

NFRMPO Planning Council December 2, 2021 Meeting

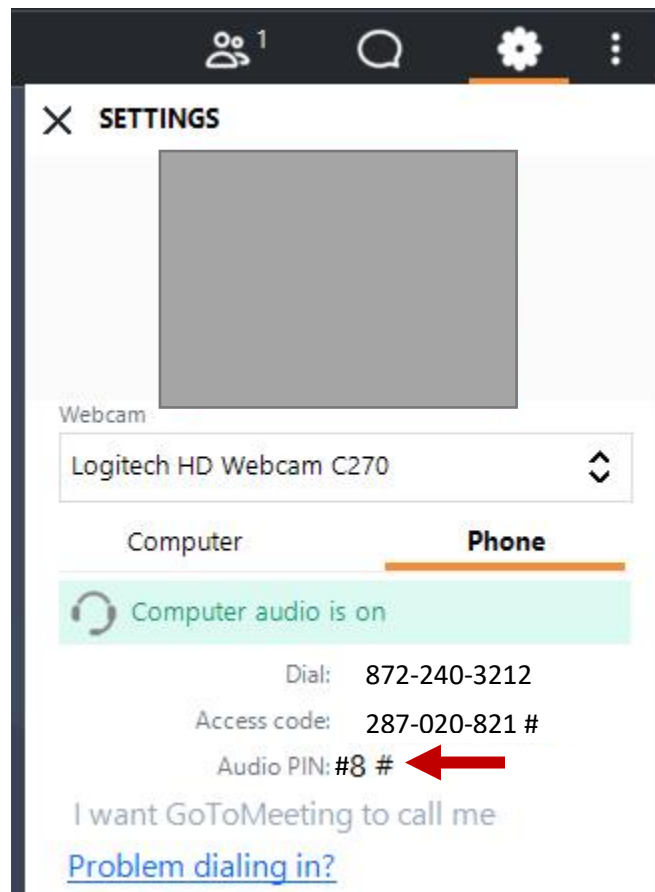
Remote Attendee Instructions

To access the audio for the meeting:

- 1) Call-in Number: **(872) 240-3311**
- 2) Once prompted, enter the Access Code: **784-815-789**
- 3) Once you have entered the conference call, **please mute your line. PLEASE DO NOT VERBALLY ANNOUNCE YOURSELF.** There will be a rollcall during the meeting and if you arrive late you will be asked for your name.

To access the online portion of the meeting:

- 1) Please mute your computer's sound to avoid feedback.
- 2) Please go to: <https://www.gotomeet.me/NFRMPO/2021-nfrmpo-planning-council-meetings>
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Once the Planning Council Meeting has begun:

- 1) We will do a roll call once the meeting has been called to order.
- 2) **Please keep your line muted unless you are speaking**, this will help to cut down on background noise and make the audio clear for all participants.
- 3) **Please do not place the call on hold**, doing so could cause hold music to play and make participation by all other participants on the call impossible.
- 4) Please use the Chat box function as shown below, to indicate that you wish to speak by typing in your name, for example:

"I have a question regarding the TIP Amendment"

and wait to be recognized by the Chair before proceeding with your question or comment, so others do not talk over you and your question can be recorded for the Minutes.

- 5) Each time you speak, **please state your name for the record** before proceeding with your question or comments.

If at any time during the meeting you have any questions or technical difficulties accessing the meeting, please contact Alex Gordon at (970) 289-8279 or agordon@nfrmpo.org.

November 2021 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, December 2, 2021

Air Pollution Control Division (Division) Updates

- We are pleased to announce that Michael Ogletree has been hired as the new director of the Air Pollution Control Division. Michael's experience includes serving as the air quality program manager for the City and County of Denver and serving on the Air Quality Control Commission and Air Quality Enterprise Board.
- The Division, the Colorado Department of Transportation (CDOT), and the Colorado Energy Office (CEO) partnered on a study to better understand the existing medium and heavy-duty fleet in Colorado as well as the opportunities and challenges associated with a transition to a zero emission vehicle (ZEV) fleet. The newly released Colorado Medium- and Heavy-Duty Vehicle Study and a series of public meetings will provide input to the Colorado Clean Truck Strategy. Fall 2021 public meeting materials and recordings are available here. The tentative timeline for the Colorado Clean Truck Strategy is as follows:
 - January 2022: Draft Colorado Clean Truck Strategy released for public comment and additional public meetings
 - February 2022: Final Colorado Clean Truck Strategy published
- EPA recently [submitted for publication](#) its final rule concerning revised air quality designations for the 2017 Ozone National Ambient Air Quality Standards (NAAQS), including Weld County, CO. The Division is preparing to account for this change in the nonattainment area boundary for the 2015 ozone NAAQS.
- A friendly reminder that the Division maintains various Air Quality Alert email lists, including Colorado Air Quality Health Advisory alerts and Denver-area wintertime residential burning restrictions. For additional information and to subscribe to an email list, please visit: <https://cdphe.colorado.gov/public-information/air-quality-advisories>.

