



**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**HYBRID MEETING AGENDA--REVISED**  
**April 6, 2023**

<b><u>In-Person Attendance Option</u></b> Berthoud Town Hall 807 Mountain Avenue Berthoud, CO 80513	<b><u>Virtual Attendance Option</u></b> Call-in Number: (408) 650-3123 Access Code: 814-514-261-857-813 Online Meeting: <a href="https://bit.ly/3VGQ52U">https://bit.ly/3VGQ52U</a>
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For assistance during the meeting, please contact Alex Gordon – [agordon@nfrmpo.org](mailto:agordon@nfrmpo.org) or 970.289.8279

***Pledge of Allegiance***

***Public Comment- 2 Minutes Each*** (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes - Lead Planning Agency for Air Quality/MPO – March 2, 2023 (Page 8)

**Lead Planning Agency for Air Quality Agenda**

**REPORTS:**

- |  |  |      |
|--|--|------|
| 3) Air Pollution Control Division (APCD) (Handout) | (Written)  |      |
| 4) Regional Air Quality Council (RAQC) (Handout)   | Mike Silverstein – Executive Director, RAQC                | 6:05 |
| 5) NFRMPO Air Quality Program Updates (Handout)    | Medora Bornhoft – Transportation & Air Quality Planner III | 6:15 |

**Metropolitan Planning Organization Agenda**

**REPORTS:**

- |  |   |      |
|--|---|------|
| 6) Report of the Chair   | Scott James – Council Chair, Weld County Commissioner | 6:20 |
| 7) Executive Director Report <ul style="list-style-type: none"><li>• Virtual NFRMPO 2050 RTP Meetings</li><li>• Legislative Update</li></ul> | Suzette Mallette - Executive Director                 | 6:25 |
| 8) Colorado Legislature Update   | State Representative Andrew Boesenecker               | 6:30 |
| 9) TAC (Page 12)   | (Written)   |      |
| 10) Mobility (Handout)   | (Written)   |      |
| 11) VanGo™ Dashboard (Page 14)   | (Written)   |      |

**ACTION ITEMS:**

- |   |   |      |
|---|---|------|
| 12) 2050 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT) (Page 16) | Jerome Rouser - Transportation Planner I        | 6:50 |
| 13) March 2023 TIP Amendment Resolution 2023-07 (Page 28)                           | AnnaRose Cunningham - Transportation Planner II | 7:00 |

**NEXT MPO COUNCIL MEETING: May 4, 2022- Hosted by City of Evans**



### DISCUSSION ITEMS:

14) 10 <sup>th</sup> Street Access Control Implementation Project Funding Exchange <i>(Page 37)</i>	AnnaRose Cunningham Paul Trombino III – Public Works Director, Greeley	7:05
15) 2023 Call for Projects Preview <i>(Page 54)</i>	AnnaRose Cunningham	7:25
16) Equity Resources <i>(Page 61)</i>	AnnaRose Cunningham	7:30
17) NFRMPO 10-Year List of Projects <i>(Page 62)</i>	Becky Karasko - Transportation Planning Director	7:50
18) FY2024-2025 Unified Planning Work Program (UPWP) <i>(Page 64)</i>	Becky Karasko	8:10

### COUNCIL REPORTS:

8:20

Transportation Commission	Kathleen Bracke - Transportation Commissioner	
CDOT R4 Update	Heather Paddock - CDOT R4 Transportation Director	
STAC Report <i>(Page 65)</i>	(Written)	
Colorado Transportation Investment Office (CTIO)	Cecil Gutierrez – CTIO	
I-25 Coalition	Scott James	
Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens – Larimer County Commissioner	
Front Range Passenger Rail District	Will Karspeck – Past Chair, Mayor Town of Berthoud Johnny Olson – City of Greeley Councilmember	
Host Council Member Report	Will Karspeck	8:30

### MEETING WRAP UP:

Next Month's Agenda Topic Suggestions	8:35
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## ***MPO Planning Council***

