

# Fort Collins and Greeley Carbon Monoxide Maintenance Areas Conformity Determination

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for the

North Front Range Metropolitan Planning Area

2040 Fiscally Constrained Regional Transportation Plan Amendment

and the

FY 2018-2021 Transportation Improvement Program

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## EXECUTIVE SUMMARY

This report demonstrates the Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas meeting of federally prescribed air pollution emissions tests for the CO National Ambient Air Quality Standard (NAAQS). This demonstration is based on new travel demand projections and network assignments based on new projects and projects moved up, with the out year remaining 2040. All other assumptions remain the same from the previously approved conformity determination.

This document will be released to the public on November 11, 2016. It will be available on the North Front Range Metropolitan Planning Organization (NFRMPO) website at <http://nfrmpo.org/air-quality/> and at the NFRMPO Office as a print copy. The public comment period ends at 5:00 p.m. on December 10, 2016. All comments will be presented to the North Front Range Air Quality and Transportation Planning Council (NFRT&AQPC) on February 2, 2017 at the formal public hearing and at the Air Quality Control Commission (AQCC) public meeting on December 15, 2016.

A conformity determination report for the Denver-North Front Range 8-Hour Ozone Northern Subarea Nonattainment Area was prepared concurrently in coordination with this document to have the same effective date.

## LIST OF ACRONYMS

|             |   |
|-------------|---|
| APCD        | Air Pollution Control Division                                    |
| AQCC        | Air Quality Control Commission                                    |
| CDOT        | Colorado Department of Transportation                             |
| CDPHE       | Colorado Department of Public Health and Environment              |
| CMAQ        | Congestion Mitigation Air Quality                                 |
| CO          | Carbon Monoxide   |
| EPA         | Environmental Protection Agency                                   |
| FHWA        | Federal Highway Administration                                    |
| FTA         | Federal Transit Administration                                    |
| MOA         | Memorandum of Agreement   |
| ICG         | (Air Quality) Interagency Coordination Group                      |
| LUAM        | Land Use Allocation Model   |
| MOVES2014a  | EPA's Motor Vehicle Emission Simulator model                      |
| MPO         | Metropolitan Planning Organization                                |
| MVEB        | Motor Vehicle Emissions Budget                                    |
| NAICS       | North American Industry Classification System                     |
| NAAQS       | National Ambient Air Quality Standards                            |
| NFRT & AQPC | North Front Range Transportation and Air Quality Planning Council |
| NFRMPO      | North Front Range Metropolitan Planning Organization              |
| RTDM        | Regional Travel Demand Model                                      |
| PPM         | Parts per Million   |
| QCEW        | Quarterly Census of Employment and Wages                          |
| RPP         | Regional Priorities Program                                       |
| RTP         | Regional Transportation Plan                                      |
| SIP         | State Implementation Plan   |
| TAC         | Technical Advisory Committee                                      |
| TCM         | Transportation Control Measures                                   |
| TIP         | Transportation Improvement Program                                |
| UFR         | Upper Front Range Transportation Planning Region                  |
| VMT         | Vehicle Miles Traveled  |

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# CHAPTER 1: INTRODUCTION

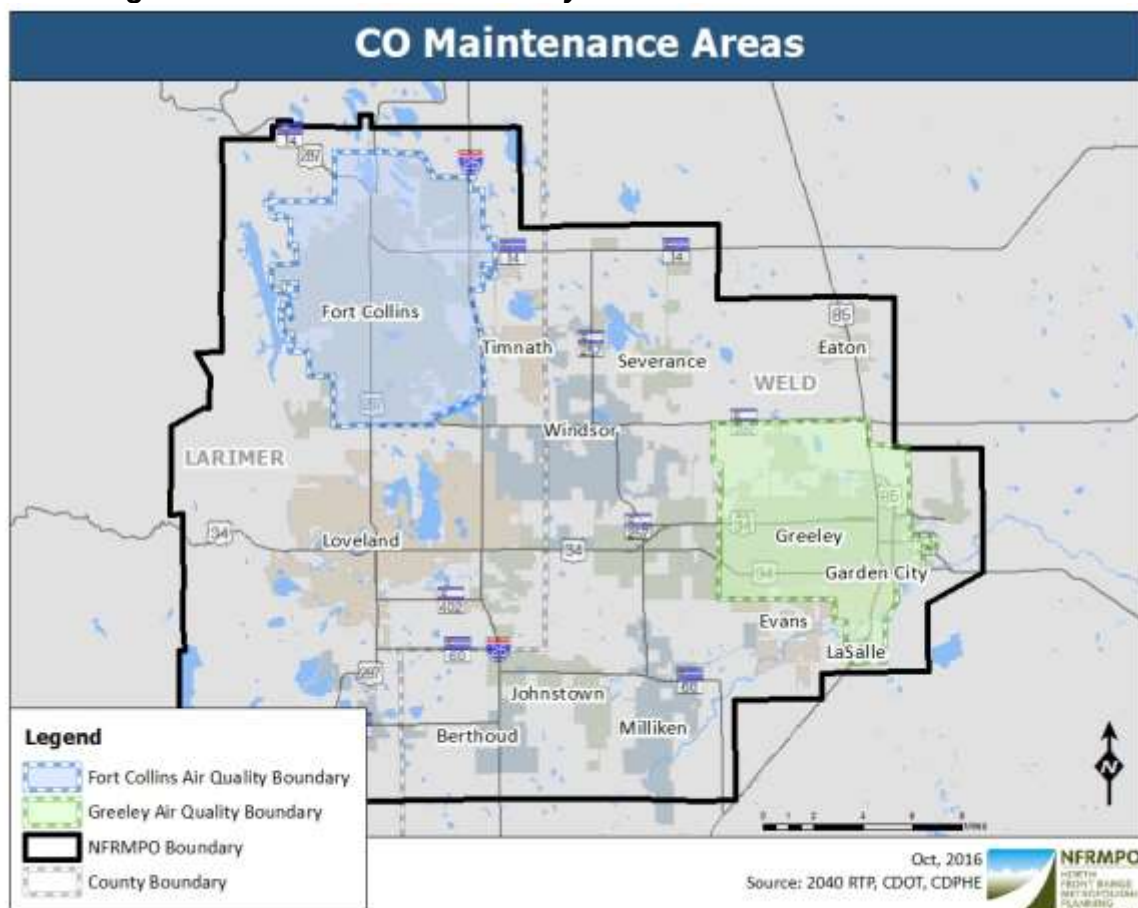
## Background – Carbon Monoxide Maintenance Areas

The North Front Range Metropolitan Planning Organization (NFRMPO) serves as the Lead Planning Agency for Carbon Monoxide (CO) air quality issues in the North Front Range region. The NFRMPO has 15 local government members, including portions of Larimer and Weld counties and towns and cities within those counties.

