result was no findings.
 - e) Transportation Commission approved allocation of some Transportation Commission Contingency Reserve Fund (TCCRF) funds: \$20 million for project design, \$20 million for asset management, \$10 million for maintenance and resurfacing work, and \$13.5 million for RoadX.
 - f) Received positive feedback from TC and STAC members regarding the February STAC/TC lunch.
 - g) STAC Discussion: STAC members agreed with the assessment of the lunch with additional positive comments. The TC Chair indicated plans to attend future Colorado Counties Incorporated (CCI) and consider attending the Colorado Municipal League (CML) meetings. STAC members were impressed with the level of candor and openness in lunch discussion.
- 3) **TPR Reports** – *STAC Representatives*
- 4) **Federal and State Legislative Report** – *Ron Papsdorf (CDOT Office of Policy & Government Relations)*
 - a) State: A number of bills were introduced:
 - i) SB 59 failed (would have not required turn signals in roundabouts).
 - ii) SB 73 failed (would have allowed for a rolling stop by bicyclists at stop signs and traffic lights).
 - iii) SB 27 passed out of committee with amendments (increases texting and driving fine from \$50 to \$300) and will proceed.
 - iv) HB 1018 passed (extends voter approval window for Regional Transportation Authority (RTA) mill levy increases by 10 years).
 - v) HB 1031 was sent to House appropriations (would require five regional CDOT meetings per year)
 - vi) SB 153 passed the Senate and is going to the House (would extend role of Southwest Chief Commission to include high speed rail in the Front Range).
 - vii) HB 1553 was introduced (would prioritize two segments of I-25 for funding).
 - b) Funding: HB1171 is a new transbond proposal dedicating a new sales tax to a project list – Governor has urged the legislature to have a solid proposal by March. Key legislators are expressing optimism in finding a funding solution.
 - c) STAC Discussion: A STAC representative expressed concern with new funding proposals which would divert funds from maintenance to other projects. Maintenance improvements are badly needed in rural areas.
 - d) Federal:
 - i) Congress starting conversations regarding federal transportation infrastructure package.
 - ii) Executive Director Bhatt and TC Commissioners Reiff and Zink to visit the American Association of State Highway Transportation Officials (AASHTO) next week.
 - iii) Presidential Executive Order to allow for potential streamlining of environmental clearance for projects may help with I-25 and I-70 projects.



- iv) President to address infrastructure needs in his address scheduled to occur next week.
- 5) **Central 70 Update** – *Tony DeVito (I-70 Central Project Manager)*
 - a) Record of Decision released in January 2017 and the total project cost will be \$1.2 billion.
 - b) Employing a Design-Build-Finance-Operate-Maintain (DBFOM) model with a 30-year contract.
 - c) Schedule: Final RFP to be released in March 2017; developer selection to occur in summer 2017; financial/commercial close in late 2017; and construction to begin in early 2018.
 - d) STAC Discussion: STAC representatives confirmed that the new lane will be an express toll lane. Project segments will open to the public as they are completed.
- 6) **FY 17-18 Budget Update** – *Maria Sobota (CDOT Division of Accounting & Finance)*
 - a) An overview of what was approved in terms of TCCRF funding was provided. Spending from the TCCRF approved included: \$20 million for project design, \$20 million for asset management, \$10 million for maintenance and resurfacing work, \$13.5 million for RoadX, and \$200,000 for the a strategic communications initiative.
 - b) FY 17-18 Budget to be submitted to the TC in March 2017 for adoption, prior to the Governor signing in April 2017.
 - c) STAC Discussion: STAC representatives discussed the distribution of maintenance funding from the TCCRF and the status of the Division of Aeronautics. The Chief engineer explained the TCCRF funds are a statewide request, but noted Kyle Lester, CDOT Director of Highway Maintenance, may have more information regarding regional distribution. The Division of Aeronautics is back on track with grant funding and being cautious, building a reserve fund for grants.
- 7) **Alternative Fuels Program** – *Mike King (CDOT Multimodal Planning Branch), Wes Maurer (Colorado Energy Office) and Steve McCannon (Regional Air Quality Council)*
 - a) An update was provided on the status several aligned alternative fuel programs, partnerships between CDOT, Colorado Energy Office (CEO), and Regional Air Quality Council (RAQC) including the Alt Fuels Colorado Program, and Charge Ahead Colorado Program, Alternative fuel corridor designations, a partnership with the National Renewable Energy Laboratory (NREL) to analyze electric vehicle (EV) charging locations, and status of the Volkswagen (VW) settlement.
 - b) NREL, in partnership with CEO, RAQC, and CDOT, is helping evaluate alternative fuel station locations with their BLAST-V model. A report will be released in April/May 2017. Other partners are City and County of Denver, Southwest Energy Efficiency Project (SWEEP) and a company named BCS.
 - c) The group will return to STAC in future months for more specific input on these programs.
 - d) Recognized the STAC Subcommittee that is working to provide input on these programs – members include: Barbara Kirkmeyer, Elise Jones, Norm Steen, Thad Noll, and Terri Blackmore.
 - e) Alt Fuels Colorado has \$32 million for stations and vehicles (class 2-8 original equipment manufacturer [OEM], compressed natural gas [CNG], CNG bi-fuel, electric and propane). Approximately half of the funds have been awarded.
 - f) Latest technology allows EV charging stations to fully charge vehicles in 20 minutes; concept is to have amenities available to clientele charging vehicles.
 - g) Tri-state effort to address EV range anxiety is taking place between Colorado, Nevada and Utah.
 - h) A group of STAC members (with CDOT, CEO, and RAQC) helped with Alt Fuel Corridor designation (15 corridors that were tiered) and were recognized for their participation in the submittal process to FHWA. I-25, I-70 and I-76 are now recognized as national Alternative Fuel Corridors in Colorado.
 - i) I-70 is designated as an EV, CNG and hydrogen alternative fuels corridor; map of Alt Fuel corridors designates corridors by tier – dotted lines are tier 2, and solid lines tier 1, with fuel types designated by color. The corridors that were designated nationally are highlighted.