November 17-19, 2021 Air Quality Control Commission (Commission) Meeting:

- The Commission adopted revisions to Regulation Number 19, lead-based paint abatement. The revisions include updates to regulatory language and lowering clearance and lead dust hazard levels to reflect changes in federal regulations.

- The Division provided an overview of information to be included in its biennial report to the General Assembly on progress towards GHG goals, as required by HB19-1261.
- The Commission held a rulemaking on revisions to Colorado's Regional Haze State Implementation Plan (SIP) and Regulation Number 23 related to the control of NOx/SO2/PM emissions from the remaining Reasonable Progress sources identified as impacting class 1 areas. The SIP updates incorporate the voluntary closure and fuel-switching of coal-fired generating units in Colorado. The Commission is scheduled to vote on the proposed adoption during its December meeting.
- Meeting materials are available at <https://cdphe.colorado.gov/aqcc>.

December 14-17, 2021 Commission meeting:

- The Commission will consider proposed revisions to Regulation Number 7 and Regulation Number 22 to reduce GHG emissions from oil and gas operations, with the goals to help achieve the reductions required under HB19-1261 and HB21-1266. The Division has proposed additional direct regulations including control requirements or emissions standards for certain equipment and/or processes, with a particular focus on eliminating leaks and dramatically reducing emissions from various venting activities and practices currently utilized by the industry, an upstream intensity program designed to ensure that overall methane and CO2 emissions from the sector will meet the targets established by HB21-1266 and the Commission, and a midstream GHG program focused on electrification of fuel combustion equipment.





Date: December 1, 2021

From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

Budget and Work Program

The proposed 2022 Budget and Work Plan first presented at the November Board meeting will be presented for approval at the December 3 Board meeting. The 2022 work activities continue the efforts and priorities currently underway, with emphasis on:

- Emission control strategy development;
- State Implementation Plan development for both ozone ambient air quality standards;
- Vehicle and equipment electrification through the *Charge Ahead Colorado*, *ALT Fuels Colorado*, and *Mow Down Pollution* programs; and
- Education and outreach efforts through the *Simple Steps. Better Air.* program.

Board Members have been provided opportunities to review and provide input on the proposed Work Plan and Budget through the Operation Committee, Board meetings and direct comment.

Emission Control Strategies Here and in Other States

At the December Board meeting, RAQC staff will present a comprehensive overview of emission control measures presently in place in our region and in other states' State Implementation Plans. Discussion of this information will provide perspective on the great progress made reducing emissions from most sectors of our economy and everyday lives. We hope to also better understand what else is possible so that future efforts can continue to improve air quality.

The following tables from the 2020 ozone plan present some of this information, and additional detail and perspective will be discussed.

Table 5 - Federally Enforceable Measures

Measures Included in the SIP
Mobile Sources
Federal On-Road and Non-Road Mobile Source Standards and Regulations
Vehicle Inspection and Maintenance Program – AQCC Regulation Number 11
7.8 Reid Vapor Pressure with 1 PSI Ethanol Waiver (8.8 RVP)
Stage I Vapor Recovery – AQCC Regulation No. 7 Part B, § VII
Stationary Sources
Oil and Gas Regulations – AQCC Regulation Number 7
Regional Haze SIP Provisions and Minor Source RACT – AQCC Regulation Number 3
Other Stationary Source Regulations – AQCC Regulation Nos. 3, 6, 7, and 8
Area Sources
Control of Volatile Organic Compounds from Consumer Products and Architectural and Industrial Maintenance Coatings – AQCC Regulation Number 21

