Monthly Report from CDPHE to the
North Front Range Transportation and Air Quality Planning Council

March 2017

The Air Quality Control Commission:

- The Commission met February 16th and received an update on the Rocky Mountain National Park Initiative. The Division and National Park Service indicated the progress made in reducing nitrogen emissions from fuel combustion and the outreach efforts to agricultural operations.

- The Commission will host a Science Forum on April 20 at the University of Colorado, Boulder. Researchers will present on the air quality impacts of oil and gas development, distinguishing between natural and man-made ozone precursors, fire emissions, low cost air quality monitors, and other topics. The full agenda is at https://www.colorado.gov/cdphe/aqcc.

The Air Pollution Control Division:

- Garry Kaufman is the new Division Director, effective March 1, 2017. Garry is very experienced in air quality, having spent over 10 years in the Division and the Colorado Attorney General’s Office. He has previously served as the Division’s Deputy Director, Mobile Sources Program Manager, and Indoor Environment Program Manager. He represented industry clients for two years at a private law firm. We are excited to have Garry back at the Division.

- The Division submitted the attached comments on EPA’s proposed implementation rule for the 2015 ozone standard. Among other things, the Division commented that EPA should revoke the 75 ppb ozone standard for the entire country after the 70 ppb standard is implemented, instead of retaining the 75 ppb standard for existing ozone nonattainment areas until those areas demonstrate attainment. The Division also commented that all states, not just border states, should remain eligible for Clean Air Act provisions that allow regulatory relief for international emissions that travel into the state.
February 13, 2017

U.S. Environmental Protection Agency
EPA Docket Center (EPA/DC)
Mail Code: 28221T
1200 Pennsylvania Avenue N.W.
Washington, D.C. 20460

Re: State of Colorado Comments, Docket ID EPA-HQ-OAR-2016-0202; FRL-9950-24-OAR

To Whom It May Concern:

The Air Pollution Control Division of the Colorado Department of Public Health and Environment (hereafter “Division”) appreciates the opportunity to comment on the U.S. Environmental Protection Agency’s proposed “Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area Classifications and State Implementation Plan Requirements,” published in the Federal Register on November 17, 2016.

Classification Thresholds

EPA proposes to apply the identical “percent-above-the-standard” approach for establishing the 2015 Ozone nonattainment classification thresholds that was used for the 2008 ozone standard. Colorado supports this approach as it is consistent with EPA’s past practice and seems to be the most straightforward method for applying Clean Air Act (CAA) Section 181.

Transition from the 2008 Ozone NAAQS to the 2015 Ozone NAAQS

EPA provides two alternatives for transitioning from the 75 ppb (8-hour) 2008 ozone National Ambient Air Quality Standard (NAAQS) to the more protective 70 ppb (8-hour) 2015 ozone NAAQS. The first option revokes the 2008 ozone NAAQS for all purposes in each area one year after the effective date of designation for the 2015 ozone NAAQS. The second option revokes the 2008 ozone NAAQS for all purposes in an area only when designated attainment for that NAAQS, and no sooner than one year after the effective date of designation for the 2015 ozone NAAQS.

For areas presently designated nonattainment for the 2008 ozone NAAQS and anticipating nonattainment for the 2015 ozone NAAQS, the first option avoids the duplicative requirements of implementing two standards at once and provides a streamlined state implementation plan (SIP) pathway for attaining the more protective 2015 standard. Alternatively, under the second option, areas in nonattainment for both standards would be subject to overlapping regulatory pathways for two standards until attainment of the 2008 NAAQS was demonstrated. Differences between the implementation rules for the 2008 and 2015 ozone NAAQS, such as potential differences in the baseline inventory year, would cause confusion and could limit states’ ability to “kill two birds with one stone” by incorporating identical documents in the SIPs for both standards.

Colorado supports revoking the 2008 ozone standard as specified under Option 1, coupled with the proposed potentially applicable anti-backsliding provisions. Option 1 is consistent with EPA’s past practice regarding revocation of previous ozone NAAQS. The extensive set of regulatory anti-backsliding provisions promulgated in accordance with the principles of CAA 172(e) will ensure the ozone reduction actions implemented under the 2008 NAAQS remain in effect.
EPA has set forth persuasive reasons\(^1\) to select Option 1. Colorado agrees that the retention and simultaneous application of two standards would result in unnecessarily complex implementation procedures and is not necessary to provide for timely attainment of the more stringent NAAQS. The strategies adopted to attain the 70 ppb standard would also lead to attainment of the 75 ppb standard. Colorado further agrees that revoking the 2008 NAAQS with appropriate anti-backsliding measures would facilitate a more seamless transition to the 2015 NAAQS. The simultaneous application of two standards would result in an inefficient use of state and local resources where Colorado and other states would be required to submit duplicative SIP revisions. The time and effort required to do so should not be underestimated.

If EPA decides to adopt its second proposed option for revocation of the 2008 NAAQS, EPA should review the language of the Proposed Regulatory Text for Option 2 in C.F.R. § 50.15(c). The preamble states that the 2008 NAAQS will be revoked for existing nonattainment areas upon their subsequent redesignation as attainment (maintenance) areas for the 2008 NAAQS, but in no case sooner than one year after the effective date of designation for the 2015 ozone NAAQS for the area. 81 Fed. Reg. 81287. However, the Proposed Regulatory Text for Option 2 in C.F.R. § 50.15(c) is silent about subsequent redesignations. The Proposed Regulatory Text states that the 2008 NAAQS “will remain applicable to any area of the country designated nonattainment for the 2008 ozone NAAQS as of the date of that area’s initial designation for the 2015 ozone NAAQS.” The Proposed Regulatory Text for Option 2 revokes the 2008 NAAQS “[f]or any other area of the country,” but this language does not appear to revoke the 2008 NAAQS for 2008 nonattainment areas that are subsequently redesignated attainment or maintenance. This appears to conflict with the intent of Option 2.

**Intrastate RACM**

EPA proposes to interpret CAA section 172(c)(6) to require intrastate sources (outside the nonattainment area) to be subject to “other measures” of emission control (i.e. RACM) as necessary or appropriate to provide for attainment of the standard. This interpretation departs from the longstanding nonattainment plan general provisions of CAA § 172(c), which unmistakably applies to a nonattainment area (NAA). Applying § 172(c) to all sources within a jurisdiction that impact the NAA seems to contradict the purpose of establishing a nonattainment area boundary. Under the ozone designations process, as described in EPA guidance,\(^2\) states carefully evaluate all source emissions potentially impacting the area when determining the appropriate boundary recommendation for the NAA. Consequently, the procedure for determining which sources impact the NAA and thus are subject to RACM is already enshrined in the boundary recommendations process, which requires EPA approval.

Beyond the policy questions of requiring RACM on intrastate sources outside the NAA, there are technical and economic challenges associated with determining which sources contribute to ozone formation in the NAA. Photochemical Grid Modeling (PGM) in conjunction with Ozone Source Apportionment Technology (OSAT) allows for tracking of sources or source categories to determine which sources contribute to ozone formation and to what extent. Unfortunately there are practical limits when balancing the benefits of knowing each and every source contribution against the cost and time necessary to conduct the OSAT modeling. Therefore, the practical result of requiring RACM on intrastate sources impacting the NAA essentially establishes a new modeling paradigm where all sources within a jurisdiction must be tracked in OSAT thereby significantly raising the expense of the PGM modeling demonstration.

The ozone benefits associated with the implementation of intrastate RACM would be attenuated by distance thus rendering any potential controls less effective and less cost effective. This is particularly evident in the west where the distance between intrastate sources and the NAA can be very large.

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\(^1\) See 81 Fed. Reg. 81276, 81286 (Nov. 17, 2016)

For these reasons, Colorado is opposed to EPA requiring RACM on intrastate sources impacting the NAA. Such a requirement would be unduly burdensome in demonstrating compliance. Colorado does support the voluntary implementation of intrastate RACM in situations where a state determines a need for more emission reductions that could help to attain the standard.

**International Transport and Background Ozone (CAA Section 179B)**

EPA is requesting comment on whether nonattainment areas not adjoining international borders should be allowed to submit CAA § 179B demonstrations. Section 179B is an important tool to address background and transported ozone that should remain available to nonattainment areas in all states. The relief provided by Section 179B is targeted and narrow. Areas covered by § 179B remain designated as nonattainment and must fulfill applicable planning requirements. EPA modeling indicates that inland states are affected by international transport. Limiting the ability of inland states to utilize § 179B would be unfair, is not required by the statute or the 2008 ozone NAAQS implementation rule, and would not improve air quality. The ability to submit a § 179B demonstration should not be constrained by the nonattainment area’s proximity to an international border.

EPA recognizes the importance of background ozone and has solicited input on this issue since at least 2015. During EPA’s February 2016 workshop on background ozone, Colorado and the Regional Air Quality Council (RAQC) spoke about background ozone, the challenge of attaining ozone standards, and the need for additional tools to address ozone transport. As EPA notes in its proposal, a general theme of the 2016 workshop was that “available policy solutions do not provide meaningful relief from nonattainment designations in affected areas.” 81 Fed. Reg. 81305. Colorado reiterates its position that better tools for addressing background and transported ozone are needed. EPA should not restrict the existing tools without first providing more comprehensive policy solutions for background and transported ozone.

