

Colorado Air Pollution Control Division

Report to the North Front Range MPO Planning Council

September 6, 2018

Topics

- ▶ Personnel changes at CDPHE
- ▶ Summer 2018 ozone update
- ▶ Proposed Colorado Low Emission Automobile Regulation (CLEAR)

New Faces



Karin
McGowan

- ▶ Karin McGowan, interim CDPHE Executive Director
 - ▶ Dr. Wolk retired August 2018
- ▶ Auden Schendler, new AQCC Commissioner
 - ▶ Megan Garvey resigned July 2018
- ▶ Trisha Oeth, new AQCC Administrator
 - ▶ Mike Silverstein retired August 2018, became the RAQC Executive Director
- ▶ Chris Colclasure departing September 2018



Auden
Schendler

Summer 2018 Ozone Readings

| Monitor | 4 th Max Daily Value | 3 Year Average 2016-2018 |
|----------------------|---------------------------------|--------------------------|
| Highland | 77 | 73 |
| Boulder Reservoir | 77 | -- |
| Chatfield State Park | 83 | 78 |
| Rocky Flats North | 81 | 78 |
| NREL | 80 | 79 |
| Fort Collins West | 81 | 77 |

*Unverified data through August 31, 2018

*Includes days with potential smoke impacts

- ▶ CDPHE continues to pursue emission reductions
- ▶ Does not qualify for Clean Data Year extension
- ▶ Potential reclassification as Serious as of Jan 2020

Proposed Regulation Number 20



Colorado Low Emission Automobile Regulation

Background on New Vehicle Standards

- ▶ EPA sets standards for GHG and criteria pollutant emissions from new light duty vehicles
 - ▶ New vehicle standards apply prior to sale
 - ▶ Colorado emission testing is a separate program for on-road vehicles
- ▶ Clean Air Act generally prohibits states from establishing new vehicle emission standards
 - ▶ California allowed to establish own standards pursuant to EPA waiver; other states can follow
- ▶ Federal and California standards are essentially identical for Model Years 2017-2025
- ▶ Colorado currently follows the EPA standards

Colorado and EPA Actions on Vehicle GHG Standards

- ▶ Gov. Hickenlooper's June 19, 2018 Executive Order directed CDPHE to propose a rule adopting California's new vehicle emission standards
- ▶ EPA proposed on Aug. 1, 2018 to freeze GHG standards at MY2020 levels

The Proposed CLEAR Rule:

- ▶ Requires all passenger cars, light duty and medium duty trucks (< 14,000 lbs gross weight), and engines sold or leased in Colorado to be California emissions certified
- ▶ Affects Model Year 2022 (on sale Jan 2021) and later vehicles
- ▶ Incorporates certain California regulations
- ▶ Incorporates aftermarket catalytic converter requirements
- ▶ Is intended to minimize burdens on manufacturers and dealers

The Proposed CLEAR Rule Does Not Affect:

- ▶ Existing (e.g., used) vehicles
- ▶ Heavy duty vehicles (> 14,000 lbs)
- ▶ Non-road equipment (construction, agricultural, small engines, etc.)
- ▶ Fuel specifications
- ▶ Zero emission vehicles (ZEV), e.g. electric cars
 - ▶ Commission asked APCD to propose a ZEV rule in December 2018
- ▶ Cars will not be inspected more often

Timing of the Proposed Rule

- ▶ August 16, 2018: APCD proposed the rule to Commission
- ▶ September 17, 2018: last day to petition for party status
 - ▶ Public may submit comments any time without becoming a party
- ▶ November 14-16, 2018: Commission hearing
- ▶ January 2021: Implementation date if rule is adopted in 2018 (Model Year 2022)

Potential Costs and Benefits

- ▶ Compliance costs:
 - ▶ \$954/vehicle, or \$750 million statewide
- ▶ Benefits:
 - ▶ \$3,412/vehicle lifetime fuel cost savings, or \$2.9 billion statewide
 - ▶ 9 million tons CO₂ reduced through 2030
 - ▶ Ozone precursor and other pollutant reductions undetermined
- ▶ Estimates assume a federal GHG rollback and Colorado adopts California GHG standards



QUESTIONS?

More info at <https://www.colorado.gov/cdphe/aqcc>

Ballot Questions:
Transportation Funding
and Finance
September 2018

North I-25 Project: \$1.3B Balance Segments 5 - 8

June 2017

| Segments | In progress or completed | Cost of projects in progress or completed | Funding Needed for Express Lanes (Rural Template) | Additional Needs for Ultimate Configuration | Funding needed for Ultimate Configuration | Total Funding Needed |
|---|---|---|---|---|---|------------------------|
| Segment 8 CO 14 to CO 1 CO 392 to CO 14 | Vine Dr bridge replacement | \$6,600,000 | N/A | Pavement and structure reconstruction | \$238,500,000 | \$238,500,000 |
| | Preliminary engineering | \$9,300,000 | \$0 | CO 14 interchange | \$71,500,000 | \$71,500,000 |
| | 1 express lane in each direction (CO 402 to CO 14 partial rural template) | \$300,000,000 | \$249,000,000 (Segment 8) | General purpose lanes (rural template) | \$100,000,000 | \$349,000,000 |
| Segment 7 CO 402 to CO 392 | Crossroads bridge replacement | \$32,000,000 | \$49,800,000 (Segment 7) | General purpose lanes (rural template) | \$20,900,000 | \$70,700,000 |
| | Preliminary engineering | \$7,500,000 | \$0 | I-25 & US 34 US 34 & Centerra Parkway interchange | \$170,200,000 | \$170,200,000 |
| Segment 6 CO 402 to CO 56 | 20% preliminary design ultimate configuration | \$4,600,000 | \$215,000,000 | General purpose lanes (rural template) | \$21,200,000 | \$236,200,000 |
| Segment 5 CO 56 to CO 66 | 20% preliminary design ultimate configuration | \$8,900,000 | \$370,000,000 | General purpose lanes (rural template) | \$30,500,000 | \$400,500,000 |
| Segment 4 CO 7 to CO 66 | Additional general purpose lanes added prior to EIS | \$0 | \$86,100,000 | | | \$86,100,000 |
| Segment 3 CO 128 to CO 7 | CO 128 to E-470 1 express lane each direction | \$97,000,000 | \$55,900,000 | I-25 & CO 7 Interchange | \$54,400,000 | \$195,300,000 |
| | E-470 to CO 7 1 express lane each direction | | | CO 128 to E-470 Shoulder widening | \$85,000,000 | |
| Segment 2 US 36 to CO 128 | 1 express lane each direction, raise walls (reduced template) | \$72,000,000 | \$0 | Bridge at 88th, full design template | \$190,000,000 | \$190,000,000 |
| Segment 1 Union Station to US 36 | Express lanes completed previously | | | | | |
| Total I-25 | | \$538,900,000 | \$1,025,800,000 | | \$933,000,000 | \$2,008,000,000 |
| Bus and Rail | Initiate Bustang service | \$2,900,000 | \$0 | Expand bus service | \$138,000,000 | \$138,000,000 |
| | Build carpool lots in Ft. Lupton and Evans | \$5,400,000 | \$0 | Preserve rail ROW | \$180,200,000 | \$180,200,000 |
| | | | | Construct commuter | \$1,100,000,000 | \$1,100,000,000 |