Table 46 – Non-SIP Measures

Emission Reduction Measures Not Federally Enforceable
Stationary Sources
Energy Efficiency and Renewable Energy Policies and Programs
State-Only Oil and Gas Controls – AQCC Regulation Number 7
Small Business Assistance Program
Mobile Sources
Diesel Retrofits and Fleet Fuel Use Reduction (Clean Air Fleets)
Charge Ahead Colorado Electric Vehicle Program
Expand Use of Alternative Fuels in Government and Private Fleets (ALT Fuels Colorado)
Electric Vehicle Group Purchase Programs
Innovative Motor Vehicle and Alternative Fuel Vehicle Tax Credits
Diesel Inspection and Maintenance Programs – AQCC Regulation Number 12
High Altitude Emissions Laboratory
Colorado Low Emission Automobile Regulation – AQCC Regulation Number 20
Electric Car Shares, Electric Scooter, and Electric Bike Infrastructure
Lawn and Garden
Mow Down Pollution Lawn Mower Exchange
Commercial Lawn and Garden Program
Zero Emission Lawn and Garden Equipment – Commercial Sector
Education and Outreach
Ozone Education and Outreach Program
Ozone Forecast Advisory – Voluntary Emission Reduction Action Days
Transportation Systems
Transit and Transportation Network
Transportation Demand Management Programs
Bicycle and Pedestrian Facilities
Land Use Planning and Development
CAA 108(f) Transportation Measures

Table 55 – Comprehensive List of Reviewed Strategies Implemented in Other Areas

Category	Strategy	Included in RACM Review	Not in RACM Review	Arkansas	California	Connecticut	Delaware	District of Columbia	Georgia	Illinois	Indiana	Louisiana	Maryland	Massachusetts	Missouri	New Hampshire	New Jersey	New York	North Carolina	Pennsylvania	Rhode Island	South Carolina	Tennessee	Texas	Virginia	Wisconsin	
Area Sources																											
Agriculture	Emission Reductions from Livestock Waste	x		x																							
Asphalt	Asphalt Formulation (Cutback/Emulsified), Paving Operation Restrictions	x		x	x								x			x	x			x							
Consumer Products	Lower VOC content in consumer/household products and architectural and industrial maintenance (AIM)	x			x	x		x					x	x	x		x	x	x		x			x	x		
Biogenic Sources																											
Trees	Urban Heat Island/Tree Canopy	x			x			x					x												x		
Non-Road Mobile Sources																											
Fuel Standards	Low RVP Gasoline/Low Emission Diesel in Non-road vehicles and equipment	x					x																				
Idle Reduction	Auxiliary Power Units/Shore power for Locomotives/Marine	x						x				x													x		
Locomotives	Accelerated Intro. of Cleaner Line-Haul Locomotives	x		x																							
Off-Road Equipment	Additional Evaporative Emission Standards	x		x																							
	Tier 2 or newer Off-Road Equipment (over 25hp): Including Agriculture Equipment/Rec. Vehicle Emission Standards/Clean Construction Policies	x		x																	x			x			
Recreational Vehicles	Personal Watercraft/Recreational Boats	x		x														x									
On-Road – Mobile Sources/Fuels																											
Diesel	Diesel Engine Chip Reflash	x		x			x																				
	Diesel Idling Rule	x					x										x				x			x			
	SmartWay – Freight Efficiencies/Truck Stop Electrification (Voluntary)	x																						x			
	Voluntary Diesel Retrofit Program	x						x					x								x			x	x		
Diesel/Gasoline	High emitter programs – Expanded Vehicle Retirement	x			x																			x			
Engine and Fuel Standards	Clean Fuel Fleets	x							x												x						

Category	Strategy	Included in RACM Review	Not in RACM Review	Arkansas	California	Connecticut	Delaware	District of Columbia	Georgia	Illinois	Indiana	Louisiana	Maryland	Massachusetts	Missouri	New Hampshire	New Jersey	New York	North Carolina	Pennsylvania	Rhode Island	South Carolina	Tennessee	Texas	Virginia	Wisconsin	
Engine Standards	California Low/Zero Emission Vehicle (CAL-LEV/ZEV)	x		x	x								x	x			x	x			x						
Fuel Standards	Regional Diesel Fuel (TxLED), Calif. Diesel)		x															x					x				
	Regional Gasoline Fuel (Lower Reid Vapor Pressure (RVP)/Federal Reformulated Gasoline (RFG)) – States with 7.0 RVP: AZ, GA, KS, MI, MO, TX (El Paso); State with 7.2 RVP: IL; rest have 7.8 RVP in summer.	x			x	x	x	x	x	x			x	x	x	x	x	x			x	x		x	x	x	
Transportation/ Land Use/Pricing/Outreach																											
Alternative Transportation	Alt. Fuel Vehicles (EVs, natural gas vehicles)	x				x		x					x												x	x	
	Clean School Bus Program/Alt. Fuel Transit Buses (Voluntary)	x					x														x			x			
	Full build out of FasTracks, Evaluate fare structure, increase levels of service, evaluate park and ride capacity, bus/light rail planning, real time traveler info	x				x		x					x											x	x		
	Bike/Ped Facilities	x			x	x		x					x											x	x		
	Trip Reduction: promote carpooling, vanpooling, telecommuting, shared ride, etc.	x				x																		x			
Congestion Mitigation	Expand TDM programs, Signal Improvements, Intelligent Transportation System (ITS), and Incident Management System	x			x	x																		x			
Energy Demand	Light Emitting Diode (LED) Signal Retrofit Program		x					x					x												x		
Outreach/ Education	Behavior Changing (Eco-Driving)	x					x																				
	Ozone Action Day Initiatives (Voluntary and Mandatory)	x		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	

