

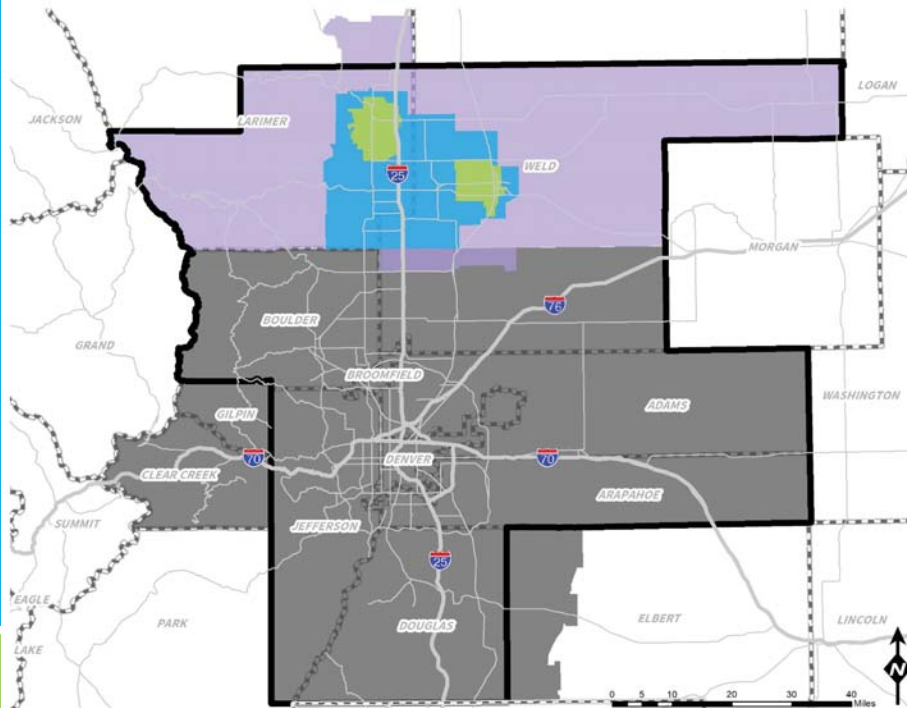
Air Quality Planning in the North Front Range

NFRMPO Planning Council



July 11, 2019

NFRMPO Air Quality Planning



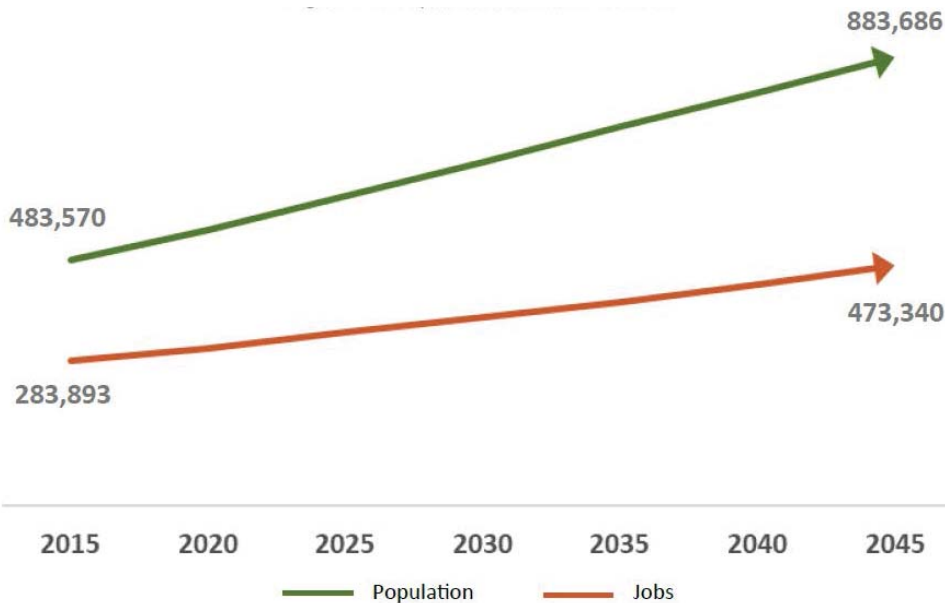
- Model the Northern Subarea of the Denver/North Front Range 8-hour Ozone Nonattainment Area
- Includes portions of the Upper Front Range TPR
- Model the two Carbon Monoxide (CO) Maintenance Areas in the region: Fort Collins and Greeley