Our Starting Point



- \$1.3 B needed for full build of North I-25
 - Longmont (CO 66) and Fort Collins (CO 14)
 - Complete Segment 5 and complete full 3+1 build of Segments 5 - 8
- North I-25 Scheduled for \$200M of \$880M from SB 267
 - Complete the Full 2+1 EIS Build of **Segment 6** (CO 402 South to CO 56)
 - Region applied for \$80M INFRA Grant with \$200M Match Dollars - not awarded

Transportation Commission Decisions

- 267 Funding - \$200M to Segment 6
- Prop 110 Projection Decisions
 - Tier One Project List
 - Continuation of \$336 + \$100M Grant for Segment 5
 - Segment 7/8 2+1 EIS Standard Project included in Tier One List - \$250 M
 - Projected \$2B Growth in Revenue Over 20 Years
 - CDOT Paving Program
 - \$500M+ Special Projects
 - Segment 7/8 3+1 EIS Standard Project
- Current Project Modifications
 - North I-25 Express Lane will move to full EIS Build of 2+1 Project scope if Initiative 153 passes

| Segments | SB 1 Phase 2 | Fix Damn Roads | Sales Tax |
|---------------------|--------------|--------------------------------|---|
| Segment 6 | \$200M | \$200M | \$200M |
| Segment 5 | \$0 | \$336M Proceeds + \$100M Grant | \$336M Proceeds + \$100M Grant |
| Segment 7/8 2+1 EIS | \$0 | Funds Available | \$250M +80M Other |
| Segment 7/8 3+1 | \$0 | \$0 | Possible Future Funds from Revenue Growth |
| | | | |

North I-25 Funding Comparison

Senate Bill 1

Senate Bill 1

- **Phase One: The One Time Dollars**

\$645M General Fund FY 18-19 and FY 19-20)

CDOT Portion: \$451.5M

Local Portion: \$96.7

Multi-Modal: \$96.7

\$380M First Tranche of COPs

- CDOT required \$10.1M annual COP Payment (\$200M over life of COP)
- Repeals 2nd – 4th Tranche of COPs
 - CDOTs \$451M replace funding for 2nd \$500M COP Tranche

Senate Bill 1

- **Phase Two: Bonding Program**

2019 Voter TRANS Bond Question

Proceed if no bonding question passes in 2018

\$2.3B Bond Issuance

Replaces \$1.5B in COP Bonds

Proceeds split 85% Highways/15% Multi Modal

~\$167M Annual Bond Payment

- \$122M annual state GF contribution
 - Replaces \$100M SB 267 GF
 - Net new \$22M GF
- ~\$45M annual CDOT obligation
 - \$900M over 20 Years

SB 1 by the Numbers (Net new revenue)

CDOT/State Highway System

\$442M

- P1: One Time \$451M
- P1: COP Issuance \$180M
- P2: \$2.3 Bond Proceeds -\$188.5M

Local Governments

\$96.7M

- P1: One Time \$96.7M

Multi-Modal

\$381.2M

- P1: One Time \$96.7M
- P2: Bond Proceeds \$284.45M

P1 = Phase One. P2 = Phase Two

Senate Bill 1: North I-25 Benefit

200M for Completion of Segment 6

Prior commitment in SB 267 Funding

Complete the Full EIS Build of **Segment 6**

(CO 402 South to CO 56)

Continues match for \$80M INFRA Grant (Not awarded)



Fix Our Damn Roads

Fix Our Damn Roads

| | |
|--|---|
| \$3.5 TRANS Bond Issuance | CDOT SHALL issue TRANS Bonds 80% of Proceeds must be spent by year three of issuance |
| ~\$250M Annual Bond Payment | Directs Appropriation of State Budget to make annual payment •Net New GF \$150M annual No CDOT obligation for any portion of bond payment |
| Project List Delineated within proposal | \$5.6B projected costs of projects on list |
| SB 1 Implications | Replaces SB 267 COPs (2 nd - 4 th Tranche) •Replaces \$100M GF |
| Net New Revenue \$2.631 B | \$2B TRANS \$631M SB 1 Phase One (Programmed) |

Fix Our Damn Roads: North I-25 Benefit

\$200M for Completion of Segment 6

Prior commitment in SB 267 Funding/SB 1
Phase One

Anticipated funding \$336M for Segment 5 2+1 EIS

Funds available from proceeds for Segment 7/8



Fix Our Damn Roads: The Pros

- Requires CDOT Issuance of \$3.5B in bonds
- Restores GF Commitment to Transportation
 - Requires GF Commitment of dollars necessary to make annual bond payment
 - \$150M versus \$22M/\$50M net new GF for transportation out of \$1.3B Revenue Surplus
- Project List Delineated in Ballot Question
 - Proponents attempted to attach \$653M to North I-25 Project
- Achieves Fix No I-25 original objective of \$3.5B Bond Program
- Commits same General Fund amount as Let's Go Colorado
- No tax increase
- Politically viable - 73% Voter support
- Colorado Springs leaders in support
- Republican Leadership in Support

Fix The Damn Roads: The Cons

- Requires \$150M GF commitment of dollars necessary to make annual bond payment
 - Requirement comes after \$1.3B in ongoing unencumbered funds have been spent
 - Opponent messaging will argue the funding will come from Higher Ed/K-12
- Jon Caldara can be over-the-top
- No Transit
- Limited campaign funds