Colorado is impacted by international and non-anthropogenic transport. Photochemical modeling and source apportionment indicate that non-U.S. and non-anthropogenic (i.e. U.S. background ozone) transport contributes about 45-50 ppb to ambient ozone concentrations in Colorado’s sole ozone nonattainment area, the Denver Metro North Front Range (DMNFR). In-state anthropogenic emissions account for only about 18-25 ppb, or 25-35%, of the ambient ozone in the DMNFR. The remaining 65-75% of our ambient ozone is transported into the nonattainment area from other states or countries, or occurs naturally. This is evident in the 2008 ozone SIP revision approved by Colorado’s Air Quality Control Commission (AQCC) in November 2016. The SIP revision shows that anthropogenic emissions of ozone precursors are expected to decrease by approximately 27-33% between 2011 and 2017, yet this very large NOx and VOC emission reduction is projected to achieve only a 4-9% reduction in ozone design values.

EPA modeling indicates that the DMNFR would just attain the 2015 Ozone standard by 2023. The EPA modeling estimates a 2023 base case average design value of 70 parts per billion (ppb) at the Rocky Flats monitor, which leaves little or no margin for error. This suggests attainment is not assured when considering modeling uncertainties. The EPA modeling further identifies international impacts at DMNFR Design Value (DV) monitors between 0.54 and 1.06 ppb. Accordingly, in the hypothetical

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3 See EPA Notice of Data Availability of Preliminary Interstate Ozone Transport Modeling Data for the 2015 Ozone NAAQS (82 Fed. Reg. 1733). Excel spreadsheet of design value contributions show Canada & Mexico ozone levels over 0.7 ppb significance level at many Colorado monitors and other inland western states.

4 Intermountain West Data Warehouse, Western Air Quality Study (WAQS) Phase II Source Apportionment Modeling, Source: http://vibe.cira.colostate.edu/wiki/wiki/9128/waqs-phase-ii-source-apportionment-modeling

5 See Moderate Area Ozone State Implementation Plan for the Denver Metro and North Front Range Nonattainment Area, Chapter 4.4 Table 14 - 2011 and 2017 Nonattainment Area Emissions Inventory

6 See Moderate Area Ozone State Implementation Plan for the Denver Metro and North Front Range Nonattainment Area, Chapter 5.6 - Modeled Attainment Test - Determination of Future Year (2017) Design Values

7 Emissions from Canada and Mexico that form ozone
situation where the DMNFR should fail to attain the 2015 Ozone standard, Colorado welcomes the
opportunity to submit a § 179B demonstration showing that attainment is possible "but for" the ozone
impacts from international transport.

EPA proposes to require marginal ozone nonattainment areas to implement reasonably available control
measures (RACM) in accordance with CAA § 172(c)(1) before EPA will approve a § 179B demonstration.
81 Fed. Reg. 81303 and 40 C.F.R. § 51.1309. Colorado agrees that states with § 179B areas can and
should control local anthropogenic emissions of ozone precursors. However, this proposal needs
additional analysis. Section 179B provides relief only to nonattainment areas that would timely attain
the NAAQS but for the influence of international emissions. It is not clear how the proposal to require
RACM would be more protective of air quality than the existing "but for" requirement.

If EPA nonetheless finalizes its proposal, it should relax the timing of the RACM requirement. The
proposed rule would require states to demonstrate that reasonably available control measures “have
been implemented” in marginal nonattainment areas in order to satisfy the “but for” test. 40 C.F.R. §
51.1309. There is often a delay between adoption and implementation of an emissions control
measure, and this delay can be lengthy. The process for a state to prepare and EPA to approve a § 179B
demonstration is also likely to be lengthy. The proposed requirement appears to delay § 179B
demonstrations until after implementation of RACM, making it more challenging to finalize the
determination before the deadline to reclassify marginal areas. This could force states to begin
planning for reclassification before receiving a decision on § 179B demonstrations.

Colorado requests that EPA develop nonbinding technical guidance for § 179B demonstrations. EPA
should consult with interested states when developing the guidance. The guidance should expressly
retain flexibility for states to use alternative procedures or techniques where appropriate.

**RACT Implementation Date for Reclassified Areas**

In this action, EPA is proposing to set a 24 month deadline for reclassified areas to submit a RACT SIP.
Colorado SIP revisions must undergo a legislative review process. Because Colorado’s legislature does
not remain in session year-round, the legislature does not review a SIP until the calendar year after the
AQCC adopts it. Consequently, the 24-month timeframe proposed for submitting a RACT SIP effectively
results in about 12-15 months of time for Colorado to develop a technically complex plan involving a
large stakeholder process. Accordingly, EPA should consider extending the deadline to 36 months to
accommodate states with reclassified nonattainment areas that have extended legislative review
processes.

**Requirements for Reasonable Further Progress (RFP) - Baseline Year**

EPA is proposing two approaches for establishing the RFP baseline inventory year. The first approach,
which was used in the final 2008 SIP Requirements Rule, allows the use of the most recently available
National Emissions Inventory (NEI) or an alternative year between 2015 and the year the nonattainment
area designations become effective. The second approach requires states to use the year of an area’s
nonattainment designation as the baseline year for RFP demonstrations. Colorado supports the first
approach because it allows states more flexibility in determining which baseline year is appropriate
depending on inventory data availability, whether a particular year has representative ozone levels and
agency resources. The second approach would place an additional burden on states to prepare a
separate inventory and could inadvertently require the use of an unrepresentative ozone year.

**2015 Ozone Designations - Effective Date**

The proposed rule does not specifically request comment on the effective date of designations,
although references suggest EPA may be considering potential options. The effective date of a
nonattainment area designation greatly impacts numerous subsequent deadlines for states and is
critical to the planning process. In the preamble, EPA refers to “initial designations effective in 2018.”
81 Fed. Reg. 81280. Initial designations made in October 2017 should become effective on January 1,
2018. Since a future demonstration of attainment requires three complete years of monitoring data, it
is important to start the effective date at the beginning of a year. Making the designations effective in 2018 will ensure that states do not lose critical planning and implementation time.

Thank you for your consideration of these comments.

Sincerely,

Chris Colclasure
Acting Director
Air Pollution Control Division
Air Quality Control Commission Hosted Science Forum
Thursday, April 20, 2017

Sustainability, Energy, and the Environment Complex (SEEC)
University of Colorado, Boulder
4001 Discovery Drive, Boulder CO 80303

Meeting Objective
To provide a forum for researchers from state-sponsored and related projects to share results with Commissioners, peer researchers, and the public. Each session includes discussion, with additional opportunity for Q&A later in the day. The forum is co-sponsored by the Commission and the National Science Foundation AirWaterGas Sustainability Research Network.

8:00 a.m.  Welcome and Introductions  
Air Quality Control Commission

8:10 a.m.  Results from the Front Range Air Pollution and Photochemistry Experiment  
Frank Flocke, National Center for Atmospheric Research

A large air quality study involving aircraft and ground-based measurements was conducted in the Northern Colorado Front Range in the summer of 2014. Results and first modeling studies will be presented, focused on ozone production and source attribution.

9:15 a.m.  Aircraft Observations of Methane Emissions From The Four Corners Region  
Colm Sweeney, National Oceanic and Atmospheric Administration  
Gaby Pétron, National Oceanic and Atmospheric Administration

Ground and aircraft measurements of methane and other gases and winds were collected during the April 2015 TOPDOWN field study. We will discuss implications in terms of sources and emissions in the region.  
(Part A - methane; Part B - other gases)

10:20 a.m.  Break

10:30 a.m.  Air Emissions and Air Quality Impacts from Oil and Gas Development in Colorado and Beyond  
Jeff Collett, Colorado State University

Emissions of air toxics, ozone precursors, and methane will be presented from recent studies of oil and gas development in Garfield County and the North Front Range. These include studies of drilling, hydraulic fracturing, flowback, and production emissions. Impacts of oil and gas emissions on fine particle and haze formation will be presented for the Jonah-Pinedale region in western Wyoming and the Bakken oil patch in North Dakota.
11:30 p.m.  Lunch (on your own)

12:45 p.m.  Ozone Precursors in the Front Range: Contrasting Oil and Natural Gas Emissions with Other Natural and Anthropogenic VOC Sources  
*Delphine Farmer, Colorado State University*

Sixteen weeks of observations of ozone and its precursors at the Boulder Atmospheric Observatory in Erie, CO are used to investigate sources of VOCs and their impact on the initiation of ozone production. Long-term trends in ozone and nitrogen oxides across the Northern Front Range Metropolitan Region are used to place these emissions in context.

1:30 p.m.  Fire Emissions and Air Quality Impacts in Colorado and the West: Today and in the Future  
*Christine Wiedinmyer, National Center for Atmospheric Research  
Jeffrey Pierce, Colorado State University*

Methods and results from fire emissions modeling efforts and what is available for air quality modeling will be discussed, along with predicting future fire emissions and impacts on air quality.

