



419 Canyon Avenue, Suite 300  
 Fort Collins, Colorado 80521  
 (970) 221-6243  
 FAX: (970) 416-2406  
[nfrmpo.org](http://nfrmpo.org)  
[www.VanGoVanpools.org](http://www.VanGoVanpools.org)

**Technical Advisory Committee**

*Dawn Anderson - Chair  
 City of Evans  
 Dennis Wagner - Vice Chair  
 Town of Windsor  
 Eric Bracke - Past Chair  
 City of Greeley  
 Jeff Bailey, City of Loveland  
 Stephanie Brothers, Town of Berthoud  
 Gary Carsten, Town of Eaton  
 John Franklin, Town of Johnstown  
 Eric Fuhrman, Town of Timnath  
 Tim Kemp, City of Fort Collins  
 Paul Lee, CDPHE-APCD  
 Janet Lundquist, Weld County  
 Suzette Mallette, Larimer County  
 Jessica McKeown, Town of LaSalle  
 Karen Schneiders, CDOT  
 Nick Wharton, Town of Severance  
 Jennifer Gardner, Town of Milliken*

*David Averill, Transfort  
 Janet Bedingfield, SRS  
 Amanda Brimmer, RAQC  
 Aaron Bustow, FHWA  
 Will Jones, GET  
 Ranae Tunison, FTA  
 NoCo Bike & Ped Collaborative*

**MPO Transportation Staff**  
*Terri Blackmore, Executive Director  
 Becky Karasko, Regional Transportation  
 Planning Director  
 Ryan Dusil, Transportation Planner  
 Alex Gordon, Transportation Planner II/  
 Mobility Coordinator  
 Medora Kealy, Transportation Planner*

Next TAC Meeting:  
 June 21, 2017  
 1:00-3:30 p.m.

Town of Windsor Wi-Fi  
 Username: Windsor Rec Center  
 Public Wi-Fi  
 Password: password

NFRMPO TECHNICAL ADVISORY COMMITTEE  
 MEETING AGENDA

May 17, 2017  
 Windsor Community Recreation Center  
 250 N. 11<sup>th</sup> Street—Pine Room  
 Windsor, Colorado  
 1:00 – 3:30 p.m.

1. Introductions
2. Public Comment (*2 minutes each*)
3. Approval of April 19, 2017 Meeting Minutes (*page 2*)

**CONSENT AGENDA:**

4. 2040 RTP Amendment #2 (*page 8*) Karasko

**ACTION ITEMS:**

5. May 2017 TIP Amendments (*page 16*) Karasko
6. FY17 CMAQ and STP Metro Additional Reconciliation Allocation (*page 22*) Karasko
7. Evans US85 Access Control at 31<sup>st</sup> Street Project (*page 26*) Anderson

**PRESENTATIONS:**

8. RoadX Peter Kozinski, CDOT
9. Simple Steps. Better Air. Sara Goodwin, RAQC
10. VW Settlement Update Paul Lee, CDPHE-APCD
11. NFRMPO Bike Counter Program Panel Wade Willis, Windsor  
Jonathan Huey, Loveland  
Leroy Baca, Greeley  
Wesley Hood, AM Signal Inc.

**OUTSIDE PARTNERS REPORTS (*verbal*):**

12. NoCo Bike Ped Collaborative
13. Regional Transit Agencies
14. Senior Transportation
15. Regional Air Quality Council

**DISCUSSION ITEMS:**

No Items this month.

**REPORTS:**

16. Roundtable All

**MEETING WRAP-UP:**

17. Final Public Comment (*2 minutes each*)
18. Next **Month's Agenda Topic Suggestions**

TAC MEMBERS: If you are unable to attend this meeting, please contact Becky Karasko at (970) 416-2257 or [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org). Thank you.

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council**

**Windsor Recreation Center - Pine Room  
250 North 11<sup>th</sup> Street  
Windsor, CO**

**April 19, 2017  
1:01 p.m. – 2:55 p.m.**

**TAC MEMBERS PRESENT:**

Dawn Anderson, Chair – Evans  
Dennis Wagner, Vice-Chair – Windsor  
Jeff Bailey – Loveland  
Eric Bracke – Greeley  
Amanda Brimmer – RAQC  
Aaron Bustow – FHWA  
Eric Fuhrman – Timnath  
Paul Lee – CDPHE-APCD  
Janet Lundquist – Weld County  
Suzette Mallette – Larimer County  
Mitch Nelson – Severance Alternate  
Karen Schneiders – CDOT  
Gary Thomas – SAINT  
Tim Kemp – Fort Collins

**TAC MEMBERS ABSENT:**

Stephanie Brothers – Berthoud  
Gary Carsten – Eaton  
John Franklin – Johnstown  
Jennifer Gardner – Milliken  
Jessica McKeown – LaSalle

**IN ATTENDANCE:**

Todd Bleess – DOLA  
Cindy DeGroen – DOLA  
Elizabeth Garner – DOLA  
Marissa Gaughan – CDOT  
Will Jones – GET, Greeley Alternate  
Josh Olhava – Windsor  
Lisa Streisfeld – CDOT

**NFRMPO STAFF:**

Terri Blackmore  
Ryan Dusil  
Alex Gordon  
Becky Karasko  
Medora Kealy

**CALL TO ORDER**

Chair Anderson called the meeting to order at 1:01 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE FEBRUARY 15, 2017 TAC MINUTES**

Bailey moved to approve the February 15, 2017 TAC meeting minutes. Kemp seconded the motion and it was approved unanimously.

**CONSENT AGENDA**

No items this month.

**OUTSIDE PARTNERS REPORTS (verbal)**

**Northern Colorado (NoCo) Bike & Ped Collaborative** – Dusil reported the April NoCo meeting included presentations on lessons learned with bike and pedestrian counters, the 2016 Non-Motorized Plan, and the US34 PEL Study. Planning continues for the June workshop which will include transit, walk, and bike audits. The next NoCo meeting is May 10.

**Regional Transit Items** – Jones stated the Regional Route Survey for the route between Greeley, Windsor, and Fort Collins wrapped up. The survey showed a positive response and had a 73 percent completion rate, with 1,755 completed surveys. GET is meeting with Transfort next week to work on modeling, route timings, and a business plan. Construction on the GET Transit Center is going well and can be viewed online.

Averill announced Transfort is hosting the Colorado Association of Transit Agencies (CASTA) Conference in May.

Bailey stated COLT is evaluating its paratransit service and considering replicating Fort Collins' Dial-A-Ride model. The proposed change may enable more fixed routes.

**Senior Transit Items** – Thomas stated the Larimer County *Senior Transportation Needs Report* will be released in June. He stated he is retiring at the end of June and his retirement reception will be held June 23. Angela Woodall will succeed Thomas as Larimer County Mobility Committee (LCMC) Chair and Gordon will serve as Chair of the Senior Transportation Coalition (STC).

**Regional Air Quality Council** – Brimmer stated RAQC published a source apportionment report based on modeling from the SIP to identify emissions by source. There is an online tool on the RAQC website which shows sources for each monitor on any day. New modeling is underway for 2023 and should be completed by June. The anticipated year for attainment based on the 2015 ozone standard will be 2023; however, there could be a delay in designations. If so, and if the region does not attain the 2008 ozone standard by 2019, the region could be designated a serious nonattainment area.

A Mow Down Pollution event is scheduled for April 29 at the Budweiser Events Center. The event offers discounts for new electric lawn mowers by recycling a gas lawn mower. Additional Mow Down Pollution events will take place May 6 in Commerce City and June 3 in Boulder. Simple Steps Better Air is the new outreach campaign, replacing Ozone Aware. The campaign kickoff event is June 4 at the Denver Museum of Nature and Science.

Control measure analysis is ongoing, including low-VOC paints and consumer products. There is a working group for the commercial lawn and garden program. The Air Pollution Control Division (APCD) is hosting meetings on their Reasonably Available Control Technology (RACT) analysis and is developing an oil and gas rulemaking.

Malette asked if both ozone standards are in effect. Brimmer stated there have not been any designations for the 2015 ozone standard so we are still under the 2008 ozone standard. The 2015 standard could become effective in the fall of 2017, and then both standards would be in effect for a year until the 2008 standard is revoked. Malette asked what other control measures are available. Brimmer stated there are many including lower Reid Vapor Pressure (RVP) fuels, more with oil and gas, low-emission vehicle requirements, and low-VOC paints.

## **WORK SESSION**

**2045 Demographic Projections** – Cindy DeGroen with the State Demography Office presented demographic projections for Larimer and Weld counties and the state of Colorado. Population growth in Colorado is concentrated in the Front Range. Growth is expected to slow nationwide and statewide through 2050. Larimer County is aging faster than Weld County. Economic forecasts are completed with national data and county-specific base industries. Economic forecasts are created at the county level and used to estimate net migration based on labor demand and supply.

To estimate population in the NFRMPO, the unincorporated area population is based on the 2010 Census. The population estimates for municipalities use the 2010 Census as a base and new housing units and the occupancy rate to determine change. Each year, population estimates are revised back to the base year (2010).

The Quarterly Census of Employment and Wages (QCEW) is used for address-specific jobs data. DeGroen presented estimated jobs for 2015 for Larimer and Weld counties, including share of jobs by sector.

For small area projections, there are three alternative methods including forecasting based on housing unit growth, trend extrapolation, and structural models. DeGroen recommends completing all three methods and comparing results. Data is needed from local governments for these projections, including institutional population, growth constraints, capacity/build out, and land use plans. Karasko stated the small area projections for population and employment will be used as control totals for the model update, and higher quality input data will produce higher quality outputs. Karasko stated she will email the Weld and Larimer forecasting worksheets to TAC.

## **ACTION ITEMS**

**March 2017 TIP Amendments** – Kealy stated the March 2017 TIP Amendment includes five requests, which will be amended into the FY2016-FY2019 TIP and four of those into the FY2018-2021 TIP. Amending both TIPs concurrently will ensure consistency and a smoother transition between the two TIPs.

Bracke requested removal of the deletion of the US34 Bypass Signal at 83<sup>rd</sup> Ave from the Amendment to keep the project programmed in the TIP. Kealy stated CDOT requested removal of the project. Schneiders replied she could take the comment back to CDOT leadership. Kealy stated the request could be removed from TAC's recommendation. Schneiders stated not recommending the request could be an issue as those funds may have already been budgeted elsewhere. Karasko stated the request could come back with the next Amendment cycle in May. Schneiders stated delaying a decision until May would mean other projects in the Amendment would miss the construction season. Karasko asked if a solution could be determined by next week, before the May Council packet goes out. Schneiders recommended retaining the project removal in the Amendment. Bracke stated he would vote against that motion.

Mallette asked for details on the project. Bracke stated the project would replace a temporary emergency signal, but there is disagreement over who will maintain the signal, the timing of the project, and the cost split. Bracke stated Greeley is contributing to the project, but cannot provide funds in one year. Lundquist asked if TAC had to take action today. Kealy stated action was not required, but the May Amendment coming to TAC next month would include a different set of requests, and if TAC chose to delay an action it would delay all of the March Amendment requests. Mallette asked if TAC could take action on some of the Amendment requests. Kealy stated TAC could. Mallette asked if the project was a CDOT project. Bracke and Schneiders confirmed it was. Bracke stated the project is still necessary and should not be removed from the TIP. Mallette asked if the CDOT funds had already been reprogrammed. Schneiders stated since there are so many active projects any funds returned to the pool are immediately budgeted. Lundquist moved to recommend Planning Council approve the Amendment for four of the projects and to postpone a decision on the US34 Bypass Signal at 83<sup>rd</sup> Ave project until the May TAC meeting. Bracke seconded the motion and it passed unanimously.

**FY2018-2019 UPWP** – Karasko stated the Draft FY2018-2019 Unified Planning Work Program (UPWP) was sent to TAC in March for review, with comments due April 7. Comments were provided by GET, FHWA, FTA, Larimer County, and RAQC. Received comments were incorporated in the draft available at the link in the memo. The Finance Committee reviewed the budget for FY2018 in March, and the budget review for FY2019 will be completed next year. Jones asked if Evans' request for a planning study was included. Karasko stated it was not, but it could be added as an Amendment once the study is confirmed. Mallette moved to recommend Planning Council approve the FY2018-2019 UPWP. Lundquist seconded the motion and it passed unanimously.

## **DISCUSSION**

**Call for Projects and TIP Reconciliation** – Kealy stated errors were discovered in the FY2020-2021 Call for Projects awards and associated TIP entries, including local match amounts below the required minimum, incomplete project costs, three projects that were awarded less funds than Planning Council approved, and over programming of funds in certain fiscal years. Additionally, the estimated allocations for CMAQ, STBG, and TA had changed since the Call was held, resulting in \$23k less TA funds and additional CMAQ and STBG funds. Kealy presented proposed revisions to correct the errors and achieve fiscal constraint by year in the TIP. Kealy stated the local match and total cost corrections would be administratively modified into the TIP, and the three projects awarded less funds than intended will have their award letters re-issued. The impacted project sponsors stated they approved of the changes. Bailey moved to approve the proposed revisions. Kemp seconded the motion and it passed unanimously.

Kealy stated the reconciliation TAC discussed at their February 2017 meeting allocated funds TAC had recommended for allocation in July 2016. Information on the reconciliation was not included in the packet because the issue was discovered recently. Only one project's additional allocation from the July 2016 recommendation by TAC and August 2016 approval by Planning Council was modified in the TIP: the Weld County CNG vehicle project. The remaining funds were not programmed, including the pay back of the small communities to the large communities in the STP Metro pool. Kealy presented a proposed revision based on available FY17 funds, which combines the intention of the allocation recommendations from July 2016 and February 2017. Jones and Mallette requested the information by email. Kealy said she would email the information to TAC members and the item will return for action in May.

**2040 RTP Amendment #2** – Karasko stated a second Call for 2040 RTP Amendments was held from March 10 through March 24 and one Amendment request was received for North I-25 Additional Components from CDOT. Karasko stated the project has been added to the Travel Demand Model. The Amendment includes three pieces: the Prospect Road interchange reconstruction; the US 34 widening; and Additional Requested Elements (AREs) including the SH402 interchange realignment, extension of the Express Lanes by 1.5 mile, and replacement of several bridges. The Amendment will go to Planning Council for discussion in May and return to TAC in May as an Action item. The 30-day Public Comment period will begin when the May TAC packet is released on May 10. Bracke asked if these components were already in the 2040 RTP. Karasko stated they were, but they were not in 2020. Mallette asked about the progress of the conformity determination. Karasko stated she is working with FHWA to determine if conformity is required. At the March meeting of the Interagency Consultation Group (ICG), members raised the question of whether or not conformity was required, and decided if it was required that it would be a "routine" determination.