The NFRMPO is required to conduct an air quality conformity determination on the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) to determine conformance with the Colorado Statewide Implementation Plan (SIP) and must comply with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation, and other applicable federal and state requirements.

Portions of the cities of Fort Collins and Greeley and their immediate vicinities are designated as maintenance areas for CO, shown in **Figure 1**.

**Figure 1: Fort Collins and Greeley CO Maintenance Area Boundaries**



## Fort Collins Maintenance Area

The Colorado Air Quality Control Commission (AQCC) adopted the original residential request and Maintenance Plan for Fort Collins in 2002, and adopted the revision for a second 10-year maintenance plan in 2010 to show continued attainment of the federal CO standard for a second 10-year term of 2013 through 2023.

The Environmental Protection Agency (EPA) adopted the original residential request and maintenance plan for Fort Collins in 2003, and adopted the revision for a second 10-year maintenance plan in 2011 to show continued attainment of the Federal CO National Ambient Air Quality Standard (NAAQS) for a second 10-year term of 2013 through 2023.

## Greeley Maintenance Area

AQCC adopted the first revision to the maintenance plan for Greeley in 2002, and approved the second 10-year revision in 2009, setting forth a requirement for continued demonstration of attainment of the federal CO standard for the second 10-year term through 2019.

EPA adopted the first revision to the maintenance plan for Greeley in 2005, and approved the second 10-year revision in 2013, setting forth a requirement for continued demonstration of attainment of the federal CO standard for the second 10-year term through 2019.

## Motor Vehicle Emission Budgets

For **Fort Collins**, the Motor Vehicle Emissions Budget (MVEB) is:

- 94 tons per day for 2015 and beyond.

For **Greeley**, the MVEB is:

- 60 tons per day for 2015 and beyond.

Conformity determinations are performed against these emissions budgets. The air quality modeling and analyses address the forecasts of emissions from mobile sources within the maintenance area boundaries for CO.

## Technical Evaluation and Model Assumptions

Staff in the Air Pollution Control Division (APCD) of the Colorado Department of Public Health and Environment (CDPHE) run the EPA-approved Motor Vehicle Emission Simulator (MOVES2014a) mobile emissions model. Conformity determinations are made using the output from the MOVES2014a model.

The North Front Range 2040 Regional Travel Demand Model (RTDM) provides the necessary socio-economic and transportation inputs. The 2012 base year model was built using data obtained from the *NFRMPO Household Survey* completed in April 2010, the 2010 U.S. Census for households, and the *Quarterly Census of Employment and Wages* (QCEW) for employment. The parameters for the base year model were applied to the staging years, in addition to the

forecasted socioeconomic data and fiscally constrained network, to determine Vehicle Miles Traveled (VMT), average speed, and lane miles.

The NFRMPO worked cooperatively with an Air Quality Interagency Coordination Group (ICG), consisting of members from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), EPA, Colorado Department of Transportation (CDOT), Denver Regional Council of Governments (DRCOG), and APCD, to review the assumptions, analysis, and reports. Furthermore, members of the NFRMPO's Technical Advisory Committee (TAC) reviewed the socio-economic data and transportation network prepared for the RTP and TIP, pursuant to the State of Colorado's AQCC Regulation Number 10.<sup>1</sup>

## Public Participation

The NFRMPO invited public participation throughout the development of:

- the FY 2018-2021 TIP,
- the fiscally constrained 2040 RTP Amendment, and
- this current conformity determination.

A public hearing notice will be published on December 2, 2016, with the documents made available to the public on November 11, 2016. The NFRT&AQPC will hold a public hearing regarding this conformity determination prior to their monthly meeting on February 2, 2017 at the Evans Community Complex, Cottonwood Room at 1100 37th Street, Evans, CO 80620. Minutes of the NFRMPO Council's public hearing will be included and available at the NFRMPO office and website: [nfrmpo.org](http://nfrmpo.org).

The FY2018-2021 TIP will also be made available for a 30-day public comment period from December 2 through December 31, 2016. Public comments will also be taken at the February 2, 2017 NFRT&AQPC meeting. It is anticipated the TIP will be adopted at this meeting.

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<sup>1</sup> 5 CCR 1001-12, <https://www.sos.state.co.us/CCR/GenerateRulePdf.do?ruleVersionId=4498&fileName=5%20CCR%201001-12,2012>



## CHAPTER 2: MEMORANDUM OF AGREEMENT RESPONSE

The information in this chapter addresses the required items in the *1998 Memorandum of Agreement (MOA) for Transportation Conformity Evaluations* by and between the Air Pollution Control Division (APCD) of the Colorado Department of Public Health and Environment (CDPHE) and the North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC).

### Transportation Control Measures

There are no commitments to Transportation Control Measures (TCMs) in the current State Implementation Plan (SIP), July 18, 2002 and December 12, 2002 respectively, for the Fort Collins or the Greeley Carbon Monoxide Maintenance Areas.

### Roadway Networks

**Figures 2 through 5** show the existing roadway network, functional classification, and area type for the cities of Fort Collins and Greeley. The networks were reviewed by the staffs of both cities for accuracy and approved, as outlined in Regulation Number 10.

### Socioeconomic Data and Assumptions

In 2014, the North Front Range Metropolitan Planning Organization (NFRMPO) Technical Advisory Committee (TAC), serving as the review team, per Regulation Number 10, reviewed the planning assumptions, which were approved by the NFRT&AQPC.