Let's Go, Colorado

Let's Go Colorado Sales Tax

.62% State Sales Tax Increase

- 20 Year Average \$1B Annual Revenue

Allocation

- | | |
|--------------------|--------|
| • 45% CDOT Highway | \$450M |
| • 20% Counties | \$200M |
| • 20% Cities | \$200M |
| • 15% Multi Modal | \$150M |

Local and Multi-Modal

40% for Local Governments

- Allocated based upon HUTF Formula
- Full Flexibility of expenditure of funds
 - Transit, roadway, other
- No requirement for local project list
 - Anticipated that communities will be encouraged to share their plans with communities

15% for Multi-Modal

- Process established within CDOT for allocation of funds
- List approved by CDOT in July

Local Implications: 4:1 Ratio

| | Allocation of .62% State Sales Tax | Revenue from Local .62% Sales Tax |
|--------------|--|---|
| Loveland | \$2.9M | \$9M |
| Fort Collins | \$5.3M | \$19M |
| Greeley | \$3.2M | \$12M |
| Longmont | \$3.1M | |
| Windsor | \$842,000 | |
| Thornton | \$3.9M | |
| Berthoud | \$235,000 | |
| Mead | \$200,000 | |
| Johnstown | \$411,000 | |
| Milliken | \$241,000 | |
| Firestone | \$414,000 | |
| Frederick | \$445,000 | |

Authorizes up to \$6B in TRANS Bonds

Projects: Tier One Project List
\$5B for Bond Program

SB 1 Interplay

Does not replace COPs
Requires \$150M Annual GF

- Continuation of \$100M Annual GF for COPs
- Adds additional \$50M annual GF and repeals CDOT \$50M annual

Net New Revenue \$8.14B

SB 1 Phase Two:
\$6B TRANS + \$1.5B COPs

SB 1 Phase One: \$631.5M
(Programmed)

State Highways

Let's Go Colorado Sales Tax: North I-25 Benefit

Full 2+1 EIS Standard Build of Segment 5 and 6 (\$553M)

Full 2+1 EIS Build of Segments 7 and 8 (\$250M + \$80M
from "other sources")

Growth in sales tax revenue over 10 year period provides
potential for dollars to fund 3+1 EIS Configuration in
Segments 7 & 8



Let's Go Colorado Sales Tax: The Pros

- \$8.14B in Bonding Capacity (TRANS/COPs)
 - Opportunity to tackle \$9B+ Project List
 - Commission approved \$6.5B in projects statewide
 - \$2B in anticipated revenue from growth in sales tax
- Participation/contribution to the overall state system
- \$9M campaign largely funded by Denver Chamber and Contractor Community
 - Broad coalition building
- \$150M Annual GF Commitment
- Funds are protected for transportation

Let's Go Colorado Sales Tax: The Cons

- Diminish local community sales tax capacity
 - Hinder ability to address various local needs; some may exceed capacity limit; hinder renewal of sales taxes for local needs
- Additional CDOT Commitment to North I-25 Segments 7/8 limited to 2+1 EIS build configuration versus 3+1
- Commitment to 3+1 configuration throughout corridor, necessary as soon as 2031, is limited to an “assurance for 10 year plan of action”
- Full funding of North I-25, and other regional priorities, could be secured with local RTA and regional sales tax
 - Passage of a .62% statewide hurts our ability to pass an RTA to cover full future 3+1 configuration funding of the entire corridor

Let's Go Colorado Sales Tax: The Cons

Leadership Support

- Governor Hickenlooper Quiet Endorsement
- GOP Governor Candidate Walker Stapleton
Vocal Opposition; Polis relatively silent
- Opposition
 - Colorado Springs Mayor John Suthers
 - Colorado Springs Chamber
 - Others anticipated
- Political viability in doubt
 - NCLA Polling – 49% Denver Chamber Polling
52%
- CDOT only authorized, not required, to issue bonds
against revenue
 - Committed to issue \$5B in bonds

| | Do Nothing | SB 1 Phase 2 | Fix Damn Roads | Sales Tax |
|----------------------------|------------|--------------|----------------|---------------------|
| Segment 6 | Yes | Yes | Yes | Yes |
| Segment 5 | No | No | Yes | Yes |
| Segment 7/8 2+1 EIS | No | No | Maybe | Yes |
| Segment 7/8 3+1 EIS | No | No | No | Maybe |
| General Fund | \$50M | \$22M | \$150M | \$150M |
| TRANS Bond Issuance | \$0 | \$2.3B | \$3.5B | \$5B |
| Replace COPs | No | Yes | Yes | No |
| Additional Funds Available | No | N/A | No | ~\$2B over 20 years |

Comparison



COLORADO

Department of
Transportation

Propositions #109 & #110 CDOT Analysis



Agenda

- Factual Summary of Both Propositions
- Short Summary / Pros and Cons
- Status Report on Project Selection
- Funding Needs and Variables



Proposition #109 & #110

Factual Summary

| PROPOSITION CONSIDERATIONS | PROPOSITION 110 (formerly Initiative 153) | PROPOSITION 109 (formerly Initiative 167) |
|---|--|--|
| What does it do? | Raises the sales tax by 0.62 cents to increase transportation investment (sunsets in 20 years). | Dedicates existing general funds to increase transportation investment. |
| What does it raise? | Would raise up to \$767 million in the first year; allows the state to bond up to \$6 billion (over 20 years). | One time up to \$3.5 billion in bonding authority paid back over 20 years. |
| How are the funds allocated? | 45% to state highways 20% to city streets 20% to county roads 15% to transit/bicycle/pedestrian | 100% to state highways |
| How much money is generated? <i>(Based on estimated projections)</i> | \$7 billion for state highways <i>(net of debt service)</i> \$8 billion for city/county projects \$3 billion for transit/bicycle/pedestrian projects | \$3.5 billion for state highways <i>(net of debt service)</i> |
| Project selection for CDOT funds | Transportation Commission has adopted a fiscally constrained \$7 billion list of projects which would utilize the funds. | Proposition lists the projects, totaling about \$5.6 billion. Transportation Commission will narrow the list/project scope to \$3.5 billion. |
| Are there other funding implications for CDOT? | Preserves \$1.5 billion in existing state funding for CDOT, resulting in a \$7 billion net increase over current law (SB17-267). | Replaces \$1.5 billion in existing state funding for CDOT resulting in a \$2 billion net increase over current law (SB17-267). |



Proposition #109 & #110

Pros and Cons

PROPOSITION 109 (formerly Initiative 167 or “Fix Our Damn Roads”) proposes to use existing general funds to increase transportation investment. These funds would be used to allow the state to bond \$3.5 billion to pay for state highway projects around the state. The funds may not be used for transit or other projects.