2:15 p.m.  Break

2:30 p.m.  E-MATRIX - Methane and Air Toxics Reduction Information Exchange  
*Arleen O'Donnell, Eastern Research Group*

A project of the ECOS Shale Gas Caucus, E-MATRIX provides users easy access to information on state best practices and cost-effective technologies that reduce air emissions at points along oil and gas systems.

3:15 p.m.  Low Cost Air Quality Monitoring Tools: What Are They Good For?  
*Mike Hannigan, University of Colorado Boulder*

Recently developed low-cost air quality monitoring sensors have the potential to open new avenues of research by empowering citizens in the U.S. and in developing countries. But are our sensors good enough? This talk will discuss devices and their potential to be used in specific applications, including several case studies.

4:00 p.m.  Panel Discussion  
*Moderated by Gordon Pierce, Colorado Department of Public Health and Environment*

Additional perspectives and Q&A on previous presentations.

5:00 p.m.  Upcoming Events and Adjourn
Consent Agenda Item #9

2017 Q1 TIP Amendment: Environmental Justice (EJ) Analysis

The 2017 Q1 TIP Amendment adds 20 new projects into the FY2016-2019 TIP. All 20 projects provide funding for transit operations, maintenance, or planning. 19 of the projects are not location-specific and cannot be analyzed for impacts on Environmental Justice (EJ) populations. One project, #2017-053 “Bicycle Racks”, has location-specific impacts but the locations of the bicycle racks are still being determined.
SECTION 3: FY 2018-2021 PROJECTS

Project Tables
The table of project listings is shown as it was adopted XXX, 2017. The project listings are updated via Modifications and Amendments. The most up to date version of the TIP project tables is available online at nfrmpo.org/tip/.
### Summary of CDOT Region 4 Bridge - Off State Pool Programming

**Project ID/STIP ID Number:** SR46598-058  
**Project Title/Location:** US85L: O St to Ault 270.5-280 Included SH392 Intersection Improvement  
**Sponsor:** Larimer County  
**Source of Funds:** Federal  
**Bridge:** NFR TIP  
**Total:** $2,195

**Project Description:** Summary of CDOT Region 4 Bridge - Off System Pool Programming

- **SR46598-058**  
  - **Region:** 4  
  - **Bridge:** CDOT Region 4  
  - **Improvement Type:** Bridge - Off State System  
  - **Funding Type/Program:** Federal (RAMP HPTE)  
  - **Project Description:** Bridge Rehab/replace

**Summary of CDOT Region 4 Bridge - On State Pool Programming**

**Project ID/STIP ID Number:** SR46601-024  
**Project Title/Location:** Big Thump. River at CR19E (LR19E-0.5-20)  
**Sponsor:** Larimer County  
**Source of Funds:** State  
**Bridge:** NFR TIP  
**Total:** $2,344

**Project Description:** Summary of CDOT Region 4 Bridge - On System Pool Programming

- **SR46601-024**  
  - **Region:** 4  
  - **Bridge:** CDOT Region 4  
  - **Improvement Type:** Bridge - Off State System  
  - **Funding Type/Program:** Federal (freight)  
  - **Project Description:** Bridge Rehab/replace

### Strategic

**Project ID/STIP ID Number:** SR4428  
**Project Title/Location:** North I-25: Design Build Segment 7 and 8  
**Sponsor:** Larimer County  
**Source of Funds:** State  
**Total:** $2,720

**Project Description:** One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, and replacement of portions of existing facility

For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf
### FASTER (North Front Range) Funding Locations by State Highway Locations

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<th>NFR TIP Number</th>
<th>STIP ID Description</th>
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### Regional Priority Program (RPP) - North Front Range Listings

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### Congestion Relief

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### Funding Information
- Total funding allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region.
- For the most current project funding information, please see CDOT's STIP at [https://www.codot.gov/business/budget/documents/dailySTIP.pdf](https://www.codot.gov/business/budget/documents/dailySTIP.pdf).
- Total funding amounts allocated for North Front Range Region.
**Summary of CDOT Region 4 Transportation Alternatives (TA) Project Programming**

- **Surface Treatment**
  - Project Title/Location: **Region 4 Surface Treatment**
  - Funding Type: Federal
  - Source of Funds: STP - Surface Transportation Program
  - Total: 116,658

- **Project Description**: Minor Rehab

- **Local Source of Funds**: 50
  - Dollars Listed in Thousands: 116,658

- **Bike/Ped Facility**: NFR Transportation Alternatives (TA) Program Pool

- **SH14 Ft Collins East Various Below Project**: 3/2/2017
  - STP - Enhancement Activities
  - NFR Transportation Alternatives (TA) Program Pool

- **SH60 I-25 to Milliken Project**: 1/17
  - Transportation Alternatives Program - NFR

- **US287 Berthoud Bypass Repair Project**: 1/17
  - Transportation Alternatives Program - NFR

- **US287 Gap Project - Bike/Ped Improvements Project**: 1/17
  - Transportation Alternatives Program - NFR

- **Namaqua Ave South of US34 Project**: 1/17
  - Transportation Alternatives Program - NFR

- **North LCR 17 Expansion Project**: 1/17
  - Transportation Alternatives Program - NFR

- **Little Thompson River Corridor Trail – Phase 1a Project**: 1/17
  - Transportation Alternatives Program - NFR

- **North LCR 17 Expansion Project**: 1/17
  - Transportation Alternatives Program - NFR

- **Great Western Trail Project**: 1/17
  - Transportation Alternatives Program - NFR

- **New 2020-014 Little Thompson River Corridor Trail – Phase 1a Project**: 1/17
  - Transportation Alternatives Program - NFR

- **New 2021-001 North LCR 17 Expansion Project**: 1/17
  - Transportation Alternatives Program - NFR

**Notes**:
- Indicates Amendment or Modification Since Last Version
- Indicates Amendment or Modification
- Indicates Last Amendment or Modification

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**FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

- **North Front Range Transportation & Air Quality Planning Council**

- **Statewide or CDOT Region 4 Pool**

- **North Front Range Pool**

- **Project Programmed/Budgeted in Post**

- **Dollars Listed in Thousands**

- **Dollars Only in STIP**

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**FY 19**

- **Great Western Trail Project**: 1/17
  - Transportation Alternatives Program - NFR
  - Total: 120,728

- **US287 Gap Project - Bike/Ped Improvements Project**: 1/17
  - Transportation Alternatives Program - NFR

- **Namaqua Ave South of US34 Project**: 1/17
  - Transportation Alternatives Program - NFR

- **North LCR 17 Expansion Project**: 1/17
  - Transportation Alternatives Program - NFR

- **Little Thompson River Corridor Trail – Phase 1a Project**: 1/17
  - Transportation Alternatives Program - NFR

- **North LCR 17 Expansion Project**: 1/17
  - Transportation Alternatives Program - NFR

- **Great Western Trail Project**: 1/17
  - Transportation Alternatives Program - NFR

**Notes**:
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**FY 20**

- **Great Western Trail Project**: 1/17
  - Transportation Alternatives Program - NFR
  - Total: 120,728

- **US287 Gap Project - Bike/Ped Improvements Project**: 1/17
  - Transportation Alternatives Program - NFR

- **Namaqua Ave South of US34 Project**: 1/17
  - Transportation Alternatives Program - NFR

- **North LCR 17 Expansion Project**: 1/17
  - Transportation Alternatives Program - NFR

- **Little Thompson River Corridor Trail – Phase 1a Project**: 1/17
  - Transportation Alternatives Program - NFR

- **North LCR 17 Expansion Project**: 1/17
  - Transportation Alternatives Program - NFR

- **Great Western Trail Project**: 1/17
  - Transportation Alternatives Program - NFR

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**FY 21**

- **Great Western Trail Project**: 1/17
  - Transportation Alternatives Program - NFR
  - Total: 120,728

- **US287 Gap Project - Bike/Ped Improvements Project**: 1/17
  - Transportation Alternatives Program - NFR

- **Namaqua Ave South of US34 Project**: 1/17
  - Transportation Alternatives Program - NFR

- **North LCR 17 Expansion Project**: 1/17
  - Transportation Alternatives Program - NFR

- **Little Thompson River Corridor Trail – Phase 1a Project**: 1/17
  - Transportation Alternatives Program - NFR

- **North LCR 17 Expansion Project**: 1/17
  - Transportation Alternatives Program - NFR

- **Great Western Trail Project**: 1/17
  - Transportation Alternatives Program - NFR

**Notes**:
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<th>Project Title/Location</th>
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<th>Source of Funds</th>
<th>Funding Type/ Program</th>
<th>FY 16-17 TIP TOTAL</th>
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<td>Congestion Mitigation &amp; Air Quality (CMAQ) Improvements Program Pool</td>
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**Project Title/Location**: Greeley