### ***Weld County***

**Scott James, Commissioner – Chair**

Alternate- Perry Buck, Commissioner

### ***City of Loveland***

**Jon Mallo, Councilmember - Vice Chair**

### ***Town of Berthoud***

**William Karspeck, Mayor – Past Chair**

Alternate- Mike Grace, Mayor Pro Tem

### ***Town of Eaton***

**Liz Heid, Mayor Pro Tem**

Alternate- Glenn Ledall, Trustee

### ***City of Evans***

**Mark Clark, Mayor**

Alternate- TBD

### ***City of Fort Collins***

**Tricia Canonico, Councilmember**

Alternate- TBD

### ***Town of Garden City***

**Fil Archuleta, Mayor**

### ***City of Greeley and Greeley Evans Transit (GET)***

**Johnny Olson, Councilmember**

Alternate- Brett Payton, Mayor Pro Tem

### ***Town of Johnstown***

**Troy Mellon, Mayor Pro Tem**

### ***Larimer County***

**Kristin Stephens, Commissioner**

Alternate- Jody Shaddock-McNally, Commissioner

### ***Town of LaSalle***

**Paula Cochran, Trustee**

### ***Town of Milliken***

**Dan Dean, Trustee**

Alternate- Elizabeth Austin, Mayor

### ***Town of Severance***

**Frank Baszler, Councilmember**

Alternate- Matt Fries, Mayor

### ***Town of Timnath***

**Lisa Laake, Trustee**

### ***Town of Windsor***

**Paul Rennemeyer, Mayor**

Alternate- Barry Wilson, Mayor Pro Tem

### ***CDPHE- Air Pollution Control Division***

**Jessica Ferko, Manager, Planning & Policy Program**

### ***Colorado Transportation Commission***

**Kathleen Bracke, Commissioner**

Alternate- Heather Paddock, Region 4 Director

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

**March 2023 Report from the Air Pollution Control Division to the  
North Front Range Transportation and Air Quality Planning Council  
Thursday, April 6, 2022**

**Air Quality Control Commission (Commission) Updates:**

The Commission did not meet in March 2023

**April 16-21, 2023 Commission Meeting**

- The Regional Air Quality Council will brief the Commission on ongoing efforts to update the ozone state implementation plan emission inventory and modeling and to evaluate additional ozone emission reduction strategies.
- The Air Pollution Control Division (Division) will request that the Commission set a hearing to consider revisions to Regulation Number 7 to address greenhouse gas intensity verification in the oil and gas sector.
- The Commission will consider separating Regulations Numbers 7 and 22. This would be completed by maintaining parts of Regulation Number 7 as such and establishing new regulations: Part B becomes Regulation Number 24; Part C becomes Regulation Number 25; and Part E becomes Regulation Number 26. The upstream oil and gas intensity and midstream combustion program provisions currently in Regulation Number 22 would be moved to Regulation Number 7. The manufacturing sector greenhouse gas provisions in Regulation Number 22 would become a new Regulation Number 27. The proposed revisions will also include formatting changes.
- The Commission will consider revisions to Regulation Number 20 to address California's Advanced Clean Trucks (ACT), Low NOx Omnibus, and Large Entity Reporting rules.
- Per Regulation Number 22, Part B, Section II.D.3., the Division will brief the Commission regarding its final determination concerning greenhouse gas Best Available Emission Control Technology, Energy Best Management Practices and associated analyses for all emission units included in the audit scope with respect to EVRAZ, CEMEX, and Holcim's Regulation Number 22, Part B, Section II.C. audit reports. The Division will discuss the public meetings held and comments received.

**May 16-19, 2023 Commission Meeting**

- The Division will request that the Commission set a hearing to consider revisions to Regulation Number 27 adding new revisions to reduce greenhouse gas emissions for the industrial and manufacturing sector, and make any necessary revisions to reduction strategies for Energy

Intensive, Trade-Exposed Manufacturing Source Audit Program, in response to HB19-1261 and HB21-1266.

- The Commission will consider a proposal to revise Regulation Number 6, Part A (NSPS) to incorporate by reference changes the EPA made to its New Source Performance Standards and/or Emission Guidelines.
- The Commission will consider revisions Regulation Number 8, Parts A and E (MACT Standards) to incorporate by reference changes the EPA made to its National Emission Standards for Hazardous Air Pollutants rules.
- The Commission will consider revisions to Regulation Number 3, to establish enhanced modeling, monitoring and permitting requirements for stationary sources in disproportionately impacted communities, in response to HB21-1266.
- The Commission will consider establishing a new Regulation Number 28 to address greenhouse gases in terms of building energy efficiency in response to HB19-1261 and HB21-1286.