Legend

- Ozone Nonattainment Boundary
- NFRMPO Modeling Area
- NFRMPO Planning Area
- Carbon Monoxide Maintenance Areas
- DRCOG Modeling Area
- County Boundaries

North Front Range
Metropolitan
Planning
Organization
January 2019
Sources: CDOT, NFRMPO

NFRMPO Population and Job Forecasts: 2015-2045



2015 – 2045
82.8% Growth in Population
66.5% Growth in Jobs

Source: Department of Local Affairs

NFRMPO Plans and Programs



VanGo™ Vanpool Program



- For commuters traveling to/from/within the NFRMPO region
 - Typically 25 miles or more one way
- Currently 48 vanpools in operation
- Two new routes were initiated in 2018
- New branding and marketing



www.VanGoVanpools.com

Public Outreach



- NFRMPO staff attend 15 or more community events each year
 - “Simple Steps. Better Air.” information, resources, giveaways and prizes
 - Interactive education
 - Transportation Trivia Wheel
 - “Ozometer”
 - Children’s Activity Book
 - Resident and visitor surveys
- Social media posts
- Website



Transportation Improvement Program (TIP)



- The NFRMPO awards CMAQ, STBG, and TA funds through a competitive Call for Projects process

CMAQ Projects Implemented FY2016-2018			
Project Type	Number of Projects	VOC (kg/day)	NOx (kg/day)
Alternative Fuels and Vehicles	5	9.4	27.8
Bicycle and Pedestrian Facilities and Programs	5	7.8	20.6
Congestion Reduction and Traffic Flow Improvements	9	155.7	54.8
Total	19	172.9	103.1

2045 Regional Transportation Plan (RTP)



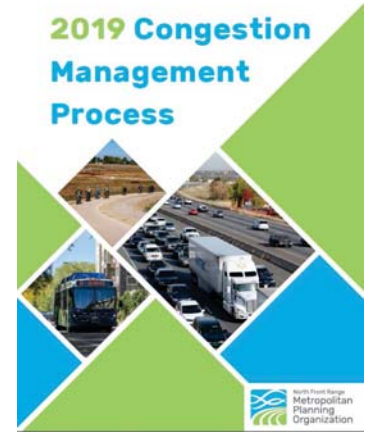
- Long-term multimodal transportation vision for the region
- Updated every four years due to ozone non-attainment status
- To be adopted by September 2019
- Includes:
 - Corridor-specific vision plans
 - Plan Scenarios
 - A fiscally-constrained plan
 - Implementation plan



Congestion Management Process (CMP)



- **Performance-based approach to addressing congestion**
 - Congestion-related goals and objectives
 - Data collection and system performance
 - Identification and evaluation of congestion management strategies
 - Propose strategies and opportunities for congested corridors
 - Periodic assessment of strategy implementation



Bicycle and Pedestrian (Non-Motorized) Planning



- **2016 Non-Motorized Plan (NMP)**
 - Regional Non-Motorized Corridors (RNMCs)
 - Best practices, tools, and resources to assist local planning efforts
- **Bicycle and Pedestrian Count Program**
 - NFRMPO staff manages permanent and temporary count devices to better understand usage and demand
- **NoCo Bike & Ped Collaborative**
 - Local agencies, non-profit organizations, and residents
 - Share best practices, host events, and make recommendations to the NFRMPO