**Sponsor**: Federal Local

**Improvement Type**: Rolling Stock Replacement

**Source of Funds**: Federal Local

**Funding Type/ Program**: Congestion Mitigation Air Quality

**FY 16-17 TIP TOTAL**: 2,337

**FY 18**: -

**FY 19**: -

**FY 20**: -

**FY 21**: -

**FY 18-21 TIP TOTAL**: -

**FY 22**: -

**FY 23**: -

**Project Description**: Replacement of 30 foot body on chassis diesel feed route buses.

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<td>SST7007.005</td>
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<td>Purchase of low floor compressed natural gas fueled heavy-duty vehicles to replace existing heavy-duty vehicles.</td>
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<td>Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLL fleet.</td>
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<td>SST7007.006</td>
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<td>Weld County CNG Vehicles &amp; Expansion</td>
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<td>Converting light, medium, and heavy duty vehicles to compressed natural gas and expanding existing fuel site to accommodate additional natural gas vehicles.</td>
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<td>Replace and add additional buses to City of Loveland Transit (COLT). Buses will be either new clean diesel or new compressed natural gas.</td>
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<td>Purchase of compressed natural gas vehicles.</td>
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<td>Transfort will replace 4 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.</td>
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<td>GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.</td>
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<td>Replace the central system software, firmware, and controllers for the current 116 traffic signal system in Greeley.</td>
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<td>Build 2 fast fill fueling stations to accommodate county and municipal fleet needs for CNG fueling.</td>
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<td>New 2020-005</td>
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<td>Traffic Signal Progression Improvements—US 34</td>
<td>Federal</td>
<td>Local</td>
<td>10th Street Access Control Implementation</td>
<td>Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New 2020-006</td>
<td></td>
<td>COLT Diesel Bus Replacement</td>
<td>Federal</td>
<td>Local</td>
<td>Rolling Stock Replacement</td>
<td>Replace existing buses within City of Loveland Transit (CDOT) fleet. Buses will be clean diesel or CNG.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New 2020-008</td>
<td></td>
<td>Weld County CNG Vehicles</td>
<td>Federal</td>
<td>Local</td>
<td>Rolling Stock Replacement</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

### Surface Transportation Block Grant (STBG)

<table>
<thead>
<tr>
<th>N/A</th>
<th>P-3</th>
<th>Surface Transportation Block Grant (STBG) Program Pool</th>
<th>STIP</th>
<th>STP-Metro</th>
<th>Federal</th>
<th>STP-Metro</th>
<th>Local</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>NFRMPO</td>
<td></td>
<td></td>
<td>766</td>
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<td>3,294</td>
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<table>
<thead>
<tr>
<th>Pool ID</th>
<th>Program</th>
<th>Sponsor</th>
<th>Funding Type/Program</th>
<th>Source of Funds</th>
<th>Improvement Type</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SSF4428.004</td>
<td>125 / Crossroads</td>
<td>Region 4</td>
<td>Federal</td>
<td>1,000</td>
<td>Bridge Reconstruct</td>
<td></td>
</tr>
<tr>
<td>SNF5788.039</td>
<td>Horsetooth and College Intersection Improvements</td>
<td>Fort Collins</td>
<td>Federal</td>
<td>1,253</td>
<td>Intersection Improvements</td>
<td>Project will install dual left turn lanes for northbound and southbound traffic. Traffic signal improvements, restriping, and road widening will be included as necessary to complete this project.</td>
</tr>
<tr>
<td>SNF5788.040</td>
<td>US 34 Widening</td>
<td>Loveland</td>
<td>Federal</td>
<td>-</td>
<td>Highway/Added Capacity Bike/Ped Facility</td>
<td>Project will widen existing 4 lane arterial to 8 lanes, including bike lanes and sidewalks.</td>
</tr>
<tr>
<td>SNF57020.017</td>
<td>LCR 17 Expansion</td>
<td>Larimer County Berthoud</td>
<td>Federal</td>
<td>-</td>
<td>Added Capacity Bike/Ped Facility</td>
<td>Project will widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.</td>
</tr>
<tr>
<td>SNF5788.042</td>
<td>10th Street Access Control Implementation</td>
<td>Greeley</td>
<td>Federal</td>
<td>1,458</td>
<td>Intersection Improvements Bike/Ped Facility</td>
<td>Project will implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.</td>
</tr>
</tbody>
</table>
**Summary of CDOT Region 4 Traffic Signals Project Programming**

**SR46668 P.16 Region 4 Hotspots**

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Improvement Type</th>
<th>Source of Funds</th>
<th>Funding Type/ Program</th>
<th>FY 16-17 TIP</th>
<th>FY 18</th>
<th>FY 19</th>
<th>FY 20</th>
<th>FY 21</th>
<th>FY 18-21 TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evans</td>
<td>Modify &amp; Reconstuct</td>
<td>Federal</td>
<td>Surface Transportation Block Grant</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>982</td>
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<tr>
<td>Local</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>1,179</td>
<td>1,179</td>
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</tr>
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</table>

Project Description: Major maintenance and resurfacing on 37th Street (WCR 34) from 119th Avenue to 219th Avenue.

**SR46669 P.18 Region 4 Safety Enhancement**

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Improvement Type</th>
<th>Source of Funds</th>
<th>Funding Type/ Program</th>
<th>FY 16-17 TIP</th>
<th>FY 18</th>
<th>FY 19</th>
<th>FY 20</th>
<th>FY 21</th>
<th>FY 18-21 TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>Modify &amp; Reconstuct</td>
<td>Federal</td>
<td>Surface Transportation Block Grant</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>982</td>
<td>982</td>
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<tr>
<td>Local</td>
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<td>Local</td>
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<td>-</td>
<td>196</td>
<td>196</td>
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</tr>
<tr>
<td>Total</td>
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<td>1,179</td>
<td>1,179</td>
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</table>
## FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### North Front Range Transportation & Air Quality Planning Council

<table>
<thead>
<tr>
<th>STIP ID Number</th>
<th>NFR TIP</th>
<th>Project Title/Location</th>
<th>Project Sponsor</th>
<th>Improvement Type</th>
<th>Source of Funds</th>
<th>Funding Type/ Program</th>
<th>FY 16-17 TIP TOTAL</th>
<th>FY 18</th>
<th>FY 19</th>
<th>FY 20</th>
<th>FY 21</th>
<th>FY 18-21 TIP TOTAL</th>
<th>FY 22</th>
<th>FY 23</th>
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</thead>
<tbody>
<tr>
<td>SR46613</td>
<td>P-19</td>
<td>Region 4 Maintenance (Traffic Operations)</td>
<td>CDOT Region 4</td>
<td>Safety</td>
<td>Federal</td>
<td>STA</td>
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<td>-</td>
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<td></td>
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<td>SHF</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Pool Description: Summary of CDOT Region 4 Maintenance (Traffic Operations) Project Programming

| SR46666        | P-20    | Region 4 Hazard Elimination Pool (HSIP) | CDOT Region 4  | Safety            | Federal         | HSIP                | 3,630               | 2,420 | 300   | -     | -     | 2,720               | -     | -     |
|                |         |                        |                 |                  | Local           | Local              | 750                 | 500   | -     | -     | -     | 500                 | -     | -     |

Pool Description: Summary of CDOT Region 4 Hazard Elimination Pool Programming

### Railroad At-Grade

| SR7000         | P-21    | CDOT Region 4 Railroad Crossing Pool | CDOT Region 4  | Safety            | Federal         | SRP                 | -                   | -     | -     | -     | -     | -                   | -     | -     |
|                |         |                        |                 |                  | Local           | Local              | -                   | -     | -     | -     | -     | -                   | -     | -     |

Pool Description: Summary of CDOT Region 4 Railroad Crossing Pool Programming

### Grants: Safe Routes to Schools

### TRANSIT Strategic Transit Projects

| XXX            | P-22    | NFRTMPO Strategic Transit Projects | CDOT Region 4  | Federal           | XXX               | -                   | -                   | -     | -     | -     | -     | -                   | -     | -     |
|                |         |                        |                 |                  | State             | -                   | -                   | -     | -     | -     | -     | -                   | -     | -     |

*This section will contain all required listings regarding FTA 5304: Statewide Planning Program, FTA 5307: Urbanized Area Formula Program, FTA 5309: Capital Investment Program, FTA 5310: Transportation for Elderly Persons & Persons with Disabilities, FTA 5311 Rural & Small Urban Areas, FTA 5339 Bus and Bus Facilities Program, and FASTER Transit funds when they become available.*

### LOCAL RAMP PROJECTS

### EMERGENCY RELIEF / TCC CONTINGENCY

*"Dollar figures flagged above as "Roll Forwards" (see orange fill) address the need for rebudgeting created by the ERP system at CDOT when doing phase balance transfers within projects whose federal funds had been programmed in previous years. The NFRMPO understands the dollars shown as Roll Forwards for completion of these projects do not deduct from the current TIP control totals within the various programs."*

For the most current project funding information, please see CDOT's STIP at [https://www.codot.gov/business/budget/documents/dailySTIP.pdf](https://www.codot.gov/business/budget/documents/dailySTIP.pdf)

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX

Initial TIP Table Draft 3/2/2017

Dollars Only in STIP

Dollars Listed in Thousands

Pool Description | Summary of CDOT Region 4 Strategic Transit Project Programming

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Page 7 of 7
APPENDIX A: ENVIRONMENTAL JUSTICE ANALYSIS

Introduction

The Environmental Justice (EJ) Analysis for the FY2018-2021 TIP identifies the location of EJ Areas and analyzes the benefits and burdens for individual projects in the TIP.