**FHWA's Accelerated Innovation Deployment (AID) Demonstration Program** – Lisa Streisfeld, CDOT, stated FHWA is looking for more applications for the AID Program. The AID program was authorized under the FAST Act and provides funding for innovation in any phase of a highway transportation project. Funding is capped at \$1M per grant award, and each state can submit two projects per year: one state-sponsored and one local-sponsored project. The program emphasizes performance metrics and provides funds to a variety of project types. There is a rolling deadline, but applying sooner offers a better chance of selection. Streisfeld indicated she or Tricia Sergeson, FHWA, can review draft applications prior to submittal to CDOT. Streisfeld stated she will email the presentation to Karasko to send out to TAC members.

## **REPORTS**

**Mobility Committee Updates** – Gordon stated the LCMC meeting is April 20 and will include discussion of the demographics chapter of the Coordinated Plan, an update on the Larimer County *Senior Transportation Needs Report*, non-emergency medical transportation (NEMT), and an update on HB1242 for funding transportation infrastructure. NFRMPO staff are developing recommendations for a Senior Transportation representative for TAC to take to Planning Council in May. The Rider's Guide

was recently translated into Spanish. Gordon is accepting recommendations on where to provide printed Rider's Guides.

**TIP Modification Updates** – Kealy stated the TIP Modifications from Quarter 1 are in the TAC packet. Kealy asked if TAC would prefer to change the frequency of TIP Modification updates to align with the new TIP Amendment cycle schedule. Mallette stated she would prefer to keep them on the same schedule as Planning Council. Karasko stated they do not currently go to Planning Council. Kealy stated she will retain the quarterly schedule for TIP Modification updates.

**Bike/Ped Counters Update** – Dusil presented bicycle and pedestrian counter data from May 2016 through April 2017 for the two permanent non-motorized counters at the River Bluffs Open Space near Windsor and Rover Run Dog Park in Greeley. The Rover Run counter was offline in September due to a dead battery, so absolute numbers cannot be compared between the two sites. On average, there are more bicyclists than pedestrians at River Bluffs, and closer to a 50/50 split at Rover Run. Weather appears to be a larger factor for the River Bluffs site. The River Bluffs site has 80 percent higher volume on weekend days than on weekdays, while Rover Run has 30 percent higher volume on weekend days compared with weekdays. The counters provide average speed information, showing the average cyclist speed at River Bluffs is 11.4 mph compared with 7 mph at Rover Run. Information is also available by time of day. Dusil stated the May TAC meeting would include a panel of staff from Loveland, Windsor, Greeley, and Larimer County about their experiences with the mobile or permanent counters.

## **ROUNDTABLE**

Schneiders stated the Quarterly Inactives Report is shown by project phase in the packet. Discussion ensued on specific projects. Schneiders announced a new staff person, Katelyn Smith, will be assuming Katrina's prior role.

Karasko stated the Transportation Planner vacancy has been filled; Sarah Martin accepted the offer and will be joining the NFRMPO on May 22.

Kemp stated the Pitkin Street Low Stress Bicycle Corridor project is beginning in May and a consultant team was hired for the Horsetooth and College Intersection project. Schneiders stated the Horsetooth and College Intersection project is being de-federalized per the March TIP Amendment as a pilot project. CDOT will absorb the federal funding the project received and substitute state dollars. De-federalization reduces some of the environmental constraints and other federal requirements.

Mallette stated CDOT is proposing another full closure for US34 in the Big Thompson Canyon this fall to speed up the project timeline. Due to budget constraints, there are four bridges in the canyon CDOT was going to construct, but now are Larimer County's responsibility. The North I-25 project is behind schedule by about a month. The Final RFP was pushed back from March to April. Blackmore stated RFPs are due at the end of July with final selection in August and the Notice to Proceed for construction is expected in December.

Averill stated bus procurement with CMAQ funds is underway. There is still potential for Sunday Transfort service. The Alternative Transportation Finance and Budget Committee at CSU approved an additional purchase of services from Transfort. There will be a Council work session on April 25 regarding Sunday service.

Lundquist thanked Schneiders for presenting to the Weld County Planning Commission about CDOT and recommended TAC members invite Schneiders to present to their groups.

Gaughan stated there is a transportation planner opening in the Division of Transportation Development (DTD) at CDOT headquarters. The position will coordinate with the Colorado Springs and Pueblo MPOs.

Schneiders stated Boulder County needs a planning intern and to send contacts to her. The Draft STIP is out for comment.

Bailey stated phase 1 for the construction project at US34 and Boyd Lake is complete. Phase 2 will start in the fall and will not impose delays.

Kealy stated the April–June NFRMPO Newsletter is out. The 2040 RTP Brochure was updated to reflect the first 2040 RTP Amendment.

Anderson stated US85 and 37<sup>th</sup> Street is complete. The 65<sup>th</sup> Avenue project is ready for bid, but Evans is waiting on ROW and approval from CDOT.

### **MEETING WRAP-UP**

**Final Public Comment** – There was no final public comment.

**Next Month's Agenda Topic Suggestions** – TIP Reconciliation, May 2017 TIP Amendment, ROADX presentation, air quality outreach presentation, RTP Amendment #2 for action, update on Volkswagen settlement from Paul Lee.

**Meeting adjourned at 2:55 p.m.**

**Meeting minutes submitted by:** Medora Kealy, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, May 17, 2017 at the Windsor Recreation Center, Pine Room.**



419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521  
(970) 221-6243  
FAX: (970) 416-2406  
[nfrmpo.org](http://nfrmpo.org)  
[www.VanGoVanpools.org](http://www.VanGoVanpools.org)

*Technical Advisory Committee*

*Dawn Anderson - Chair  
City of Evans  
Dennis Wagner - Vice Chair  
Town of Windsor  
Eric Bracke - Past Chair  
City of Greeley  
Jeff Bailey, City of Loveland  
Stephanie Brothers, Town of Berthoud  
Gary Carsten, Town of Eaton  
John Franklin, Town of Johnstown  
Eric Fuhrman, Town of Timnath  
Tim Kemp, City of Fort Collins  
Paul Lee, CDPHE-APCD  
Janet Lundquist, Weld County  
Suzette Mallette, Larimer County  
Jessicca McKeown, Town of LaSalle  
Karen Schneiders, CDOT  
Nick Wharton, Town of Severance  
Town of Milliken*

*David Averill, Transfort  
Amanda Brimmer, RAQC  
Aaron Bustow, FHWA  
Will Jones, GET  
Gary Thomas, SAINT  
Ranae Tunison, FTA  
NoCo Bike & Ped Collaborative*

*MPO Transportation Staff*

*Terri Blackmore, Executive Director  
Becky Karasko, Regional Transportation  
Planning Director  
Ryan Dusil, Transportation Planner  
Alex Gordon, Transportation Planner II/  
Mobility Coordinator  
Medora Kealy, Transportation Planner*

## MEMORANDUM

To: NFRMPO Technical Advisory Committee  
From: Becky Karasko  
Date: May 17, 2017  
Re: 2040 RTP Amendment #2

### Background

NFRMPO staff held a second call for 2040 RTP Amendments from Friday, March 10, 2017 through Friday, March 24, 2017. One Amendment request was received: I-25 Additional Components. Projects must be included in the 2040 RTP with an identified funding source to be submitted for TIP approval. The 30-day Public Comment Period for this Amendment began on May 10, 2017 and ends on June 8, 2017. Pending no negative Public Comment and Planning Council Approval, the project will be amended into the 2040 RTP.

### Action

Staff requests TAC recommend Planning Council approval at their June meeting.





**COLORADO**  
Department of Transportation  
Region 4

Regional Director's Office  
10601 W. 10th Street  
Greeley, CO 80634-9000

March 23, 2017

Ms. Terri Blackmore  
Executive Director, North Front Range MPO  
416 Canyon Avenue, Suite 300  
Fort Collins, CO 80521

Dear Ms. Blackmore,

Re: 2040 Regional Transportation Plan Amendment Request

On behalf of the Colorado Department of Transportation (CDOT), please accept this 2040 Regional Transportation Plan amendment request to expand the scope of I-25. Through regional efforts, significant new financial resources were secured to construct immediate improvements to this critical corridor.

Within the next four years, one new express lane in each direction, replacement of key bridges, reconstructed interchanges, Intelligent Transportation Systems technology, multi-modal and safety components will be constructed within the North Front Range. CDOT will employ a Design/Build contractor to expedite the design and construction of these improvements.

Future work planned for the I-25 corridor includes extension of the express lanes, reconstruction of interchanges and additional safety improvements. The attached schedule identifies adequate resources to complete future interstate components, which are included in the preferred alternatives identified in the North I-25 Final Environmental Impact States and Records of Decision, as re-evaluated.

We look forward to a timely amendment approval to the 2040 Regional Transportation Plan in order to proceed with this essential work.

Sincerely,

 for Johnny Olson

Johnny Olson, P.E.  
Region 4 Transportation Director

Attachment

JWO:KS:mbc

ec: J. Eussen / K. Schneiders  
C. Stewart  
H. Paddock / S. Rees  
File



## 2040 RTP Amendment Request Form 2017



**Due to NFRMPO Staff no later than 5:00 p.m. Friday, March 24, 2017**

Requesting Agency Information		
Project Sponsor Agency:	Agency Contact:	Telephone:
Mailing Address:		Email Address:
City:	State:	ZIP Code:
Additional Financial Sponsors (if applicable):		
Project Description		
Project Name:	Jurisdiction(s):	
Project Location (attach map of project location as well):	Project Type (Mobility, Safety, Bridge, etc.):	
Project Limits (to and from):	Project Length (miles):	
Is this part of an ongoing project? If so, please describe.		
Project Description:		
Project Phase(s), if applicable (Construction, Design, ROW, etc.):	Fiscal Year(s) of Construction:	
Reason for Amendment request:		

## 2040 RTP Goals, Objectives, Performance Measures, and Targets

Indicate which MPO Performance Measure(s) the project supports. If the project does not support one of the Goals listed below, please type "N/A" in both the Performance Measure(s) and Project Impact columns.

MPO Goal	<a href="#">Performance Measure(s)</a>	Project Impact
<b>Goal 1:</b> Foster a transportation system that supports economic development and improves residents' quality of life		
<b>Goal 2:</b> Provide a transportation system that moves people and goods safely, efficiently, and reliably		
<b>Goal 3:</b> Provide a multi-modal system that improves accessibility and transportation system continuity		
<b>Goal 4:</b> Optimize operations of transportation facilities		

How does the project support the MPO Goal(s)? (Please attach all relevant data)

### Project Funding

Type (Federal, State, Local, Local Over Match, Other)	Source	Amount	Fiscal Year to be Programmed

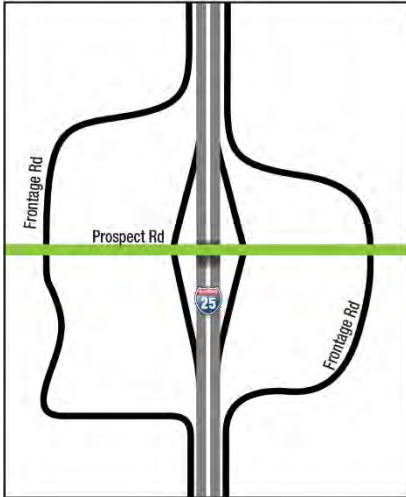
<b>Total Project Cost</b>	-
---------------------------	---

Supporting documentation attached or linked (optional):  
i.e. *Studies, Master Plans, Comprehensive Plans*

**Submit completed form to Becky Karasko at [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org) no later than 5:00 p.m. on Friday, March 24, 2017.**

## Component A: Prospect Road Interchange Reconstruction

The Colorado Department of Transportation (CDOT), the City of Fort Collins, the Town of Timnath and private developers (Partnership) are seeking to **advance** the completion year of the reconstruction of the Prospect Road / Interstate 25 (I25) Interchange in the 2040 Regional Transportation Plan to **open in 2020**.



Prospect Road is one of four interchanges along I25 in the Fort Collins area. Acting as an east/west reliever route for State Highway 14 (SH14) and Harmony Road, Prospect Road provides direct access to Colorado State University’s main and Veterinary Campuses. With the September 2017 opening of the new stadium on campus, the Prospect Road Interchange will play a greater role in serving campus events.

In 2015, Prospect Road carried 18,000 vehicles per day at the I25 Interchange on a two-lane undivided roadway. Inadequate shoulders make navigation difficult for non-motorized vehicles.

The Partnership identified a number of funding resources that would allow reconstruction of the existing structure to include a four-lane roadway with adequate shoulders and safety treatments. The new interchange is

anticipated to cover from Summit View Drive to Larimer County Road 5, 1.6 miles including additional lanes. Design and construction will be included in the I25 Design/Build Project to take advantage of economies of scale and reduced mobilization costs. As shown below, the cost of the interchange reconstruction is \$24 million, with an additional \$6.5 million identified for Urban Design elements. Proposed design elements include wall treatments similar to SH392 Interchange, plus landscaping and irrigation within the interchange footprint.

### *Additional Funding Sources to complete Prospect Road Interchange Reconstruction*

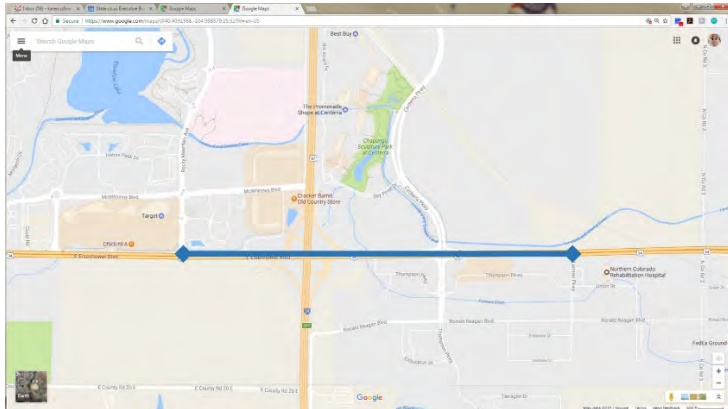
<i><b>Provider</b></i>	<b>In millions</b>				<b>Sub-Total</b>
	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	
<i>Local Agencies</i>	4	4	4		12.0
<i>Private Developers</i>	2	2	2.5		6.5
<i>Colorado DOT</i>	6	6	0		12.0
<i>Totals</i>	12	12	6.5		\$30.5

This component was not included in the prior 2040 Plan Amendment Request because of on-going negotiations to expedite the project, and identify adequate funding resources.

## Component B: US34 Widening: I25 to Larimer Parkway (LCR3E)

CDOT is seeking to **advance the widening** of US Highway 34 (US34) from four lanes to six lanes from I25 to Larimer Parkway (Larimer County Road 3E), which is already identified in the 2040 Regional Transportation Plan, to be **open in 2020**.