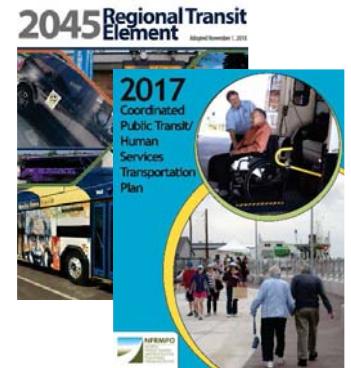


Transit Planning and Mobility Coordination



Two Plans

- **Short-Term** – Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)
 - Projects and actions to benefit the mobility of older adults and individuals with disabilities
- **Long-Term** - Regional Transit Element (RTE)
 - Region-wide assessment of transit out to 2045



Larimer and Weld County Mobility Committees

- Brings together human service agencies, transit agencies, and staff from the NFRMPO to ensure residents have mobility and access



Transit Planning and Mobility Coordination (continued)

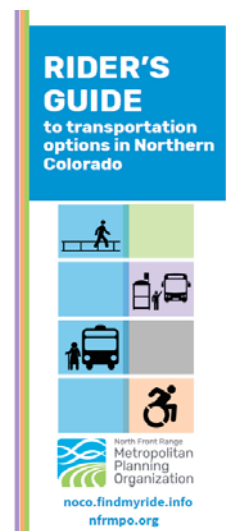


Rider's Guide Brochure and Find My Ride Online Tool

- Fare, schedule, and contact information for fixed-route services, demand-response services, commercial services, and paratransit in the region.

Larimer County One Call/One Click Center

- Assist residents of Larimer County with finding transportation options, and improving data collection, efficiency, and coordination among ride providers



Connect With Us



ON THE MOVE

North Front Range Transportation News

January–March 2019

Inside This Issue

- NFRMPO and TAC Elections P1
- \$20M BUILD Grant Awarded P12
- Project 688 Safety P7
- Project 688 North 125 Express Lanes Project P3
- Building Travel Training P4
- Winter Driving Tips P5
- 2018 Air Quality P57
- AOCQ Adapts Regulation 20 P7
- NoLink Leader's Role P68
- 2018 Call for Projects Update P10
- Quarterly Member Profile: Town of Estes P11
- Upcoming Events P12

MPO Links

- Follow us on Twitter @nfrmpo
- Look for updates on Facebook @nfrmpo
- Read the NFRMPO Blog nfrmpo.blogspot.com
- Play with ViewGo™ www.viewgo.com

Subscribe to On the Move! Visit us at nfrmpo.org to be notified to subscribe to the On the Move Newsletter.



NFRMPO Planning Council and TAC Elections

At their December 2018 meeting, the North Front Range Transportation & Air Quality Planning Council (NFRTSAGPC) elected new officers to serve during 2019. The Planning Council voted to elect Kristie Melendez, Town of Windsor Mayor, as Planning Council Chair and Dave Clark, City of Loveland Councilmember, as Vice-Chair. Tom Donnelly, Larimer County Commissioner, will serve as Immediate Past-Chair. The Planning Council officers make up the Executive Committee and work cooperatively to set the Planning Council's meeting agendas.

The Technical Advisory Committee (TAC) also elected officers for 2019 at their December meeting. TAC re-elected Dave Klockeman of Loveland as Chair and elected Mitch Nelson of Severance as Vice-Chair. Dean Anderson of Weld County will continue to serve as Past Chair.

At their December 2018 meeting, the North Front Range Transportation & Air Quality Planning Council (NFRTSAGPC) elected new officers to serve during 2019. The Planning Council voted to elect Kristie Melendez, Town of Windsor Mayor, as Planning Council Chair and Dave Clark, City of Loveland Councilmember, as Vice-Chair. Tom Donnelly, Larimer County Commissioner, will serve as Immediate Past-Chair. The Planning Council officers make up the Executive Committee and work cooperatively to set the Planning Council's meeting agendas.

\$20M BUILD Grant Awarded to North I-25

In July 2018, the NFRMPO submitted an application for the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary grant program to improve North I-25 Segment 6 (SH402 to SH56). An application for \$25M of the \$250M North Interstate 25 Phase 2 project was submitted.

