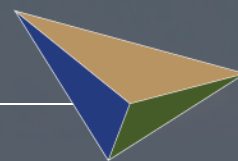


Appendix D

RTP Amendment #2



Traffic on I-25. Image Credit: CDOT

Appendix D: RTP Amendment #2

A. 2040 RTP Amendment: Resolution



**RESOLUTION NO. 2017-12
OF THE NORTH FRONT RANGE TRANSPORTATION
& AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2040 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT #2**

WHEREAS, 49 CFR PART 613.100 and 23 CFR 450.322 require the development through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) for Metropolitan Planning Organizations (MPOs); and

WHEREAS, pursuant to the aforementioned legislation, the North Front Range Transportation & Air Quality Planning Council (Planning Council) was designated by the Governor of the State of Colorado as the MPO agency responsible for carrying out the transportation planning process, and for developing and amending the RTP; and

WHEREAS, the Cities of Fort Collins and Greeley are currently designated as Maintenance Areas for Carbon Monoxide (CO) and the North Front Range also is within the Denver-North Front Range (Northern Subarea) 8-Hour Ozone Nonattainment Area, and the Planning Council was designated by the Governor of the State of Colorado as the lead Air Quality Planning Agency for Carbon Monoxide; and

WHEREAS, the Planning Council is responsible for determining conformity of all of its transportation plans and programs with the Clean Air Act, as amended, 1990, and the State Implementation Plan (SIP) for air quality. The RTP shall be reviewed and updated at least every four years in air quality Nonattainment and Maintenance Areas; and

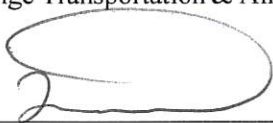
WHEREAS, the transportation programming process shall address no less than a 20-year planning horizon as of the effective date. The effective date being established by the date of the conformity determination issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, this RTP Amendment #2 does not change the positive conformity findings on the addition of the 2040 RTP; and

WHEREAS, the Planning Council approves the 2040 RTP Amendment #2 and submits copies for informational purposes to the Governor;


NOW, THEREFORE, BE IT RESOLVED BY North Front Range Transportation & Air Quality Planning Council, finds that the 2040 Regional Transportation Plan (RTP) Amendment #2, per Resolution No. 2017-12, is in conformance with the requirements of 49 CFR 613.100 and 23 CFR 450.322.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held the 1st day of June, 2017.



Kevin Ross, Chair

ATTEST:


Terri Blackmore, Executive Director

B. Rationale for Not Redetermining Conformity

Adhering to the interagency consultation requirements of [40 CFR 93.105](#) and [AQCC Regulation 10](#), NFRMPO, FHWA, EPA, CDOT and other partners agreed at the April 2017 ICG meeting that the NFRMPO 2040 RTP Amendment #2 project changes did not trigger an air quality conformity determination as the projects were not moving between the horizon or staging years previously modeled and found to conform by NFRMPO. Consistent with [23 CFR 450](#) the RTP Amendment #2 modified project schedules for: US 34 Widening Project, Prospect Interchange Improvements and North I-25 Additional Requested Elements.

C. 2040 RTP Amendment: I-25 Expansion



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: Colorado Department of Transportation	Agency Contact: Johnny Olson	Telephone: 970/ 350-2101
Mailing Address: 10601 West 10th Street		Email Address: j.olson@state.co.us
City: Greeley	State: CO	ZIP Code: 80634
Additional Financial Sponsors (if applicable): City of Fort Collins, Town of Johnstown, Larimer County, City of Loveland, Town of Timnath, Weld County		
Project Description		
Project Name: I25 Additional Components	Jurisdiction(s): Johnstown, Larimer County, Loveland, Timnath, Weld County, Windsor	
Project Location (attach map of project location as well): North I-25 and associated areas	Project Type (Mobility, Safety, Bridge, etc.): Mobility, Bridge, Safety, Operations	
Project Limits (to and from): US34: 95.8 - 97.2 / I25: MP 253.75 - MP 270	Project Length (miles): 1.5 miles / 20 miles	
Is this part of an ongoing project? If so, please describe. Yes. The US34 Environmental Assessment identified widening from 4 to 6 lanes in key locations within Loveland and Johnstown. Yes. The North I-25 Final Environmental Impact Statement (FEIS) studied from Denver Union Station to SH14 in Fort Collins.		
Project Description: Widen from 4 to 6 lanes, plus auxiliary lanes of US34, safety improvements, signing, striping. Extension of 2 Express Lanes (one each direction), reconstruction of failing pavement, replacement of appropriate structures, interchange improvements, ITS technology and operational improvements on I25		
Project Phase(s), if applicable (Construction, Design, ROW, etc.): Design / Utilities / Construction	Fiscal Year(s) of Construction: 2018-2020	
Reason for Amendment request: To expedite components currently included in the 2040 LRP, the project partners request that the identified components be expedited to 2020 in light of additional funds and costs savings associated with the Design/Build process		

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	Performance Measure(s)	Project Impact
Goal 1: Foster a transportation system that supports economic development and improves residents' quality of life	"-Conforms to Air Quality Conformity-Investment in Infrastructure"	The project will improve mobility and provide a sustainable alternative to congestion on I25 and US34. High Occupancy Vehicles (HOV) and public transit vehicles (buses, express bus) would use the express lanes free of charge while Single Occupant Vehicles (SOV) would pay a toll to use these lanes. The rehabilitation and replacement of key bridges in the corridor are sound investments that will allow the final alignment of I-25 to be constructed in the near future. All of these improvements reduce vehicle idling by keeping traffic moving along these heavily traveled corridor.
Goal 2: Provide a transportation system that moves people and goods safely, efficiently, and reliably	Reliable travel times	Installation of express lanes, with associated operational and safety improvements throughout the project segments encourages transit, carpooling, and vanpooling as viable transportation options by providing reliable travel times and uncongested travel flow. Widening mainline US34 added needed capacity to accommodate growing traffic volumes.
Goal 3: Provide a multi-modal system that improves accessibility and transportation system continuity	"-Support transportation services for all including the most vulnerable and transit dependent populations. -Implement RTE, Regional Bike Plan and North I-25 EIS"	Extending the express lanes further south provides additional trip reliability to travelers who choose carpooling, vanpooling, public transit, or paying to use express lanes while driving alone. The US34 widening project includes shoulders for non-motorized users, providing a critically needed crossing of I25
Goal 4: Optimize operations of transportation facilities	"-Use TDM techniques to reduce congestion and optimize the system. -Implement ITS -Reduce project delivery time frame"	Carpooling / vanpooling services will be enhanced through more reliable travel times due to use of the express lane. The installation of state of the industry ITS components will aid the express lanes tolling and operations, as well as increased traveler information (travel time, ramp metering, etc). By utilizing Design / Build methodology, the project will be constructed quickly while taking advantage of contractor creativity.