PRO/CON: Funds \$3.5 billion in highway projects around the state (no transit or local) with no new taxes but existing revenue must be diverted from state budget over twenty years to pay for bonds.

PROPOSITION 110 (formerly Initiative 153 or “Let’s Go Colorado”) proposes to raise the sales tax by 0.62 percent to increase transportation investment. This sales tax increase, which would sunset in 20 years, would raise up to \$767 million in the first year and allow the state to bond up to \$6 billion to pay for transportation projects around the state. The funds raised would be divided between state highways, cities, counties and a dedicated multi-modal fund.

PRO/CON: Funds \$7 billion in highway projects around the state, as well as providing funding for city, county and transit/bicycle/pedestrian needs, but raises taxes for twenty years to pay for bonds and projects.



Transportation Commission Status Report

Proposition 110 (Let's Go Colorado):

- Proposition 110 didn't list specific projects
- CDOT worked with planning partners to develop list drawn from Development Program
- List approved by Transportation Commission in July

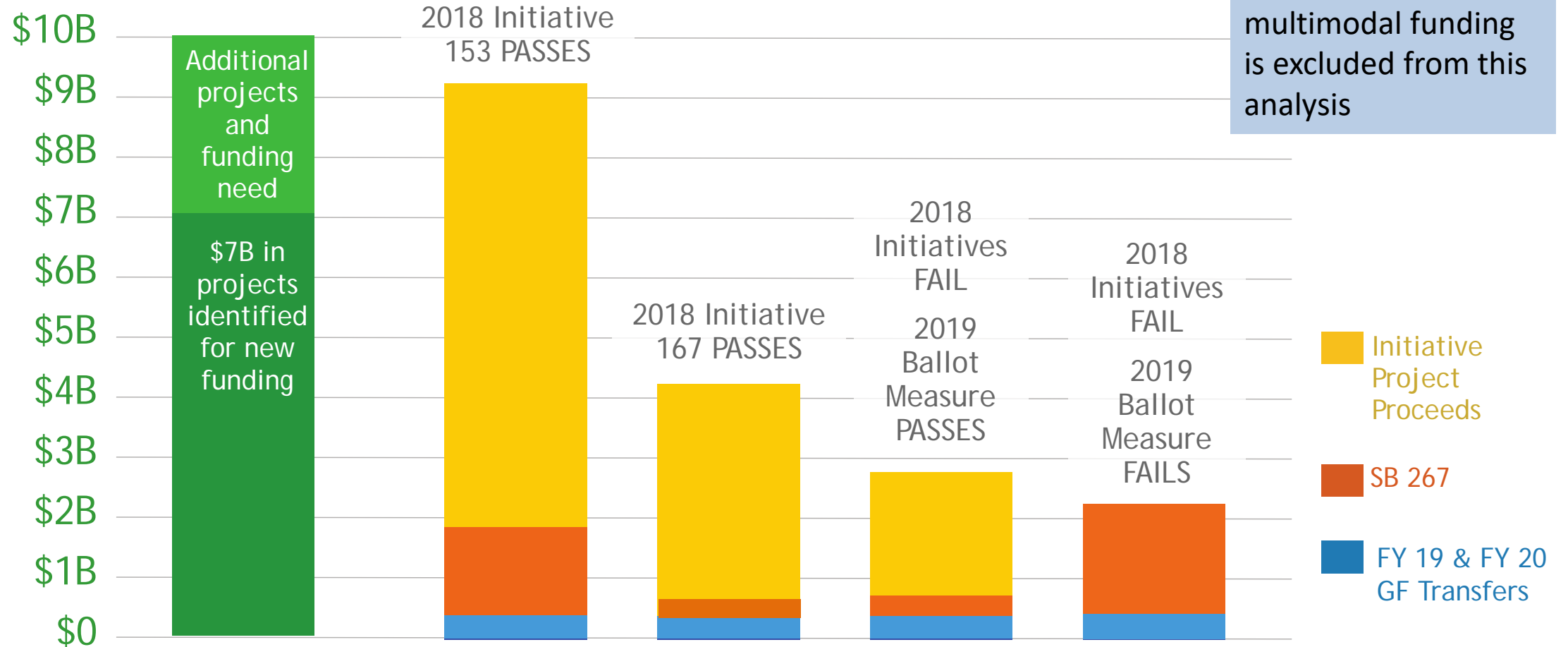
Proposition 109 (Fix Our Damn Roads):

- Proposition 109 included a specific list of projects drawn from CDOT Development Program
- Project costs expected to be around \$5.6 billion, so TC must narrow the list
- In August, staff began working to narrow the Prop 109 list, which is under planning partner review
- Transportation Commission will receive a status report in September, and may or may not adopt a refined project list



Funding Needs & Variables

*Note: Table reflects highway revenue only. Assessment of local funding or multimodal funding is excluded from this analysis





Questions?

Larimer County Transportation
Infrastructure
Funding Strategies

NFRMPO Council Meeting
September 6, 2018

Challenges and Opportunities

- Develop a comprehensive and unified plan to identify regional transportation needs throughout the County
- Establish a process to coordinate and deliver regional transportation projects
- Identify and recommend long-term funding strategies for implementation

Committees

Regional Task Force (RTF)

- Elected officials from the County and municipalities, key transportation stakeholders
- **Role:** provide guidance during the strategy development; recommend and endorse funding strategies.

Technical Advisory Committee (TAC)

- Staff members from County, local governments, CDOT
- **Role:** provide data and technical oversight and recommendations for consideration by the RTF

TAC Recommendations: Goals and Objectives

Goal #1: Agree upon high priority regional transportation infrastructure projects within Larimer County.