#### Additional Updates:

- The Division is now accepting the first round of applications for two new grant programs to fund clean vehicles. The Clean Fleet and Vehicle and Technology Grant Program is open to any business, local government, or other organization that would like to use low- or zero-emission vehicles in its fleet operations. Visit <https://cdphe.colorado.gov/clean-fleet-vehicle-technology-grant-program> for additional information.



# Overview of the Regional Air Quality Council

Mike Silverstein, Executive Director

April 6, 2023



*Presentation to the North Front Range Metropolitan Planning Organization*

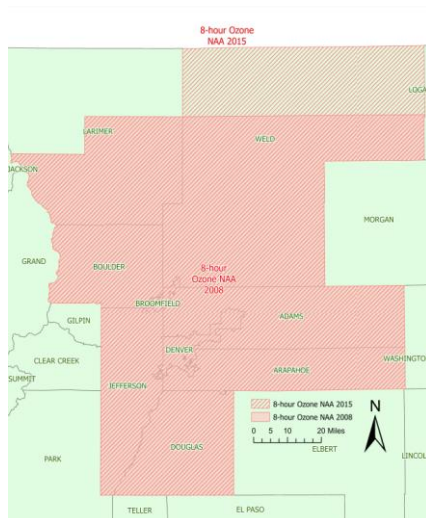
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**The Regional Air Quality Council was established by Executive Order in 1989 to serve as the lead air quality planning agency for the Denver metropolitan area**

**In order to cover the entire Denver Metro/North Front Range Ozone Nonattainment Area, the RAQC region was expanded in 2009 to include the NFR area**

**Each new Governor re-authorizes the RAQC and defines its general charge**



RAQC Overview for the NFRMPO - April 6, 2023

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## The Governor Appoints RAQC's 29 Member Board

The Board makeup is designed to represent many aspects of our community

- 6 from Denver metro government
- 2 from NFR government
- 1 from NFRMPO and 1 from DRCOG
- 5 from State agencies
- 4 from the public
- 10 from business, transit, transportation, conservation, environmental science, land use planning

Current Board Members from the NFR region

- Wendy Koenig, Mayor of Estes Park, from Larimer County
- Alicia Johnson, Evans Council Member, from Weld County (Vice-Chair)
- Kristin Stephens, Larimer County Commissioner, from the NFRMPO
- Professor Jeff Collett, Colorado State University, from Environmental Science

RAQC Overview for the NFRMPO - April 6, 2023

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### What is the RAQC?

- The RAQC is not the State!
- RAQC is a 501c(3)&(4) not-for-profit business
- RAQC does not receive direct allocations of federal or state monies
  - Operations and programs are funded through grants and contracts

### What does the RAQC do?

- Planning to meet air quality standards and improve climate conditions - preparing the next Ozone SIP
- Implement public education and awareness programs
- Implement public/private projects to reduce emissions
- Represent and assist local governments in the air quality planning process

RAQC Overview for the NFRMPO - April 6, 2023

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## What is RAQC's Budget?

Every year is different - here's what 2023 looks like:

- **Revenue: approx. \$8 million projected for 2023**
  - Local government contributions - \$300,000
    - NFR contribute approx. \$50,000
  - Planning and programs funds from the Colorado Department of Public Health and Environment (CDPHE) - approx. \$5.5 million (most from the VW settlement)
  - Congestion Mitigation/Air Quality (CMAQ) program grants from DRCOG and the NFRMPO - approx. \$2 million
- **Expenses: approx. \$8 million projected for 2023**
  - Approx. \$1.4 million for salaries/benefits/administrative expenses - covers much of our planning activities
  - Approx. \$1.7 million for technical analyses and education/outreach activities
  - Approx. \$5 million for programs - most monies distributed directly to the public by requests/applications

RAQC Overview for the NFRMPO - April 6, 2023

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## NFRMPO/RAQC Partnership: Financial History

Over the past 20 years RAQC has pushed approx. \$2.7 million to individuals and governments in the NFR region

- \$1.3 million for Weld County; \$1.2 million for Larimer County
  - For vehicle emission control, retrofit and electrification projects
- Approx. \$200,000 for lawn and garden equipment electrification