**Appendices C and D** show the requested socioeconomic data for the CO areas. The tables include the following travel model information: speed by roadway type, VMT summaries, and lane miles by roadway type. The emissions summaries are also included.

The NFRMPO hired Steven B. Fisher, Ph.D., Phyllis Resnick, Ph.D., and Logan Simpson Design, in conjunction with the State Demographer, to forecast household and employment numbers in five-year increments for the years 2010 to 2040 for the region.

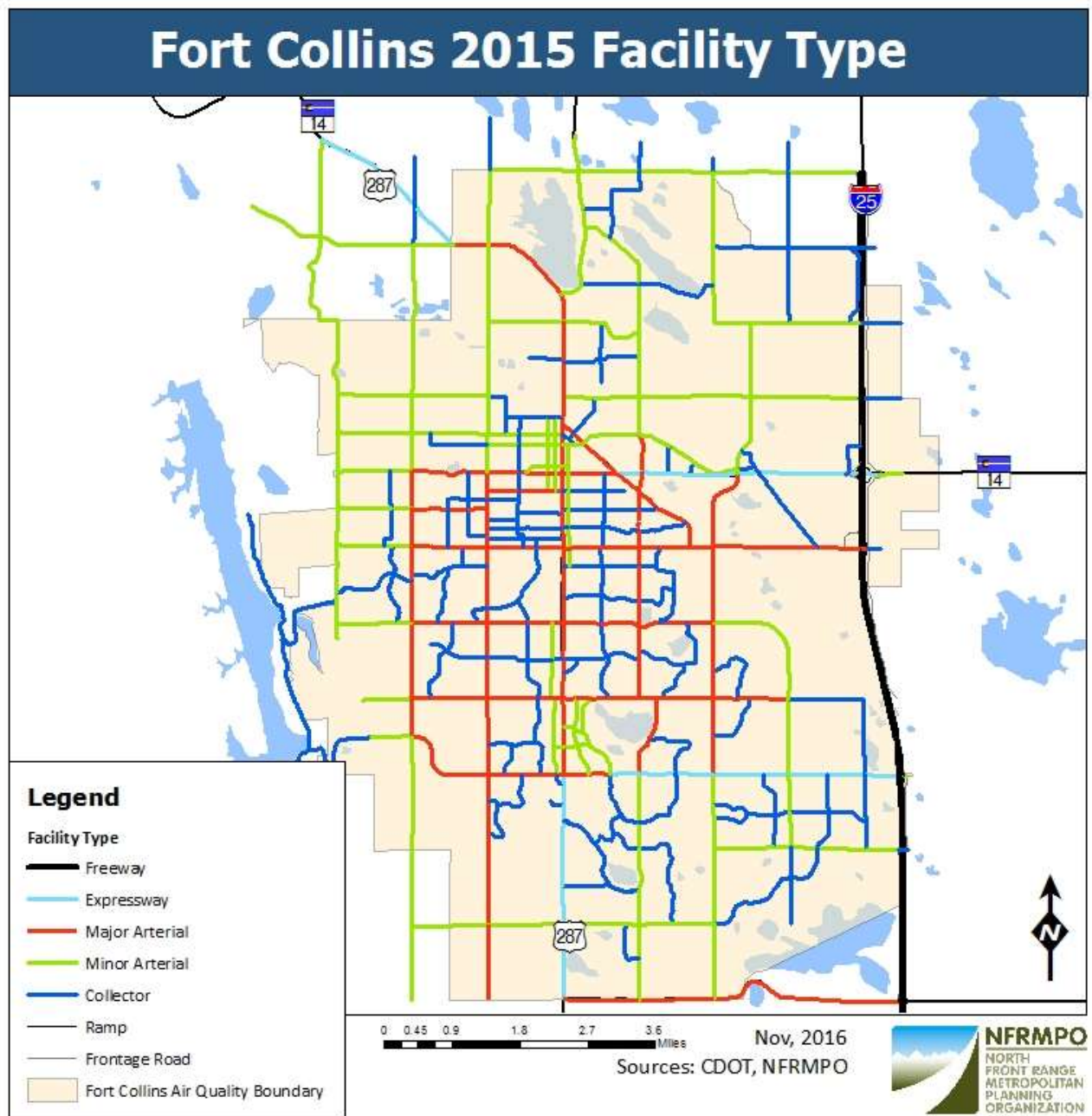
The NFRMPO Land Use Allocation Model (LUAM) used CommunityVIZ software to allocate the control totals developed. The results were reviewed by staff members across the region operating as a review team, per Regulation Number 10.

The process for developing socioeconomic data in the modeling effort was based on a 2012 model base year using 2012 Assessor data, 2010 US Census for household data, and the Quarterly Census of Employment and Wages (QCEW) for the employment data. The employment data was geocoded to locate the employment by transportation analysis zone (TAZ). The employment was based on North American Industry Classification System (NAICS) codes to determine the employment type. The four employment types are Medical, Production, Retail, and Services.

Census blocks were used to collect household size data, while census tracts were used to collect workers per household and income data. This data was grouped by TAZ for the Regional Travel Demand Model (RTDM). The household size, workers per household, and income data was used to determine the trip production rates, while the employment by type and for some trip purposes, total households, was used to determine the trip attraction rates.