On December 6, 2018, it was announced that the North Interstate 25 Phase 2 project had been awarded a \$20M BUILD Grant.

continued on page 2 | \$20M

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Blog: nfrmpo.blogspot.com

Facebook: facebook.com/nfrmpo

LinkedIn: linkedin.com/company/nfrmpo

Community Remarks:

communityremarks.com/northfrontrange

Newsletter: <https://nfrmpo.org/newsletter/>

Ryan Dusil – Transportation Planner II

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rdusil@nfrmpo.org



Thank you!



1

Federal Requirements for the Fiscally Constrained Plan

- **System-level estimates**
 - Cost to operate and maintain federal-aid highways and public transportation
 - **ALL** reasonably anticipated revenue (public and private) by funding source
- **Identification of funding for projects and programs in the RTP**
- **Year of Expenditure (YOE) Dollars**

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Fiscally Constrained Plan

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Data Sources Used



- **CDOT Revenue Projection & Program Distribution** – State and federal funding
- **Local Jurisdiction Budgets** – Local revenue for roadway operations, maintenance, and improvements
- **FY2019-2022 TIP** – Discretionary grant funding
- **National Transit Database** – Transit operations costs and state and local funding sources for transit
- **Transit Agencies** – Transit capital costs
- **FTA FY2018 Apportionments** – Federal transit revenue
- **Local Community Estimates**– Roadway operations & maintenance costs; Intersection Improvements; RNMC operations & maintenance

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Fiscally Constrained Plan

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CDOT Revenue Projection & Program Distribution



- **2040 Revenue Projection and Program Distribution approved by the Transportation Commission (TC) 2013-2014**
- **2045 Revenue Projection approved by the TC in February 2019**
 - The adopted “high revenue scenario” assumes a new funding source in FY2026
 - Full CDOT Statewide 2045 Program Distribution expected in late 2019

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Fiscally Constrained Plan

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Local Revenue Sources for Roadways



- General Fund transfers
- Highway User Trust Fund (HUTF)
- Sales Tax
- Use Tax
- Property Tax
- Impact Fees
- Miscellaneous fees and taxes

County Estimates for North Front Range:

- 50% Vehicle Miles Traveled (VMT)
- 50% Lane Miles

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Fiscally Constrained Plan

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Operations and Maintenance Costs—Roadway



- **Roadway Operations:** Includes lighting, traffic control, and snow and ice removal
 - Municipal: \$8,057 per lane mile
 - County: \$1,691 per lane mile
 - State Highways: \$6,784 per lane mile
- **Roadway Maintenance:** Includes resurfacing costs
 - Municipal: \$12,800 per lane mile
 - County: \$5,606 per lane mile
 - State Highways: \$11,631 per lane mile
- **Intersection Improvements: \$531M over life of the Plan**

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Fiscally Constrained Plan

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Operations and Maintenance Costs—Transit and Non-Motorized



- **Transit Operations, Maintenance, and Capital:** Includes vehicle operations and maintenance, general administration, facility maintenance, and state of good repair
 - **\$24.8M per year**
- **RNMCs: \$6K per mile/per year**