- Objective 1A. **Establish criteria** to define and identify transportation infrastructure projects of regional importance.
- Objective 1B. Develop a well-defined **project list and map** of current regional transportation improvement.
- Objective 1C. Establish a **process for prioritizing** the regional projects to allow for scaling of the project list and communication of the highest priorities.
- Objective 1D. Prepare a preliminary opinion of total project costs and **determine total funding needs** for regional projects.

TAC Recommendations: Goals and Objectives

Goal #2: Reach a consensus recommendation on strategies to fund the high priority transportation projects.

- Objective 2A. Investigate and **evaluate potential funding strategies** for implementation of regional projects.
- Objective 2B. **Recommend specific strategies** to increase funding for regional transportation improvements that are most likely to receive public support.
- Objective 2C. Identify a **framework for long-term administration** of new revenue(s).

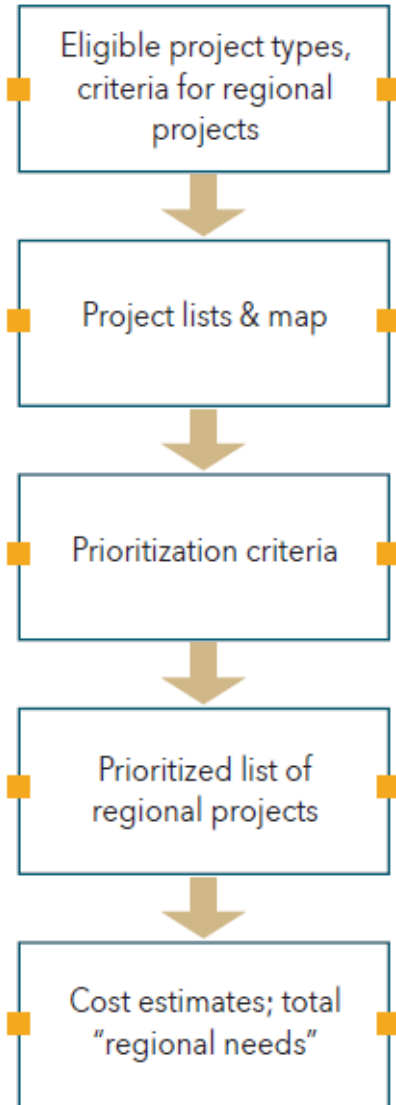
TAC Recommendations: Goals and Objectives

Goal #3: Attain public support for increasing funding of transportation infrastructure in Larimer County.

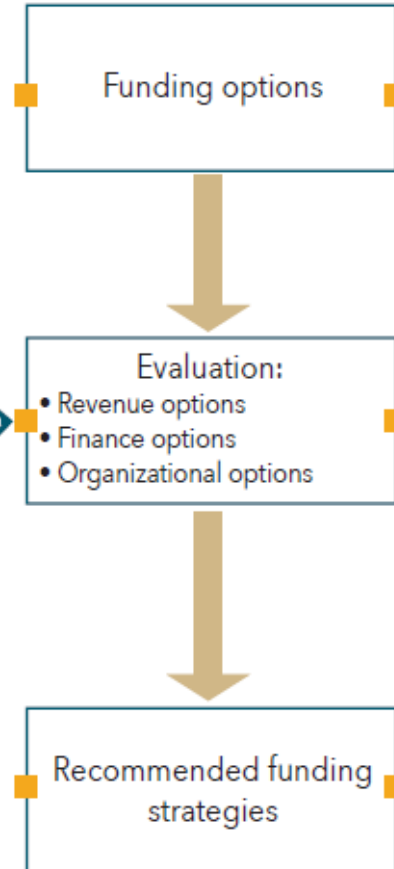
- Objective 3A. Evaluate **potential public support** for new funding strategies through analysis of voting history, demographics, competing ballot measures, and polling.
- Objective 3B. **Communicate the urgency** of the need for additional funding for transportation infrastructure.
- Objective 3C. **Convey the benefits** of the recommended funding strategies to the public.

Process Overview

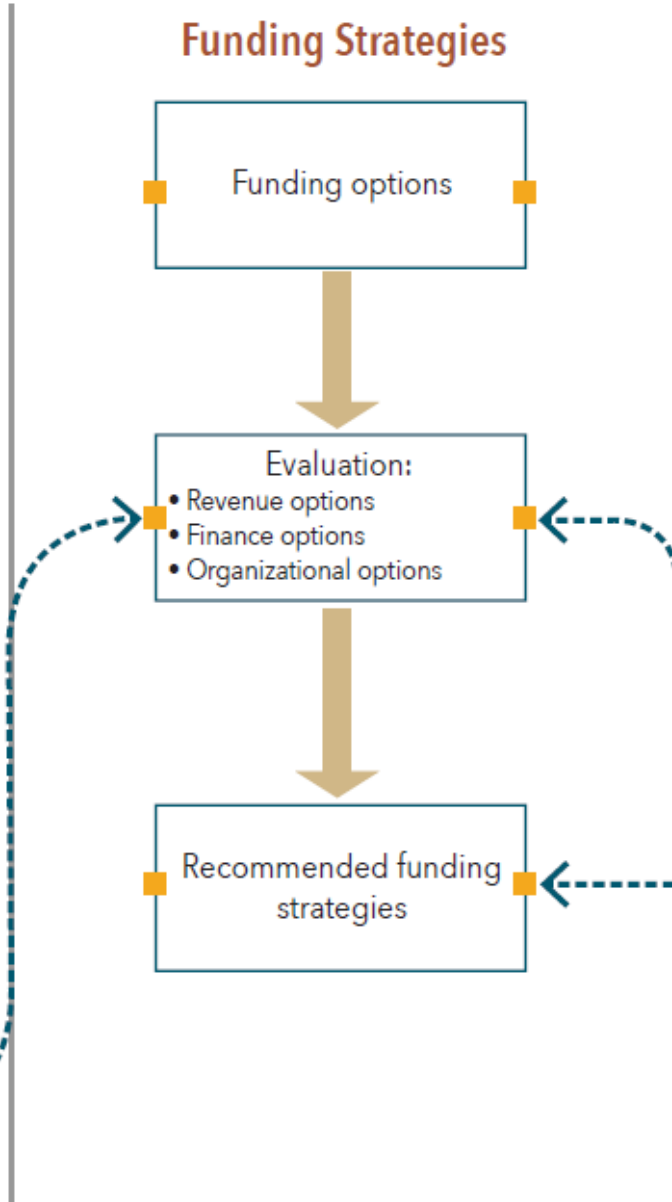
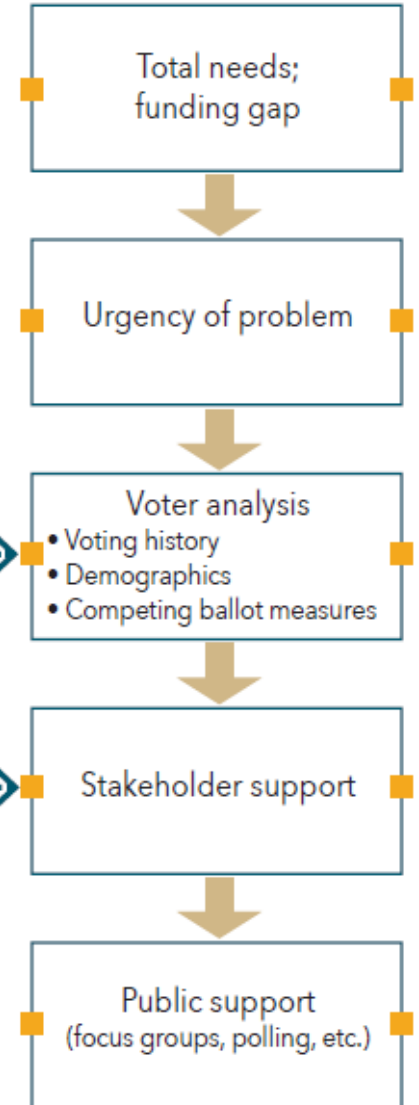
Project Needs & Priorities