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

Project Funding

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

Total Project Cost	\$ 0.00	-
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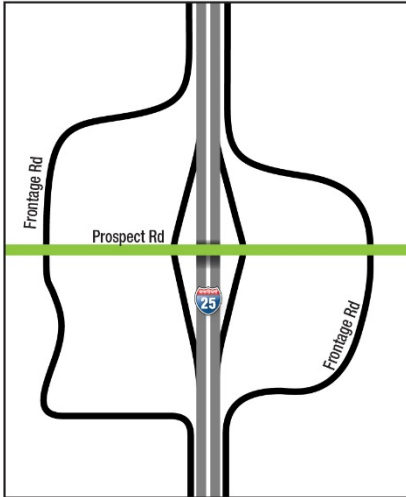
Supporting documentation attached or linked (optional):
i.e. *Studies, Master Plans, Comprehensive Plans*

"<https://www.codot.gov/projects/north-i-25-eis><https://www.codot.gov/library/studies/us34us287lcr3EA-FONSI>"

Submit completed form to Becky Karasko at 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

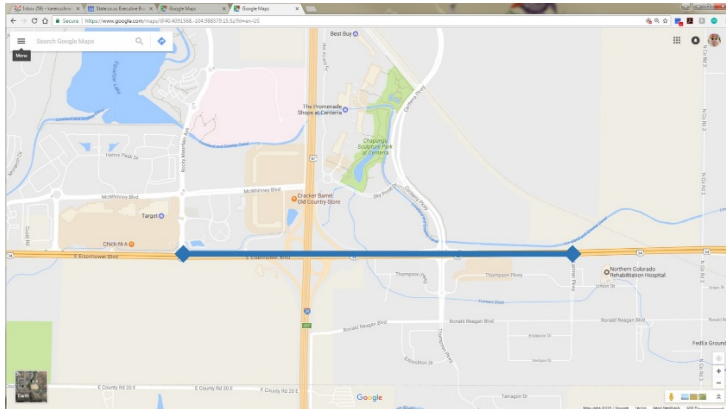
<i>Provider</i>	In millions				Sub-Total
	FY 2018	FY 2019	FY 2020	FY 2021	
<i>Local Agencies</i>	4	4	4		12.0
<i>Private Developers</i>	2	2	2.5		6.5
<i>Colorado DOT</i>	6	6	0		12.0
<i>Totals</i>	12	12	6.5		\$30.5

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>Provider</i>	FY2018	FY2019	FY2020	FY2021	Sub-Total
<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>Provider</i>	FY2018	FY2019	FY2020	FY2021	Sub-Total
<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**

2040 Plan Timeframes

Fund Source (millions)	FY17	FY18	FY19	FY20	FY21	FY22-25	FY26-30	FY31-35	FY36-40	Fund Source
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					