It is important to identify where significant numbers of minority and low-income households are located within the region to comply with the requirements of Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, and DOT Order 5610.2(a). These Orders were enacted to ensure the full and fair participation of potentially affected communities in transportation decisions. The intent of EJ is to avoid, minimize, or mitigate disproportionately high and adverse impacts on minority populations and low-income populations.

The NFRMPO uses the CDOT NEPA Manual, Version 4 July 2015, as the framework for identifying EJ Areas in the region. The following sections display the locations of low income and minority populations and present the methodology for identifying Census Tracts with a high concentration of low income or minority populations, known as EJ Areas.

Low Income Populations

Low income thresholds are determined by the Department of Housing and Urban Development (HUD) for the 64 counties in Colorado for use by the Department of Local Affairs (DOLA), which allocates Community Development Block Grants (CDBG). *Tables A-1 and A-2* show low income thresholds for Larimer and Weld counties as determined by HUD for FY2015. The income limits vary based on the number of persons in the household. The extremely low income limit, which corresponds to 30 percent of the Area Median Income, is used to identify low income populations in the region.

*Table A-1: Larimer County HUD FY2015 Low Income Limits*

<table>
<thead>
<tr>
<th>Income Limit</th>
<th>Persons per Household</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Low Income Limit</td>
<td>$43,600</td>
</tr>
<tr>
<td>Very Low Income Limit</td>
<td>$27,250</td>
</tr>
<tr>
<td>Extremely Low Income Limit</td>
<td>$16,350</td>
</tr>
</tbody>
</table>

*Table A-2: Weld County HUD FY2015 Low Income Limits*

<table>
<thead>
<tr>
<th>Income Limit</th>
<th>Persons per Household</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Low Income Limit</td>
<td>$37,350</td>
</tr>
<tr>
<td>Very Low Income Limits</td>
<td>$23,350</td>
</tr>
<tr>
<td>Extremely Low Income Limits</td>
<td>$14,000</td>
</tr>
</tbody>
</table>
Each Census Tract in the region is analyzed based on the extremely low income limit from HUD, the average household size from the 2011-2015 American Community Survey (ACS), and estimates of household income from the 2011-2015 ACS. Figure A-1 displays the percentage of low income households by Census Tract. The highest percentages of low income households are located in Fort Collins, Greeley, and Loveland.

Figure A-1: Percentage of Low Income Households by Census Tract

Minority Populations
According to the U.S. Department of Transportation Order 5610.2(a) Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, the term minority is defined as anyone who is:

- **American Indian and Alaskan Native** – a person having origins in any of the original people of North America and who maintains cultural identifications through tribal affiliation or community recognition.
- **Asian or Pacific Islander (including Native Hawaiian)** – a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands.
- **Black/African American** – a person having origins in any of the black racial groups of Africa.
- **Hispanic/Latino** – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

In accordance with this definition, the minority population may also be defined as all persons who do not identify as non-Hispanic white.

**Figure A-2** presents the percentage of minority population by Census Tract according to the 2011-2015 ACS. The highest percentages of minority populations are in Evans, Fort Collins, Garden City, Greeley, LaSalle, and Milliken.
NFRMPO Environmental Justice Areas

*Figure A-3* shows Census Tracts with minority populations greater than the regional average of 24.1 percent, Tracts in Larimer County with low income populations greater than the county-wide average of 14.6 percent, and Tracts in Weld County with low income populations greater than the county-wide average of 13.2 percent. These Census Tracts are considered the EJ Areas for the FY2018-2021 TIP.

**Figure A-3: Environmental Justice Areas**

---

Environmental Justice Analysis

The FY2018-2021 TIP contains 16 individual projects that are located in a specific area and can be analyzed for EJ impacts. The remaining projects are project pools or have area-wide impacts. As displayed in *Figure A-4*, the 16 projects include bicycle and pedestrian facilities, bridge reconstruction, CNG fueling stations, intersection improvements, operational improvements, pavement improvements, and roadway widening.

*Table A-3* shows information for each project, including if the project was included in the FY2016-2019 TIP, whether or not the project is located within ¼ mile of an EJ Area, and the project burdens. Of the 16 projects,
11 or 69 percent, are located within ¼ mile of or adjacent to an EJ population and are referred to as EJ projects. Five projects are not located near EJ populations and are referred to as non-EJ projects.

Eight of the 11 EJ projects have identified burdens, which constitutes 73 percent of EJ projects. Four of the five non-EJ projects have identified burdens, which constitutes 80 percent of non-EJ projects. The benefits of the EJ projects and non-EJ projects include a decrease in travel time, improved air quality, better access to transit options and alternative modes of transportation (walking and bicycling), and increased property values. According to this EJ Analysis, the benefits and burdens are equitably distributed among EJ and non-EJ Areas for the 16 individual projects with specific-location impacts in the FY2018-2021 TIP.

Figure A-4: Environmental Justice Areas and FY2018-2021 TIP Projects by Project Type
Table A-3: EJ Analysis for FY2018-2021 TIP Projects
Projects are identified by Name, Project Sponsor, Improvement Type, and Funding Program

<table>
<thead>
<tr>
<th>Criteria</th>
<th>North I-25: Design Build Segment 7 and 8: SH402 – SH14, CDOT Region 4, Highway Added Capacity and Modify &amp; Reconstruct, Various</th>
<th>Great Western Trail, Windsor Severance Eaton, Bike/Ped Facility, TA</th>
<th>Little Thompson River Corridor Trail - Phase 1a, Johnstown, Bike/Ped Facility, TA</th>
<th>North LCR 17 Expansion, Larimer County, Modify &amp; Reconstruct and Bike/Ped Facility, STBG and TA</th>
<th>CNG Fast Fill Stations, Larimer County, Operations, CMAQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project included in the FY2016-2019 TIP</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Bodily impairment, infirmity, illness, or death</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Air, noise and water pollution and soil contamination</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Destruction or disruption of man-made or natural resources</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>Destruction or diminution of aesthetic values</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Destruction or disruption of community cohesion or a community's economic vitality</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Destruction or disruption of the availability of public and private facilities and services</td>
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<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Vibration</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
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<tr>
<td>Adverse employment effects</td>
<td>No</td>
<td>No</td>
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<td>No</td>
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<tr>
<td>Displacement of persons, business, farms or nonprofit organizations</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities</td>
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<td>No</td>
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<tr>
<td>Criteria</td>
<td>Traffic Signal Progression Improvements—US 34, Loveland, ITS Traffic Controls, CMAQ</td>
<td>I-25 / Crossroads, CDOT Region 4, Bridge Reconstruct, STP Metro</td>
<td>Horsetooth and College Intersection Improvements, Fort Collins, Intersection Improvements, STP Metro</td>
<td>US 34 Widening, Loveland, Highway Added Capacity and Bike/Ped Facility, STP Metro</td>
<td>LCR 17 Expansion, Larimer County and Berthoud, Added Capacity and Bike/Ped Facility, STP Metro</td>
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<td>-----------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Project included in the FY2016-2019 TIP</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income</td>
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<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Bodily impairment, infirmity, illness, or death</td>
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<td>No</td>
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<tr>
<td>Air, noise and water pollution and soil contamination</td>
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<tr>
<td>Destruction or disruption of man-made or natural resources</td>
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<td>Destruction or diminution of aesthetic values</td>
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<tr>
<td>Destruction or disruption of community cohesion or a community's economic vitality</td>
<td>No</td>
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<tr>
<td>Destruction or disruption of the availability of public and private facilities and services</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Vibration</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Adverse employment effects</td>
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</tr>
<tr>
<td>Displacement of persons, business, farms or nonprofit organizations</td>
<td>No</td>
<td>No</td>
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<td>No</td>
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<tr>
<td>Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities</td>
<td>No</td>
<td>No</td>
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<td>No</td>
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<tr>
<td>Criteria</td>
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<td>Timberline Road Corridor Improvements, Fort Collins, Modify &amp; Reconstruct, STBG</td>
<td>O Street Widening - 11th Avenue to WCR 37, Greeley, Modify &amp; Reconstruct and Bike/Ped Facility, STBG</td>
<td>US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25, Loveland, Modify &amp; Reconstruct, STBG</td>
<td>Intersection Improvements at SH 257 &amp; Eastman Park Dr., Windsor, Intersection Improvements, STBG</td>
</tr>
<tr>
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</tr>
<tr>
<td>Project included in the FY2016-2019 TIP</td>
<td>No</td>
<td>No</td>
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<td>Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income</td>
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<tr>
<td>Bodily impairment, infirmity, illness, or death</td>
<td>No</td>
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<td>No</td>
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<td>Air, noise and water pollution and soil contamination</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<td>Destruction or disruption of man-made or natural resources</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
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<td>Destruction or diminution of aesthetic values</td>
<td>No</td>
<td>No</td>
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<td>Destruction or disruption of community cohesion or a community's economic vitality</td>
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<td>Destruction or disruption of the availability of public and private facilities and services</td>
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<td>Vibration</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
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<td>Adverse employment effects</td>
<td>No</td>
<td>No</td>
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<td>No</td>
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<td>Displacement of persons, business, farms or nonprofit organizations</td>
<td>No</td>
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<td>No</td>
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<td>Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>No</td>
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<tr>
<td>Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>
Members of the Colorado General Assembly:

MPACT64 applauds the commitment of leadership in both chambers to solve Colorado’s transportation funding crisis.