US34 is a congested, four-lane road providing connections between Loveland, Johnstown, Windsor and Greeley. The roadway provides access to key retail districts, medical facilities, and employment opportunities and serves as the gateway to Rocky Mountain National Park. Identified on the National Highway System, US34 is also a designated freight corridor for Colorado's Freight network.



The 2040 Regional Transportation Plan describes the Vision for US34 as increased mobility, while maintaining the system and safety. In 2015, 52,000 vehicles per day traveled within the project area, included 2,200 trucks bringing goods into and out of the North Front Range region. Volume-to-capacity ratio for the project area ranges from 0.75 to 1, indicating the roadway operates at or near congestion.

Inadequate shoulders force non-motorized users to navigate to other crossings over I25.

In the US34: I25 to US85 Corridor Optimization Study, widening from four lanes to six lanes was identified as the highest priority project. Recently, CDOT identified funding resources to widen US34 from Rocky Mountain Avenue to Larimer Parkway (LCR3E), from four to six lanes with standard shoulders, including bridge widening over I25 and safety treatments. A plan amendment is requested to expedite the I25 to Larimer Parkway for an additional 1.0 miles. This would bring the entire construction area into the 2020 Opening Year within the existing plan. The estimated cost of the widening is \$12 million.

### *Additional Funding Sources to Complete US34: Widening from Rocky Mountain Avenue to Larimer Parkway*

	In millions				
<i><b>Provider</b></i>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>	<b>Sub-Total</b>
<i>FASTER Safety</i>				4.0	4.0
<i>Surface Treatment</i>				6.6	6.6
<i>State Highway Funds</i>				1.4	1.4
<i>Totals</i>				12.0	\$12.0

There is on-going discussion about the best construction method for this component. CDOT retains the right to include this work under the I25 Design/Build contract or to construct it using the traditional Design/Bid/Build approach.

---

## Component C: Additional Requested Elements

---

CDOT is seeking to **advance** the completion year of the Additional Requested Elements (AREs) identified below, which are identified in the 2040 Regional Transportation Plan, to be **open in 2020**.

The North I25, SH 14 to SH 402 project expands I-25 with the addition of an Express Lane. This project is a result of the convergence of local funding partners, a federal grant, traditional highway funding and innovative contracting.

The project is using the innovative contracting method known as Design/Build, which is a best-value contracting mechanism that awards innovation and efficiency.

With the Design/Build process, CDOT can increase the competitiveness among the bidders and expand the scope of the project without increasing the set total budget. The Design/Build bidders have the opportunity to add additional elements, beyond the base case, into their proposal for the same total price. The submitted proposals are objectively scored, with additional points awarded to proposals that include any AREs.

The AREs for the North I25 project are defined in the Request for Proposal. While it is unknown at this time which, if any, AREs will become part of the project, it is necessary to be prepared for this possibility based on the rapid time frame under which the selected Design/Build team must proceed. One of the ARE's, the reconstruction of I25/ SH402 interchange, has a contribution of local funding and a right-of-way donation included when it is able to move forward.

Therefore, CDOT is requesting an amendment to the 2040 Regional Transportation Plan to include the additional funding sources for the I25/SH402 interchange and the advancement of the AREs to open in 2020.

The AREs include the following:

- Reconstruction of I25 / SH402 Interchange to FEIS alignment
- Extension of the express lanes from milepost (MP) 255.2 south to MP 253.7, a distance of 1.5 miles
- Reconstruction of the I25 mainline bridges over the Big Thompson River
- Reconstruction of the Frontage Road bridges over the Big Thompson River
- Reconstruction of Larimer County Road 20 bridge over I25
- Reconstruction of the Great Western Railway Bridge over I25

### *Additional Funding Sources to Construct SH402 Interchange at I25 to FEIS Preferred Alternative*

	In millions				
<i><b>Provider</b></i>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>	<b>Sub-Total</b>
<i>Local Agencies</i>	7	7			14.0
<i>ROW Donation</i>		2			2.0
<i>Totals</i>	7	9			\$16.0

North I-25 Plan Amendment to NFR MPO: SH56 to SH14  
Revenues by Fund Source

Fund Source (millions)	2040 Plan Timeframes								Fund Source	
	FY17	FY18	FY19	FY20	FY21	FY22-25	FY26-30	FY31-35		FY36-40
RPP- NFR						\$ 8	\$ 10	\$ 10	\$ 10	RPP- NFR
RPP I25 Design	\$ 4.9					\$ 5	\$ 6	\$ 6	\$ 6	RPP I25 Design
FASTER Safety						\$ 11	\$ 14	\$ 14	\$ 14	FASTER Safety
Tolling Revenue						\$ -	\$ 5	\$ 25	\$ 25	Tolling Revenue
Surface Treatment						\$ 40	\$ 50	\$ 50	\$ 50	Surface Treatment
RAMP	\$ 4.0					\$ -	\$ -	\$ -	\$ -	RAMP
TC Contingency	\$ 6.5	\$ 38.0	\$ 60.0	\$ 37.0		\$ -	\$ -	\$ -	\$ -	TC Contingency
Loan (HPTE)				\$ 18.0	\$ 32.0	\$ -	\$ -	\$ -	\$ -	Loan (HPTE)
Strategic Transit		\$ 5.0				\$ -	\$ 41	\$ -	\$ -	Strategic Transit
RoadX		\$ 2.0				\$ -	\$ -	\$ -	\$ -	RoadX
Freight						\$ 15	\$ 15	\$ 15	\$ 15	Freight
Local	\$ 5.0	\$ 15.0	\$ 16.5	\$ 21.0		\$ -	\$ -	\$ -	\$ -	Local
TIGER Award		\$ 15.0				\$ -	\$ -	\$ -	\$ -	TIGER Award
Water Quality		\$ 2.0	\$ 2.0	\$ 3.3		\$ -	\$ -	\$ -	\$ -	Water Quality
Bridge Enterprise				\$ 6.0		\$ -	\$ -	\$ -	\$ -	Bridge Enterprise
Strategic Funds						\$ -	\$ 64	\$ -	\$ -	Strategic Funds
Flexible Funds - RTP						\$ -	\$ 22	\$ -	\$ -	Flexible Funds - RTP
Loveland \$ (I25 / US34)						\$ -	\$ 15	\$ -	\$ -	Loveland \$ (I25 / US34)
STP-Metro / CMAQ						\$ 5	\$ 15	\$ -	\$ -	STP-Metro / CMAQ
	\$ 20.4	\$ 77.0	\$ 78.5	\$ 85.3	\$ 32.0	\$ 83.9	\$ 256.5	\$ 119.9	\$ 119.9	\$ 873.4
	\$ 20.4			TIP	\$ 272.8					



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item		Submitted By																														
May 17, 2017	May 2017 TIP Amendment		Medora Kealy																														
<b>Objective / Request Action</b>																																	
To recommend Planning Council approval of the May 2017 TIP Amendment to the FY2016-2019 TIP and the FY2018-FY2021 TIP.			<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																														
<b>Key Points</b>																																	
<p>NFRMPO staff received eight Amendment requests including five project additions and three project revisions for the May 2017 TIP Amendment cycle. Of the eight requests, six impact funding within the FY16-19 TIP and five impact funding within the FY18-21 TIP.</p> <p>One of the requests was also included in the March 2017 TIP Amendment: removing the <i>US34 Bypass Signal at 83<sup>rd</sup> Ave</i> project. At their April 19, 2017 meeting, TAC did not recommend Planning Council approve the request, and TAC asked for the Amendment request to return at the May 17, 2017 meeting.</p> <p>CDOT DTR is requesting the addition of four projects:</p> <ul style="list-style-type: none"> <li>• <i>Van Replacement</i> project by the Greeley Easter Seals with \$46k FTA \$5310 funds and \$11k local funds in FY17</li> <li>• <i>Vehicle Replacement: Cutaway</i> bus project by the City of Greeley with \$83k FTA \$5310 funds and \$21k local funds in FY17</li> <li>• <i>Bus Replacement</i> project by the City of Greeley with \$460k FTA \$5339 funds and \$115k local funds in FY17</li> <li>• <i>Bus Yard Concrete Maintenance</i> project by the City of Greeley with \$160k FASTER Transit local funds and \$40k local funds in FY18</li> </ul> <p>CDOT R4 is requesting the addition of one project:</p> <ul style="list-style-type: none"> <li>• <i>US34 Widening project from Rocky Mountain Ave to LCR 3E</i> with \$6,600k Federal funds, \$4,000k FASTER Safety state funds, and \$1,400 Surface Treatment state funds in FY21</li> </ul> <p>CDOT R4 is requesting revisions to three projects:</p> <ul style="list-style-type: none"> <li>• Removing <i>US34 Bypass Signal at 83<sup>rd</sup> Ave</i> from the Non-Regionally Significant Regional Priority Program Pool and decreasing the pool total by \$600k Federal and \$900k local in FY19</li> <li>• Adding \$53,380k Surface Treatment funding to the Region 4 Surface Treatment Pool in FY20</li> <li>• Adding \$32,500k local funds and \$2,000k FASTER Safety funds for the <i>North I-25: Design Build</i> project in FY18, FY19, and FY20</li> </ul> <p>Table: Amendment Funding</p> <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Amendment Additions</th> <th>Amendment Reductions</th> <th>Amendment Change</th> <th>Amendment Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$286,955</td> <td>\$60,729</td> <td>\$(600)</td> <td>\$60,129</td> <td>\$347,084</td> </tr> <tr> <td>State</td> <td>\$137,075</td> <td>\$7,400</td> <td>-</td> <td>\$7,400</td> <td>\$144,475</td> </tr> <tr> <td>Local</td> <td>\$76,500</td> <td>\$32,687</td> <td>\$(900)</td> <td>\$31,787</td> <td>\$108,287</td> </tr> <tr> <td>Total</td> <td>\$500,530</td> <td>\$100,816</td> <td>\$(1,500)</td> <td>\$99,316</td> <td>\$599,846</td> </tr> </tbody> </table>				Funding Source	Currently Programmed	Amendment Additions	Amendment Reductions	Amendment Change	Amendment Total	Federal	\$286,955	\$60,729	\$(600)	\$60,129	\$347,084	State	\$137,075	\$7,400	-	\$7,400	\$144,475	Local	\$76,500	\$32,687	\$(900)	\$31,787	\$108,287	Total	\$500,530	\$100,816	\$(1,500)	\$99,316	\$599,846
Funding Source	Currently Programmed	Amendment Additions	Amendment Reductions	Amendment Change	Amendment Total																												
Federal	\$286,955	\$60,729	\$(600)	\$60,129	\$347,084																												
State	\$137,075	\$7,400	-	\$7,400	\$144,475																												
Local	\$76,500	\$32,687	\$(900)	\$31,787	\$108,287																												
Total	\$500,530	\$100,816	\$(1,500)	\$99,316	\$599,846																												



<b>Committee Discussion</b>
This is the first and only time TAC will see the May 2017 TIP Amendment. This is the second time TAC will review the removal of the <i>US34 Bypass Signal at 83<sup>rd</sup> Ave</i> project.
<b>Supporting Information</b>
The 30-day Public Comment period for the May 2017 TIP Amendment begins on May 10 and concludes on June 8.
The TIP Amendment will amend the FY2016-2019 TIP and the FY2018-2021 TIP. The FY2018-2021 TIP was adopted on March 2, 2017 and will become effective on October 1, 2017. Amending both TIPs concurrently will facilitate a smoother transition between the two TIPs.
<u>Funding Types and Uses</u>
FASTER Transit Local funds are awarded competitively by CDOT regional offices for projects such as purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.
FASTER Safety supports the construction, reconstruction, or maintenance of projects to enhance the safety of a state highway, county road, or city street.
FTA §5310 - Enhanced Mobility for Seniors and Individuals with Disabilities funds projects to remove barriers to transportation service and expand mobility options. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.
The Non-Regionally Significant Regional Priority Program (RPP) provides funds from the RPP for non-regionally significant projects. The RPP is allocated to CDOT regions and is used for a variety of project types.
<b>Advantages</b>
TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2016-2019 TIP and FY2018-2021 TIP remain fiscally constrained.
<b>Disadvantages</b>
None noted.
<b>Analysis /Recommendation</b>
Staff supports adding four projects and revising two projects in the FY2016-2019 TIP and adding two projects and revising three projects in the FY2018-2021 TIP.
<b>Attachments</b>
<ul style="list-style-type: none"> <li>• May 2017 Policy Amendment Form</li> <li>• Environmental Justice Analysis</li> </ul>

**FY 2016 - FY 2019 And FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAMS (TIP)**  
**North Front Range Transportation & Air Quality Planning Council**  
**Policy Amendment #2017-05-A**