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Fiscally Constrained Plan

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Anticipated Revenue 2020-2045 (in Millions of YOE Dollars)	Funding Program	2020	2021	2022	2023	2024	2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL 2020-2045
	Maintenance	\$26	\$29	\$24	\$21	\$22	\$22	\$109	\$117	\$122	\$124	\$124
Surface Treatment	\$22	\$24	\$19	\$16	\$16	\$16	\$79	\$85	\$84	\$86	\$86	\$447
Structures On-System	\$5	\$5	\$4	\$3	\$3	\$3	\$14	\$11	\$9	\$10	\$10	\$67
Structures Off-System	\$2	\$2	\$2	\$2	\$2	\$2	\$12	\$13	\$14	\$16	\$16	\$66
Highway Safety Investment Program (HSIP)	\$2	\$2	\$2	\$2	\$2	\$2	\$11	\$12	\$12	\$12	\$12	\$61
FASTER Safety	\$3	\$3	\$3	\$3	\$4	\$4	\$20	\$24	\$27	\$27	\$27	\$119
Transportation Alternatives (TA)	\$1	\$1	\$1	\$1	\$1	\$1	\$4	\$4	\$4	\$4	\$4	\$19
Surface Transportation Block Grant (STBG)	\$3	\$3	\$3	\$4	\$4	\$4	\$18	\$18	\$19	\$19	\$19	\$96
Congestion Mitigation/Air Quality (CMAQ)	\$4	\$4	\$4	\$4	\$4	\$4	\$21	\$22	\$22	\$23	\$23	\$112
Regional Priority Program (RPP)	\$0	\$0	\$12	\$0	\$0	\$0	\$27	\$15	\$16	\$18	\$18	\$88
New Funding Source	\$0	\$0	\$0	\$0	\$0	\$0	\$34	\$52	\$52	\$51	\$51	\$189
Federal Discretionary Grants	\$8	\$8	\$8	\$8	\$8	\$8	\$45	\$49	\$55	\$60	\$60	\$258
FASTER Transit - Transit and Rail Grants	\$1	\$1	\$1	\$0	\$0	\$0	\$2	\$3	\$3	\$3	\$3	\$14
FASTER Transit - Bustang	\$1	\$1	\$1	\$1	\$1	\$1	\$7	\$8	\$9	\$10	\$10	\$42
FTA §5307	\$7	\$7	\$7	\$7	\$8	\$8	\$41	\$45	\$50	\$55	\$55	\$236
FTA §5310	\$0	\$0	\$0	\$0	\$0	\$0	\$1	\$1	\$1	\$1	\$1	\$5
FTA §5339	\$2	\$2	\$2	\$2	\$2	\$2	\$11	\$12	\$14	\$15	\$15	\$64
Local - Transit	\$16	\$16	\$17	\$17	\$17	\$18	\$94	\$103	\$114	\$126	\$126	\$538
Local - Roadway	\$162	\$165	\$168	\$171	\$175	\$178	\$947	\$1,045	\$1,154	\$1,274	\$1,274	\$5,438
Local - Bike/Ped	\$3	\$3	\$3	\$3	\$3	\$3	\$15	\$16	\$18	\$20	\$20	\$85
State Discretionary Bike/Ped Grants	\$1	\$1	\$1	\$1	\$1	\$1	\$3	\$3	\$4	\$4	\$4	\$18
Developer Contributions	\$15	\$16	\$16	\$16	\$17	\$17	\$90	\$99	\$110	\$121	\$121	\$517
TOTAL	\$285	\$295	\$300	\$286	\$292	\$297	\$1,616	\$1,770	\$1,926	\$2,094	\$2,094	\$9,097

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Identified Need	Revenue			Total Funded	Total Unfunded*
	Category	Cost	Dedicated		
Roadway Operations and Maintenance	\$5,070	\$1,339	\$3,731	\$5,070	\$0
Intersection Improvement Projects	\$531	\$99	\$432	\$531	\$0
Regional Non-Motorized Corridor (RNMC) Operations, Maintenance, and Expansion	\$273	\$122	\$151	\$273	\$0
Transit Operations, Maintenance, and Local System Expansion	\$1,339	\$950	\$390	\$1,339	\$0
Regional Transit Element (RTE) Corridors and Front Range Passenger Rail	\$2,043	\$0	\$14	\$14	\$2,029
Regionally Significant Corridor (RSC) Capacity Projects	\$3,638	\$0	\$1,392	\$1,392	\$2,247
Non-RSC Capacity Projects	\$678	\$0	\$477	\$477	\$200
TOTAL	\$13,573	\$2,510	\$6,586	\$9,097	\$4,476

**Unfunded projects include the buildout RTE corridors, Front Range Passenger Rail, and RSC and non-RSC capacity projects not identified as fiscally constrained by project sponsors.*

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Next Steps



- **Planning Council Action – July 11, 2019**
- **TAC Discussion of the 2045 RTP – July 17, 2019**
- **Planning Council Discussion of the 2045 RTP – August 1, 2019**
- **TAC Recommendation for the 2045 RTP – August 21, 2019**
- **Planning Council Adoption of the 2045 RTP – September 5, 2019**

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Fiscally Constrained Plan

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Questions?