MPACT64 is a broad statewide coalition that is united by a common interest in developing a new revenue stream to address unmet transportation needs. MPACT64 members include business coalitions, local governments, civic groups and mobility service providers representing all 64 counties. We understand the diverse transportation challenges facing communities throughout Colorado and believe that we need funding with the flexibility to address our diverse communities and evolving transportation needs.

We have developed a consensus around several key areas that we believe are critical to developing a referred measure. We are united in our belief that our problems can only be solved with new revenue and we are committed to working together toward a November 2017 ballot issue. We will support a sales tax of at least .6% in order to raise at least $750,000,000.00 per year average over the life of the tax. Please understand that tying up a significant amount of sales tax capacity is painful for Colorado’s 269 municipalities. Nonetheless, the need for transportation investment is so great throughout Colorado that local governments understand that they must be a part of the solution. MPACT64 also support a timeframe that allows us to bond and deliver transportation improvements quickly. We think that accountability is very important and support CDOT providing a project list with completion dates that demonstrate value to voters statewide. We also think that a winning proposal must have both flexibility at the local level and statewide projects that benefit residents by addressing congestion, safety, mobility and our dreaded potholes.

It is also important to underscore our consensus around the need to invest in a range of options that serve all of our residents, including but not limited to:

- **Vans and Shuttles**, like the Fowler Senior Center Van, which allow seniors and persons with disabilities to access their communities and services while still living in their homes and leading independent lives;
- **Private and non-profit transit providers**, like Veterans Transit in the San Luis Valley;
- **Mountain bus services**, like the ECOTransit in Eagle County that connect residents with jobs and recreation;
- **Intercity services**, such as the Gunnison Valley RTA that provides service between Gunnison and Crested Butte;
Transit systems that serve and connect our urban areas such as the Greeley Evans Transit service that provides trips for students, elderly, people with disabilities and those without access to cars;

Safe routes to school for our children that promote independence;

Shoulders, complete streets, bike paths, sidewalks and trails that make it safer and more convenient to bike and walk in both urban and rural areas; and

Technological investments and first and last mile connections that maximize existing infrastructure investments.

We strongly believe that the above mobility infrastructure and services are an incredibly important part of any statewide solution and would welcome a dialogue about the value they bring to our communities.

Thank you for exercising leadership on this issue. We understand that a referred measure is just the first step. We stand ready to take a comprehensive transportation funding solution across the state to the people of Colorado and help to educate them on the importance of new investment to sustain our economy and enhance our quality of life.

**MPACT64 Participants**

Action 22  
American Council of Engineering Companies  
Bicycle Colorado  
Colorado Association of Transit Agencies  
Colorado Contractors Association  
CoPIRG  
Club 20  
Denver Metro Chamber  
Denver Regional Council of Governments

I-70 Coalition  
LiveWell Colorado  
Metro Mayors Caucus  
Mile High Connects  
Mobility Choice Blueprint  
Move Colorado  
Ports-to-Plains Alliance  
Progressive 15  
Southwest Energy Efficiency Project  
Transit Alliance
Members of the Colorado General Assembly:

MPACT64 thanks you for your continued leadership in addressing our state’s transportation funding crisis.

The MPACT64 coalition is united by a shared commitment to developing a transportation funding measure that serves the diverse needs of our residents statewide. Our coalition includes business organizations, local governments, civic groups and mobility service providers from across the state.

We wrote to you on February 22 to share our areas of consensus that include support for the following:

- **2017 ballot** measure that will provide **new revenues**
- A **sales tax increase of at least .6%** that will provide at least $750M average per year over 20 years
- A time frame that allows for **bonding**
- **Flexible funding** to address diverse needs
- A **CDOT project list** that demonstrates value to voters statewide
- A measure designed to **address congestion, safety, maintenance, as well as mobility infrastructure and service (MIS) needs statewide**

In developing a proposal, MPACT 64 suggests that there are three key ingredients: flexibility, local control and funding for MIS as described in the February 22 letter. MPACT64 could support a revenue allocation in which **approximately 70% of any new revenues would be shared among CDOT, counties and cities** and the remaining **30% was made available to support MIS statewide.** We have also discussed and could support an allocation structure in which MIS dollars were split between a competitive statewide pot at CDOT and the city and county allocations. It is critical that all local allocations are 100% flexible to address local priorities. **We are open to further dialogue on what allocation strategy best serves our state and local needs and how to insure maximum flexibility and local discretion.**

The momentum toward a comprehensive funding solution is greater than any time in the last 26 years. We urge you to find common ground and craft a solution that is supportable statewide. We appreciate your exercising leadership on this issue and stand ready to provide feedback on scenarios as they are developed.

Thank you,

MPACT64
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<td>Transit Alliance</td>
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February 27, 2017

North Front Range MPO
Mr. Kevin Ross
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

Dear Mr. Chair:

The Board of Weld County Commissioners agrees with the efforts of the legislature and groups, such as the MPACT64 coalition, that developing a transportation funding measure that serves the diverse need of our Colorado residents statewide. However, the Board of Weld County Commissioners cannot support a ballot measure that would increase the state sales tax by at least .6%. We are opposed to any tax rate increase.

A more reasonable solution to address the overall funding issue that plagues transportation funding would be a bill like HB 17-1187, which would refer a proposition to voters at the statewide election on November 7, 2017. The bill would change how excess state revenue caps (Referendum C) are calculated. Referendum C sets the TABOR limit equal to the amount of revenue that the state collected from TABOR sources in FY 2007-08, adjusted annually for inflation, population, debt service, enterprise status, and voter-approved revenue changes. If the bill passes and if voters approve the measure, HB 17-1187 is expected to increase General Fund transfers to the Highway users Tax Fund (HUTF) and Capital Construction Fund (CCF) by $116.4 million and $58.2 million respectively, for FY2018-19. This could be done without any tax rate increase.

The Board of Weld County Commissioners are also concerned the MPACT64 has prioritized funding for Mobility Infrastructure & Services (MIS) over the State Highway & Bridge System which is in dire need of funding. It is also unclear how these funds will be distributed to specific projects and how those projects are ranked.

The Board of Weld County Commissioners are open to discussions about comprehensive transportation funding in the future and would encourage the legislature, and groups such as MPACT64 to explore other alternatives, such as HB 17-1187. Focusing on prioritizing safety, congestion and our State Highway & Bridge System are goals and needs that reflect Weld County and entire NFRMPO region. If there are further questions regarding this issue, please feel free to contact me or my staff.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Julie A. Cozad, Chair

c: Don Warden
REvised

RESOLUTION NO. 2017-01

OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING CONFORMITY REDETERMINATIONS
FOR THE NORTH FRONT RANGE METROPOLITAN PLANNING AREA 2040 FISCALLY
CONSTRAINED REGIONAL TRANSPORTATION PLAN AMENDMENT
AND THE FY2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AND FOR THE NORTHERN SUBAREA OF THE UPPER FRONT RANGE TRANSPORTATION
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 redeterminations conducted on the MPO’s fiscally constrained
2040 RTP Amendment, the FY2016-2019 TIP, 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, the FY2016-2019 TIP, 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 redeterminations.

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

______________________________
Kevin Ross, Chair

ATTEST:

______________________________
Terri Blackmore, Executive Director
North Front Range MPO Area - Project Status Updates (1 Mar 2017)

<table>
<thead>
<tr>
<th>Roadway / Segment</th>
<th>Status</th>
</tr>
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<tbody>
<tr>
<td><strong>SH14</strong></td>
<td></td>
</tr>
<tr>
<td>US287 PR at Ted’s Place</td>
<td>In Design</td>
</tr>
<tr>
<td>US287 to I-25 Surface Treatment</td>
<td>In Design</td>
</tr>
<tr>
<td><strong>I-25</strong></td>
<td></td>
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<tr>
<td>Crossroads Blvd Interchange / Bridges</td>
<td>Construction underway. Lane shifts in progress</td>
</tr>
<tr>
<td>Truck Climbing Lane</td>
<td>Open for Winter. Still some Spring work</td>
</tr>
<tr>
<td><strong>US34</strong></td>
<td></td>
</tr>
<tr>
<td>Big Thompson Canyon Flood Repair</td>
<td>Construction is underway</td>
</tr>
<tr>
<td>PEL Study</td>
<td>Progressing</td>
</tr>
<tr>
<td>Traffic Signal at 83rd Ave in Greeley</td>
<td>Temporary signal in place &amp; operational</td>
</tr>
<tr>
<td><strong>SH56</strong></td>
<td></td>
</tr>
<tr>
<td>Berthoud East</td>
<td>Water Line work in wrapping up</td>
</tr>
<tr>
<td><strong>SH60</strong></td>
<td></td>
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<tr>
<td>US287 to Milliken Resurfacing</td>
<td>Contractor selected. Spring/Summer Construction</td>
</tr>
<tr>
<td>SH257 PR (Milliken) – Little Thompson Structures</td>
<td>Delayed start set for Summer 2017</td>
</tr>
<tr>
<td><strong>US85</strong></td>
<td></td>
</tr>
<tr>
<td>Ault to Wyoming</td>
<td>Construction complete</td>
</tr>
<tr>
<td>O St to Ault- ADA ramps &amp; Resurfacing</td>
<td>Spring 2017 construction</td>
</tr>
<tr>
<td>US85 PEL Study</td>
<td>Final document is still pending</td>
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<tr>
<td><strong>US287</strong></td>
<td></td>
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<tr>
<td>Harmony to Mulberry Resurfacing</td>
<td>Construction complete</td>
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<tr>
<td>SH1 to LaPorte Bypass</td>
<td>Construction is underway</td>
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<tr>
<td>Road damage near Larimer CR 17</td>
<td>Construction pending</td>
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<tr>
<td><strong>SH392</strong></td>
<td></td>
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<tr>
<td>US85 Intersection</td>
<td>Construction is underway</td>
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<tr>
<td><strong>SH402</strong></td>
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<tr>
<td>Larimer CR 9E</td>
<td>Contract Awarded. Spring 2017 start time</td>
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STAC Summary – January 27th, 2017

1) **Introductions & December Minutes** – Vince Rogalski (STAC Chair)
   a) December STAC Minutes approved without changes.