D. Amended List of NFRMPO Regional Travel Demand Model Projects

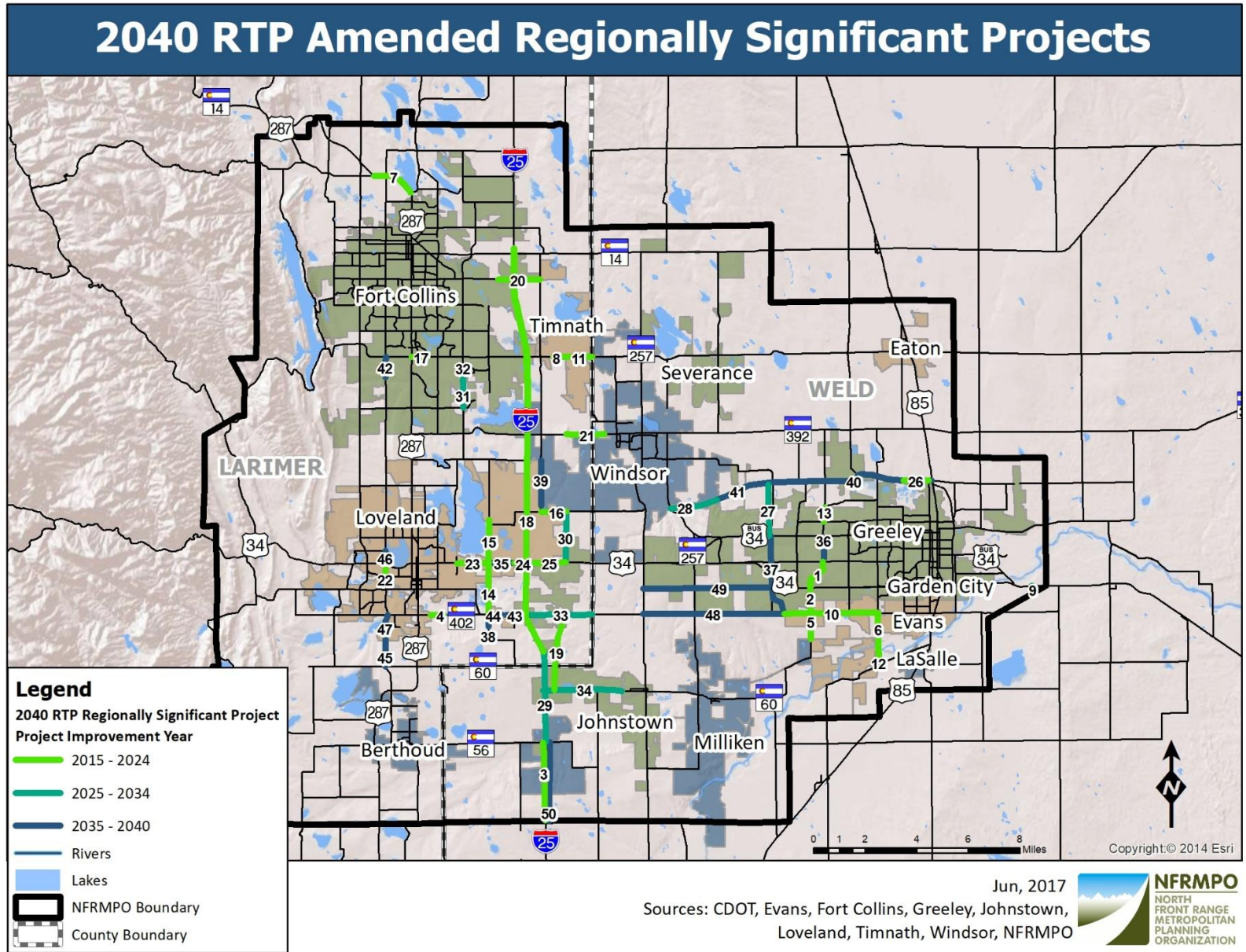


Table D-1 List of NFRMPO Regional Travel Demand Model Projects

Map #	Street Name	From	To	Description of Improvement		Year of Improvement	Cost (thousands)	Funding Source
				Before	After			
2015-2024 Network								
1	59 th Avenue	20 th Street	US 34 Bypass	2	2 (Center turn lane)	2015	\$1,500	Greeley – Capital Improvement Program
2	65 th Avenue	US 34 Bypass	Weld CR 54	2	4	2015	\$3,000	Greeley – Road Development Funds
3	I-25 Southbound	Approximately Mile Marker 247	Approximately Mile Marker 249	2	3	2015	\$9,700	NFRMPO – STP-Metro Funds
4	SH 402	St. Louis Avenue	Boise Avenue	2	4	2015	\$6,000	Loveland – Transportation Capital Improvement Plan Funds; CDOT
5	65 th Avenue	37 th Street	49 th Street	2	4	2016	\$1,000	Evans – Capital Projects Street Fund Future Development
6	35 th Avenue	37 th Street	49 th Street	2	4	2016	\$1,000	Evans – Capital Projects Street Fund Future Development
7	US 287	Shields Street	LaPorte Bypass	2	4	2016	\$22,000	CDOT – FASTER Safety/RAMP
8	Harmony Road	RR tracks	Three Bell Parkway (Larimer CR 3)	2	4	2017	\$3,325	Timnath – General Fund/Adjacent Development
9	Weld County Parkway (Weld CR 49)	US 34	I-76	0-4	4 (Center turn lane)	2017	\$12,500	Weld County – General Fund
10	37 th Street	35 th Avenue	Two Rivers Parkway	2	4	2018	\$1,500	Evans – Capital Projects Street Fund Future Development

Table D-1 List of NFRMPO Regional Travel Demand Model Projects

Map #	Street Name	From	To	Description of Improvement		Year of Improvement	Cost (thousands)	Funding Source
				Before	After			
2015-2024 Network (cont.)								
11	Harmony Road	Three Bell Parkway (Larimer CR 3)	Lathem Parkway (Larimer CR 1)	2	4	2019	\$3,500	Timnath – General Fund/Adjacent Development
12	35 th Avenue	49 th Street	Weld CR 35 & Weld CR 394	0	4	2020	\$1,500	Evans – Capital Projects Street Fund Future Development
13	59 th Avenue	4 th Street	C Street	2	4	2020	\$2,400	Greeley – Road Development Funds
14	Boyd Lake Avenue	Larimer CR 20C	US 34	2	4	2020	\$1,988	Loveland – Transportation Capital Improvement Plan Funds
15	Boyd Lake Avenue	US 34	Canal	2	4	2020	\$2,732	Loveland – Centerra Metro District
16	Crossroads Boulevard	Centerra Parkway	Larimer CR 3	2	4	2020	\$2,365	Loveland – Transportation Capital Improvement Plan Funds
17	Harmony Road	College Avenue	Boardwalk Drive	4	6	2020	\$9,349	Fort Collins – Street Oversizing Fund, Developer Contribution, Sales Tax
18	I-25	SH 14	1.5 miles south of SH 402 (Mile Marker 253.7)	4	6	2020	\$250,700	CDOT – Regional Priority Program, RAMP, TC Contingency, Loan (HPTE), Strategic Transit, RoadX, Water Quality, Bridge Enterprise; Local Funding; Federal - TIGER

Table D-1 List of NFRMPO Regional Travel Demand Model Projects

Map #	Street Name	From	To	Description of Improvement		Year of Improvement	Cost (thousands)	Funding Source
				Before	After			
2015-2024 Network (cont.)								
19	Larimer CR 3	Weld CR 50	Larimer CR 18	0	2	2020	\$7,605	Johnstown - Johnstown/Adjacent Developers
20	Prospect Road	Summit View Drive	LCR 5	2	4	2020	\$30,500	Fort Collins - Street Oversizing Fund, Developer Contribution; CDOT
21	SH 392	17 th Street	Larimer CR 3	2	4	2020	\$1,500	Windsor - Road Impact Fee and Adjacent Development
22	Taft Avenue	Arkins Branch	US 34	4	4 (Center turn lane and bike lanes)	2020	\$10,509	Loveland – Transportation Capital Improvement Plan Funds
23	US 34	Denver Avenue	Boyd Lake Avenue	4	6	2020	\$6,506	Loveland – Transportation Capital Improvement Plan Funds; CDOT; STBG
24	US 34	Rocky Mountain Avenue	I-25	4	6	2020	\$2,066	Loveland - Centerra Metro District
25	US 34	I-25	Kendall Parkway (Larimer CR 3E)	4	6	2020	\$12,000	Loveland – Centerra Metro District, Transportation Capital Improvement Plan Funds; CDOT
26	O Street	11 th Avenue	Weld CR-37	2	4	2021	\$7,222	STBG; Greeley – Road Development Fund; Weld County – General Fund; Adjacent Developers