During recent years, NFR communities contribute approx. \$50,000 to the RAQC each year

- RAQC requests an annual contribution from each local and county government in the nonattainment area
  - 6-8 NFR government entities typically contribute each year

NFRMPO has granted RAQC \$100,000 during recent years for ozone modeling and technical analyses

RAQC Overview for the NFRMPO - April 6, 2023

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## NFRMPO/RAQC Partnership: Opportunities

### Continue joint air quality planning activities

- Ozone SIP development
- Technical analyses and studies
- Emission control strategy development
- Transportation conformity determinations
- Program development, funding, implementation
  - Lawn and garden equipment electrification
  - Education and outreach
  - VMT reduction efforts targeting businesses and citizens
  - Tailpipe emission reductions - anti-idling, auto maintenance & repair, diesel maintenance & best practices
- Others!



RAQC Overview for the NFRMPO - April 6, 2023

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## QUESTIONS?



**Mike Silverstein**  
**Executive Director**  
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[msilverstein@raqc.org](mailto:msilverstein@raqc.org)  
[raqc.org](http://raqc.org)



RAQC Overview for the NFRMPO - April 6, 2023

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## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Medora Bornhoft**

**Date: April 6, 2023**

**Re: NFRMPO Air Quality Program Updates**

### Background

The US EPA is currently accepting applications for Phase I of the Climate Pollution Reduction Grants (CPRG) program established in Section 60114 of the Inflation Reduction Act (IRA). In Phase I, eligible entities including States and lead organizations (such as MPOs) for large metropolitan areas may apply for noncompetitive (formula) planning grants to develop a climate action plan. A total of \$250M is available in Phase I, with \$3M available to each state, \$1M available to each of the 67 most populous metropolitan areas, and additional funding available for tribes and territories.

The NFRMPO contains portions of two metropolitan areas: the Fort Collins metro area which ranks 151<sup>st</sup> in terms of population within the US and the Greeley metro area which ranks 156<sup>th</sup>. Phase I formula funds are not available to either metro area; as such, the NFRMPO is not applying for the Phase I planning grant. The State of Colorado is applying for its \$3M planning grant, with the Colorado Energy Office (CEO) serving as the lead organization.

The second phase of the CPRG program is a competitive grant program for implementation of climate pollution reduction measures from the plans developed in phase I. \$4.6B in competitive grants will be awarded in Phase II. The NFRMPO, along with municipalities, counties, and other eligible entities may apply for the Phase II implementation grants as entities covered by the State of Colorado's plan. The NOFO for the Phase II implementation grants will be released later in 2023 with applications due in early 2024.

The NFRMPO will determine whether to apply for a CPRG Phase II implementation grant later in 2023.

For more information on the CPRG program, please visit <https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>.

### Action

NFRMPO staff invites Planning Council member feedback on the Air Quality Program.

# Legislative Report

April 2023

## Legend

	Direct MPO impact
	Indirect MPO impact or Council interest
	No further action or general transportation- or air quality-related

Title	HB23-1101: Ozone Season Transit Grant Program Flexibility
Description	Concerning support for transit, and, in connection therewith, increasing the flexibility of the ozone season transit grant program and increasing opportunities for transit agency participation in regional transportation planning.
Summary	<ul style="list-style-type: none"><li>Increases the flexibility of the ozone season transit grant program</li><li>Requires the governing body of the transportation planning organization for each transportation planning region to include at least one voting representative of a transit agency that provides transit service in the transportation planning region. The representative must be appointed by the transit agency or, if multiple transit agencies provide service in the transportation planning region, by agreement of the transit agencies.</li></ul>
Changes since February 2023 Status	<ul style="list-style-type: none"><li>Conference Committee held to address Senate amendments</li><li>Conference Committee report was rejected, discharged, and a new Conference Committee was appointed</li><li>4/3/2023 – House Floor Work</li></ul>
NFRMPO Impact	<ul style="list-style-type: none"><li>Greeley Evans Transit (GET) and City of Loveland Transit (COLT) provided free rides in August 2022 and are considering applying again in 2023. Transfort has been fare free since 2020.</li><li>Potential changes to Planning Council make-up with transit representation requirement.</li><li>TPR boundaries are updated every decade by statute. The NFRMPO boundary is set by federal regulation, but CDOT controls TPR boundaries. May affect STAC composition.</li></ul>