2) **Transportation Commission Report** – Vince Rogalski (STAC Chair)
   a) C-470 expansion project is moving ahead.
   b) I-25 South (Monument to Castle Rock) PEL is being advanced in hopes of future funding.
   c) Commission Chair Gary Rieff is in attendance to discuss the upcoming TC-STAC Lunch in February.

3) **TPR Reports** – STAC Representatives

4) **Chief Engineer Update** – Joshua Laipply (CDOT Chief Engineer)
   a) The recent Colorado Supreme Court ruling on the CDOT right-of-way acquisition process has resulted in an approximate 30-day increase in the project development timeline.
   b) A new “SnowStang” service to ski resort areas will be piloted on a limited basis to help alleviate I-70 congestion.
   c) The Central I-70 record of decision has been approved by FHWA and project manager Tony DeVito will provide an update at February STAC.
   d) STAC Discussion: STAC representatives complimented CDOT crews on keeping the roads clear and safe in the face of significant snowfall over the past several weeks.

5) **STIP Lessons Learned** – Jamie Collins (CDOT Office of Financial Management & Budget)
   a) Over the past few years CDOT transitioned from a 4-year to 1-year STIP update schedule.
   b) CDOT staff are soliciting feedback on how the transition process has been going so far and will be sending an online survey to STAC members, TPR chairs, regional staff, and others.
   c) STAC Discussion: STAC representatives complimented CDOT staff on the new STIP Newsletter, which they find very useful.

6) **Federal and State Legislative Report** – Ron Papsdorf (CDOT Office of Policy & Government Relations)
   a) CDOT staff are tracking developments at the federal level in order to determine their potential impact on Colorado. At present a number of proposals are being discussed but none offer specific details.
   b) More than 20 state level bills pertaining to transportation are also being tracked, with several of them related to funding.
   c) STAC Discussion: STAC representatives encouraged CDOT staff to coordinate with members of the Legislature to ensure that any potential ballot initiatives are structured in a way that CDOT can support. Staff responded that they would support any funding source that does not interfere with CDOT’s ability to maintain the existing transportation system.

7) **February TC-STAC Lunch** – Vince Rogalski (STAC Chair)
   a) Lunch will be held on Thursday, February 16th from 11:30 – 1:00 at CDOT HQ (following the Transportation Commission Meeting).
   b) STAC Discussion: Suggested topics include the project development process, need for increased transportation funding, and engagement with elected officials.

8) **Project Prioritization for National Highway Freight Program** – Debra Perkins-Smith (CDOT Division of Transportation Development)
   a) The FAST Act established the new National Highway Freight Program, with roughly $15 million in formula funding per year available in Colorado. CDOT is working to assess how best to spend $35 million for the first 2 years of the program (FY16 – FY17).
   b) HQ staff worked with the RTDs to develop 4 funding scenarios of how to focus these funds:
i) Construction Projects – A focus on ready-to-go or soon to be ready-to-go construction projects with a strong freight focus and/or direct freight benefit.

ii) Advance Projects to Prepare for Other Funding Opportunities – A focus on construction and pre-construction activities for projects with a strong freight focus and/or direct freight benefit, with the intention of advancing projects or making projects more competitive for discretionary grant funding such as FASTLANE, or other additional funding opportunities.

iii) Statewide Programs – A focus on statewide, programmatic projects including smaller, more targeted freight projects or programs such as truck parking, truck signal prioritization, or safety projects such as commercial vehicle hot spots, and truck ramp restoration.

iv) Hybrid – A mix of pre-construction, construction, and statewide programs with a strong freight focus and/or direct freight benefits.

c) CDOT requested STAC member input on the proposed scenarios prior to discussion with the TC in February.

d) STAC Discussion: STAC representatives requested additional consultation with each of their MPO boards and Greg Fulton of the Colorado Motor Carriers Association (CMCA) encouraged CDOT to focus on high-visibility projects that would not be funded through other revenue sources.

9) Transportation Commission Contingency Reserve Fund – Maria Sobota (CDOT Division of Accounting & Finance)

a) The TC maintains a contingency fund for use in response to unforeseen emergencies, with an annual target of $40 million. Over time this fund has grown beyond the target and excess funds are now available for use in other areas.

b) Suggested uses include pre-construction activities for future projects, asset management, and RoadX projects.

c) CDOT staff will recommend that the TC dedicate $20 million to pre-construction, split evenly among the 5 regions.

d) STAC Discussion: Members agreed that it’s important to prepare projects for construction to make them more competitive in future federal and state funding opportunities.

10) AID Program – Lisa Streisfeld (CDOT Division of Transportation Systems Management & Operations)

a) AID is a new funding program under the FAST Act’s Technology & Innovation Deployment Program that will make $10 million in grants available each year nationwide.

b) Projects must demonstrate new, innovative technologies that improve safety and mobility that may be implemented nationally.

c) Applications are due on February 28th, 2017 and can be submitted by state DOTs, federal land management agencies, tribal nations, MPOs, or local governments.

11) 5311 Funding Analysis Update – David Krutsinger (CDOT Division of Transit & Rail)

a) Colorado receives roughly $8 million in FTA’s 5311 funds annually to help support 30 rural transit agencies statewide. As the number of eligible rural transit agencies has increased over the years by 5-10, a redistribution of funds is needed to ensure that all agencies are supported at an appropriate level.

b) DTR staff is working with a group of agency representatives to devise a fair approach to the redistribution of funds among agencies in need of financial support, including rural, resort, small, and large agencies. A performance element will also be included in the new distribution.

c) Outreach will be conducted with STAC, CASTA, and other interested parties throughout the process.

d) STAC Discussion: Members confirmed that the new approach will be performance-based and expressed the need for flexibility moving forward given the increasing number of transit agencies and limited funding available.
12) Transit Development Program – David Krutsinger (CDOT Division of Transit & Rail)
   a) The original list of transit projects on the Development Program relied heavily on a list of projects originally developed for SB 228, but we have received feedback that these no longer represent current needs and priorities.
   b) We are looking at maintaining two project inventories based on the type of funding— a CDOT Transit Development Program and a Pass-Through Development Program.

13) Other Business – Vince Rogalski (STAC Chair)
   a) The next meeting of the STAC will be held on February 24th, 2017 at CDOT Headquarters.

14) STAC Adjourns
STAC Summary – February 24th, 2017

1) Introductions & January Minutes – Vince Rogalski (Statewide Transportation Advisory Committee [STAC] Chair)
   a) January 2017 STAC Minutes approved without changes.

2) Transportation Commission Report – Vince Rogalski (STAC Chair)
   a) Central 70 meeting on March 3 regarding Request for Proposal – obtained Record of Decision and project is moving forward.
   b) C-470 – Discussed with Corridor Coalition and agreed upon allocation of RAMP funds originally proposed for removal from the project.
   c) Changeover to HOV 3+ has gone well due to good communications; however a bill is in legislature to revert back to HOV 2+.
   d) High Performance Transportation Enterprise (HPTE) was audited and the result was no findings.
   e) Transportation Commission approved allocation of some Transportation Commission Contingency Reserve Fund (TCCRF) funds: $20 million for project design, $20 million for asset management, $10 million for maintenance and resurfacing work, and $13.5 million for RoadX.
   f) Received positive feedback from TC and STAC members regarding the February STAC/TC lunch.
   g) STAC Discussion: STAC members agreed with the assessment of the lunch with additional positive comments. The TC Chair indicated plans to attend future Colorado Counties Incorporated (CCI) and consider attending the Colorado Municipal League (CML) meetings. STAC members were impressed with the level of candor and openness in lunch discussion.