Funding Strategies



Public Messaging & Support



Project Eligibility

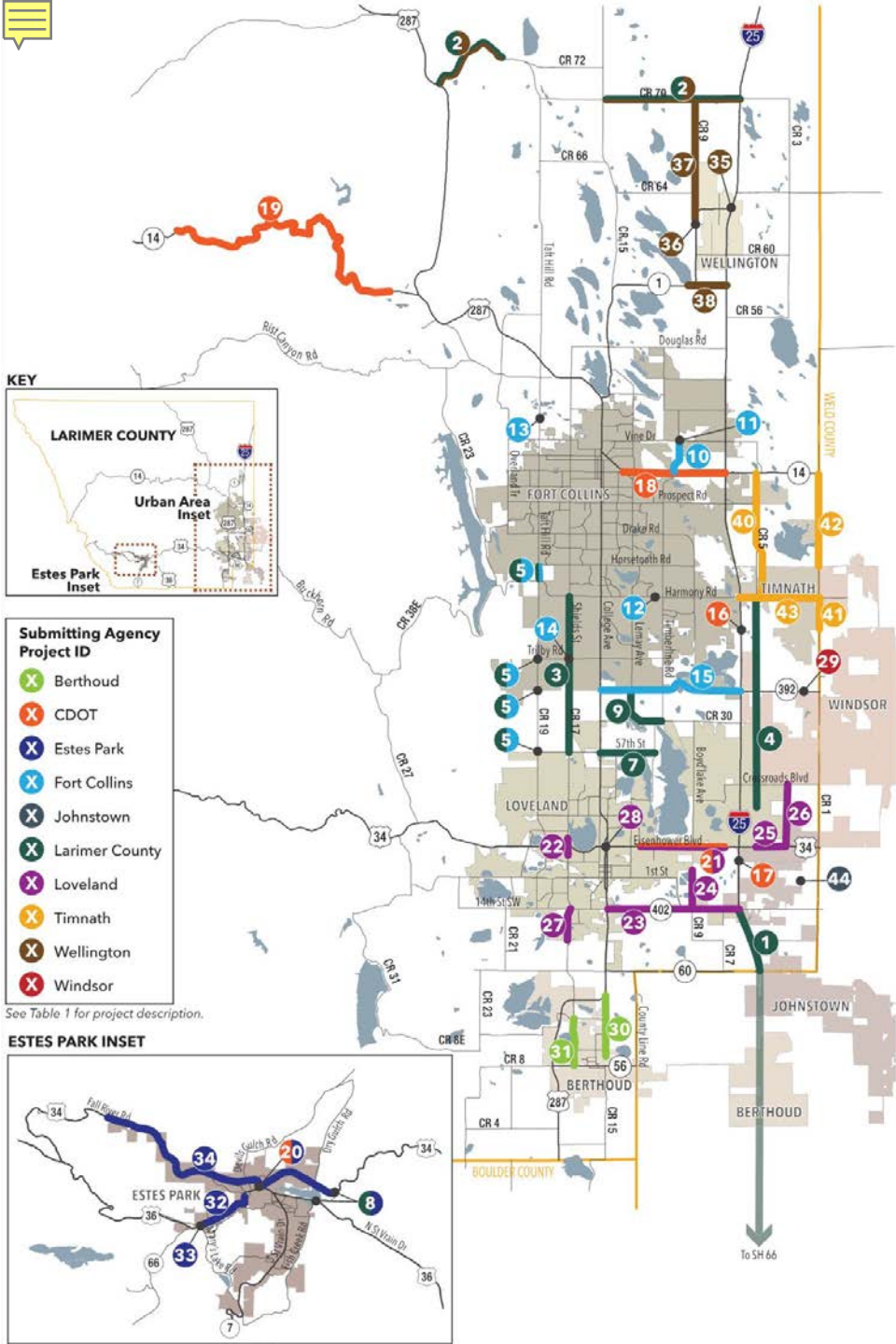
Transportation infrastructure projects include design and construction of permanent capital projects that would improve regional travel within Larimer County. Projects may be located on State Highways, county roads, or municipal streets.

DRAFT Regional Projects

42 Projects

10 Submitting Agencies

\$590M Total Cost



Revenue Options for Funding Transportation Needs

Property Tax:

Dependable revenue stream
but can be burden on
commercial property,
election required

Sales Tax:

Another common county
revenue stream with some
portion paid by visitors,
election required

One Time Fees:

Can change behavior, not
dependable, better for local
projects

Recurring Fees:

Fee versus tax? Can this
generate enough revenue?

Financing Options for Funding Transportation Needs

Cash Funding:

Pay-as-you-go. Easy to budget, no interest expense, does not allow acceleration of projects. New revenue may require voter approval.