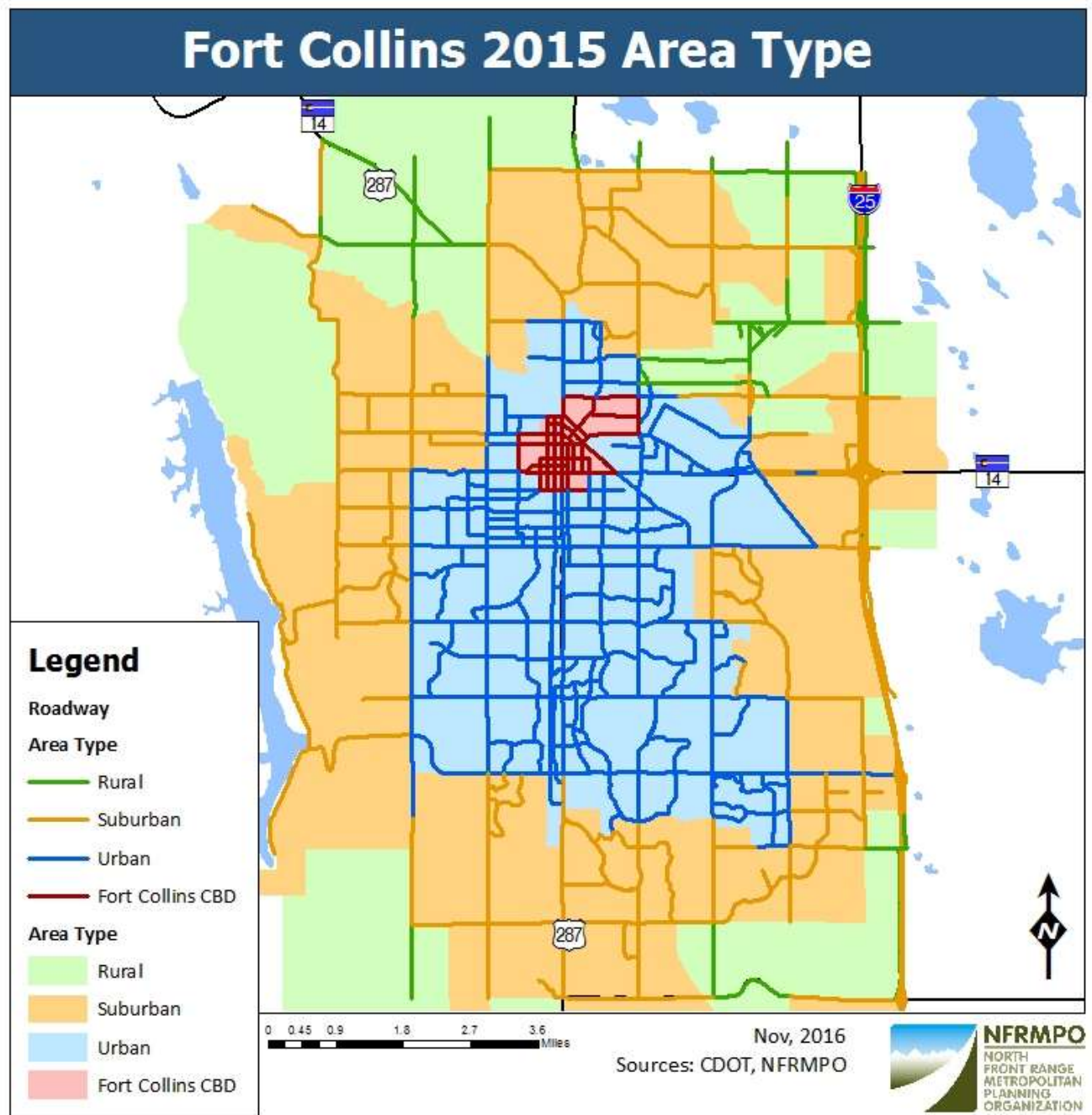


**Figure 2: Fort Collins 2015 Facility Type**



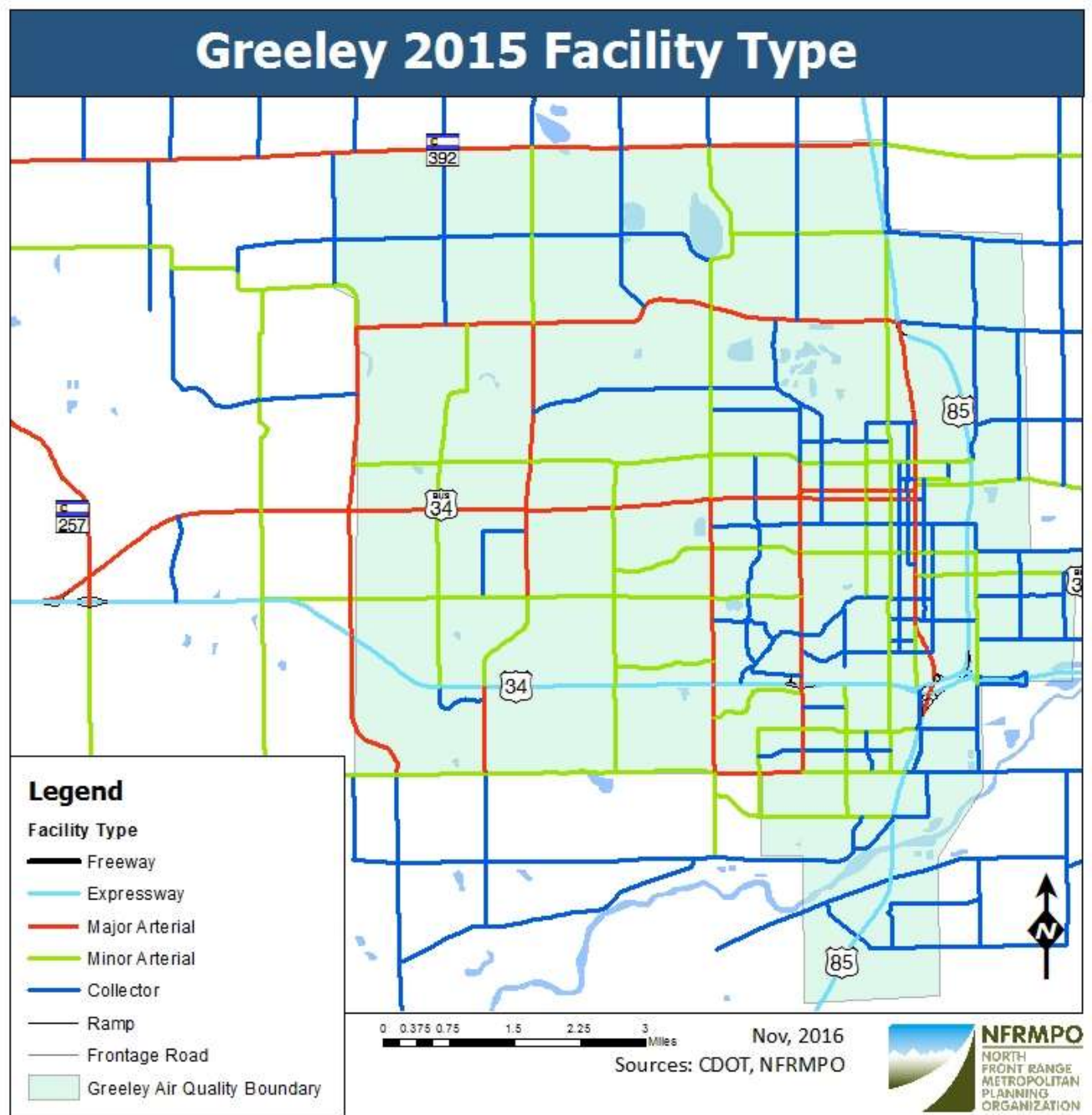
Source: 2040 NFRMPO Travel Demand Model Documentation, <http://nfrmpo.org/ResourcesDocuments/2040RTP.aspx>, 2015