Larimer County Mobility Committee (LCMC)—MINUTES**November 18, 2021****1:30 p.m. – 2:50 p.m.****1. Call Meeting to Order, Welcome and Introductions**

- Bridie Smith, COLT
- Vanessa Solesbee, Town of Estes Park
- Megan Garbarino, Foothills Gateway
- Melina Dempsey, City of Fort Collins
- Lorye McLeod, PAFC
- Connie Nelson-Cleverley, SAINT
- Anna Russo, Transfort
- Katlyn Kelly Transfort
- Jim Becker, North 40 Mountain Alliance
- Jan Rowe, CDOT
- Skyler Potocek, Northern Colorado Clean Cities
- Garrett Mumma, State of CO Vocational Rehabilitation
- Angel Bond, Boulder County Mobility For All
- Lisa Bitzer, Via Mobility Services
- Ruth Fletcher-Carter, RAFT
- Diego Lopez, Northern Colorado Clean Cities

NFRMPO staff: Cory Schmitt, Hanna Johnson, Alex Gordon

2. Review of Agenda**3. Public Comment (2 minutes each)**

No public comment received.

4. Approval of July 15, 2021 Meeting Minutes

Russo moved to approve the meeting minutes, and Solesbee seconded. The motion passed unanimously.

PRESENTATIONS

- 1) **West Elizabeth Corridor Update** – Dempsey, Transportation Planner with the City of Fort Collins' FC Moves Team, is the project manager for West Elizabeth Bus Rapid Transit (BRT) Corridor project. They are at the 30% design phase to qualify for federal "small starts" funding. The project study spans across West Elizabeth from the CSU Foothills Campus to the east through campus, connecting with the existing MAX BRT line. The design will also include significant bicycle and pedestrian improvements along the corridor. The City is prioritizing this project because this corridor has the highest transit ridership with many cyclists and pedestrian users resulting in safety concerns with an average of one crash every four days along the corridor. A few project outcomes include BRT, enhanced bicycle and pedestrian infrastructure/amenities, bus stop islands, and a focus on safety for all modes and users. The project timeline can be found in detail in the slides attached. If the timeline works well, construction can ideally begin in 2024 or 2025. The anticipated route can be found in the presentation attached to the meeting minutes. Part of the route considerations is ensuring that the BRT does not cross the train tracks on Mason. Dempsey



reviewed the protected bicycle and pedestrian features, bus islands, and the foothills campus bus turn around. Gordon asked if this BRT will connect into the MAX line without transfers or if transfers will be needed. Dempsey stated that at first, a connection will be required, but the City is aiming to get a one-seat ride integrated eventually. She noted that more people are seeking a south transit center one-seat ride. Mumma asked, “where does this line hook up exactly with the University MAX-line?” and Dempsey stated that it will connect to the Laurel station on Mason. The City is planning on utilizing the larger, articulated buses for this route.

ACTION ITEMS

- 1) **NFRMPO Coordinated Plan** – Gordon presented on the final updates to the Coordinated Plan. This plan is updated every 4 years, focuses on people with mobility challenges – particularly older adults, individuals with disabilities, and low-income adults – acts as a strategic plan for coordinated mobility in the region, and analyzes existing conditions. The strategies identified by this planning effort are as follows: coordination, education/communication, collaboration, infrastructure/funding, and non-mobility improvements. Next steps: the NFRMPO will take the Plan to the NFRMPO Planning Council on December 2nd. Fletcher-Carter moved to recommend the Coordinated Plan for approval by the NFRMPO Planning Council. Garbarino seconded that motion. No objections to the motion were voiced.