3) TPR Reports – STAC Representatives

4) Federal and State Legislative Report – Ron Papsdorf (CDOT Office of Policy & Government Relations)
   a) State: A number of bills were introduced:
      i) SB 59 failed (would have not required turn signals in roundabouts).
      ii) SB 73 failed (would have allowed for a rolling stop by bicyclists at stop signs and traffic lights).
      iii) SB 27 passed out of committee with amendments (increases texting and driving fine from $50 to $300) and will proceed.
      iv) HB 1018 passed (extends voter approval window for Regional Transportation Authority (RTA) mill levy increases by 10 years).
      v) HB 1031 was sent to House appropriations (would require five regional CDOT meetings per year)
      vi) SB 153 passed the Senate and is going to the House (would extend role of Southwest Chief Commission to include high speed rail in the Front Range).
      vii) HB 1553 was introduced (would prioritize two segments of I-25 for funding).
   b) Funding: HB1171 is a new transbond proposal dedicating a new sales tax to a project list – Governor has urged the legislature to have a solid proposal by March. Key legislators are expressing optimism in finding a funding solution.
   c) STAC Discussion: A STAC representative expressed concern with new funding proposals which would divert funds from maintenance to other projects. Maintenance improvements are badly needed in rural areas.
   d) Federal:
      i) Congress starting conversations regarding federal transportation infrastructure package.
      ii) Executive Director Bhatt and TC Commissioners Reiff and Zink to visit the American Association of State Highway Transportation Officials (AASHTO) next week.
      iii) Presidential Executive Order to allow for potential streamlining of environmental clearance for projects may help with I-25 and I-70 projects.
President to address infrastructure needs in his address scheduled to occur next week.

5) **Central 70 Update** – **Tony DeVito (I-70 Central Project Manager)**
   a) Record of Decision released in January 2017 and the total project cost will be $1.2 billion.
   b) Employing a Design-Build-Finance-Operate-Maintain (DBFOM) model with a 30-year contract.
   c) Schedule: Final RFP to be released in March 2017; developer selection to occur in summer 2017; financial/commercial close in late 2017; and construction to begin in early 2018.
   d) **STAC Discussion**: STAC representatives confirmed that the new lane will be an express toll lane. Project segments will open to the public as they are completed.

6) **FY 17-18 Budget Update** – **Maria Sobota (CDOT Division of Accounting & Finance)**
   a) An overview of what was approved in terms of TCCRF funding was provided. Spending from the TCCRF approved included: $20 million for project design, $20 million for asset management, $10 million for maintenance and resurfacing work, $13.5 million for RoadX, and $200,000 for the a strategic communications initiative.
   b) FY 17-18 Budget to be submitted to the TC in March 2017 for adoption, prior to the Governor signing in April 2017.
   c) **STAC Discussion**: STAC representatives discussed the distribution of maintenance funding from the TCCRF and the status of the Division of Aeronautics. The Chief engineer explained the TCCRF funds are a statewide request, but noted Kyle Lester, CDOT Director of Highway Maintenance, may have more information regarding regional distribution. The Division of Aeronautics is back on track with grant funding and being cautious, building a reserve fund for grants.

7) **Alternative Fuels Program** – **Mike King (CDOT Multimodal Planning Branch), Wes Maurer (Colorado Energy Office) and Steve McCannon (Regional Air Quality Council)**
   a) An update was provided on the status several aligned alternative fuel programs, partnerships between CDOT, Colorado Energy Office (CEO), and Regional Air Quality Council (RAQC) including the Alt Fuels Colorado Program, and Charge Ahead Colorado Program, Alternative fuel corridor designations, a partnership with the National Renewable Energy Laboratory (NREL) to analyze electric vehicle (EV) charging locations, and status of the Volkswagen (VW) settlement.
   b) NREL, in partnership with CEO, RAQC, and CDOT, is helping evaluate alternative fuel station locations with their BLAST-V model. A report will be released in April/May 2017. Other partners are City and County of Denver, Southwest Energy Efficiency Project (SWEEP) and a company named BCS.
   c) The group will return to STAC in future months for more specific input on these programs.
   d) Recognized the STAC Subcommittee that is working to provide input on these programs – members include: Barbara Kirkmeyer, Elise Jones, Norm Steen, Thad Noll, and Terri Blackmore.
   e) Alt Fuels Colorado has $32 million for stations and vehicles (class 2-8 original equipment manufacturer [OEM], compressed natural gas [CNG], CNG bi-fuel, electric and propane). Approximately half of the funds have been awarded.
   f) Latest technology allows EV charging stations to fully charge vehicles in 20 minutes; concept is to have amenities available to clientele charging vehicles.
   g) Tri-state effort to address EV range anxiety is taking place between Colorado, Nevada and Utah.
   h) A group of STAC members (with CDOT, CEO, and RAQC) helped with Alt Fuel Corridor designation (15 corridors that were tiered) and were recognized for their participation in the submittal process to FHWA. I-25, I-70 and I-76 are now recognized as national Alternative Fuel Corridors in Colorado.
   i) I-70 is designated as an EV, CNG and hydrogen alternative fuels corridor; map of Alt Fuel corridors designates corridors by tier – dotted lines are tier 2, and solid lines tier 1, with fuel types designated by color. The corridors that were designated nationally are highlighted.
j) The VW Settlement lead agency for Colorado is the Colorado Department of Public Health and Environment (CDPHE) and they are still taking comments at cdphe.commentsapcd@state.co.us.

i) Colorado is anticipated to receive $68 million from VW settlement with 15% required to go to infrastructure.

ii) Still need to develop a program for VW settlement funding applications; applications are planned to be solicited by CDPHE in summer 2017.

iii) A Colorado beneficiary mitigation plan is to be developed to formally request the VW Settlement funds for the state in fall 2017.

k) STAC Discussion: Some STAC members raised concerns over areas with non-attainment being selected for funds over areas with a high percentage of alternative fuel vehicles registered in their area. It was explained that registered alt fuel vehicles in a given area will receive consideration. Team members were recognized and thanked for their participation in the Alt Fuel Corridors submittal that was only provided a month turnaround time.

8) **National Highway Freight Program** – Debra Perkins-Smith (CDOT Division of Transportation Development)

a) Much discussion on this subject and feedback obtained regarding this program; currently CDOT is only evaluating the first two years of this program that will provide $35 million for freight projects from FHWA.

b) STAC requested, at the last meeting, Freight Advisory Council (FAC) input on this program.

c) The FAC Steering Committee (a subgroup of the FAC) met last week to review principles for project selection and a list of candidate freight projects for the first two years of funding.

d) A FAC/STAC member explained that the group was looking for projects that show a direct freight aspect and focused on projects that these funds could leverage rather than replacing other funding types.

e) Will return at next STAC meeting with a recommended funding scenario, prior to Transportation Commission review.

f) STAC Discussion: STAC representatives confirmed that the input is from the FAC Steering Committee at this point and not the full FAC. Will eventually take this information to the full FAC for consideration.

9) **Traffic Incident Management** – Ryan Rice (Division of Transportation Management and Operations) and Tim Keeton (Colorado State Patrol)

a) Traffic Incident Management (TIM) aligns multiple emergency response agencies (tow, CDOT, ambulance, fire, etc.) to work together to get injured to emergency care, and to remove debris and vehicles from crashes off the road as quickly as possible to keep traffic moving. The quicker traffic returns to normal the lower the probability of a secondary crash occurring.

b) Situational awareness is taken into account via communication protocols between emergency responder agencies and team members.

c) “Move It” is a law to clear roads of crashes as quickly as possible; working with insurance companies and need to communicate this more with the public at large.

d) Teams, Standing Program Management Teams (SPMTs), are formed to respond to incidents by corridor – eventually want to see this statewide – covers only 20% of the state currently.

e) FHWA provides TIM training to emergency responders; over 20% of responders in Colorado have received this training.

f) CDOT Division of Transportation Management and Operations obtained a PlanWorks grant from FHWA to integrate into the planning process, and collaborated with NHSTA and FHWA to deliver a “Move Over” event.
g) A 2017 Colorado TIM survey to assess the current state of agency readiness, partnerships and TIM adoptions is being sent out today to local Colorado agencies.

h) Role of STAC is to encourage agencies to: participate in the 2017 survey, participate on SPMTs, and encourage everyone to promote responder safety – comply with the “Move Over” and “Move it” laws.

i) STAC Discussion: STAC members discussed need for physical improvements – shoulders for emergency responders – and stressed these need to be considered too. TIM is not just for highways/interstates, but could be applied across the state. In addition, how the TIMs survey will be distributed was explained. CDOT will use existing local agency distribution list, Local Technical Assistance Program (LTAP) and American Public Works Association lists. STAC was requested to provide any contacts to CDOT they see as important regarding participation in the TIM survey.

10) Bicycle and Pedestrian Update – Ken Brubaker (CDOT Multimodal Planning Branch)
   a) Postponed until next month (March 2017)

11) CDOT Rest Area Plan – Marissa Gaughan (CDOT Multimodal Planning Branch)
   a) A full update will be presented next month, due to this meeting’s time constraints
   b) A working group for this project will be formed to help develop a vision for this Rest Area Plan study.
   c) STAC members were requested to contact Marissa if they have interest in participating on the work group.
   d) It is anticipated the first work group meeting will occur by the end of March 2017 and work through policy guidance by mid-summer 2017.

12) Other Business – Vince Rogalski (STAC Chair)
   a) CDOT has developed a draft CDOT Planning Manual that talks about the planning process, funding, and project selection. It’s a great overview and you should be receiving it within the next month or so.

13) STAC Adjourns