Figure 3: Fort Collins 2015 Area Type



Source: 2040 NFRMPO Travel Demand Model Documentation, <http://nfrmpo.org/ResourcesDocuments/2040RTP.aspx>, 2015

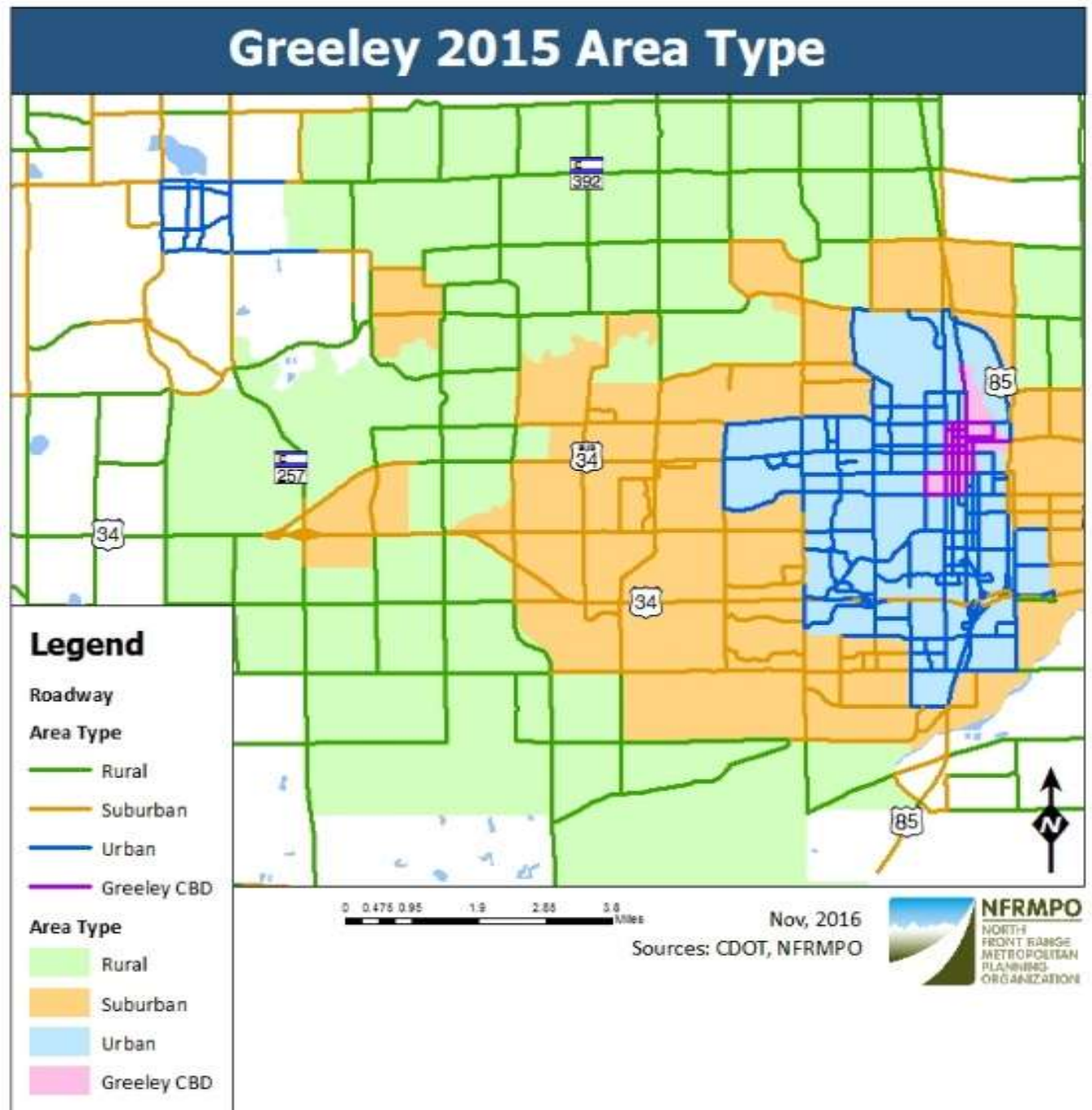
**Figure 4: Greeley 2015 Facility Type**



Source: 2040 NFRMPO Travel Demand Model Documentation, <http://nfrmpo.org/ResourcesDocuments/2040RTP.aspx>, 2015



Figure 5: Greeley 2015 Area Type



Source: 2040 NFRMPO Travel Demand Model Documentation, <http://nfrmpo.org/ResourcesDocuments/2040RTP.aspx>, 2015

## Projects in Model

**Appendix E** contains a list of projects included in the RTDM for air quality conformity. All the projects included are currently under construction, or will be built by the designated network year. All capacity improvements (widening) or regionally significant projects are included. Funding sources for these projects include federal funds (including TIGER), state funds (including Regional Priorities Program (RPP) and FASTER), local funds, and/or private funds. Projects not federally funded either have committed funds from a local jurisdiction or a private developer within the NFRMPO region.