Table D-1 List of NFRMPO Regional Travel Demand Model Projects

Map #	Street Name	From	To	Description of Improvement		Year of Improvement	Cost (thousands)	Funding Source
				Before	After			
2025-2034 Network								
27	83 rd Avenue	US 34 Business (10 th Street)	US 34 Bypass	2	4	2025	\$5,900	Greeley – Road Development Funds
28	Crossroads Boulevard	Great Western Drive	SH 257	0	2 (Center turn lane)	2025	\$5,000	Windsor - Road Impact Fee and Adjacent Development
29	I-25	1.5 miles south of SH 402 (Mile Marker 253.7)	SH 56	4	6	2025	\$84,000	CDOT – Regional Priority Program, FASTER, Surface Treatment; Federal - FAST Freight State Allocation; STBG; CMAQ
30	Larimer CR 3	US 34	Crossroads Boulevard	0	2	2025	\$8,073	Loveland – Transportation Capital Improvement Plan Funds
31	Timberline Road	Trilby Road	Kechter Drive	2	4	2025	\$15,000	Fort Collins - Street Oversizing Fund
32	Timberline Road	Kechter Drive	Stetson Creek Drive	2	4	2025	\$7,755	Fort Collins – Street Oversizing Fund, NFRMPO – STBG
33	Larimer CR 18	I-25 Frontage Road	Weld CR 13	2	4	2030	\$13,890	Johnstown; Adjacent Developers
34	SH 60	I-25	Weld CR 15	2	4	2030	\$17,363	Johnstown; CDOT
35	US 34	Boyd Lake Avenue	Rocky Mountain Avenue	2	2	2030	\$4,291	Loveland – General Fund - CDOT

Table D-1 List of NFRMPO Regional Travel Demand Model Projects

Map #	Street Name	From	To	Description of Improvement		Year of Improvement	Cost (thousands)	Funding Source
				Before	After			
2035-2040 Network								
36	59 th Avenue	US 34 Bypass	20 th Street	2	4	2035	\$3,500	Greeley – Road Development Funds
37	83 rd Avenue	Weld CR 54	Weld CR 64	2	2 (Center turn lane)	2035	\$7,000	Greeley - Road Development Funds
38	Boyd Lake Avenue	SH 402	Larimer CR 20E	2	4	2035	\$6,300	Loveland – Transportation Capital Improvement Plan Funds
39	N. Fairground Avenue (Larimer CR 5)	Rodeo Road	71 st Street (Larimer CR 30)	2	4	2035	\$3,000	Loveland – Transportation Capital Improvement Plan Funds
40	O Street	SH 85	83 rd Avenue	2	2 (Center turn lane)	2035	\$4,700	Greeley – Road Development Funds
41	O Street	83rd Avenue	Weld CR 23	0	2 (Center turn lane)	2035	\$7,400	Greeley – Road Development Funds
42	Shields Street	Fossil Creek Drive	Harmony Road	2	4	2035	\$6,500	Fort Collins – Street Oversizing Fund
43	SH 402	Larimer CR 9	I-25	2	4	2035	\$33,378	Loveland – Transportation Capital Improvement Plan Funds; CDOT
44	SH 402	US 287	St. Louis Avenue	2	4	2035	\$3,000	Loveland – Transportation Capital Improvement Plan Funds; CDOT
45	Taft Avenue/ Larimer CR 17	SH 60/Larimer CR 14	28 th Street Southwest/ Larimer CR 16	2	4	2035	\$6,123	Loveland – Transportation Capital Improvement Plan Funds

Table D-1 List of NFRMPO Regional Travel Demand Model Projects

Map #	Street Name	From	To	Description of Improvement		Year of Improvement	Cost (thousands)	Funding Source
				Before	After			
2035-2040 Network (Cont.)								
46	Taft Avenue	US 34	22 nd Street	4	4 (Center turn lane and bike lanes)	2035	\$6,123	Loveland – Transportation Capital Improvement Plan Funds
47	Taft Avenue	28 th Street Southwest	14 th Street Southwest	4	4 (Center turn lane and bike lanes)	2035	\$3,920	Loveland – Transportation Capital Improvement Plan Funds
48	Weld CR 54	35 th Avenue	Weld CR 17	2	2 (Center turn lane)	2035	\$6,800	Greeley – Road Development Funds
49	Weld CR 56	US 34 Bypass	Weld CR 17	0	2	2035	\$21,000	Greeley – Road Development Funds
50	I-25	SH 56	Weld CR 38	4	6	2040	\$85,000	CDOT Strategic Projects, Strategic Transit, Local Funds, Flexible Funds – RTP, Other STP Metro, CMAQ, FASTER Safety

E. Environmental Mitigation

NFRMPO staff analyzed the potential impacts of transportation projects according to the environmental features detailed in *Chapter 5*. The projects added during the *2040 RTP Amendment* Call for Projects have been added. A complete list of projects is included in *Appendix D*, section D. Transportation projects included are from the Amended *2040 RTP* Regionally Significant Projects list. Project impacts are shown in **Table D-2**. Total columns show the number of projects in each category; for example, there are four intersection projects which impact at least one resource and 14 projects within Flood Zones. It is important to note projects may be counted in more than one category as they may impact more than one environmental resource. As a result, column totals may be more than the total number of planned projects.

Transportation projects affect each environmental resource differently, depending on the resource’s location within the region. The most impacted resource is Energy Production due to the span of the Wattenberg Gas Field under much of Weld County. Wetlands may potentially be affected by 22 proposed projects. Only one Historical and Archeological Site may be impacted by these projects. Three transportation projects will be located atop the Laramie-Fox Hills aquifer (Water Resources), while 14 projects will be located within a 100-year flood zone according to the available FEMA data. Four projects will be built within potential Conservation Areas. As each project moves forward, the respective agencies/jurisdictions will need to study individual project impacts on each environmental resource.

Table D-2: Environmental Mitigation Analysis

Project Type (Total Number of Projects Planned)	Number of Projects Potentially Impacting Resources ²					
	Historical and Archeological Sites	Flood Zones	Wetlands	Conservation Areas	Energy Production	Total Impacts
Total	1	13	18	4	25	61

Figures D-1 through C-4 map the transportation projects in relation to the region’s environmental resources.