<b>Title</b>	<b><a href="#">HB23-1233: Electric Vehicle Charging And Parking Requirements</a></b>
<b>Description</b>	Requiring the State Electrical Board (SEB) to adopt rules facilitating EV charging at multifamily buildings, limiting the ability of the SEB to prohibit the installation of EV charging stations, forbidding private prohibitions on EV charging and parking, requiring local governments to count certain spaces served by EV charging stations for minimum parking requirements, forbidding local governments from prohibiting the installation of EV charging stations, exempting EV chargers from business personal property tax, and authorizing EV charging systems along highway rights-of-way.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Requires the State Electrical Board to adopt rules requiring compliance, starting January 1, 2024, with the provisions of the Model Electric Ready and Solar Ready Code that require multifamily buildings to be EV-capable and EV ready and to have EV supply equipment installed.</li> <li>• Broadens prohibition of landlords and community associations from unreasonably prohibiting the installation of EV charging equipment to apply to an assigned or deeded parking space for the leased premises, parking spaces accessible to both the tenant and other tenants, and commercial rental property.</li> <li>• Requires the local government, when counting minimum parking spaces, to count any parking space that is served by an EV charging station as at least one standard automobile parking space; and any van-accessible parking space that is wheelchair accessible and served by an EV charging station as at least 2 standard automobile parking spaces.</li> <li>• Prohibits local governments from adopting an ordinance or a resolution that prohibits the installation or use of EV charging stations unless the ordinance or resolution addresses a bona fide safety concern.</li> <li>• Exempts, until 2030, EV charging systems from the levy and collection of property tax.</li> <li>• Specifies that, when the federal law no longer prohibits the construction of EV charging systems along interstate highway rights-of-way, CDOT may collaborate with public or private entities to develop projects for the construction of EV charging systems along interstate highway rights-of-way.</li> </ul>
<b>Changes since February 2023</b>	<ul style="list-style-type: none"> <li>• 03/08/2023 - Introduced In House - Assigned to Energy &amp; Environment</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 03/29/2023 - House Committee on Energy &amp; Environment Refer Amended to House Committee of the Whole</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Expands EV support and locations for charging infrastructure</li> </ul>

<b>Title</b>	<b><u>HB23-1276: Scope Of Bridge And Tunnel Enterprise</u></b>
<b>Description</b>	Concerning the Bridge and Tunnel Enterprise (BTE), and, in connection therewith, expanding the scope of the enterprise's powers to include the completion of preventative maintenance bridge projects and allowing the enterprise to repair, reconstruct, replace, and maintain a fair-rated bridge under certain circumstances.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Expands the scope of the BTE to include the completion of preventative maintenance bridge projects, which are projects that involve a treatment or strategy to extend the service life of a fair-rated or good-rated bridge by preventing, delaying, or reducing deterioration; and</li> <li>• A fair-rated bridge may be included in a designated bridge project or other project involving the repair, replacement, or reconstruction of a designated bridge if including the fair-rated bridge is an efficient use of the Bridge Enterprise's resources and will result in cost savings or schedule acceleration for a project that will improve safety.</li> </ul>
<b>Changes since February 2023</b>	<ul style="list-style-type: none"> <li>• Introduced 3/30/2023</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 03/30/2023 - Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Could support maintenance on more bridges within the NFRMPO region</li> <li>• Expands focus to preventative maintenance for bridges</li> </ul>

Title	<b>SB23-016: Greenhouse Gas Emission Reduction Measures</b>
<b>Description</b>	Concerning measures to promote reductions in greenhouse gas emissions in Colorado.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Updates the statewide GHG emission reduction goals to add a 65% reduction goal for 2035, an 80% reduction goal for 2040, and a 90% reduction goal for 2045 when compared to 2005 GHG pollution levels.</li> <li>• Increases the 2050 GHG emission reduction goal from 90% of 2005 GHG pollution levels to 100%.</li> <li>• Establishes a state income tax credit in an amount equal to 30% of the purchase price for new, electric-powered lawn equipment for purchases made in income tax years 2024 through 2026.</li> </ul>
<b>Changes since February 2023</b>	<ul style="list-style-type: none"> <li>• No transportation impacts.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 4/6/2023 – Appropriations discussion</li> <li>• 2/21/2023 – Senate Committee on Finance Refer Amended to Appropriations</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Strengthens GHG emissions reduction targets. Future planning processes and rulemakings would determine which additional strategies and actions from GHG emission sources will be required to achieve those targets.</li> <li>• Supports communities and utilities to upgrade transmission lines.</li> </ul>