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Transportation Planning Director
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AIR QUALITY CONTROL COMMISSION, STATE OF COLORADO

In the Matter of Proposed Regulation Number 20 - ZEV

PREHEARING STATEMENT OF THE NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION (NFRMPO)

The NFRMPO submits this Prehearing Statement (Statement) in this proceeding to adopt Colorado Air Quality Control Commission (AQCC) Regulation Number 20, which adopts California Zero Emission Vehicle standards for vehicles made available in Colorado beginning in Model Year (MY) 2023.

The Notice of Rulemaking Hearing before the Colorado AQCC in response to Colorado Executive Order B 2019 002, signed by Governor Polis Tuesday January 17, 2019 and, pursuant to Sections 24-4-103 and 25-7-110, 110.5 and 110.8 C.R.S., as applicable and amended in the AQCC's Procedural Rules.

1. Summary of policy, factual or legal issues the applicant has with the proposed regulation

The NFRMPO has identified concerns about the Proposed Regulation and its impacts. These issues include:

Whether the ZEV's contribute monetarily, with an appropriate share, to the maintenance of transportation infrastructure through the Highway User Trust Fund (HUTF)

Transportation funding in Colorado has continually fallen short of the need statewide, but especially with the passage of the Taxpayer Bill of Rights (TABOR) in 1992. Since TABOR was enacted, the HUTF funding (gas tax) has not been raised in Colorado since 1992. In the fall of 2018, both Proposition 109 (bonding) and 110 (statewide sales tax increase) did not pass a taxpayer vote leaving Colorado still lagging in funding for roads and transportation. According to CDOT's 2040 Statewide Transportation Plan, there is a \$24.9B funding shortfall in Colorado for road construction and other transportation improvement projects with \$8.77B shortfall in the next 10 years.

Under the current HUTF funding structure, the State of Colorado receives on average \$105 per year per traditional light duty vehicle and just \$30 per EV vehicle. Adoption of the California ZEV standards exacerbate the road funding shortfall due to this disparity in revenue generation. **We propose a change to HB 12-1110 that would increase the EV fees to be in parity with a traditional gas-powered vehicle.** While this will not correct the historic and chronic funding shortfall, it will not contribute to making it worse.

Colorado has explored a Vehicle Mile Traveled (VMT) fee; however, residents are reluctant due to fears of 'big brother' tracking. Until the revenue structure is changed, we strongly encourage parity within the current system.

Whether Taxpayers are currently and will continue to subsidize the purchase of ZEVs.

It is likely ZEVs will be most prevalent in urban areas of the State which have shorter driving distances and more robust charging infrastructure. While this is logical, the effect of the fleet mix required to come to Colorado will artificially raise the cost of non-ZEV vehicles in rural areas, which, on average, have a lower household income than urban areas. For example, according to the U.S. Census Bureau the average household income in Denver is \$60,110, while in Brush it is \$51,300. If gas-powered vehicle prices rise, this leaves the more economically vulnerable rural areas subsidizing the more affluent urban areas. **We propose a purely market driven demand for ZEVs without mandates or incentives.**

Whether charging stations and infrastructure are adequate, especially in rural areas, to support ZEVs

Much of northeastern Colorado is very rural with low population density. This area is not prepared to handle a non-natural market influx of EVs. According to the Colorado Division of Oil and Public Safety, there are currently 2,350 retail gas stations in the State of Colorado and two fast charging level 3 stations in Northern Colorado that would somewhat compare to gas station fill times.

According to OhmHome, a level 3 charging station cost is variable, but is typically between \$30,000 and \$80,000. This is illustrated in the following table. The cost of these charging facilities cannot be incurred by municipalities or MPOs as funding is already stretched to capacity and charging stations may not be an eligible expense for certain funds received by these entities. Again, **we encourage a market driven approach to implementation.**