² Projects may be present in more than one column, reflecting the multiple resources the project may impact.

Figure D-8: Historic and Archaeological Sites (2040 RTP Amendment #1)

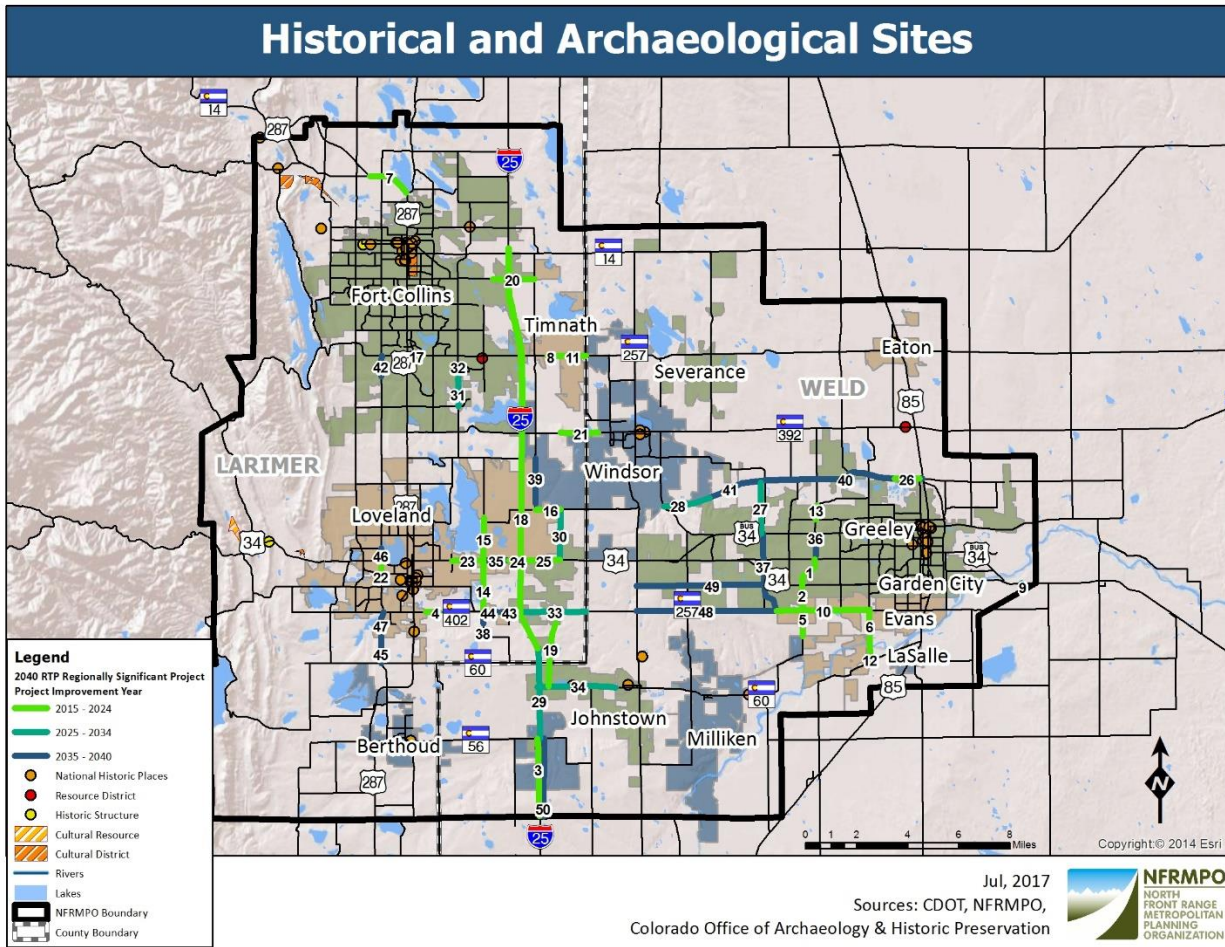


Figure D-9 Flood Plains (2040 RTP Amendment #1)