Title	<b>SB23-059: State Parks And Wildlife Area Local Access Funding</b>
<b>Description</b>	Concerning providing funding to local governments to support access to state-owned outdoor recreational areas.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Creates the State Park and Wildlife Area Access Grant Program, which reimburses local governments for access route maintenance, construction, service, and operational work resulting from people visiting state parks and wildlife areas</li> <li>• Authorizes a local government to request that the state park or wildlife area charge an additional per vehicle fee, not to exceed \$2, to visit. Upon the request, the commission may establish the fee, which will be transferred to the local government to maintain and operate access routes. The fee will be adjusted every 5 years for inflation or deflation.</li> </ul>
<b>Changes since February 2023</b>	<ul style="list-style-type: none"> <li>• No major changes.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 4/6/2023 – Appropriations discussion</li> <li>• 03/28/2023 - Senate Committee on Finance Refer Amended to Appropriations</li> <li>• 03/16/2023 - Senate Committee on Agriculture &amp; Natural Resources Refer Amended to Finance</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Provides funding to maintain access to state parks and wildlife areas</li> </ul>

Title	<b>SB23-143: Retail Delivery Fees</b>
<b>Description</b>	Concerning the administration of the existing retail delivery fees collected by the Department of Revenue (DOR)
<b>Summary</b>	<ul style="list-style-type: none"> <li>Creates an exemption from the fees for businesses with retail sales less than or equal to \$500,000 in the prior year</li> <li>Allows sellers to pay the fee on the purchaser's behalf, such that the fee does not need to be separately itemized for each delivery</li> <li>Requires DOR to waive processing costs if the processing costs would exceed the amount of retail delivery fees the retailer is remitting and the payment is remitted by automated clearing house debit</li> </ul>
<b>Changes since February 2023</b>	<ul style="list-style-type: none"> <li>Adjustments to 2022 and 2023 long bill to reduce funding to MMOF and the Clean Transit Enterprise</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>03/20/2023 - House Committee on Finance Refer Unamended to Appropriations</li> <li>03/11/2023 - Introduced In House - Assigned to Finance</li> <li>03/06/2023 - Senate Third Reading Passed - No Amendments</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Bill decreases state revenue, impacting how much funding is available for State Enterprises and the Highway Users Tax Fund (HUTF), and Multimodal Transportation &amp; Mitigation Options Funds (MMOF)</li> </ul>

Title	<b>SB23-213: Land Use</b>
<b>Description</b>	Concerning state land use requirements, requiring the Transportation Commission and CDOT to modify the State Highway Access Code, criteria for certain grant programs, and expenditures from MMOF to align with state strategic growth objectives, and making an appropriation.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Requires DOLA to lead housing needs assessments, housing plans, and technical assistance.</li> <li>Requires CDOT to ensure that the prioritization criteria for any grant program administered to be consistent with state strategic growth objectives, so long as doing so does not violate federal law;</li> <li>Requires any regional transportation plan that is created or updated to address and ensure consistency with state strategic growth objectives;</li> <li>Requires that expenditures for local and state multimodal projects from the multimodal transportation options fund are only to be made for multimodal projects that the department determines are consistent with state strategic growth objectives</li> </ul>
<b>Changes since February 2023</b>	<ul style="list-style-type: none"> <li>Introduced 3/22/2023</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>4/6/2023 – Local Governments &amp; Housing discussion</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Will impact future Regional Transportation Plans and related plans</li> <li>Requires Multimodal Transportation &amp; Mitigation Options Funds (MMOF) and CDOT funding to be in line with state objectives</li> </ul>