Submitted to: CDOT

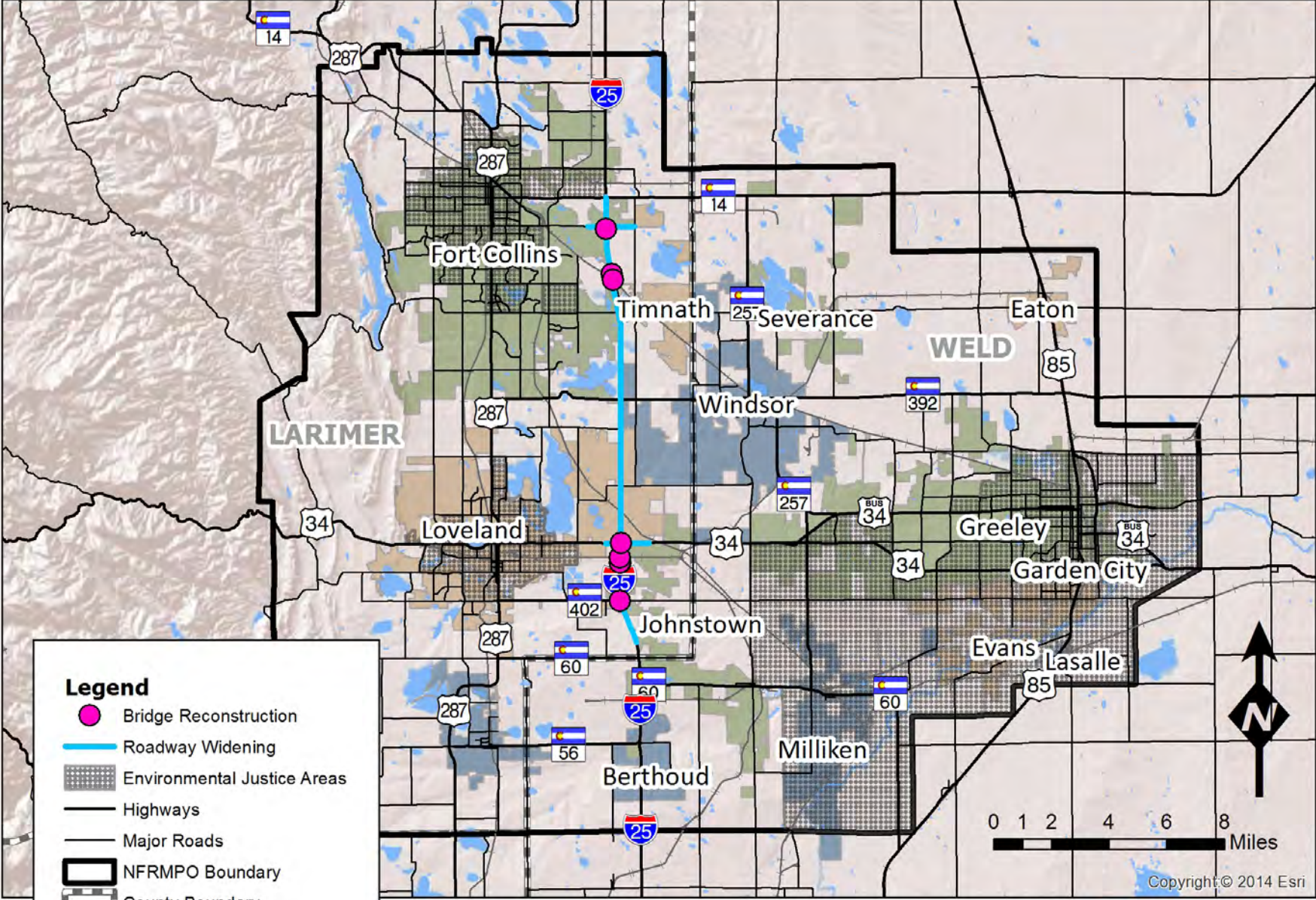
Prepared by: Medora Kealy

DATE: 5/10/2017

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 16-19 TIP TOTAL	FY 18-21 TIP TOTAL	FY 22	FY 23
<b>TRANSIT 5310: Transportation for Elderly Persons &amp; Persons with Disabilities</b>																	
NEW ENTRY		Van Replacement	Easter Seals (Greeley)	Vehicle Replacement	Federal	FTA5310	0	0	46	0	0	0	0	46	0	0	0
					Local	L	0	0	11	0	0	0	0	11	0	0	0
					Total		0	0	57	0	0	0	0	57	0	0	0
Reason: Project awarded FTA 5310 Small UZA funds.																	
NEW ENTRY		Vehicle Replacement: Cutaway	Greeley	Vehicle Replacement	Federal	FTA5310	0	0	83	0	0	0	0	83	0	0	0
					Local	L	0	0	21	0	0	0	0	21	0	0	0
					Total		0	0	104	0	0	0	0	104	0	0	0
Reason: Project awarded FTA 5310 Small UZA funds.																	
<b>TRANSIT 5339 - Bus and Bus Facilities Program</b>																	
NEW ENTRY		Bus Replacement	Greeley	Transit Vehicle Replacements	Federal	FTA5339	0	0	460	0	0	0	0	460	0	0	0
					Local	L	0	0	115	0	0	0	0	115	0	0	0
					Total		0	0	575	0	0	0	0	575	0	0	0
Reason: Project awarded FTA 5339 Small Urbanized funds.																	
<b>FASTER Transit</b>																	
NEW ENTRY		Bus Yard Concrete Maintenance	Greeley	Capital Maintenance	Federal	TRG	0	0	0	160	0	0	0	160	160	0	0
					Local	L	0	0	0	40	0	0	0	40	40	0	0
					Total		0	0	0	200	0	0	0	200	200	0	0
Reason: Project awarded FASTER Local funds.																	
<b>STRATEGIC</b>																	
NEW ENTRY	SR41003	US34 Widening Rocky Mountain Ave to LCR 3E MP 95.8-97.2	CDOT Region 4	Widening 4-6 lanes	Federal State Local Total	NHPP SHF FASTER	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	6,600 1,400 4,000 12,000	0 0 0 0	6,600 1,400 4,000 12,000	0 0 0 0	0 0 0 0
Project Description: Widening from 4 to 6 lanes																	
Reason: Add new project to TIP. Funds are available from within Region 4 Surface Treatment and FASTER Safety Pool.																	
<b>Non-Regionally Significant Regional Priority Program</b>																	
PREVIOUS ENTRY	SR46600	Funding amounts allocated for the North Front Range Region	CDOT Region 4	Safety and Bridge Replacement	Federal State Local Total	STA SHF L	1,350 280 0 1,630	0 0 0 0	0 300 0 300	0 250 0 2,450	700 0 1,500 0	0 0 0 0	700 550 1,500 2,750	700 250 1,500 2,450	0 0 0 0	0 0 0 0	0 0 0 0
For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>																	
Projects: SR46600.054 Fort Collins CBC Underpass (College Ave S/O Foothills Parkway)																	
SR46600.058 US34 Bypass Signal at 83rd Ave																	
SR46600.059 US85: Signal at WCR 76 N. of Eaton																	
SR46600.060 R4 SH60 Over the South Platte River																	
REVISED ENTRY	SR46600	Funding amounts allocated for the North Front Range Region	CDOT Region 4	Safety and Bridge Replacement	Federal State Local Total	STA SHF L	1,350 280 0 1,630	0 0 0 0	0 300 0 300	0 250 0 950	100 0 0 0	0 0 0 0	100 550 600 1,250	100 250 600 950	0 0 0 0	0 0 0 0	0 0 0 0
For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>																	
Projects: SR46600.054 Ft Collins CBC Underpass (College Ave S/O Foothills Parkway)																	
SR46600.058 US85: Signal at WCR 76 N of Eaton																	
SR46600.060 R4 SH60 over the South Platte River																	
Reason: Removing US34 Bypass Signal at 83rd Ave from project list. Pool balance will decrease by <\$1,500k> (<\$600k> Fed / <\$900k> Local)																	
<b>Surface Treatment</b>																	
PREVIOUS ENTRY	SR45218	Region 4 Surface Treatment	CDOT Region 4	Surface Treatment	Federal State Total	STP-Surface Transportation Program	61,241 12,181 73,422	0 0 0	116,658 0 116,658	61,098 0 61,098	59,630 0 59,630	0 0 0	0 0 237,386	120,728 0 120,728	0 0 0	0 0 0	0 0 0
REVISED ENTRY	SR45218	Region 4 Surface Treatment	CDOT Region 4	Surface Treatment	Federal State Total	STP-Surface Transportation Program	61,241 12,181 73,422	0 0 0	116,658 0 116,658	61,098 0 61,098	59,630 0 59,630	53,380 0 53,380	0 0 237,386	174,108 0 174,108	0 0 0	0 0 0	0 0 0
Reason: Add FY20 Surface Treatment pool funding of \$53,380k. Project list remains unchanged.																	

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 16-19 TIP TOTAL	FY 18-21 TIP TOTAL	FY 22	FY 23
<b>STRATEGIC</b>																	
PREVIOUS ENTRY	2017-032	North I-25: Design Build Segment 7 and 8	CDOT Region 4	Highway Added Capacity	Federal (freight)	FR8	0	0	0	15,000	0	15,000	0	15,000	30,000	0	0
SSP4428				Modify & Reconstruct	Federal	TIGER	0	0	0	15,000	0	0	0	15,000	15,000	0	0
					State	TCC	0	0	5,000	23,000	60,000	22,000	0	88,000	105,000	0	0
					State (Transit)	STL	0	0	0	5,000	0	0	0	5,000	5,000	0	0
					State (RoadX)	ITS	0	0	0	2,000	0	0	0	2,000	2,000	0	0
					Federal (RAMP HPTE)	NHPP	0	0	3,869	0	0	0	0	3,869	0	0	0
					State (RAMP HPTE)	NHPP	0	0	6,525	0	0	0	0	6,525	0	0	0
					Local	Private	0	0	0	0	0	18,000	32,000	0	50,000	0	0
					Local	L	0	0	5,000	5,000	5,000	10,000	0	15,000	20,000	0	0
					Regional Priority Program	RPP	0	0	0	0	0	0	3,000	0	3,000	0	0
					Surface Treatment	STA	0	0	0	0	0	0	8,280	0	8,280	0	0
					Surface Treatment	SHF	0	0	0	0	0	0	1,720	0	1,720	0	0
					Total		0	0	20,394	65,000	65,000	65,000	45,000	150,394	240,000	0	0
		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												
REVISED ENTRY	2017-032	North I-25: Design Build	CDOT Region 4	Highway Added Capacity	Federal (freight)	FR8	0	0	0	15,000	0	15,000	0	15,000	30,000	0	0
SSP4428		MP 253.7-270		Modify & Reconstruct	Federal	TIGER	0	0	0	15,000	0	0	0	15,000	15,000	0	0
					State	TCC	0	0	5,000	23,000	60,000	22,000	0	88,000	105,000	0	0
					State (Transit)	STL	0	0	0	5,000	0	0	0	5,000	5,000	0	0
					State (RoadX)	ITS	0	0	0	2,000	0	0	0	2,000	2,000	0	0
					Federal (RAMP HPTE)	NHPP	0	0	3,869	0	0	0	0	3,869	0	0	0
					State (RAMP HPTE)	NHPP	0	0	6,525	0	0	0	0	6,525	0	0	0
					Local	Private	0	0	0	0	0	18,000	32,000	0	50,000	0	0
					Local	L	0	0	5,000	18,000	18,000	16,500	0	41,000	52,500	0	0
					Regional Priority Program	RPP	0	0	0	0	0	0	3,000	0	3,000	0	0
					Surface Treatment	STA	0	0	0	0	0	0	8,280	0	8,280	0	0
					Surface Treatment	SHF	0	0	0	0	0	0	1,720	0	1,720	0	0
					FASTER Safety	SHF	0	0	0	2,000	0	0	0	2,000	2,000	0	0
					Total		0	0	20,394	78,000	80,000	71,500	45,000	178,394	274,500	0	0
		Project Description			One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements												
		Reason	Increase of \$32.5M locally committed funds and \$2M FASTER Safety for project design build. Revised project description and name due to scope change.														

# May 2017 TIP Amendment: Environmental Justice Analysis



May, 2017  
 Sources: 2015 5-Year American  
 Community Survey, FY 2015 HUD  
 Income Limits, CDOT, NFRMPO



**NFRMPO May 2017 Policy Amendment - Environmental Justice Analysis**

**Wednesday, May 10, 2017**

**Project, Project Sponsor & Improvement Type, and Funding Program**

US34 Widening; CDOT Region 4; NHPP, FASTER Safety, and Surface Treatment  
 North I-25: Design Build Segment 7 and 8, CDOT, Highway Added Capacity and Modify & Reconstruct, Various

Project already in the TIP - Yes or No	No	Yes
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	Yes
Bodily impairment, infirmity, illness, or death	No	No
Air, noise and water pollution and soil contamination	Yes	Yes
Destruction or disruption of main-made or natural resources	Yes	Yes
Destruction or diminution of aesthetic values	No	No
Destruction or disruption of community cohesion or a community's economic vitality	No	No
Destruction or disruption of the availability of public and private facilities and services	No	No
Vibration	Yes	Yes
Adverse employment effects	No	No
Displacement of persons, business, farms or non profit organizations	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
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities.	No	No

Note: The remaining projects in the May 2017 TIP Amendment are either not location-specific, facility maintenance projects, or are project pools and cannot be readily analyzed for impacts on Environmental Justice (EJ) populations.

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
May 17, 2017	FY17 CMAQ and STP Metro Additional Reconciliation Allocation	Medora Kealy
<b>Objective / Request Action</b>		
Recommend Planning Council approval of additional FY17 STP Metro and CMAQ funds allocation.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• The previous two reconciliations reviewed by TAC for additional allocation are based, for the most part, on the same pot of funds, and it is not possible to program both recommendations</li> <li>• The two reconciliations include the June 30, 2016 reconciliation, for which TAC made a recommendation in July 2016 and Planning Council approved in August 2016, and the December 31, 2016 reconciliation, for which TAC reviewed in February 2017</li> <li>• Only one of the five projects from the July 2016 recommendation by TAC had the additional allocation programmed into the TIP</li> <li>• <b>After TAC’s review in February 2017, project sponsors agreed to allocate additional funds to six projects, but the allocation had not returned to TAC for action</b></li> <li>• The March 31, 2017 reconciliation by CDOT lists \$489,762 in unprogrammed FY17 CMAQ funds and \$513,518 in unprogrammed FY17 STP Metro funds</li> <li>• The proposed allocation in the attached tables consolidates the intent of the recommendations in July 2016 by TAC and February 2017 by project sponsors using the available FY17 funds</li> </ul>		
<b>Committee Discussion</b>		
<p>At the April 19, 2017 TAC meeting, NFRMPO staff informed TAC members of the duplication issue for the previous two allocation recommendations and presented a proposed allocation of FY17 funds. On April 21, 2017, staff emailed TAC members the proposed allocation for their review.</p>		
<b>Supporting Information</b>		
<p>Unprogrammed CMAQ FY17 funds: \$489,762  <i>Note: Since one project received additional FY17 funds, the CMAQ pool allocations are calculated based on the unprogrammed funds (\$489,762) and the amount of additional FY17 funds previously allocated (\$129,786), which sums to \$619,548.</i></p> <ul style="list-style-type: none"> <li>• Signal Timing Pool Share of 4.1 percent (\$25,401)             <ul style="list-style-type: none"> <li>○ One project is not fully funded: the <i>Loveland Adaptive Signals</i> project. In line with previous recommendations, the proposed allocation moves all of the Signal Timing Pool funding to the CNG Bus Replacement Pool.</li> </ul> </li> <li>• CNG Bus Replacement Pool Share of 56.0 percent (\$346,947)             <ul style="list-style-type: none"> <li>○ Three projects are not fully funded</li> <li>○ The proposed allocation splits the Signal Timing share and CNG Bus Replacement share evenly between the <i>GET CNG Bus Replacement</i> project (\$186,174) and the <i>Transfort CNG Bus Replacement</i> project (\$186,174)</li> </ul> </li> <li>• CNG Equipment Pool Share of 39.9 percent (\$247,200)             <ul style="list-style-type: none"> <li>○ Three projects are not fully funded</li> </ul> </li> </ul>		

- The proposed allocation provides \$117,414 to the highest ranked project in the pool, the *Weld County Vehicle Replacement* project. The proposed allocation combined with the previous allocation of \$129,786 sums to the pool total.