Bonding:

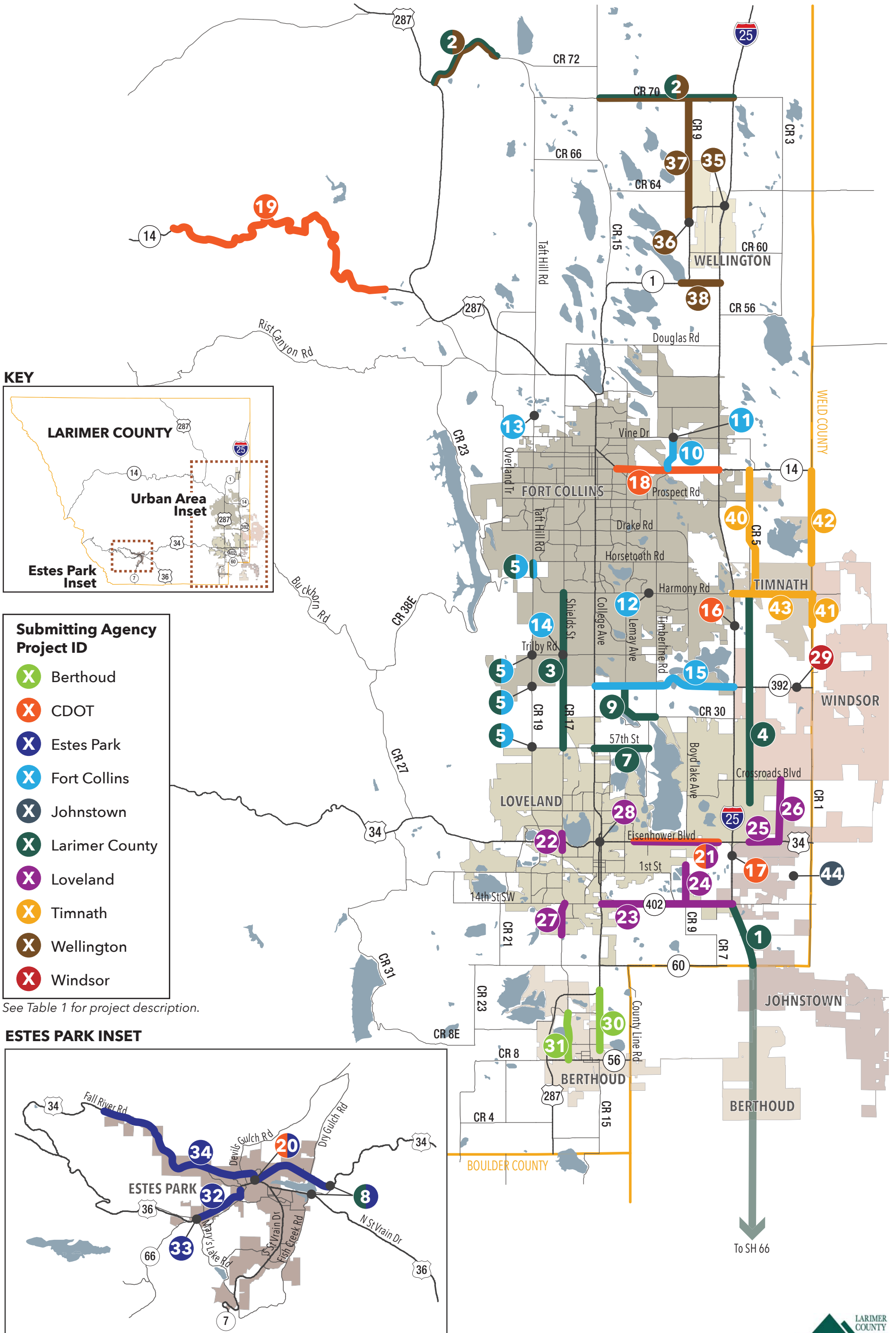
Borrowing money to construct faster. Terms can range up to 30 years. Borrowing cost may be lower than construction inflation. New revenue and financing may require voter approval.