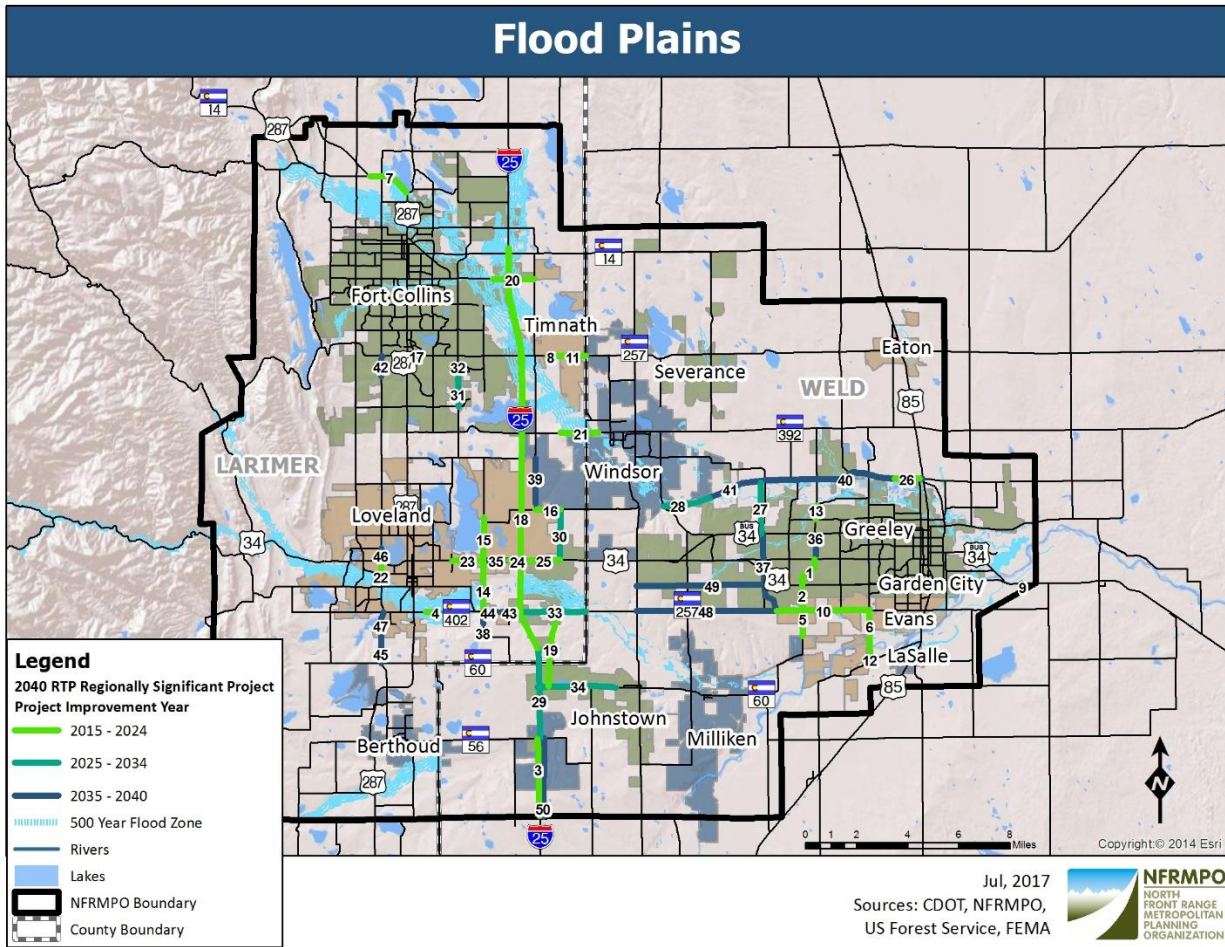


Figure D-10 Water Resources (2040 RTP Amendment #1)

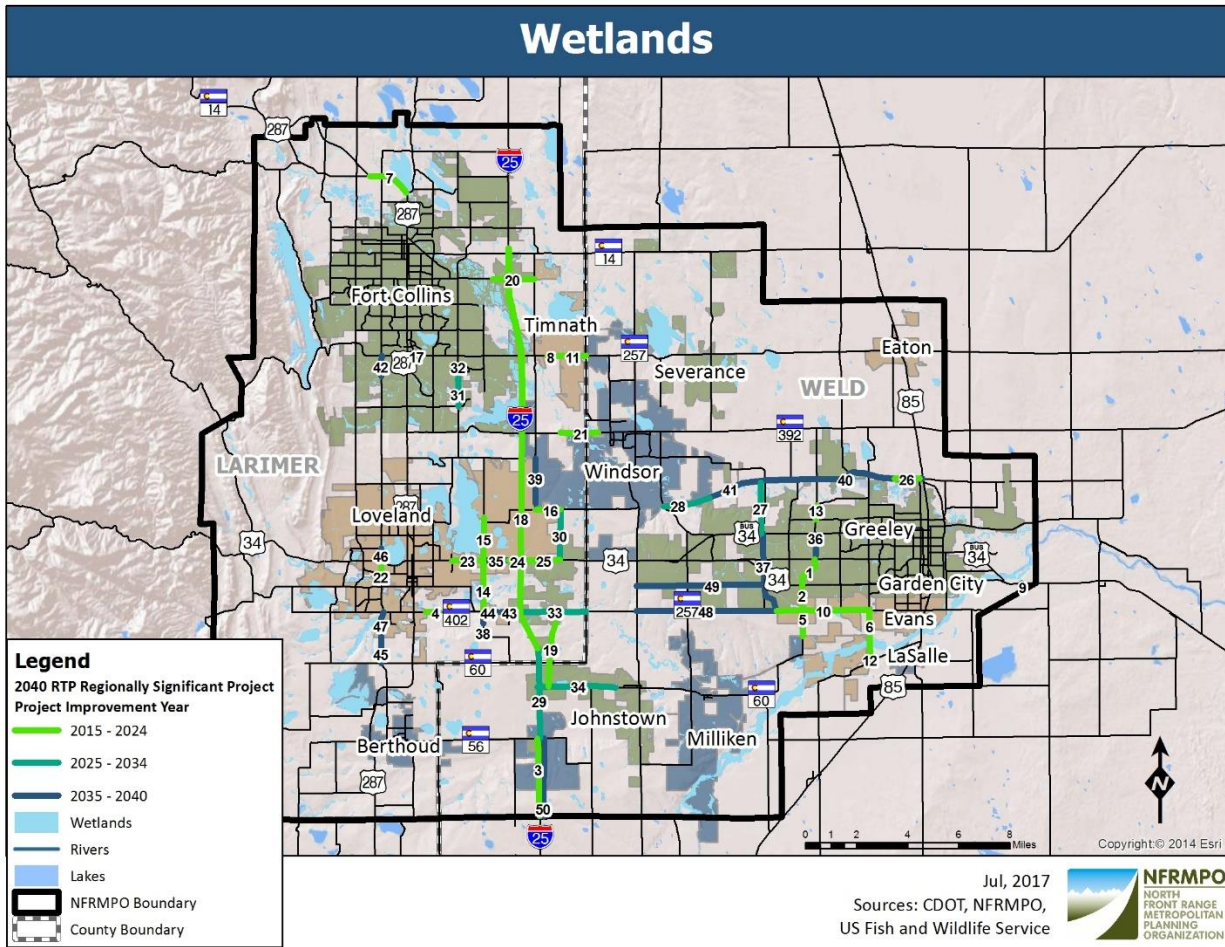


Figure D-11 Conservation Areas (2040 RTP Amendment #1)