Unprogrammed STP Metro FY17 funds: \$513,518

- Small Communities Share of 28.5 percent (\$146,353)
  - One project is not fully funded: The *65<sup>th</sup> Ave Widening* project by the City of Evans. In July 2015, the Small Communities received an additional allocation of \$163,149 by borrowing \$116,652 from the Large Communities pool. The proposed allocation of \$29,701 provides the City of Evans' **project with the Small** Communities share less the amount owed to the Large Communities pool.
- Large Communities Share of 71.5 percent (\$367,165)
  - Four projects are not fully funded
  - The proposed allocation fully funds the 2<sup>nd</sup> ranked project, the *Horsetooth and College Intersection Improvements* project, with \$32,133
  - The proposed allocation provides the remaining Large Communities funds (including the amount owed from the Small Communities) to the 1<sup>st</sup> ranked project, the *Loveland US 34 Widening* project (\$451,684)

#### Advantages

TAC recommending approval to the NFRMPO Planning Council ensures available funds are assigned to projects in a timely manner and the FY2016-2019 TIP remains fiscally constrained.

#### Disadvantages

None noted.

#### Analysis /Recommendation

Staff requests TAC members review the attached tables and recommend the allocation of the additional STP Metro and CMAQ funds.

#### Attachments

- CMAQ Proposed Additional Allocations based on March 31, 2017 Reconciliation
- STP Metro Proposed Additional Allocations based on March 31, 2017 Reconciliation

**CMAQ Proposed Additional Allocations based on March 31, 2017 Reconciliation  
FY2016-2019 CMAQ Project Funding Schedule  
Projects approved by Planning Council on December 4, 2014**

<b>A. Unprogrammed FY17 funding (as of March 31, 2017):</b>	<b>\$489,762</b>
<b>B. FY17 Allocated from July 2016 Recommendation:</b>	<b>\$129,786</b>
<b>C: Total additional allocations of FY17 for pool allocation (A+B)</b>	<b>\$619,548</b>

CMAQ Pool	Project Sponsor	Project Name	Federal Request	Currently Programmed (as of 5/10/2017)	Unfunded	Rank	July 2016 Recommendation	February 2017 Recommendation	Additional funding to be allocated		Federal Fiscal Year			
									Pool Allocations	Proposed Additional Allocation	2016	2017	2018	2019
Signal Timing	Greeley	Greeley Comprehensive Traffic Signal Timing	\$185,000	\$185,000	\$0	1			\$25,401	\$0	\$185,000	-	-	-
	Loveland	Loveland Traffic Optimization	\$380,000	\$380,000	\$0	4				\$0	\$380,000	-	-	-
	Loveland	Loveland Adaptive Signals	\$770,000	\$0	\$770,000	6				(\$25,401 allocated to CNG Bus Replacement)	-	-	-	-
CNG Bus Replacement	Greeley	GET CNG Bus Replacement	\$5,892,933	\$3,989,657	\$1,903,276	5	60,492	147,171	\$346,947	\$186,174	\$874,269	\$964,741	\$778,567	\$1,558,255
	Fort Collins	Transfort CNG Bus Replacement	\$3,311,600	\$3,003,092	\$308,508	7	135,000	147,171		\$186,174	\$1,418,013	\$978,100	\$793,154	-
	Loveland	COLT CNG Bus Replacement	\$2,208,000	\$726,616	\$1,481,384	8				\$0	-	-	\$363,308	\$363,308
CNG Equipment	Weld Co	Vehicle Replacement /Facility Expansion/LaSalle Vehicle Replacement	\$5,303,429	\$4,870,896	\$432,533	2,3	129,786	195,412	\$247,200	\$117,414	-	\$3,198,974	\$887,936	\$901,400
	Loveland	Loveland CNG Vehicle Replacement	\$2,343,720	\$383,147	\$1,960,573	9				\$0	-	\$127,716	\$127,716	\$127,716
	Larimer Co	Larimer County CNG Vehicle Replacement	\$1,473,662	\$383,147	\$1,090,515	10				\$0	\$95,787	\$95,787	\$95,787	\$95,787
<b>Total</b>			<b>\$21,868,344</b>	<b>\$13,921,555</b>	<b>\$7,946,789</b>	-	<b>\$325,278</b>	<b>\$489,754</b>	<b>\$619,548</b>	<b>\$489,762</b>	<b>\$2,953,069</b>	<b>\$5,365,317</b>	<b>\$3,046,467</b>	<b>\$3,046,466</b>

<b>Legend</b>
Allocation Completed
Proposal

Note: The only allocation completed (i.e. programmed in the TIP) from the July 2016 TAC Recommendation and August 2016 Planning Council action was the \$129,786 allocation to Weld County for vehicle replacement.  
Note: The pool allocations are based on "C: Total additional allocations of FY17 for pool allocation (A+B)".  
Note: Weld County's proposed additional allocation subtracts the \$129,786 previously allocated from their pool share of \$247,200 (39.9% of \$619,548). The GET CNG and Transfort CNG Bus Replacement projects each receive half the CNG Bus Replacement pool (56% of C) and half the Signal Timing pool (4.1% of C). The total proposed for additional allocation is \$489,762.



**STP Metro Proposed Additional Allocations based on March 31, 2017 Reconciliation**  
**FY2016-2019 STP Metro Project Funding Schedule**  
 Projects approved by Planning Council on December 4, 2014

<b>Unprogrammed FY17 funding (as of March 31, 2017):</b>	<b>\$513,518</b>
--	------------------

Project Sponsor	Project Name	Federal Request	Currently Programmed (as of 5/10/2017)	Unfunded	Rank	July 2016 Recommendation	February 2017 Recommendation	Proposed Additional Allocation	Federal Fiscal Year			
									2016	2017	2018	2019
<b>CDOT</b>												
CDOT	I-25 Truck Climbing Lane	\$3,000,000	\$3,000,000	\$0	1			-	\$3,000,000	-	-	-
CDOT	I-25/Crossroads	\$2,000,000	\$2,000,000	\$0	1			-	-	\$1,000,000	\$1,000,000	-
<b>Large Communities</b>								<b>Large Community Share of 71.5% =</b>	<b>\$367,165</b>			
Fort Collins	Horsetooth and College Intersection Improvements (2)	\$2,400,000	\$2,367,867	\$32,133	2		\$32,133	\$32,133	-	\$1,285,045	\$1,114,955	-
Loveland	US 34 Widening	\$2,320,000	\$1,108,031	\$1,211,969	1	\$467,942	\$335,034	\$451,684	-	\$919,626	\$646,560	\$461,471
Larimer Co/ Berthoud	LCR 17 Expansion	\$865,855	\$865,855	\$0	5			-	-	-	\$532,014	\$333,841
Greeley	10 <sup>th</sup> Street Access Control Implementation	\$3,100,000	\$1,498,216	\$1,601,784	3			-	-	-	-	\$1,498,216
Fort Collins	US 287 Intersection Improvements	\$1,168,000	\$0	\$1,168,000	3			-	-	-	-	-
<b>Small Communities</b>								<b>Small Community Share of 28.5% =</b>	<b>\$146,353</b>			
Evans	65 <sup>th</sup> Ave Widening	\$1,808,259	\$1,393,853	\$414,406	3	\$23,317	\$146,353	\$29,701	\$456,678	\$966,877	-	-
Eaton/Weld Co	Collins Street Resurfacing	\$103,440	\$103,440	\$0	2			-	-	\$103,440	-	-
Berthoud/ Larimer Co	LCR 17 Expansion	\$1,000,000	\$1,000,000	\$0	1			-	-	-	-	\$1,000,000
<b>Total</b>		<b>\$14,765,554</b>	<b>\$13,337,262</b>	<b>\$4,428,292</b>	<b>-</b>	<b>\$491,259</b>	<b>\$513,520</b>	<b>\$513,518</b>	<b>\$3,456,678</b>	<b>\$3,355,362</b>	<b>\$3,293,529</b>	<b>\$3,293,528</b>

April 2017 Note: None of the allocations recommended by TAC in July 2016 and approved by Council in August 2016 were completed.

April 2017 Note: The \$451,684 for the Loveland US 34 Widening project includes the the large community share (71.5%) less \$32,133 to fully fund the Horsetooth and College project, as well as the \$116,652 payback from the small community pool (see note from July 2015 below).

July 2015 Note: The large community portion of the remaining leftover funding to be allocated, \$116,652, will go into the Evans project with the understanding if additional funding becomes available into the small community pot it will be paid back until the \$116,652 is reached.

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
May 17, 2017	US85 Access Control at 31 <sup>st</sup> Street Project Scope Change	Dawn Anderson
<b>Objective/Request Action</b>		
To discuss and recommend action to the Planning Council, a scope change to the City of Evans US 85 Access Control Project at 31 <sup>st</sup> Street.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>During the FY 2012-2017 TIP Call for projects the City of Evans was awarded \$970,000 (\$747,000 federal, \$155,000 local, \$68,000 local overmatch) on the US 85 Access Control Project at 31<sup>st</sup> Street. This project is part of the US 85 Access Control Plan that was adopted in 1999.</p> <p>The original scope of work includes design, right-of-way acquisition and construction costs for work to move the service road access points away from the signalized intersection with US 85.</p> <p>The Evans Redevelopment Agency (ERA) purchased the parcels on the east side of US 85 as well as the south parcels on the west side of US 85. These areas were purchased and remain a high priority with the Evans City Council and Economic Development program.</p> <p>The City released an RFP for design services in December 2016. Once a firm was chosen (HDR Engineering, Inc.), Evans staff negotiated a cost for the project. During negotiations, city management suggested that a scope change may benefit this intersection for the following reasons:</p> <ul style="list-style-type: none"> <li>• Economic Development Focus - With the properties purchased by the ERA, staff feels that these improvements can be completed as part of the development process and will therefore benefit the overall goal of the project at lower costs to the taxpayers.</li> <li>• Development Driven Focus - Without the knowledge of what will develop at these locations, staff suggests that the overall design/layout of the new alignments be a partnership between the city and developer to prevent a new roadway from potentially being removed and relocated to meet the needs of the development.</li> <li>• Project Costs - The cost of design and construction of the northwest quadrant of the intersection is estimated at \$1.3M, \$330,000 more than the original project award.</li> </ul> <p>New Scope Proposal:</p> <p>The City of Evans requests that the scope of the project be reduced to design and construction funding for the northwest quadrant of the project area. Right-of-way acquisition will be paid for with local agency funding.</p> <p>The City has begun design of the NW parcel and has reviewed potential options for layout on the southwest parcels, for information only. The plans for the northwest parcel are ready for an FIR review by the state. The new layout will extend the new alignment for tie in at the north section of Stonegate Drive, allowing the remaining parcels outside of the future right-of-way to remain developable. The project will also include a new access into the subdivision on Denver Street, eliminating the access along 31<sup>st</sup> Street (see attached drawing). The scope will include the design and construction of curb, gutter and sidewalk as well as on street bike lanes for multi-modal travel and storm drainage improvements.</p> <p>The current cost estimate for design and construction of the northwest parcel is \$1.3M. The city of Evans will increase the original local overmatch from \$68,000 to \$398,000 to complete the project. If the scope change is accepted and approved the project schedule is as follows:</p> <ul style="list-style-type: none"> <li>• Design - 2017</li> <li>• Right of Way Acquisition - 2017/2018</li> <li>• Construction - Fall 2018</li> </ul>		

**Committee Discussion**

Evans would request that this item be discussed and ultimately give feedback and make a recommendation to the Planning Council for approval. If further information is needed this request may come back to TAC for further discussion.

**Supporting Information**

The City of Evans is committed to completing the improvements that were detailed in the US 85 Access Control Plan. Evans has completed these improvements on two of the three major intersections in the plan, 42<sup>nd</sup> Street and 37<sup>th</sup> Street. Evans will remain committed at the intersection of 31<sup>st</sup> Street as this remains a critical area for both safety improvements and development.

The Evans City Council has recently entered an agreement with a consultant to increase the focus of the redevelopment of the two parcels owned by the ERA as previously referenced. This reiterates the commitment by the city to move forward with our previous commitments to regional transportation plans, specifically the US 85 Access Control Plan.

**Advantages**

Approval of the scope change would allow Evans to move forward, in a timely manner, on the project while still improving access and safety. The new scope would also accommodate sidewalk and bike lanes for multi-modal travel.

**Disadvantages**

Without a scope change, Evans may not be able to finance the project as originally scoped and therefore not move forward with the project. This would delay any improvements to the area.

**Analysis/Recommendation**

Evans recommends support for the proposed scope change to move forward with implementation of this project.