	Level 2 Home	Level 2 Parking Garage	Level 2 Curb-side	Level 3 DC Fast Charging	Description/Key Assumptions
Charge station Hardware	\$400- \$1,000	\$1,500- \$2,500	\$1,500- \$3,000	\$12,000- \$35,000	
Electrician Material	\$50- \$150	\$210- \$510	\$150 \$300	\$300- \$600	<ul style="list-style-type: none"> • \$1.50-2.50/ft for conduit and wire, plus misc other materials • \$50,080/hour (per dist?) • \$500-1,000 if new breaker is required • Assume 2x electrical cost for level 3
Electrician Labor	\$100- \$350	\$1,240- \$2,940	\$800- \$1,500	\$1,600- \$3,000	
Other Material		\$50- \$100	\$50- \$150	\$100- \$400	<ul style="list-style-type: none"> • \$25-100/ft for trenching/boring- depends on surface, soil and underground complexity • Mounting, signage, protection, and restoration also included here, but don't usually contribute more than a few hundred dollars
Other Labor		\$250- \$750	\$2,500- \$7,500	\$5,000- \$15,000	
Transformer	NA	NA	NA	\$10,000- \$25,000	<ul style="list-style-type: none"> • 480V transformer installed by utility
Mobilization	\$50- \$200	\$250- \$500	\$250- \$500	\$600- \$1,200	<ul style="list-style-type: none"> • Home: 1-3 hours of electrician time for a home installation • Public: \$250-500 of time for 1-2 electricians and other labor. We found that the work could usually be completed in a single visit from each contractor
Permitting	\$0 - \$100	\$50- \$200	\$50- \$200	\$50- \$200	Varies city by city, often a flat fee for one or several stations

Source: OhmHome <https://www.ohmhome.com/electric-vehicles/ev-charging-station-cost/#Level3ChargingStationCost>

Additionally, EV's on average are about \$8,500 more expensive than traditional gas-powered vehicles as shown on the table below. While there are currently tax incentives available through the State of Colorado up to \$7,500 per vehicle, they expire on December 31, 2021. Cost comparisons in the table below are based on direct contact with vehicle dealers.

Make	EV Model	Price (low)	Gasoline Model	Price (low)
Fiat	500 EV	\$34K	500	\$17K
Ford	Fusion EV	\$28K	Fusion	\$23K
Hyundai	Kona EV	\$37K	Kona	\$20K
Kia	Niro EV	\$39K	Niro	\$24K
	Average	\$29.5K		\$21K
Not all cars available in CO				

To look further at the cost difference of EV vs. non-EV, to fully charge a Nissan Leaf it takes 40kWh and 5.7 hours using a home charger. Some larger vehicles could take up to 8 hours to charge at home. Level 3 chargers can provide an 80% charge in 30 minutes and cold weather can lengthen that time.

The average cost of electricity in Colorado as of July 2019, is 11.46 cents per kWh. Therefore, the person driving the average EV 12,000 miles per year pays about \$491 per year to charge it. Of course, if you add in the variable rates charged by utility providers this can vary widely generally being more expensive in the peak periods.

The average price per gallon for regular gasoline was \$2.72 as of July 2019, according to AAA. The average driver travels 12,000 miles per year, according to FHWA. With average miles per gallon (MPG) at 23.6, according to EPA, the average gas-powered vehicle driver spends \$1,383 per year on fuel. The time it takes to fuel the vehicle is 15 minutes or less.

While the monetary savings is a benefit to the consumer, it does not account for the length of time it takes for fueling, which is a substantial difference.

Whether the California regulations work for Colorado as currently presented.

California and Colorado vary greatly in altitude, terrain, and weather. In rural areas, drivers regularly pull heavy loads (trailers, campers, RVs) and EVs are not suitable for these constraints. Colorado's large temperature swings also negatively impact batteries and their load capacity compared to California's more consistent temperature and climate. Additionally, the mix of urban and rural residents is different between the two states. According to the U.S. Census Bureau, 14% of the population in Colorado is rural, while 5% are rural in California making limited range ZEVs more practical.

Some items of note about the California standard:

- Manufacturers position (large, intermediate, small) are based on sales in California and global revenue.