## Documentation of Changes to the Transportation Model

The NFRMPO used a 2012 base year RTDM, which incorporated results from the *NFRMPO Household Survey* completed in April 2010 and the *NFRMPO On-Board Transit Survey* completed in September 2009. The household survey was used to develop the trip generation rates, trip length frequency distributions, and auto occupancy rates. The transit survey was used in combination with the household survey to produce updated mode share targets. In addition, the model was revalidated with traffic count data collected between 2008 and 2013. The overall model structure was not changed.

## Documentation of Changes to the Air Quality Model

APCD used the MOVES2014a model to estimate motor vehicle emission factors.

## CHAPTER 3: MODEL OUTPUTS AND EMISSION TESTS

The transportation, land use, transportation modeling outputs, and air quality inputs for the future horizon years are summarized in **Appendices A and B**, for the Fort Collins and Greeley Maintenance Areas. **Appendices C and D** show the budgets for the Fort Collins and Greeley Maintenance Areas from the latest approved State Implementation Plan (SIP) for the staging years and the results of the conformity tests,<sup>2</sup> which passed for all years.

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<sup>2</sup> 40 CFR 93.118, <http://www.ecfr.gov/cgi-bin/retrieveECFR?gp=1&SID=6510ea8b0d1f191866069575d2f918a6&ty=HTML&h=L&mc=true&r=PART&n=pt40.20.93>, 2015

## ***Appendix A: Carbon Monoxide Emissions Modeling Summary***



| <b>Table 1: Fort Collins Modeling Summary</b>  |                        |                            |
|--|------------------------|----------------------------|
|  | <b>2015<br/>(Base)</b> | <b>2040<br/>( Horizon)</b> |
| <b>Socioeconomic Data (Fort Collins Area)</b>  |                        |                            |
| Population   | 185,589                | 259,078                    |
| Employment   | 109,844                | 135,355                    |
| Households   | 70,857                 | 99,959                     |
| <b>Speed by Roadway Type</b>   |                        |                            |
| Freeway  | 61.7                   | 42.2                       |
| Expressway   | 32.3                   | 20.6                       |
| Major Arterial   | 29.5                   | 22.4                       |
| Minor Arterial   | 30.9                   | 21.5                       |
| Frontage Road  | 44.6                   | 31.3                       |
| Collector  | 28.0                   | 22.7                       |
| Ramp   | 20.3                   | 6.8                        |
| Centroid Connector   | 24.9                   | 24.9                       |
| <b>Average</b>   | <b>31.2</b>            | <b>23.5</b>                |
| <b>Daily VMT Summaries</b>   |                        |                            |
| Freeway  | 388,988                | 659,726                    |
| Expressway   | 411,730                | 608,296                    |
| Major Arterial   | 1,187,851              | 1,729,475                  |
| Minor Arterial   | 557,984                | 946,296                    |
| Frontage Road  | 17,628                 | 67,848                     |
| Collector  | 276,838                | 602,512                    |
| Ramp   | 16,006                 | 28,712                     |
| Centroid Connector   | 366,888                | 598,166                    |
| <b>Total</b>   | <b>3,225,475</b>       | <b>5,241,031</b>           |
| <b>Lane Miles by Roadway Type</b>  |                        |                            |
| Freeway  | 36                     | 43                         |
| Expressway   | 46                     | 49                         |
| Major Arterial   | 203                    | 227                        |
| Minor Arterial   | 168                    | 173                        |
| Frontage Road  | 14                     | 14                         |
| Collector  | 163                    | 178                        |
| Ramp   | 4                      | 4                          |
| Centroid Connector   | 266                    | 266                        |
| <b>Total</b>   | <b>899</b>             | <b>953</b>                 |
| <b>Source:</b> <i>NFRMPO 2040 Regional Travel Demand Model, 2040 Regional Socioeconomic Forecast</i> |                        |                            |

| <b>Table 2: Greeley Modeling Summary</b>   |                        |                           |
|--|------------------------|---------------------------|
|  | <b>2015<br/>(Base)</b> | <b>2040<br/>(Horizon)</b> |
| <b>Socioeconomic Data</b>  |                        |                           |
| Population   | 127,044                | 223,091                   |
| Employment   | 74,862                 | 115,059                   |
| Households   | 48,503                 | 86,680                    |
| <b>Speed by Roadway Type</b>   |                        |                           |
| Freeway  | -                      | -                         |
| Expressway   | 43.1                   | 32.8                      |
| Major Arterial   | 36.5                   | 29.5                      |
| Minor Arterial   | 32.1                   | 25.1                      |
| Frontage Road  | -                      | -                         |
| Collector  | 29.2                   | 27.0                      |
| Ramp   | 28.2                   | 23.8                      |
| Centroid Connector   | 24.9                   | 24.9                      |
| <b>Average Total</b>   | <b>33.6</b>            | <b>27.7</b>               |
| <b>Daily VMT Summaries</b>   |                        |                           |
| Freeway  | 0                      | 0                         |
| Expressway   | 430,102                | 667,461                   |
| Major Arterial   | 510,051                | 942,490                   |
| Minor Arterial   | 526,240                | 965,470                   |
| Frontage Road  | 0                      | 0                         |
| Collector  | 133,592                | 348,744                   |
| Ramp   | 11,042                 | 17,731                    |
| Centroid Connector   | 245,449                | 447,157                   |
| <b>Total</b>   | <b>1,856,476</b>       | <b>3,390,052</b>          |
| <b>Lane Miles by Roadway Type</b>  |                        |                           |
| Freeway  | 0                      | 0                         |
| Expressway   | 75                     | 75                        |
| Major Arterial   | 124                    | 138                       |
| Minor Arterial   | 189                    | 204                       |
| Frontage Road  | 0                      | 0                         |
| Collector  | 159                    | 161                       |
| Ramp   | 5                      | 5                         |
| Centroid Connector   | 129                    | 129                       |
| <b>Total</b>   | <b>681</b>             | <b>711</b>                |
| <b>Source:</b> <i>NFRMPO 2040 Regional Travel Demand Model, 2040 Regional Socioeconomic Forecast</i> |                        |                           |