**Attachments**

- Original Project Application
- Drawing of newly proposed scope

Rev. 9/17/2014

# Project Overview



Applicant Information			
1. Project Sponsor City of Evans	2. Sponsor Contact Cameron Parrott	3. Telephone (970) 475-1113	4. Email Address cparrott@ci.evans.co.us
5. Mailing Address 1100 37th Street		6. City Evans	7. State CO
		8. Zip Code 80620	
9. Additional Sponsors (if applicable)			
Project Description			
10. Project Title US 85 Access Control at 31st Street		11. County Weld	12. Municipality Evans
13. Project Limits 500' east and west of US 85, and 400' north and south of 31st St.		14. Project Length 2,200'	
15. Concise Project Description (one sentence) This project is part of the US 85 Access Control Plan and will improve a high volume and confusing intersection between a major arterial, a U.S. Highway and 3 service roads.			
Project Planning			
16. Name of Regionally Significant Corridor Corridor 6 - US 85		17. Regionally Significant Corridor Tier (1, 2, or 3) 2	
18. How does the project fit with the Corridor Vision? This project fits the corridor vision by increasing mobility. The first strategy shown for achieving this corridor's vision is to perform and implement studies that focus on enhancing mobility, such as corridor optimization and access management plans. The US 85 Access Control Plan was completed in 1999 and this project was included in that plan.			
19. Have ITS infrastructure needs been considered as part of the project? Please describe. No			
Performance Measures			
20. Primary objective of the Project This project's primary objective is to reduce accidents and delays by moving the service road access points away from the signalized intersection with US 85.			
21. Performance Measures (up to three) Average Vehicle Delay, Number of Accidents			
22. Proposed before & after data collection AM and PM peak hour intersection turning movement counts and intersection capacity analysis to calculate before and after delays, Number of Accidents			
Funding			
23. Total Project Cost \$970,000	24. Local Match Available \$223,151	25. Source of Local Match Capital Streets Fund	26. Date Available Jan. 1, 2013
27. Funds currently secured for project		28. Source(s) of secured funding	
29. Funds previously obligated for the project		30. Use of previously obligated funds	

# Project Schedule



<b>Applicant Information</b>				
<i>Project Sponsor</i> City of Evans	<i>Sponsor Contact</i> Cameron Parrott	<i>Telephone</i> (970) 475-1113	<i>Email Address</i> cparrott@ci.evans.co.us	
<i>Mailing Address</i> 1100 37th Street		<i>City</i> Evans	<i>State</i> CO	<i>Zip Code</i> 80620
<i>Additional Sponsors (if applicable)</i> 0				
<b>Project Description</b>				
<i>Project Title</i> US 85 Access Control at 31st Street		<i>County</i> Weld	<i>Municipality</i> Evans	
<i>Project Limits</i> 500' east and west of US 85, and 400' north and south of 31st St.			<i>Project Length</i> 2,200'	
<i>Concise Project Description (one sentence)</i>  This project is part of the US 85 Access Control Plan and will improve a high volume and confusing intersection between a major arterial, a U.S. Highway and 3 service roads.				
<b>Construction Related Project Milestone Dates</b>				
				<i>Month-Yr</i>
31. Completion of Preliminary Design				Aug-13
32. Completion of Environmental Clearances (Part B of Form 128)				Oct-13
33. Completion of Final Design				Oct-13
34. Initiation of Utilities Relocations				Jul-14
35. Completion of Utilities Relocations				Sep-14
36. Initiation of Right of Way Plans				Nov-13
37. Completion of Right of Way Plans				Jun-14
38. Completion of Plans, Specifications and Estimates and/or Authorization for Advertisement				Nov-14
39. Anticipated Construction Advertisement Date or Purchase Date				Feb-15
<b>Non-Construction Related Project Milestone Dates</b>				
				<i>Month-Yr</i>
40. Completion of CDOT/Sponsor IGA				Apr-13
41. Initiation of Request for Proposal or Scope of Work				May-13
42. Completion of Consultant Selection Process				Jun-13
43. Consultant Contract Completion				Nov-13
44. "Notice to Proceed"				Jun-13

## Surface Transportation Program (STP-Metro)



Applicant Information				
<i>Project Sponsor</i> City of Evans	<i>Sponsor Contact (Name)</i> Cameron Parrott	<i>Telephone</i> (970) 475-1113	<i>E-mail Address</i> cparrott@ci.evans.co.us	
<i>Mailing Address</i> 1100 37th Street		<i>City</i> Evans	<i>State</i> CO	<i>Zip Code</i> 80620
<i>Additional Sponsors (if applicable)</i> 0				
Project Description				
<i>Project Title</i> US 85 Access Control at 31st Street		<i>County</i> Weld	<i>Municipality</i> Evans	
<i>Project Limits (mileposts, intersecting roadways, etc.)</i> 500' east and west of US 85, and 400' north and south of 31st St.			<i>Project Length</i> 2,200'	
<i>Concise Project Description (one sentence)</i> This project is part of the US 85 Access Control Plan and will improve a high volume and confusing intersection between a major arterial, a U.S. Highway and 3 service roads.				
Operating Characteristics (Answer only those that apply)				
<i>45. Is the facility multi-modal? Is so, describe all modes that will utilize the facility</i> Vehicular, pedestrian, and bicycle				
<i>46. Current V/C or Level of Service (LOS):</i> F (1999)		<i>47. Projected V/C or LOS w/ and w/o project (Year):</i> Better than D and F (current)		
<i>48. Source of V/C or LOS data (Please provide back-up analysis if available)</i> US 85 Access Control Plan				
<i>49. Geographic Coverage:</i>	<i>50. Number of Participants:</i>	<i>51. Vehicle Trips and/or Vehicle Miles of Travel Reduced:</i>		
<i>52. Annual Ridership:</i>	<i>53. Annual Operating Hrs:</i>	<i>54. Trains per Day:</i>		
<i>55. Type of Bicycle/Pedestrian Facility (on-road or off-road)</i>				
<i>56. Current Annual Bike/Ped Commuter Trips:</i>		<i>57. Current Annual Bike/Ped Recreational Trips:</i>		
Accident History (Answer as appropriate to project type)				
<i>58. Total Number of Accidents</i> 44 (104)		<i>59. Time Period of Accident Data (at least 3 years)</i> 1994-1997 (2007-2009)		
<i>60. Source of Data</i> US 85 Access Control Plan, CDOT Traffic Counts, Accident Reports	<i>61. ADT on facility (if intersection, please provide ADT on all legs)</i> US 85 (2009) N=28,426, S=20,342 (1998) N=19,950, S=18,030 31st Street (2009) W=4,410, E=6,876 (1998) W=4,640, E=4,760 WSR - N&S uncounted State Street - S uncounted			
<i>62. Is the condition of the facility the same as it was when the accident data were collected?</i> No, a free right turn lane was added to 31st Street allowing free west-bound to north-bound movements				
<i>63. Are there safety concerns that are not reflected in the accident data? Please describe.</i> Yes, drivers get confused with the layout of the intersection and the signal timing which has phases that allow the service road traffic to enter the highway north and south bound (many close calls are not reflected in accident reports). This location was shown to have the third highest accident rate of all those studied in the US 85 Access Control Plan.				
Environmental Considerations				
<i>64. What level of environmental clearance (NEPA process) is needed for the project?</i>				
<input checked="" type="checkbox"/> Categorical Exclusion		<input type="checkbox"/> Environmental Impact Statement (EIS)		
<input type="checkbox"/> Environmental Assessment (EA)		<input type="checkbox"/> Other		
<i>65. Has NEPA process been initiated?</i> No		<i>66. Date of signed NEPA document</i>		
Funding				
<i>Total Project Cost</i> \$970,000		<i>67. Funds Requested from STP-Metro Program</i> \$746,849		
<i>68. Local Match for STP Portion (17.21% required)</i> \$155,251		<i>69. Local Overmatch for STP Portion (&gt;17.21%)</i> \$67,900		

# Project Summary



<b>Applicant Information</b>			
<i>Project Sponsor</i> City of Evans	<i>Sponsor Contact (Name)</i> Cameron Parrott	<i>Telephone</i> (970) 475-1113	<i>E-mail Address</i> cparrott@ci.evans.co.us
<i>Mailing Address</i> 1100 37th Street		<i>City</i> Evans	<i>State</i> CO
<i>Zip Code</i> 80620			
<i>Additional Sponsors (if applicable)</i> 0			
<b>Project Description</b>			
<i>Project Title</i> US 85 Access Control at 31st Street		<i>County</i> Weld	<i>Municipality</i> Evans
<i>Project Limits (mileposts, intersecting roadways, etc.)</i> 500' east and west of US 85, and 400' north and south of 31st St.		<i>Project Length</i> 2,200'	
<i>Concise Project Description (one sentence)</i> This project is part of the US 85 Access Control Plan and will improve a high volume and confusing intersection between a major arterial, a U.S. Highway and 3 service roads.			
<b>Summary of Funding Request</b>			
<i>STP-Metro funding request</i> \$746,849		<i>CMAQ Program funding request</i> \$0	
<i>Transportation Enhancement funding request</i> \$0		<i>Total funds being requested</i> \$746,849	
<i>Local Match Available</i> \$223,151		<i>Total Project Cost</i> \$970,000	



## US 85 Access Control at 31<sup>st</sup> Street

The intent of this project is to reconfigure a hazardous and confusing intersection between an arterial roadway (31<sup>st</sup> Street) and a US Highway (US 85). This project will not only increase the safety at this intersection, but also will reduce delays associated with long traffic signal phasing. This project was identified in and is consistent with the US 85 Access Control Plan which was completed in 1999.

### Congestion Mitigation:

The intersection of 31<sup>st</sup> Street and US 85 was experiencing LOS F conditions when the US 85 Access Control Plan was completed in 1998. Since this time, there have been no major geometric changes to the intersection and the traffic volume counts have increased by 27%.

### Regionalism:

This project is located on US 85 which is an identified regionally significant corridor. Although this project is only sponsored by the City of Evans, the project was created by a multi-jurisdictional collaboration through the US Hwy 85 Access Control Plan (contributors included Brighton, Commerce City, Eaton, Evans, Fort Lupton, Gilcrest, Greeley, La Salle, Platteville, Milliken, Adams County, Weld County, Northglenn, CDOT, NFRT & AQPC, UFRRCP, DRCOG, FHWA, and UPRR). Commuters will benefit from these improvements by encountering shorter delays at this signalized intersection. CDOT will also benefit due to the simplification of the traffic signal programming that this intersection will require once the West Service Road (WSR) and State Street legs are removed.

### Safety Enhancement:

This project will eliminate three access points on a confusing seven legged intersection, making it more standardized. This intersection was shown to have the third highest accident rate among those studied in the US 85 Access Control Plan. The new access points for the West Service Road and State Street will not be signalized unless future traffic patterns/volumes warrant signalization.

### Multi-Modal Enhancement:

This project will tie into the recently completed WSR trail. The WSR trail follows the west side US 85 from the South Platte River to 31<sup>st</sup> Street. The new crossing location will be signalized and have high visibility crosswalks. This project will also tie into widened sidewalks (10') along 31<sup>st</sup> Street extending east to 1<sup>st</sup> Ave.

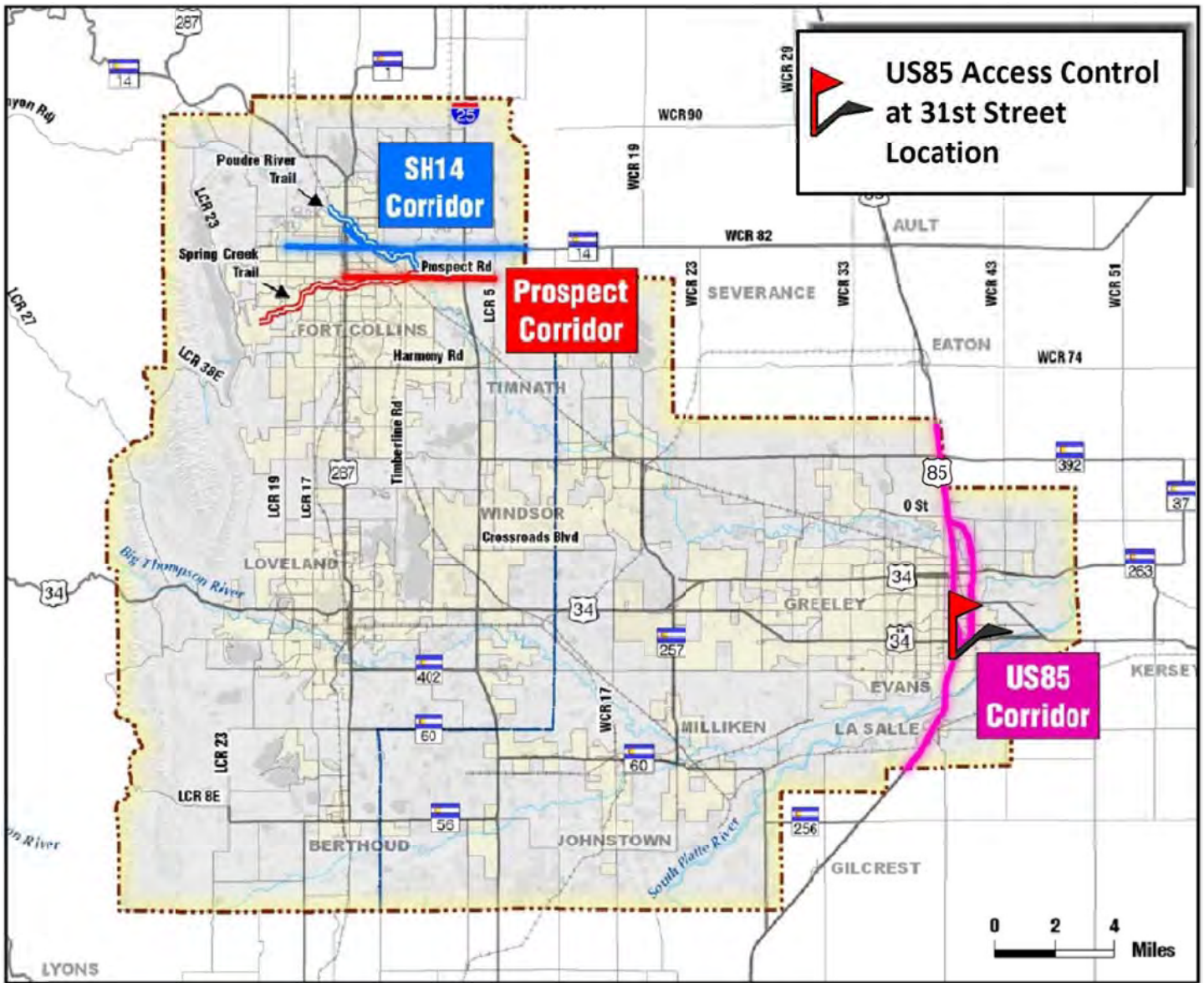
### Environmental Effects:

Environmental concerns such as hazardous materials will be investigated. It is anticipated that this project will be eligible for a categorical exclusion. This project should fall within the list of activities that have had programmatic delegation of authority from FHWA to CDOT. This project would fall under prg 1. - intersection improvements, and prg 20. - approvals for changes in access control (Non-Interstate). The project should meet all the criteria required for this process.

### Local Support:

The City of Evans is committed to this project and has decided to budget an additional 7% local overmatch to show this commitment.





