

ROADWAY PROJECTS <i>WITH a P3 (Public-Private Partnership) on North I-25</i>						
	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Project Sponsor Comments
TIER 1 (PRIORITIZED)	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	15.60	Cost corrected to reflect current estimate.
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	15.20	Denver Avenue to Boyd Lake Avenue section currently funded and under construction with completion in late Spring 2021.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	5.00	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34*	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	40.00	City of Greeley has committed \$15M for construction of this interchange. The design includes safety and operational improvements, bike/pedestrian connectivity,
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	Split the Spaghetti Junction (US34/US85) line item to be broken out by 1) interim (Phase 0 & Phase 1) and 2) final.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	Structurally deficient bridges, constructing on future interchange alignment
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	Split the US34 and WCR17 line item to be broken out by
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	Final construction for the ultimate interchange configuration

**Development, regional growth, and funding participation may adjust priorities along the US34 corridor.*

ROADWAY PROJECTS							
<i>WITHOUT a P3 (Public-Private Partnership) on North I-25</i>							
	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	R4 Priority Order	Project Sponsor Comments
TIER 1 (PRIORITIZED)	I-25	WCR38 to SH56 (Segment 5)	Add tolled express lane in each direction and interchange reconstructions	Larimer County/Weld County/ Berthoud	325.00	1	\$325M is for the full Segment 5 project and limits, not just the 2.5 miles within the NFR. Total Segment 5 Limits: SH 66 to SH 56 NFR Segment 5 Limits: WCR 38 to SH 56
	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	15.60	2	Cost corrected to reflect current estimate.
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	15.20	3	Denver Avenue to Boyd Lake Avenue section currently funded and under construction with completion in late Spring 2021.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	5.00	4	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34*	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	40.00	5	City of Greeley has committed \$15M for construction of this interchange. The design includes safety and operational improvements, bike/pedestrian connectivity,
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	6	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	7	Split the Spaghetti Junction (US34/US85) line item to be broken out by 1) interim (Phase 0 & Phase 1) and 2) final.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	8	Structurally deficient bridges, constructing on future interchange alignment
	I-25	Interchange at I-25 / US34 and US34/Centerra	Interchanges	Loveland	171.40	9	These intersections are able to be phased. Analysis for US34 bridge showed a need for signal improvements at three east intersections before the I-25/34 interchange. Dividing interchange funding (1/3 each), interchanges can be priced at \$57.13M each.
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	10	Split the US34 and WCR17 line item to be broken out by
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	11	Final construction for the ultimate interchange configuration
	I-25	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	Loveland/Johnstown/ Berthoud/Larimer County	74.00	12	This line item is for 3+1 configuration. CDOT Region 4 recommends this gets moved to the Tier 2 list.

**Development, regional growth, and funding participation may adjust priorities along the US34 corridor.*

**Executive Summary of the
North Front Range Metropolitan Planning Organization
Community Advisory Committee**

November 11, 2021

Attendees: Anna Rose Cunningham, Medora Bornhoft, Wayne Chuang, Alex Gordon, Doran Azari, Louisa Andersen, Anna Kelso, Gary Strome, Hunter Rivera, Kathleen Mitchell, Kevin Borchert, Cliff Moore

Air Quality Planning

Medora Bornhoft, NFRMPO, and Wayne Chuang, Regional Air Quality Council (RAQC), presented on air quality planning in Colorado. Bornhoft explained the relationship between EPA, USDOT, CDOT, RAQC, DRCOG, Upper Front Range TPR, and the NFRMPO, all of which work together to help the region achieve air quality conformity. The NFRMPO is in nonattainment for two sets of National Ambient Air Quality Standards (NAAQs). RAQC is developing the State Implementation Plan (SIP), which will show how the region can attain the standards within the required timeframe. Bornhoft explained transportation conformity, which means that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) will not cause new air quality violations or worsen existing violations. Meeting conformity is based on the travel demand modeling and regional emissions analyses. Chuang explained the RAQC, which helps award air quality funding and leads ozone planning for the region. Bornhoft explained the greenhouse gas pollution reduction efforts the State is currently embarking on. Chuang explained how air quality is monitored around the State and how the trends have evolved over the last few years.

Borchert asked how the region has achieved less pollution despite adding more population. Bornhoft explained the CAFÉ standards for vehicles have improved reducing a lot of vehicle pollution. Borchert asked how wildfires factor into ozone monitoring. Chuang explained smoke can slow the development of ozone, which requires sunlight, but ozone is accounted for in looking at sources.

Subcommittees

Cunningham discussed the outreach survey, which is still open for the CAC members to complete. Cunningham recommended shifting the purpose of the subcommittees and sending agendas to all members with a focus on different topics for each meeting. Cunningham added the next meeting will focus on the NFRMPO's Call for Projects, which closes on December 10.

Next meeting agenda topics: History of Larimer and Weld counties through indigenous lands/perspective and recent legislation and its impacts on Colorado.

The meeting adjourned at 7:13 p.m. The next meeting date will be January 13, 2022.

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)
From: Alex Gordon
Date: November 17, 2021
Re: 2050 RTP Update #1

Background

The NFRMPO updates its Regional Transportation Plan (RTP) every four years, kicking off the 2050 RTP in October 2021 for adoption by September 2023. Because TAC is a major partner in the development of the RTP, NFRMPO staff will bring periodic updates to TAC to ensure an open line of communication.

Milestones:

- Developed chapter structure with feedback from TAC and CAC members
- Created the 2050 RTP website, which will be updated periodically to provide up-to-date information about the project. The website can be accessed at nfrmpo.org/rtp/2050-rtp.
- Drafted a 2050 RTP Outreach Strategy with feedback from the Community Advisory Committee (CAC). The Outreach Strategy will act as a template for future NFRMPO plans.
- Crafted a 2050 RTP Vision Statement with help from Community Advisory Committee:

The multimodal transportation system in Northern Colorado will be safe, socially and environmentally sensitive, and supportive of the region's quality of life and economic vitality.

- Drafted fact sheets for the 2050 RTP and continue to develop more
- Scheduling meeting discussions with transportation boards
- Awarded contract for the NFRMPO's Regional Travel Demand Model and begun updating the Land Use Allocation Model (LUAM)

Upcoming Milestones:

- Setting up additional opportunities for community conversations, and presentations to boards and commissions
- Developing more fact sheets for each transportation mode and building out the 2050 RTP website
- Draft Multimodal transportation system section