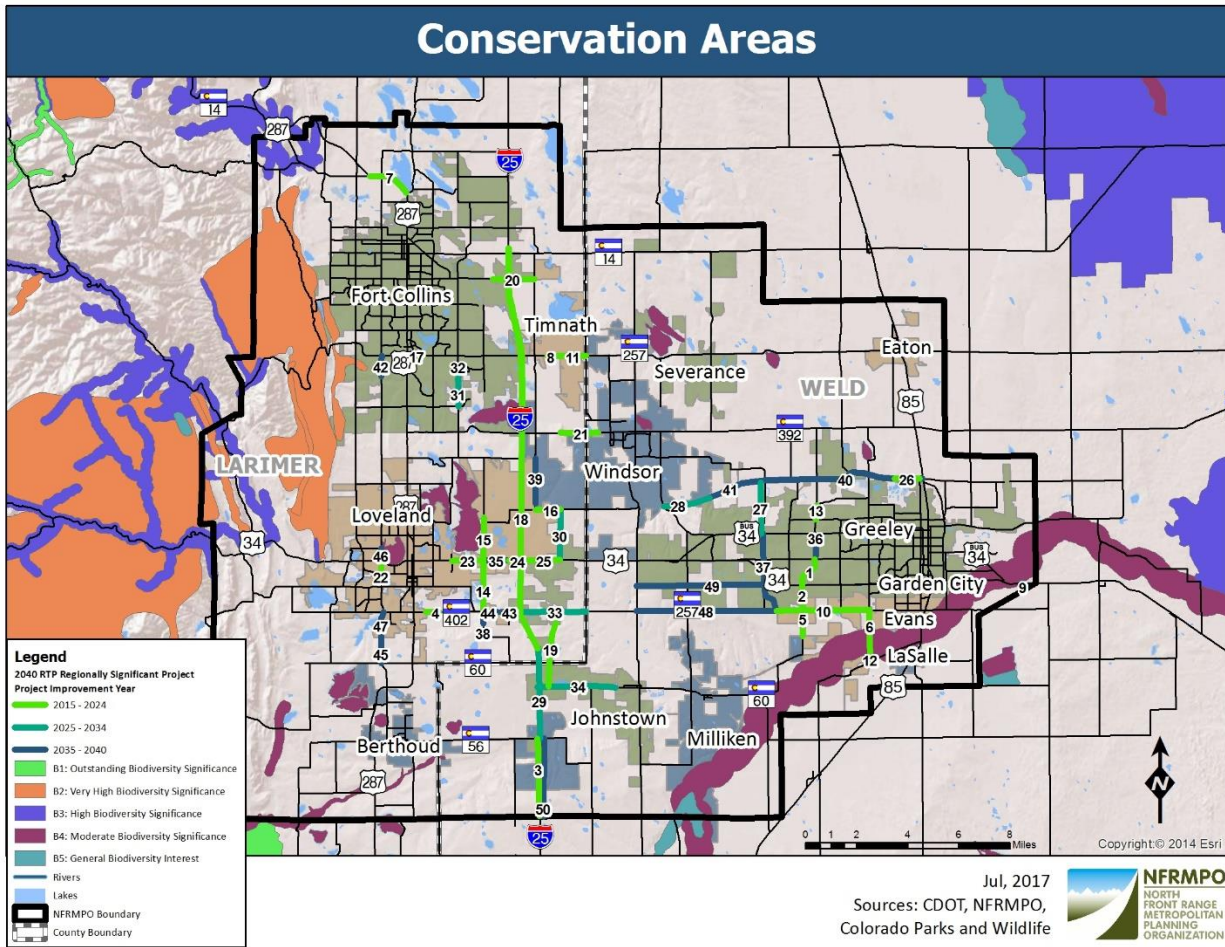
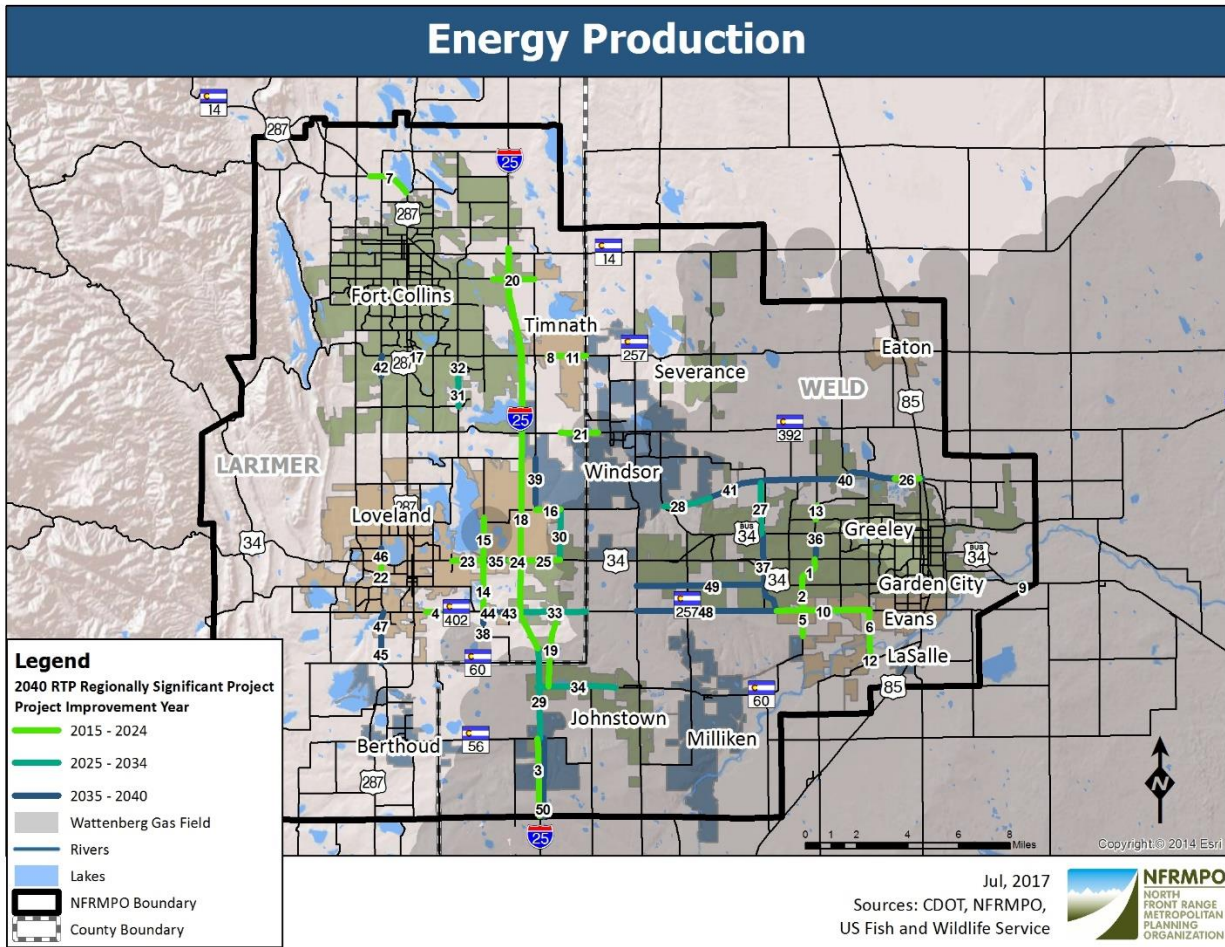