<b>Title</b>	<b>SB23-268: Ten-Year Transportation Plan Information</b>
<b>Description</b>	Concerning the provision of information regarding the ten-year transportation plan.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• CDOT must specify the time frame for project completion; the total estimated amount of funding required to complete the project; and accounting for the total estimated amount of funding for the project, and the amount of funding from each funding source that has been allocated for the project or is anticipated to be allocated for the project for each 10-Year Plan project</li> <li>• CDOT must designate a contact to respond to questions about status and funding of specific transportation projects</li> <li>• Requires CDOT to annually report to the Transportation Legislation Review Committee on the status of project delivery for the 10-Year Plan</li> <li>• Requires CDOT to update the TLRC on the 10-Year Plan in its annual proposed budget allocation plan presented to the Joint Budget Committee</li> </ul>
<b>Changes since February 2023</b>	<ul style="list-style-type: none"> <li>• Introduced 4/04/2023</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 4/4/2023 – Introduced In Senate - Assigned to Transportation &amp; Energy</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Impacts 10-Year Plan and information included</li> </ul>

<b>Signed by Governor Polis</b>	
<a href="#"><u>HB23-1014</u></a>	Concerning yielding to larger vehicles in roundabouts.
<a href="#"><u>HB23-1123</u></a>	Concerning a requirement that motor vehicle drivers take certain actions to mitigate the risk their vehicles present to stationary vehicles on the road
<b>Postponed Indefinitely</b>	
<a href="#"><u>HB23-1154</u></a>	Requiring the Director of Research of the Legislative Council to prepare a preliminary report for initiatives with environmental impacts, requiring the title of such initiatives to reflect the findings of the preliminary report, and requiring that the findings are referenced in the ballot information booklet entry for such initiatives.
<a href="#"><u>HB23-1166</u></a>	Effective July 1, 2023, the bill eliminates the retail delivery fees by specifying that they may only be collected for the 2022-23 state fiscal year.
<a href="#"><u>HB23-1173</u></a>	Replace the current membership of the Transportation Commission with 9 members elected at the November 2026 general election, one from each congressional district of the state and one from the state at large.
<a href="#"><u>HB23-1175</u></a>	Requires CDOT to include personnel costs, facilities costs, and other expenses in the proposed budget allocation plan. CDOT would not be allowed to use an indirect or construction engineering rate for the expenses listed.





**Weld County Mobility Committee (WCMC)—MINUTES**  
**March 28, 2023**  
**1:33 p.m. – 3:01 p.m.**

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**1. Call Meeting to Order, Welcome and Introductions**

- Kathi Sargent, Arc of Weld County
- Leiton Powell, Greeley-Evans Transit
- Lisa Bitzer, Via Mobility Services
- Janet Bedingfield, 60+ Ride
- Celeste Ewert, Envision
- Abdul Barzak, Town of Severance
- Leticia Arguello, Arc of Weld County
- Amy Threewitt, 60+ Ride
- Hanna Johnson, City of Greeley
- Shana Cundall, Weld RE4 School District
- Olga Maria Gonzalez, WCDPHE
- Nichole Seward, Weld County AAA
- Steve Teets, WAND
- Kyle Holman, Weld Trust

NFRMPO staff: Cory Schmitt

**2. Review of Agenda**

**3. Public Comment (2 minutes each)**

None.

**4. Approval of December 2022 Meeting Minutes**

Johnson motioned to approve the December minutes. Teets seconded the motion, and it was approved unanimously.

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**ACTION ITEM**

**1) Co-Chair Elections**

All

Elections were held to elect new chairs for 2023 for the WCMC. Amy Threewitt of 60+ Ride and Lisa Bitzer of Via Mobility Services were unanimously elected to chair positions.

**PRESENTATION**

**2) Via Mobility Weld County Expansion**

All

Bitzer shared updates regarding the resumption of Via Mobility Services in rural Weld County. Vehicles and drivers are ready to go pending execution of a contract between CDOT and Weld County for the service. A service boundary map can be found [here](#) and will be available to older adults (60+) and individuals with disabilities across the service area with the service also being available to the general public in rural areas outside of the NFRMPO boundaries.

Teets asked about coverage within the cities of Greeley, Evans, and LaSalle to which Schmitt and Bitzer answered that those areas are excluded but that 60+ Ride is making progress on acquiring wheelchair accessible vehicles to provide service throughout Weld County, including in the urban areas.