## ***Appendix B: CO Emissions Tests (Tons per Day)***

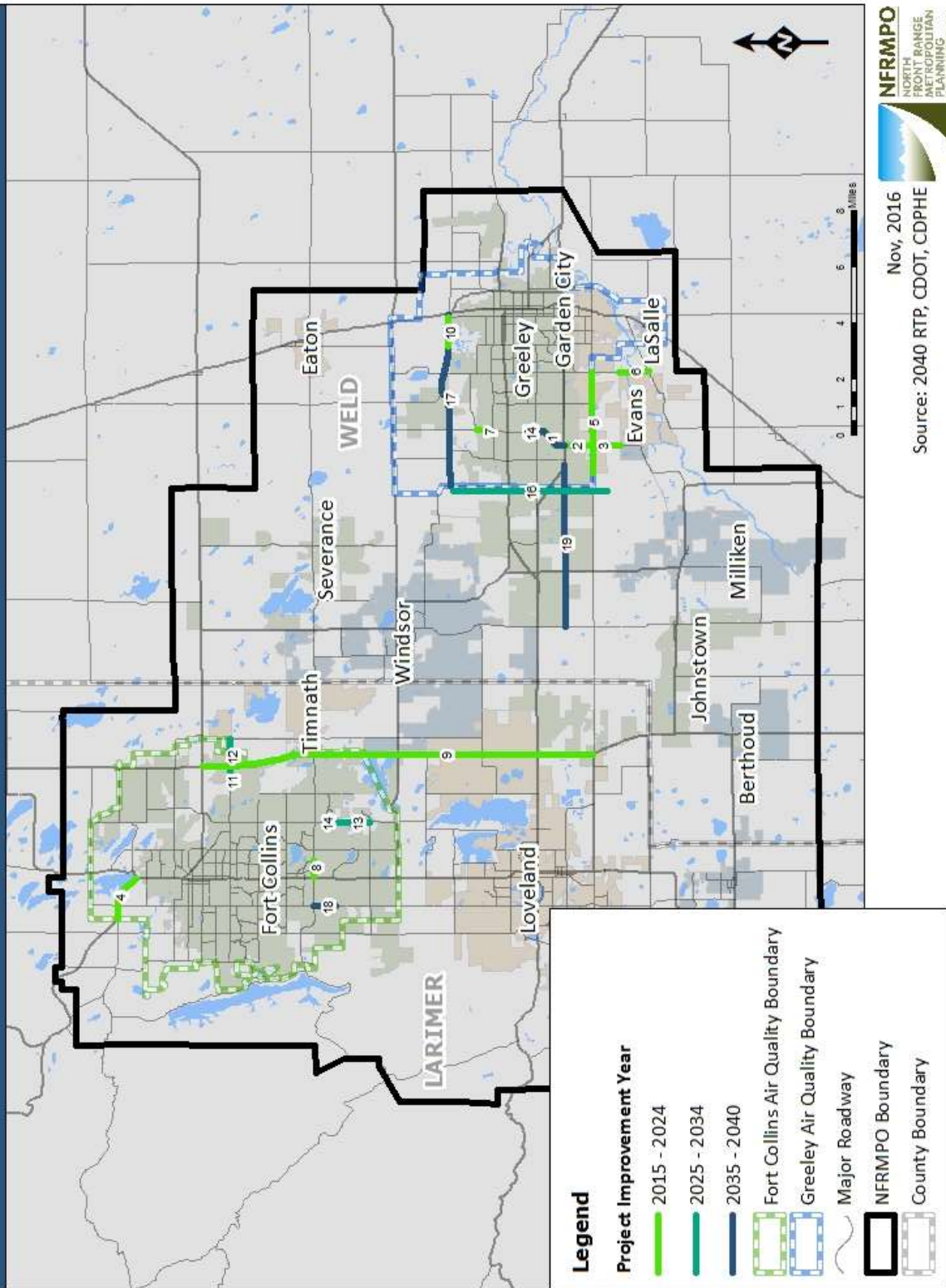
| <b>Table 3: Fort Collins CO Emissions Test (Tons per Day)</b> |                   |             |                         |             |             |             |
|---|-------------------|-------------|-------------------------|-------------|-------------|-------------|
|   | <b>SIP Budget</b> | <b>2017</b> | <b>2023<sup>3</sup></b> | <b>2025</b> | <b>2035</b> | <b>2040</b> |
| <b>Carbon Monoxide (CO)</b>                                   | 94                | 32.12       | 24.59                   | 22.07       | 12.63       | 12.43       |
| <b>Pass/Fail</b>  |                   | <b>PASS</b> | <b>PASS</b>             | <b>PASS</b> | <b>PASS</b> | <b>PASS</b> |

| <b>Table 4: Greeley CO Emissions Test (Tons per Day)</b> |                   |             |                         |             |             |             |
|--|-------------------|-------------|-------------------------|-------------|-------------|-------------|
|  | <b>SIP Budget</b> | <b>2017</b> | <b>2019<sup>4</sup></b> | <b>2025</b> | <b>2035</b> | <b>2040</b> |
| <b>Carbon Monoxide (CO)</b>                              | 60                | 20.57       | 19.25                   | 15.29       | 9.10        | 9.24        |
| <b>Pass/Fail</b>   |                   | <b>PASS</b> | <b>PASS</b>             | <b>PASS</b> | <b>PASS</b> | <b>PASS</b> |

<sup>3</sup> Socio-economic and vehicle travel data were interpolated for 2023 (for Fort Collins) and for 2019 (for Greeley) between the 2015 and 2025 model years in the regional travel model. The emissions test was run for these interpolated years, per 40 CFR 93.118(d)(2).