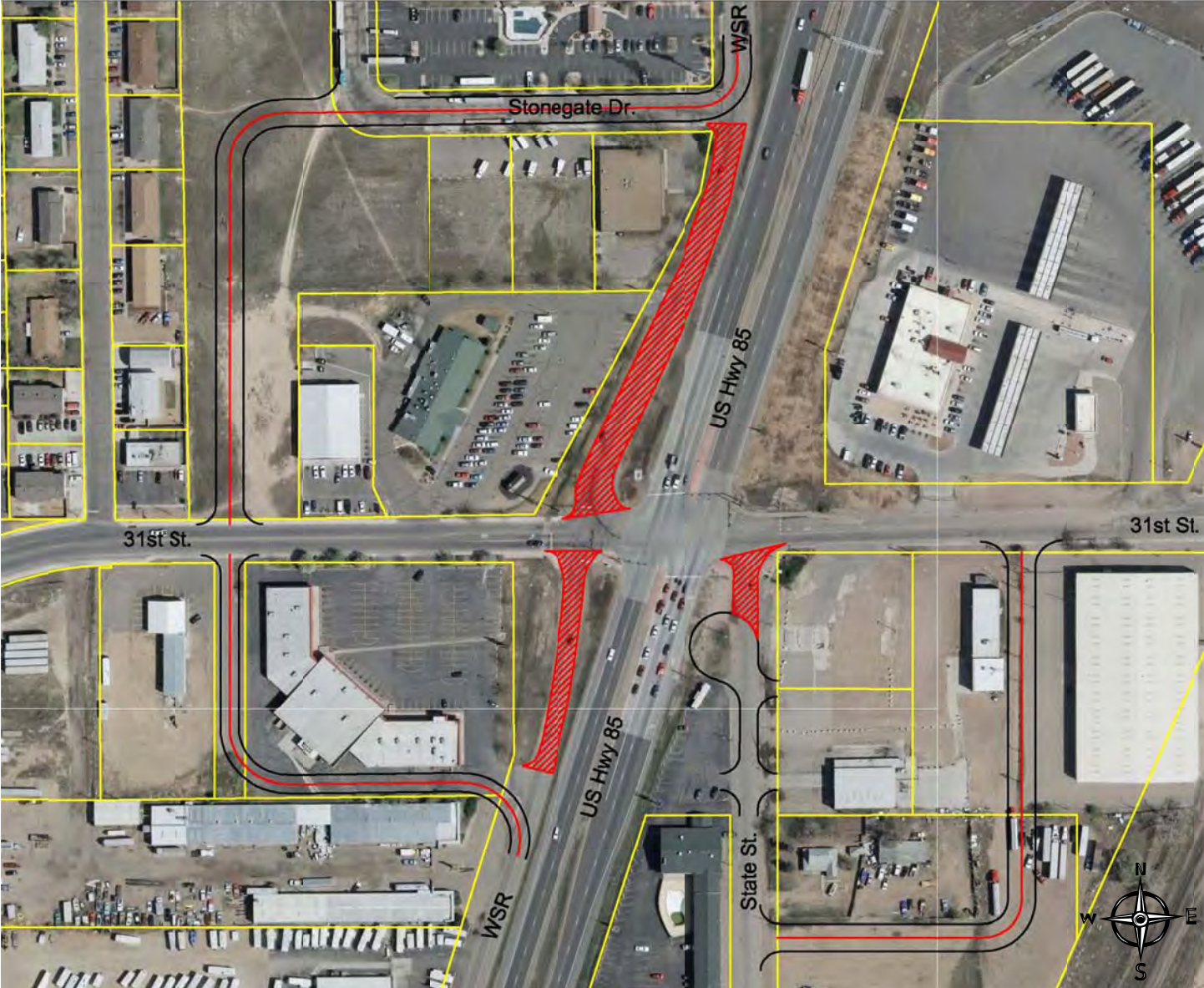
Project Vicinity Map



Existing Intersection Looking Northeast



Existing Intersection Layout



US 85 Access Control at 31<sup>st</sup> St. Project Concept

### Detailed Project Estimate

Project Name: US Hwy 85 Access Control Plan @ 31st Street

Road Facility Name: US 85

Route Number:

Item	Costs
<b><u>Total Cost for Preliminary Engineering (PE)</u></b>	
Design Studies / Planning	\$ -
Survey/Mapping Costs	\$ 15,000.00
Right of Way Acquisition	\$ 300,000.00
Right of Way Plan Costs	\$ 30,000.00
Design Consultant Services*	\$ 80,000.00
Local Agency Design Costs	\$ -
Miscellaneous / Other: _____	\$ -
Subtotal Preliminary Engineering:	\$ 425,000.00
*(Including Sub-Consultants for Geotechnical, Environmental, Hydraulic, Structural, Traffic, Etc.)	
<b><u>Total Cost of Construction</u></b>	
Construction Bid Items (Engineers Estimate)*	\$ 450,000.00
Bid Items - Contingency: <u>10</u> %	\$ 45,000.00
Utility Relocations	\$ -
Construction Engineering (CE) (Includes Consultant & Local Agency Costs)	\$ 32,000.00
Materials Testing	\$ 18,000.00
Miscellaneous / Other: _____	\$ -
Subtotal Construction:	\$ 545,000.00
*(Including but not limited to Construction Traffic Control, Storm Water Management Costs (BMP's), Mobilization, Construction Surveying, Signing & Striping, Etc.)	
<b><u>Total Project Costs</u></b>	
<b>Total:</b>	<b>\$ 970,000.00</b>

**Certification of Cost Estimate** (Construction project costs must be certified by a registered professional engineer in the State of Colorado.)

I, Cameron Parrott, 38507  
 (Name - Print) Colorado P.E. #

certify that I have prepared/approved the cost estimate for this project.



Signature

11/5/10

Date

# Planning and Environmental Linkages Decision Tool Output

## Colorado Department of Transportation

---

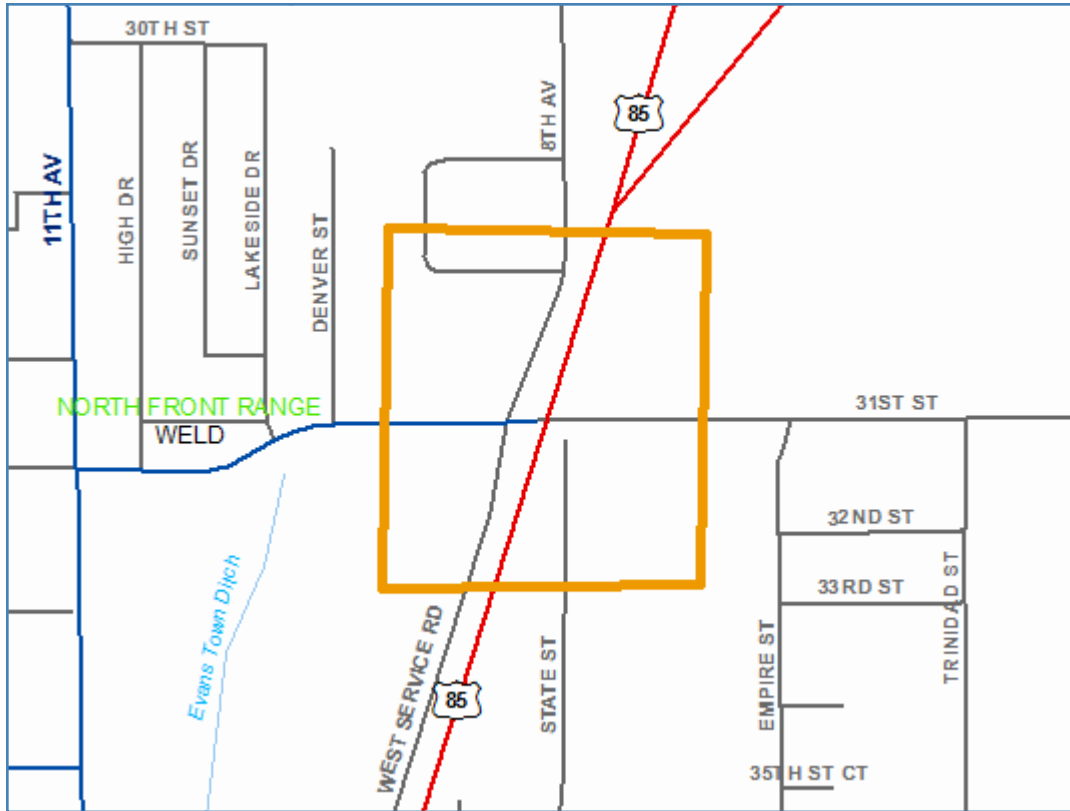
### Prepared for:

Cameron Parrott  
City of Evans  
1100 37th St, Evans, CO 80620  
(970) 475-1113  
cparrott@ci.evans.co.us  
Submitted: 11/5/2010 10:42:15 AM

---

### Transportation need info summary:

Location:	WELD county; Engineering Regions: 4; Transportation Planning Regions: NORTH FRONT RANGE
Problem statement:	This project is part of the US 85 Access Control Plan and will improve a high volume and confusing intersection between a major arterial, a U.S. Highway and 3 service roads.
On regional/ statewide plan:	Yes
Critical Issues:	Funding
Previous studies:	Yes
Existing data:	Yes
Time programmed:	< 6 months
Money dedicated:	< \$100,000
Anticipated outcomes:	Finalize PEL document
Water resources:	No
Wildlife/ threatened and endangered species:	No
Parks & recreation:	No
Archaeological/ historical/ paleontological:	No
Hazardous materials:	No
Air quality:	Yes
Environmental justice:	No



### Recommended Next Steps for PEL Study

Based on your input, the following planning steps are recommended to proceed with a PEL Study. The graphic shown below illustrates the steps included in the corridor planning process. The green boxes illustrate discrete tasks that may be conducted within the >\$200,000 budget and > 12 months timeframe you have dedicated to this study. These cost ranges are based on averages and may be higher or lower depending on your study area's level of complexity and length. The remaining gray task boxes are provided to inform you about the additional tasks necessary to complete the corridor planning process, with corresponding dollar ranges estimated for these. You may click on each box to learn more detail about each task, what is required, and some additional guidance.

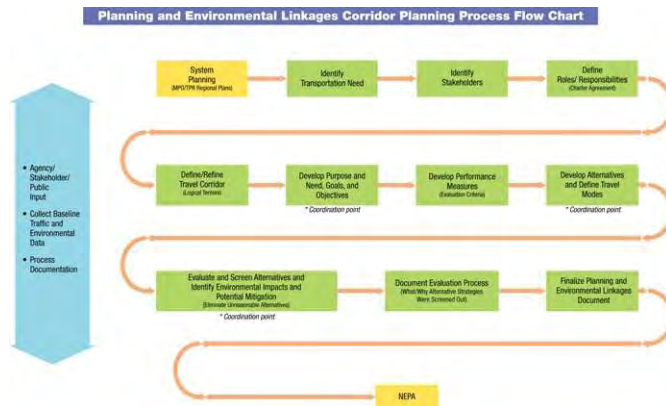
Your answers have indicated that your transportation need is not on a corridor identified in the Statewide or a Regional Transportation Plan or not on a fiscally constrained plan. Because of this, funding at the state/regional level has not been allocated for your project. In order to acquire the necessary funding for your project, it is recommended that you work with CDOT to complete the corridor planning process, as described in the flowchart graphic. For transportation corridor where construction funding is limited, this process will assist your identification and prioritization of smaller projects that can be implemented in a short-term horizon, while working toward funding solutions for long-term solutions. During this time, you should also begin coordinating with your transportation planning region or MPO to identify an improvement project on the regional plan.

If you have any questions, please contact Yates Opperman at (303) 757-9727 or francis.opperman@dot.state.co.us

To identify your CDOT regional environmental and planning contacts visit

<http://www.dot.state.co.us/environmental/RegContact.asp> who will have additional information on how to help you with this process.

Below is a summary of this flowchart and its context between traditional systems planning and NEPA as part of transportation project development.



## 1. Identify the Transportation Need

If you are using this decision tool, you have likely already identified a transportation need. Typical transportation need include congestion, safety, roadway deficiencies, poor connectivity between major destinations, and lack of different modal options. By completing the corridor planning process, as defined by this PEL Decision Tool, you will better understand the nature of the transportation need and its limits, identify alternatives for making improvements, evaluate the alternatives in the context of potential environmental impacts, and eliminate those that clearly do not meet the purpose and need of this project.

The following links are provided for your reference to CDOT practices and policies regarding environmental stewardship and NEPA compliance. While not all information in these documents is relevant to PEL studies, this information may be useful when conducting your analysis and considering transportation improvements in your area.

CDOT Environmental Stewardship Guide:

<http://www.dot.state.co.us/environmental/StandardsForms/ESGuide5-12-05PrePress.pdf>

CDOT NEPA Manual: <http://www.dot.state.co.us/environmental/Manual/NEPAManual.asp>

## 2. Identify Stakeholders

The stakeholders - including regulatory and environmental resource agencies and the public - that should be involved in a PEL Study largely depend on the issues related to your transportation need. Based on your answers in this session, you should consider involvement with the following agencies and/or entities:

Federal Highway Administration (Colorado Division): <http://www.fhwa.dot.gov/codiv/>

U.S. Army Corp of Engineers

- Omaha District (Denver and the North Front Range) <https://www.nwo.usace.army.mil/>
- Kansas City District (NE Colorado Plains) <http://www.nwk.usace.army.mil/index.cfm>
- Albuquerque District (SE Colorado including Colorado Springs) <http://www.spa.usace.army.mil/>
- Sacramento District (Western Slopes and Central Mountains) <http://www.spk.usace.army.mil/>

U.S. Environmental Protection Agency: <http://www.epa.gov/>

U.S. Fish and Wildlife Service: <http://www.fws.gov/>

US Forest Service: <http://www.fs.fed.us/>

U.S. Department of the Interior: <http://www.doi.gov/>

- Bureau of Indian Affairs: <http://www.doi.gov/bia/>
- Bureau of Land Management: <http://www.blm.gov/wo/st/en.html>
- National Park Service: <http://www.nps.gov/>

Colorado Historical Society (Office of Archaeology and Historic Preservation):  
<http://coloradohistory-oahp.org/>

The National Historic Preservation Program: <http://www.achp.gov/nhpp.html>

Colorado Division of Wildlife: <http://wildlife.state.co.us/>

Colorado Department of Health and Environment: <http://www.cdphe.state.co.us/>

- Air Pollution Control Division: <http://www.cdphe.state.co.us/ap/planning.html>
- Water Quality Control Division: <http://www.cdphe.state.co.us/wq/>
- Hazardous Materials and Waste Management Division: <http://www.cdphe.state.co.us/hm/>

Colorado State Parks: <http://parks.state.co.us/>

Special interest groups:

- Non-profit organizations
- Environmental activist groups
- Community groups
- Home owners associations
- Local user groups

Local County

Local Town or City

Local [Metropolitan Planning Organization](#) (MPO) or [Transportation Planning Region](#) (TPR)

- Denver Regional Council of Governments: <http://www.drcog.org/>

- Grand Valley MPO: <http://www.mesacounty.us/>

- North Front Range MPO: <http://www.nfrmpo.org/>

- Pueblo Area Council of Governments: <http://www.pacog.net/>

- Pikes Peak Area Council of Governments: <http://www.ppacg.org/>

Local business owners/industry leaders or Chamber of Commerce

This list provides an example of agencies you may consider. You may consider additional agencies, depending on the issues present in your transportation study area. If you have additional questions about the agencies that should be involved in your study, please contact your CDOT representative.

Agency, Stakeholder, and Public Input

Early and frequent involvement of your identified stakeholders and the public is an important part of a PEL Study. While there is no proscribed time at which coordination with these groups should occur during the study, it is critical to the link between the decisions made during planning and how they will be carried forward into future NEPA analysis.

Early coordination with environmental, regulatory and resource agencies provides an opportunity to identify and address concerns of these agencies such as those related to permit applications. This early information sharing plays a critical role in determining feasibility of alternatives. Agency involvement is necessary in order to incorporate information from a PEL Study into NEPA and therefore all input and concerns expressed during the coordination must be documented as part of the PEL Study.