Figure D-12 Energy Production (2040 RTP Amendment #1)



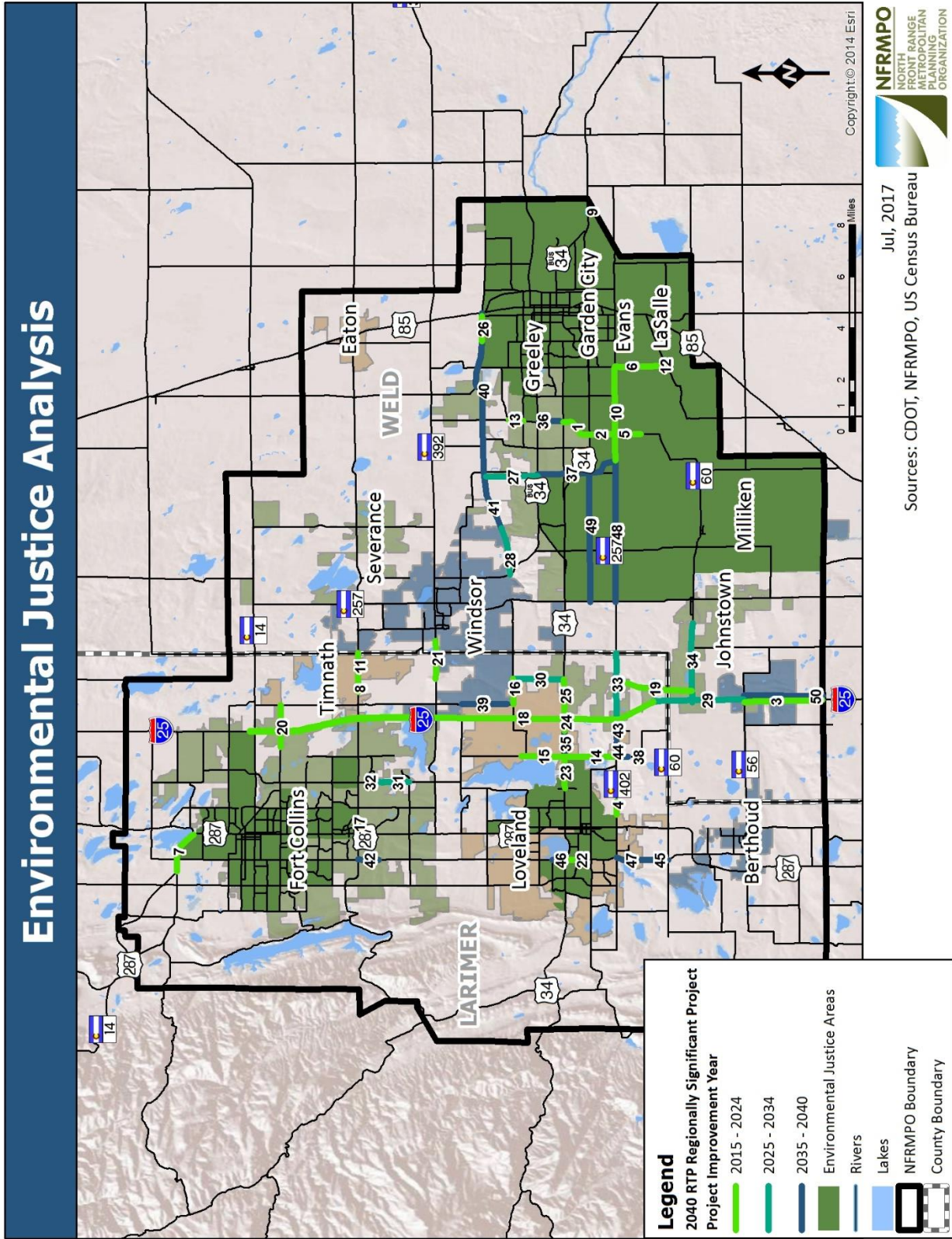
F. Environmental Justice Analysis

As explained in **Chapter 3**, Executive Order 12898 requires federal agencies to address adverse human health and environmental impacts or effects of its programs on Environmental Justice (EJ) populations. An EJ analysis is required on all projects included in the 2040 RTP Amendment to determine these impacts. Projects within ¼-mile of or adjacent to an EJ population are considered to be EJ projects. If it does not, the project is considered Non-EJ. The benefits and burdens of each project must be examined on all EJ and Non-EJ projects, and an overall analysis on projects in the RTP determines if it meets EJ requirements. The analysis process follows the three guiding principles outlined in DOT Order 5610.2(a), as discussed in **Chapter 3**.

Table D-3 includes all projects on Regionally Significant Corridors (RSCs) in the North Front Range Region that are modeled for air quality purposes. **Figure D-6** shows all of the EJ and Non-EJ projects. An overall EJ analysis of projects included in the 2040 RTP Amendment shows 71.2 percent of projects are being completed in EJ areas, while 33.8 percent of the overall funding is being spent in EJ areas. Non-EJ areas contain 28.8 percent of projects being completed and 66.2 percent of overall funding spent.

Table D-3: Amended 2040 RTP EJ Projects (FY2016 \$ shown in thousands)			
Totals	EJ Areas	Non-EJ Areas	Total
Total Number of Projects	37	15	52
	71.2%	28.8%	100%
Total Investment Amount	\$270,221	\$530,083	\$800,304
	33.8%	66.2%	100%

Figure D-13: 2040 RTP Environmental Justice Analysis



Jul, 2017
Sources: CDOT, NFRMPO, US Census Bureau