- When the ZEV mandate is in place for the MY 2023, the Credit Percentage Requirement in CA is 17% which will be applicable in CO. There is no ramp up for Colorado as there was in California.
- The California regulation discusses the number of vehicles produced for sale as meeting the requirement. This means delivered for sale in a state. The regulatory requirement is on the manufacturer and not on the dealer selling the vehicles. It is not tied to actual vehicle sales as it would be in Colorado
- The California regulation stops the Credit Percentage Requirement at 2025 with 22%. That percentage would remain in effect for subsequent model years unless there is a change to the regulation. A change in the regulation would be made by California with little or no input from other states which have adopted this standard. There have been a few examples of other states providing input, such as the Pooling Provision, which California initially resisted but other states wanted. California ultimately included the provision.
- Ultimately, Colorado has little to no input on any changes to the California regulation.

We support having a voice in regulations that effect Colorado residents and do not support being tied to California without any input into the program.

2. List of Issues to be Resolved by the Commission

Presume issues identified will be discussed during the Hearing.

3. List of Exhibits that may be Presented at Hearing

None.

4. List of Witnesses that may be Called at Hearing

Don McLeod
3 S. Timer Ridge Pkwy
Severance, CO 80550

Kevin Ross
223 1st Street
Eaton, CO 80615

Mayor McLeod and Mayor Ross will be discussing if the rulemaking is necessary, if it is cost effective, impacts to citizens with different automobile standards across states, and whether the public input process has been adequate.

5. Text of Proposed Revision, Etc.

None.

6. Time Requested

NFRMPO requests 10 minutes to provide a presentation and discussion of the issues.

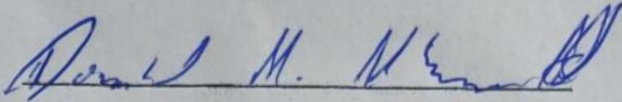
7. Conclusion

The NFRMPO appreciates the opportunity to participate in this proceeding on behalf of its members. The NFRMPO believes in protecting the State's air quality and supports cost-effective and reasonable approaches which target the air quality issues the region and state face.

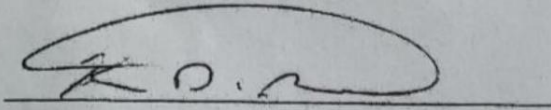
The NFRMPO believes that EVs are a practical way to reduce mobile air emissions with a market-based approach and addressing items such as the HUTF contributions.

Respectfully submitted,

North Front Range Metropolitan
Planning Organization

A handwritten signature in blue ink, appearing to read "Donald M. McLeod", written over a horizontal line.

Donald M. McLeod, Mayor of Severance

A handwritten signature in black ink, appearing to read "Kevin Ross", written over a horizontal line.

Kevin Ross, Mayor of Eaton



North Front Range MPO Area - Project Status Updates (7/9/2019)

<u>Roadway / Segment</u>	<u>Status</u>
SH14	
SH14/US287 Flood Repair NW of Fort Collins	<i>Construction is underway</i>
SH14 Safety work west of Ted's Place	<i>In design</i>
SH14 @ WCR33 Intersection Safety	<i>Construction complete</i>
I-25	
Design /Build	<i>Construction is underway. SH402 is closed</i>
Wellington to WYO Cable Rail	<i>Ad August 2019</i>
Vine Drive Bridge	<i>Old bridge demolished. Construction underway</i>
Segment 6 (SH56 to SH402)	<i>In design- construction start estimate Fall 2019</i>
US34	
Big Thompson Canyon Flood Repair	<i>Construction complete</i>
SH60	
WCR 40 Intersection Improvements	<i>Construction is wrapping up</i>
Over the South Platte River	<i>Construction is wrapping up</i>
US287	
SH1 to LaPorte Bypass	<i>Construction complete</i>
Foothills Parkway Intersection	<i>Advertised April 2019. Construction late 2019</i>
Owl Canyon Rd Feasibility Study	<i>Underway. Expected completion by Fall 2019</i>
ADA Curb Ramp Program	
Greeley ADA Curb Ramps Phase 1	<i>Construction complete</i>
Loveland ADA Curb Ramps Phase 1	<i>Construction complete</i>
Windsor Curb Ramps	<i>Construct Summer 2019</i>