## ***Appendix C: NFRMPO Regional Travel Demand Model Projects***

# 2040 RTP Regionally Significant Projects



**Table 5: 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 <sup>th</sup> Avenue | 20 <sup>th</sup> Street | US 34 Bypass             | 2                          | 2 (Center turn lane) | 2015                | \$1,500          | Greeley – Capital Improvement Program                                    |
| 2                 | 65 <sup>th</sup> Avenue | US 34 Bypass            | Weld CR 54               | 2                          | 4                    | 2015                | \$3,000          | Greeley – Road Development Funds   |
| 3                 | 65 <sup>th</sup> Avenue | 37 <sup>th</sup> Street | 49 <sup>th</sup> Street  | 2                          | 4                    | 2016                | \$1,000          | Evans – Capital Projects Street Fund Future Development                  |
| 4                 | US 287                  | Shields Street          | LaPorte Bypass           | 2                          | 4                    | 2016                | \$22,000         | CDOT – FASTER Safety/RAMP  |
| 5                 | 37 <sup>th</sup> Street | 35 <sup>th</sup> Avenue | Two Rivers Parkway       | 2                          | 4                    | 2018                | \$1,500          | Evans – Capital Projects Street Fund Future Development                  |
| 6                 | 35 <sup>th</sup> Avenue | 49 <sup>th</sup> Street | Weld CR 35 & Weld CR 394 | 0                          | 4                    | 2020                | \$1,500          | Evans – Capital Projects Street Fund Future Development                  |
| 7                 | 59 <sup>th</sup> Avenue | 4 <sup>th</sup> Street  | C Street                 | 2                          | 4                    | 2020                | \$2,400          | Greeley – Road Development Funds   |
| 8                 | Harmony Road            | College Avenue          | Boardwalk Drive          | 4                          | 6                    | 2020                | \$9,349          | Fort Collins – Street Oversizing Fund, Developer Contribution, Sales Tax |



**Table 5: 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.) |                 |                         |                                 |                            |       |                     |                  |   |
| 9                         | I-25            | SH 402                  | SH 14                           | 4                          | 6     | 2020                | \$250,000        | CDOT – Regional Priority Program, FASTER, Surface Treatment, TC Contingency, HPTE, Strategic Transit, RoadX, Strategic Funds; Federal – FAST Freight State Allocation, TIGER; Local Funds; Private Funds; Flexible Funds – RTP, Other STBG, CMAQ; Tolling Revenue |
| 10                        | O Street        | 11 <sup>th</sup> Avenue | Weld CR 37                      | 2                          | 4     | 2021                | \$7,222          | STBG; Greeley – Road Development Fund; Weld County – General Fund; Adjacent Developers  |
| 2025-2034 Network         |                 |                         |                                 |                            |       |                     |                  |   |
| 11                        | Prospect Road   | Summit View Drive       | I-25                            | 2                          | 4     | 2025                | \$7,500          | Fort Collins – Street Oversizing Fund, Developer Contribution, Sales Tax  |
| 12                        | Prospect Road   | I-25                    | Growth Management Area Boundary | 2                          | 4     | 2025                | \$3,000          | Fort Collins – Street Oversizing Fund, Developer Contribution, Sales Tax  |
| 13                        | Timberline Road | Trilby Road             | Kechter Drive                   | 2                          | 4     | 2025                | \$15,000         | Fort Collins – Street Oversizing Fund   |
| 14                        | Timberline Road | Kechter Drive           | Stetson Creek Drive             | 2                          | 4     | 2025                | \$7,755          | Fort Collins – Street Oversizing Fund, Developer Contribution, Sales Tax  |

**Table 5: 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 |                         |                    |                         |                            |                      |                     |                  |                                       |
| 15                | 59 <sup>th</sup> Avenue | US 34 Bypass       | 20 <sup>th</sup> Street | 2                          | 4                    | 2035                | \$3,500          | Greeley – Road Development Funds      |
| 16                | 83 <sup>rd</sup> Avenue | Weld CR 54         | Weld CR 64              | 2                          | 2 (Center turn lane) | 2035                | \$7,000          | Greeley – Road Development Funds      |
| 17                | O Street                | SH 85              | 83 <sup>rd</sup> Avenue | 2                          | 2 (Center turn lane) | 2035                | \$4,700          | Greeley – Road Development Funds      |
| 18                | Shields Street          | Fossil Creek Drive | Harmony Road            | 2                          | 4                    | 2035                | \$6,500          | Fort Collins – Street Oversizing Fund |
| 19                | Weld CR 56              | US 34 Bypass       | Weld CR 17              | 0                          | 2                    | 2035                | \$21,000         | Greeley – Road Development Funds      |

***Appendix D: Resolution 2017-01 North Front Range Transportation & Air Quality  
Planning Council (NFRT&AQPC) Adoption***

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

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

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

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

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

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


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


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

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

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

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

  
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Kevin Ross, Chair

ATTEST:  
  
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Terri Blackmore, Executive Director

***Appendix E: Colorado Air Quality Control Commission Conformity Concurrence***



# COLORADO

## Air Quality Control Commission

Department of Public Health & Environment

Dedicated to protecting and improving the health and environment of the people of Colorado

Ms. Terri Blackmore, Executive Director  
North Front Range Metropolitan Planning Organization  
419 Canyon Avenue, Suite 300  
Fort Collins, CO 80521

December 15, 2016

The Colorado Air Quality Control Commission (AQCC) has reviewed your agency's conformity determinations for its Regional Transportation Plan and FY2018-2021 Transportation Improvement Program (TIP). The AQCC agrees that the North Front Range Metropolitan Planning Organization's (NFRMPO) 2040 Fiscally Constrained Regional Transportation Plan Amendment, FY 2018-2021 TIP, the Upper Front Range's (UFR) 2040 Regional Transportation Plan, and the NFRMPO portion of the Colorado FY 2017-2020 Statewide Transportation Improvement Program (STIP), as of December 15, 2016, conform to the State Implementation Plan (SIP) and emissions budgets for ozone precursors and carbon monoxide.

The North Front Range Metropolitan Planning Organization's and the Air Pollution Control Division's analyses indicate that emissions budgets for these pollutants will not be exceeded in any of the project or plan horizon years. Therefore, the AQCC concurs with this conformity determination.

Should you have any questions regarding the AQCC's action, please contact Paul Lee at the APCD, at 303-692-3127 or at [paul.lee@state.co.us](mailto:paul.lee@state.co.us).

Sincerely,

John Clouse, Chair  
Air Quality Control Commission

Cc: Tim Russ, U.S. EPA, Region 8  
Bill Haas, FHWA  
Steve Cook, DRCOG  
Rose Waldman, CDOT  
Paul Lee, APCD



***Appendix F: U.S. Department of Transportation Conformity Finding  
(to be provided)***