DISCUSSION ITEMS

- 1) **Northern Colorado Clean Cities Electrification Project**– Lopez presented about the Northern Colorado Clean Cities Electrification Project. NCCC is a non-profit organization sponsored by the U.S. Department of Energy’s Clean Cities Program. The goal is to increase access to affordable electric vehicles. There were two grants that just ended: Charge Ahead Colorado and ALT Fuels Colorado; these grant applications will re-open in January 2022. NCCC has partnered with the City of Fort Collins and KIA to reduce the cost of a KIA Niro electric vehicle. There are several federal funding opportunities: Low or No Emission Vehicle Program and “Diesel Emission Reduction Act” (DERA) Funding. There will be more federal funding opportunities should be announced in the next 3 months. A “Concept Paper” for these grants will be due soon. Additionally, the 2021 Federal Infrastructure Bill will likely be able to match or support electrification projects. NCCCEP requested project ideas from the LCMC for EV and charging infrastructure in underserved communities. Lopez’ questions to the group included “Who are the underserved communities? Project ideas? Accessibility barriers? Stakeholders to engage?” Schmitt asked who the application agency would be. Lopez responded that a public agency is typically the primary applicant and the NCCC provides technical assistance to write the grant. Schmitt asked if there is any appetite for shared vehicles. Lopez noted that he was hoping that topic would come up; they want a project that includes multimodal transportation for “underserved” communities. Gordon asked if there is a requirement for local matching funds. Lopez noted that there was a 50% cost share for the equity program, and some grants require as low as 20%; this can be matched by state dollars. Fletcher-Carter noted that the group should see if there’s a way to connect rural communities to other services with this



funding. Lopez noted that this funding could cover planning or a gaps analysis. Schmitt specified that Larimer County had a Senior Transportation Needs Assessment in 2018. Fletcher-Carter recognized the driver shortage. Lopez noted that the EMPOWER grant provides funds for workforce development that could help with driver shortages. Gordon asked what type of projects have been funded and how much funding is available. Lopez stated that these grants are annual but some requirements may change slightly; NCCC recently added a workplace charging station. Lopez noted that compelling applications typically involve a variety of supporters and stakeholders. NCCC anticipates \$2-\$5 million in funding per project. Fletcher-Carter asked if these projects are one or multi-year. Lopez stated that project managers make the timeline with a four-year maximum for the project. Lopez can be reached at 970-439-2926 or adlopez.nccc@gmail.com if any LCMC members have questions or project ideas.

- 2) **Office on Aging Funding Opportunity** – Schmitt noted that Larimer County will receive \$1.2m of American Rescue Plan Act (ARPA) funds over the next 3 years. Katie Stieber is encouraging one-on-one meetings with their office for partners with ideas for how to use those funds. If interested, email Katie Stieber directly stiebeka@co.larimer.co.us to discuss any ideas. Fletcher-Carter mentioned that RAFT is interested in updating their mobility van to an electric vehicle.
- 3) **2022 Meeting Calendar** – Schmitt presented about the 2022 calendar. LCMC meetings will be hybrid, hosted at the NFRMPO office. There will be two Joint Mobility meetings in 2022.

MOBILITY MANAGER UPDATE

- 1) **Website Launch** – The RideNoCo [website](#) is officially launched.
- 2) **Technology Steering Committee** – Schmitt presented about the RideNoCo Technology Steering Committee (TSC) that will focus on the “trip dispatching” phase of the RideNoCo implementation. The TSC will define the scope and objectives for the Request for Proposals (RFP) creation, help select the vendor, and oversee the project. Stakeholders perfect for the TSC include providers, riders, caregivers, and stakeholders impacted by transportation access. Current members include 60+ Ride, GET, Colorado Dept. of Vocational Rehab, Via Mobility Services, and Arc of Weld County. Fletcher-Carter, Nelson-Cleverley, and Garbarino have volunteered for the TSC.

LCMC MEMBER REPORTS

- Kelly, Transfort – Transfort will receive their electric buses early 2022, likely in January.
- Gordon, NFRMPO – 2050 RTP update will kick off in early 2022.

Final Public Comment (2 minutes each)

No public comment received.

Next Month’s Agenda Topic Suggestions

Interest in having a presentation from Gordon on the LinkNoCo updates and an update on mobility grants and other relevant grants from NCCC.

Upcoming Meetings:

- a. LCMC Meeting: January 20th, 2022



b. Joint Meeting: March 17th, 2022

ROADWAY PROJECTS <i>WITH 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)	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	50.00	1	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 Intersection.
	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	12.20	2	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 Intersection.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	5.00	3	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	4	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	5	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	6	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	7	Structurally deficient bridges, constructing on future interchange alignment
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	8	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	9	Final construction for the ultimate interchange configuration

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

***Updated to reflect removal of N I-25 projects*

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	350.00	1	<u>\$325M is for the full Segment 5 project and limits, not just the 2.5 miles within the NFR.</u> 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	50.00	2	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 Intersection.
	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	12.20	3	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 Intersection.
	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.
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	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.*