- j) The VW Settlement lead agency for Colorado is the Colorado Department of Public Health and Environment (CDPHE) and they are still taking comments at cdphe.commentsapcd@state.co.us
 - i) Colorado is anticipated to receive \$68 million from VW settlement with 15% required to go to infrastructure.
 - ii) Still need to develop a program for VW settlement funding applications; applications are planned to be solicited by CDPHE in summer 2017.
 - iii) A Colorado beneficiary mitigation plan is to be developed to formally request the VW Settlement funds for the state in fall 2017.
 - k) STAC Discussion: Some STAC members raised concerns over areas with non-attainment being selected for funds over areas with a high percentage of alternative fuel vehicles registered in their area. It was explained that registered alt fuel vehicles in a given area will receive consideration. Team members were recognized and thanked for their participation in the Alt Fuel Corridors submittal that was only provided a month turnaround time.
- 8) **National Highway Freight Program** – *Debra Perkins-Smith (CDOT Division of Transportation Development)*
- a) Much discussion on this subject and feedback obtained regarding this program; currently CDOT is only evaluating the first two years of this program that will provide \$35 million for freight projects from FHWA.
 - b) STAC requested, at the last meeting, Freight Advisory Council (FAC) input on this program.
 - c) The FAC Steering Committee (a subgroup of the FAC) met last week to review principles for project selection and a list of candidate freight projects for the first two years of funding.
 - d) A FAC/STAC member explained that the group was looking for projects that show a direct freight aspect and focused on projects that these funds could leverage rather than replacing other funding types.
 - e) Will return at next STAC meeting with a recommended funding scenario, prior to Transportation Commission review.
 - f) STAC Discussion: STAC representatives confirmed that the input is from the FAC Steering Committee at this point and not the full FAC. Will eventually take this information to the full FAC for consideration.
- 9) **Traffic Incident Management** – *Ryan Rice (Division of Transportation Management and Operations) and Tim Keeton (Colorado State Patrol)*
- a) Traffic Incident Management (TIM) aligns multiple emergency response agencies (tow, CDOT, ambulance, fire, etc.) to work together to get injured to emergency care, and to remove debris and vehicles from crashes off the road as quickly as possible to keep traffic moving. The quicker traffic returns to normal the lower the probability of a secondary crash occurring.
 - b) Situational awareness is taken into account via communication protocols between emergency responder agencies and team members.
 - c) “Move It” is a law to clear roads of crashes as quickly as possible; working with insurance companies and need to communicate this more with the public at large.
 - d) Teams, Standing Program Management Teams (SPMTs), are formed to respond to incidents by corridor – eventually want to see this statewide – covers only 20% of the state currently.
 - e) FHWA provides TIM training to emergency responders; over 20% of responders in Colorado have received this training.
 - f) CDOT Division of Transportation Management and Operations obtained a PlanWorks grant from FHWA to integrate into the planning process, and collaborated with NHSTA and FHWA to deliver a “Move Over” event.



- g) A 2017 Colorado TIM survey to assess the current state of agency readiness, partnerships and TIM adoptions is being sent out today to local Colorado agencies.
 - h) Role of STAC is to encourage agencies to: participate in the 2017 survey, participate on SPMTs, and encourage everyone to promote responder safety – comply with the “Move Over” and “Move it” laws.
 - i) STAC Discussion: STAC members discussed need for physical improvements – shoulders for emergency responders – and stressed these need to be considered too. TIM is not just for highways/interstates, but could be applied across the state. In addition, how the TIMs survey will be distributed was explained. CDOT will use existing local agency distribution list, Local Technical Assistance Program (LTAP) and American Public Works Association lists. STAC was requested to provide any contacts to CDOT they see as important regarding participation in the TIM survey.
- 10) **Bicycle and Pedestrian Update** – *Ken Brubaker (CDOT Multimodal Planning Branch)*
- a) Postponed until next month (March 2017)
- 11) **CDOT Rest Area Plan** – *Marissa Gaughan (CDOT Multimodal Planning Branch)*
- a) A full update will be presented next month, due to this meeting’s time constraints
 - b) A working group for this project will be formed to help develop a vision for this Rest Area Plan study.
 - c) STAC members were requested to contact Marissa if they have interest in participating on the work group.
 - d) It is anticipated the first work group meeting will occur by the end of March 2017 and work through policy guidance by mid-summer 2017.
- 12) **Other Business** – *Vince Rogalski (STAC Chair)*
- a) CDOT has developed a draft CDOT Planning Manual that talks about the planning process, funding, and project selection. It’s a great overview and you should be receiving it within the next month or so.
- 13) **STAC Adjourns**