Agencies are interested in the types of impacts that are likely as a result of the alternatives under consideration and the types of potential mitigation activities that would restore environmental functions.

The public should be offered opportunity to comment on the transportation need at regular intervals during the study through some form of interaction with the study team. This may consist of small group meetings, public workshops, or submitting comments on a study website. The appropriate level of public involvement will depend on the transportation need under analysis.

Public involvement during a PEL Study is critical to begin the process of information sharing with the



local community. This step is necessary in order to incorporate information from a PEL Study into NEPA and therefore all input received from the public must be documented as part of the PEL Study.

While no formal guidance is currently available regarding the level of public involvement that is necessary at the planning level, the following strategies are recommended:

- Build on existing public process currently in use
- Include outreach to underserved populations and the average citizen
- Develop outreach techniques that help visualize the problem and potential solutions

The level of public involvement is proportional to the magnitude of the transportation need, related issues, and the number of steps to be performed as part of the PEL Study. Depending on the complexity of your PEL Study, it may be necessary to develop a public involvement plan.

The following link to FHWA's project development website provides some additional recommendations of what to include with regard to involving the public in a NEPA study. This may be modified to meet the needs of a PEL Study.

[http://www.environment.fhwa.dot.gov/projdev/tdmpi\\_p\\_d.asp](http://www.environment.fhwa.dot.gov/projdev/tdmpi_p_d.asp)

### 3. Define Roles/Responsibilities

You may consider developing a charter agreement with the agencies that are involved in your PEL Study. A charter agreement is a formal agreement between the project sponsor and the regulatory or resource agency that clearly defines roles and responsibilities for each agency, what is expected from them (frequency of meetings, review of documents, etc.) and what level of participation is required (providing information, advising the decisions, or actively making decisions). Using such agreements helps both the project sponsor and the agencies identify where agency input is necessary and how this input will be used to advance the success of the study.

### 4. Define/Refine Travel Study Area

In order to better understand the limits of the transportation need you are attempting to solve, you will need to better define the transportation study area. Although you may already have defined a study area, this task will better define the study limits, based on traffic data collected for this study. In the context of a PEL Study, this task serves the same purpose of a logical termini analysis, which is typically performed as part of a NEPA study. The focus of a logical termini analysis is on endpoints for transportation improvement and environmental review. In order to define endpoints for analysis, traffic data and analysis may be needed, if it has not already been collected and analyzed. It is important to understand the limits of the problem so that alternatives to solve the problem can be studied at a level to provide meaningful analysis of environmental impacts while not precluding future transportation improvements.

The following link provides more detailed guidance of the type of data required and the analysis

necessary for a logical termini analysis as part of NEPA. The same type of analysis is appropriate for a PEL Study.

<http://environment.fhwa.dot.gov/projdev/tdmtermini.asp>

## 5. Develop Purpose and Need, Goals and Objectives

The purpose and need should define what problem the project is intending to solve and why it should be studied. It should also identify quantifiable goals and objectives for the study. These goals and objectives will serve as performance measures during the screening of alternatives.

This purpose and need will drive the development of alternatives. It should be broad enough to encompass a reasonable range of alternatives, but not so broad as to include every possible alternative. It should also not be too limiting, so it won't dismiss alternatives that could reasonably solve the problem. The purpose and need and goals and objectives are living documents and will evolve over the course of this PEL Study.

This is one of the steps in a PEL Study that has been identified as a recommended coordination point where the project sponsor and planning team should seek input from other stakeholders.

A purpose and need developed during a PEL Study can be incorporated into the purpose and need for a NEPA study. The following links provide some additional guidance that indicates the level of detail to consider for developing a purpose and need in the context of a PEL Study.

CDOT's Linking Planning and NEPA training section discussing a study area vision developed during planning vs. a purpose and need developed during NEPA:

[http://www.dot.state.co.us/environmental/Training/NEPA\\_index.asp](http://www.dot.state.co.us/environmental/Training/NEPA_index.asp)

CDOT's Purpose and Need guidance:

<http://www.dot.state.co.us/environmental/StandardsForms/PurposeandNeedGuidance.pdf>

## 6. Develop Performance Measures

The goals and objectives developed in step 5 form the foundation for development of quantifiable performance measures. It is important to have quantifiable performance measures because this is the means you will use to evaluate a variety of alternatives during subsequent steps of this process. Without a means to quantify how well an alternative does or does not meet a particular measure, it becomes more difficult to justify eliminating an alternative from further consideration. For example, you may have a goal of reducing congestion. A performance measure for this goal would be to maintain a level of service (LOS) D or better. You can evaluate whether an alternative is able to maintain LOS D using a variety of traffic analysis methods and determine when and for how long this LOS can be maintained in future conditions.

## 7. Collect Baseline Traffic and Environmental Data

Current, objective data helps define the problem and substantiate the need for a transportation improvement. This is one of the initial steps taken during a PEL Study. Data collection may continue well into the analysis steps. However, it is important to recognize the types of data necessary and how to organize the data for future steps in the process.

Data, such as traffic volumes, travel speeds, time of day characteristics, current and projected levels of service, accident rates, and/or road condition assessments, should be collected, where applicable. If previous studies have been completed and/or some data has already been collected, consider the age of this data. If substantial changes in traffic growth, travel patterns, or development have occurred since the original study or data was obtained, consider collecting new information.

Environmental background data should also be collected at this time. This data should include the existing environmental, social, and economic setting for the project, environmentally sensitive areas, natural areas, and important community features. At the planning level, it is most important to collect data for resources that are readily available and to represent the issues that are the most constraining or would be difficult to overcome.

This data should be assembled in a Geographic Information System (GIS) platform. Some data may be available from CDOT or other local agencies such as counties, MPOs, or larger municipalities. The following links suggest the types of environmental data that should be collected and what may be readily available and from what sources.

CDOT's Linking Planning and NEPA training Planning vs. NEPA level data collection:

<http://www.dot.state.co.us/environmental/Training/planning-description.html>

The link below to CDOT's project scoping form is provided to illustrate the more detailed technical and environmental considerations that will be part of the NEPA and design phases of project development:

<http://www.dot.state.co.us/FormsDepository/cdot1048.pdf>

## 8. Develop Alternatives and Define Travel Modes

This task involves the development of alternatives to address the transportation need. The number and detail of these alternatives will depend on the problem statement. Each alternative should be described and depicted visually so that outside agencies and the public can evaluate its merits in addressing the problem as compared to other alternatives.

When considering possible strategies to solve the problem, consider a range of options including roadway improvements, transit, parallel facility improvements, travel demand management (TDM) and transportation systems management (TSM) strategies.

This is one of the steps in a PEL Study that has been identified as a recommended coordination point where the project sponsor and planning team should seek input from other stakeholders.

The following link from CDOT's PEL training describes the context for developing alternatives for a PEL Study.

<http://www.dot.state.co.us/environmental/Training/planning-strategies.html>

## 9. Evaluate and Screen Alternatives and Identify Environmental Impacts and Potential Mitigation

The purpose of the screening task is to make rational decisions regarding which alternatives can solve the transportation need. Some alternatives will not meet the goals and objectives in the purpose and need. Others will have significant cost or impacts that make them unreasonable.

Decisions made regarding the elimination of unreasonable alternatives can be incorporated into NEPA. However, the decisions must be made with public and agency involvement and sufficient data and documentation to support how and why alternatives are eliminated. Note that the purpose and need and goals and objectives developed in step 5 may need refining as you continue through the screening process.

Screening during a PEL Study is not intended to result in a Preferred Alternative. While you may arrive at one as part of the planning process, it is likely that other options will still have to be examined during NEPA.

This is one of the steps in a PEL Study that has been identified as a recommended coordination point where the project sponsor and planning team should seek input from other stakeholders.

The following is a link to FHWA's Project Development website describing screening a range of alternatives. Note, this description is provided in the NEPA context and may be modified for PEL studies.

<http://www.environment.fhwa.dot.gov/projdev/tdmalts.asp#alternative>

You will analyze the alternatives for potential environmental constraints or impacts. Analysis is most easily accomplished through a mapping exercise to determine what aspects and how much of the human and natural environment will be affected by the alternatives. This analysis forms the basis of the comparison of alternatives in the next step and should be conducted in enough detail to provide a rational basis for eliminating unreasonable alternatives and alternative that are not feasible.

The following link provides some resources to use in the analysis of impacts at the planning level:

<http://www.environment.fhwa.dot.gov/integ/resources.asp>

Although alternatives and their associated impacts may only be developed conceptually, a list of potential mitigation measures should be developed to inform environmental and resource agencies and the public how the negative effects of transportation improvements may be remediated. Types of potential mitigation include: avoiding the impact, minimizing impacts, rectifying the impact through repair or restoration, reducing impact over time through conservation, and providing compensation for the impact through replacement or substituting resources. Stakeholders, specifically resource agencies identified in step 5 of this process should play an important role in the identification of these potential mitigation measures.

The following link is a chapter of CDOT's NEPA Manual concerning alternatives evaluation and mitigation.

[http://www.dot.state.co.us/environmental/Manual/CDOT\\_NEPAManual\\_Ch%205.pdf](http://www.dot.state.co.us/environmental/Manual/CDOT_NEPAManual_Ch%205.pdf)

FHWA's regulatory-based guidance on mitigation of environmental impacts:

<http://www.environment.fhwa.dot.gov/projdev/tdmmitig2.asp>

## 10. Document Evaluation Process

It is recommended that decision-making be documented at regular intervals rather than at the end of the study. Documenting the process on a continuous basis provides greater opportunity for review and consensus that the decisions are accurate and appropriate at this level of analysis. Decisions should be reviewed with CDOT and the Federal Highway Administration at regular intervals to ensure future incorporation of this process into NEPA.

## 11. Prepare PEL Document

The planning steps and decisions made as part of a PEL Study must be documented in a manner that can be readily available for review by resource agencies and the public. The document for this PEL Study should explain the background and reason the study has been conducted, the steps followed, stakeholders involved and at what intervals, and the decisions made as part of the process. This documentation is not intended to be lengthy, but rather it should provide sufficient detail about what was completed and what details remain for a NEPA level analysis as the next step of the project development process.

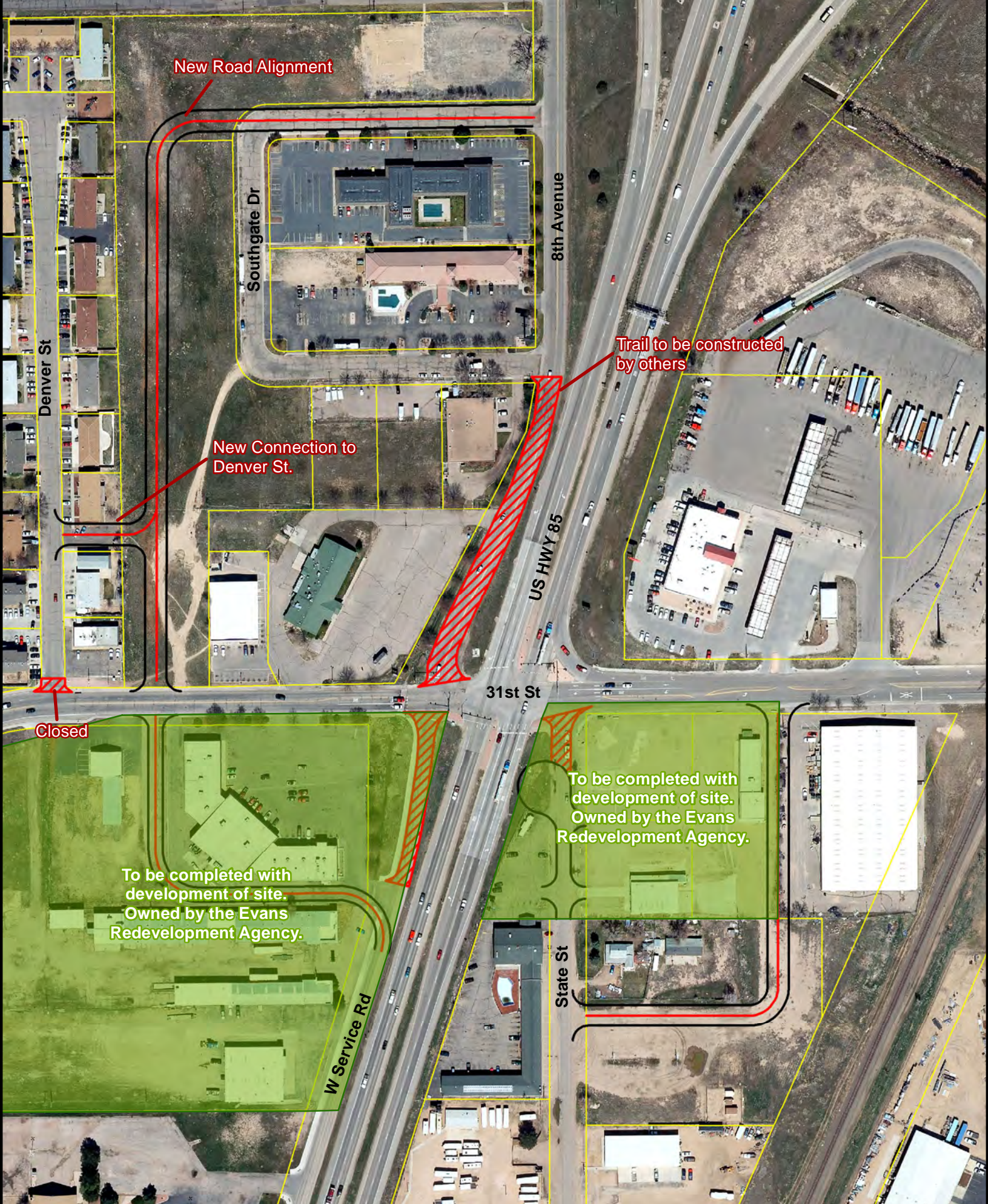
## 12. CDOT Contacts

If you have any questions, please contact Sheble McConnellogue at (303) 757-9814 or [Sheble.McConnellogue@dot.state.co.us](mailto:Sheble.McConnellogue@dot.state.co.us)

To identify your CDOT regional environmental and planning contacts visit:

<http://www.coloradodot.info/programs/environmental/contacts-region.html> who will have additional

information on how to help you with this process.



New Road Alignment

Southgate Dr

8th Avenue

Denver St

New Connection to Denver St.

Trail to be constructed by others

US HWY 85

31st St

Closed

To be completed with development of site. Owned by the Evans Redevelopment Agency.

To be completed with development of site. Owned by the Evans Redevelopment Agency.

W Service Rd

State St