Next Steps

Prioritize projects and identify short list of regional priority projects

Strategize options pending outcome of Propositions 109 & 110

Evaluate funding options – analyze voter support, identify taxation thresholds



| Project Name | #153 or #167 | Development Program ID | Project Description | Fix Our Roads Proposed Funding Amount | SB 1 & SB 267 (Year 1) | Federal Grants or Other Funding (doesn't count) | Notes/Clarifications | MPO/TPR | Region | #153 Project List | #167 Project List |
|---|--------------|------------------------|--|---------------------------------------|------------------------|---|--|-------------------|--------|-------------------|-------------------|
| SH 119: BRT/Managed Lanes | #167 | 74 | State Highway 119, expand capacity. | \$ - | \$ - | \$ 9,000,000 | How much of this would be ready to construct within 3 years? No transit for the Fix Our Roads project. \$9m match is RPP. | DRCOG | 4 | Yes | Yes |
| | #153 | 74 | Construction of Bus Rapid Transit (BRT)/ Managed Lane and interchange at SH 119 and SH 52. | \$ 160,000,000 | | | | DRCOG | 4 | | |
| US 34 / US 85 Interchange Reconfiguration | #167 | 58 | US 34/US 85 Interchange Reconfiguration, improvements to the safety and capacity of the interchange and corridor improvements based off Hwy 85 planning and environmental linkages. | \$ 32,744,000 | | | | NFRMPO | 4 | Yes | Yes |
| | #153 | 58 | Improvements to the safety and capacity of "Spaghetti Junction" interchange by making the geometric configuration more intuitive, adding grade separations, and improving access points. | \$ 113,000,000 | | | | NFRMPO | 4 | | |
| I-25 North: SH 7 to SH 14 | #167 | 52 | I-25 North, State Highway 7 to State Highway 14, add a lane in each direction, interchange reconstruction, mainline reconstruction, safety and Intelligent Transportation Safety improvements. | \$ 349,000,000 | \$ 204,000,000 | \$ 100,000,000 | \$204m is based on SB 1 and SB 267 (Year 1). \$100m is assumed toll revenue and other matches/grants. Fix Our Roads language is broad you can spend any amount of money you assign on this corridor wherever you want. | NFRMPO | 4 | Yes | Yes |
| | #153 | 52 | Addition of one Tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements on segment 5 (SH 66 to 56) and 6 (SH 56 to SH 402). | \$ 653,000,000 | | | | NFRMPO | 4 | | |
| I-76: Fort Morgan to Brush: Phase 4 | #167 | 54 | I-76, Fort Morgan to Brush, Phase 4 reconstruction of roadway and interchanges between Ft. Morgan and Brush. | \$ 41,200,000 | | | | Upper Front Range | 4 | Yes | Yes |
| | #153 | 54 | Reconstruction of roadway and interchanges between Ft. Morgan and Brush. | \$ 41,200,000 | | | | Upper Front Range | 4 | | |
| I-76: Fort Morgan to Brush Phase 5 | #167 | 114 | I-76, Fort Morgan to Brush, Phase 5 reconstruction of roadway and interchanges between Ft. Morgan and Brush. | \$ 65,000,000 | | | | Upper Front Range | 4 | Yes | Yes |
| | #153 | 114 | Reconstruction of roadway and interchanges between Ft. Morgan and Brush. | \$ 65,000,000 | | | | Upper Front Range | 4 | | |
| SH 52 Interchange in Hudson | #167 | 69 | State Highway 52 Interchange in Hudson, reconstruction of interchange. | \$ 14,000,000 | | | | Upper Front Range | 4 | Yes | Yes |
| | #153 | 69 | Reconstruction of interchange. | \$ 14,000,000 | | | | Upper Front Range | 4 | | |
| I-70: Replace Failing Pavement | #167 | 53 | I-70 East, replacement of Alkali-Silica Reactivity pavement and associated safety improvements. | \$ 205,000,000 | | | | Eastern | 4 | Yes | Yes |
| | #153 | 53 | Replacement of ASR and HMA pavement and associated safety improvements for four segments between Limon and Burlington. | \$ 205,000,000 | | | | Eastern | 4 | | |
| US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations | #167 | 66 | US 385 Safety Improvements, intersection, shoulders, and other safety improvements at specified locations | \$ - | | | | Eastern | 4 | Yes | Yes |
| | #153 | 66 | Intersection, shoulders, and other safety improvements at problem locations from Cheyenne/Kiowa County line northerly to I-70 (MP 135 to MP 188) | \$ 40,000,000 | | | | Eastern | 4 | | |

| | | | | | | | | | | | |
|---|------|----|---|----------------|----------------|---------------|---|---|---|-----|-----|
| US 85: Corridor Improvements | #167 | 60 | US 85 corridor improvements, safety, intersection and interchange improvements. | \$ 40,000,000 | | \$ 58,400,000 | Match is from TC reserve for UP ROW and Peckhamn. | Upper Front Range, North Front Range, Greater Denver Area | 4 | Yes | Yes |
| | #153 | 60 | Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US 85 PEL. | \$ 101,840,000 | | | | Upper Front Range, North Front Range, Greater Denver Area | 4 | | |
| SH 66, Intersection and Safty | #153 | | Intersection and Safty work | \$ 10,000,000 | | | | DRCOG | | | |
| Ballot Initiative #167 (Fix Our Damn Roads) + SB 1 + Year 1 267= Project List Total | | | | \$ 756,944,000 | \$ 204,000,000 | | | | | | |
| Total funding allocated from SB 1, 267, and Fix Our Roads | | | | \$960,944,000 | | | | | | | |
| Fiscal Constraint Target | | | | \$960,944,000 | | | | | | | |

Southwest Chief & Front Range Passenger Rail Commission Update

- Colorado Senate Bill 17-153 created the Southwest Chief & Front Range Passenger Rail Commission.
- The Commission is made up of 11 voting members and three non-voting members. Additionally, the New Mexico DOT also attends the Commission meetings, but is not currently a member. The current Commission Chair is Jill Gaebler and Vice Chair is Jacob Riger.

| Member Name | Member Role | Organization |
|--------------------|---|--------------------------|
| Sara Cassidy | Class I Railroad Representative | Union Pacific Railroad |
| Jill Gaebler | Pikes Peak Area Council of Governments | City of Colorado Springs |
| Terry Hart | Pueblo Area Council of Governments | Pueblo County |
| Becky Karasko | North Front Range Metropolitan Planning Organization | NFRMPO |
| Rick Klein | Resident of Huerfano, Las Animas, Otero, or Pueblo Counties | City of La Junta |
| Sal Pace | Passenger Rail Advocate | Resident of Pueblo |
| Pete Rickershauser | Class I Railroad Representative | BNSF Railway |
| Phil Rico | South Central Council of Governments | Mayor of Trinidad, CO |
| Jacob Riger | Denver Regional Council of Governments | DRCOG |
| Jim Souby | Passenger Rail Advocate | Colorail |
| Bill Van Meter | Regional Transportation District (RTD) | RTD |
| David Krutsinger* | CDOT | CDOT-DTR |
| Robert Eaton* | Amtrak | Amtrak |
| Dale Steenbergen* | Cheyenne, Wyoming | Chamber of Commerce |

*Non-Voting Member

- SB 17-153 directed the Commission to report to the House and Senate Local Government Committees of the Colorado General Assembly by December 1, 2017 regarding proposals for the development of a Front Range passenger rail system.
- Accordingly, the Commission presented a summary of strategic considerations, key steps towards implementing Front Range passenger rail, and a map of proposed Front Range passenger rail corridors and connections from Fort Collins to Trinidad, Colorado. The proposal was provided to Planning Council members on December 1, 2017 via email.
- In the submission, the Commission identified five distinct phases for implementation of a Front Range passenger rail system:
 - Phase I: Define Service Vision
 - Phase II: Formation of Governing Authority
 - Phase III: Federal Project Development Process
 - Phase IV: Final Design & Construction
 - Phase V: Ribbon Cutting
- In May, the Colorado Legislature provided the Commission with the full \$2.5M requested in the December 1, 2017 submission for Phase I. This amount will fund the Study and a staff person for the Commission for 2 years.
- Phase I is currently underway, with an RFP for Front Range Passenger Rail Stakeholder Engagement and Service Development Plan currently under development. It is anticipated the RFP will be released this fall.
- The position posting for the Commission Staff member will be released prior to the RFP. It is hoped they will be on board and able to participate in the RFP consultant selection process.

Southwest Chief & Front Range Passenger Rail Commission Update