## **RIDENOCO UPDATE**

Schmitt shared updates regarding the NFRMPO mobility program and RideNoCo. Slides can be found [here](#)

## **DISCUSSION ITEMS**

### **3) Mobility Case Studies**

All

Schmitt shared a RideNoCo Call Center Case Study:

Case Study 1: An adult in Greeley-Evans dislocated her hip and needs temporary, affordable, accessible transportation around the area, including from one hotel to another. Lived outside of GET paratransit boundaries and Squad One was reserved for mental health crises and not physical health needs leaving zTrip as the only option for the person.

Bedingfield mentioned that 60+ Ride is currently working with the cities of Greeley, Evans and Garden City to be able to help with addressing needs such as this. Powell mentioned that GET can conduct eligibility assessments for temporary disabilities provided that they are assessed as if the disability is permanent. There is a possibility that someone can be served within the service boundaries of paratransit service even if their home address is outside of the boundaries.

Cundall asked Bedingfield when 60+ Ride's new program to serve adults with disabilities in Weld County could launch and Bedingfield replied that they're eyeing a 2024 pilot for the expanded population served.

Teets asked if Heart&SOUL Paratransit would be able to serve in this situation to which Schmitt and Johnson explained that their boundaries are pretty constrained to picking up passengers in Fort Collins, Loveland and Laporte.

### **4) Mobility Action Plan Updates**

All

Schmitt lead a discussion of changes to the 2023 Mobility Action Plan (MAP) as outlined in the slides in the packet. Teets suggested including underrepresented geographic areas and communities under both Goal 3 and Goal 7 of the MAP.

### **5) Integrating United Way Goals**

All

Members had a discussion on the most effective way to incorporate the transportation goals from the Age-Friendly Weld Action Plan and Weld's Way Home into the working activities of the WCMC. Members came to an agreement that some kind of subcommittee structure would be the best way of advancing these goals and reporting back on progress at WCMC meetings with future NFRMPO Mobility Staff working with committee members to shepherd this subcommittee. With this framework in place, members agreed to wait until new Mobility staff are hired and the Age-Friendly Action Plan is officially adopted in order to form this subcommittee, likely later in 2023.

## **WORK GROUPS**

### **6) Outreach and Education Working Group –**

Schmitt



- a. Members discussed the successes and failures of the Outreach & Education Working Group and agreed that even if not a formal working group per se, having a standing agenda item to discuss outreach and collaboration opportunities was beneficial for partners. Johnson suggested keeping the current format and adding a progress table with annual goals for WCMC members to discuss and check-in on at WCMC meetings.

### **GREELEY EVANS TRANSIT NEWS AND UPDATES**

Powell introduced Hanna Johnson as the City of Greeley's new Mobility Coordinator and expanded upon GET's evolution to become a more comprehensive mobility umbrella. GET is currently putting together RFPs for a Mobility Plan and customer-facing apps. Poudre Express held a stakeholder meeting recently reviewing schedule patterns and ridership. Since adjustments to the Poudre Express schedule in August, the average ridership per hour has increased from 3-4 riders per hour to 5-7 riders per hour. Ridership is approaching return to pre-pandemic levels.

### **WCMC MEMBER UPDATES**

Threewitt shared information about 60+ Ride's Ride & Revel fundraising event that will occur on June 17<sup>th</sup> in Lincoln Park, Greeley. Learn more at <https://rideandrevel.com/>

Ewert shared that Envision has applied for funding from the state and private foundations to hold a summer respite program for individuals who do not qualify for typical summer school. Planning to heavily utilize GET for this program if awarded funding. Envision's 5K will take place on Saturday, June 3<sup>rd</sup> at Envision's campus in Evans. Seeking volunteers and vendors to share resources about their programs. Envision is interested in receiving RideNoCo promotional items for inclusion in participant bags for the 5K.

Seward shared a flyer for a community shred event being hosted by the Weld County AAA and AARP Elderwatch to be held on May 23<sup>rd</sup>.

### **Final Public Comment (2 minutes each)**

None.

### **Next Month's Agenda Topic Suggestions**

Invite Shawn Walcott with United Way to present on Weld's Way Home at June WCMC meeting as well as a presentation on the Poudre Express from Powell

### **Upcoming Meetings:**

#### **1. Upcoming Meetings:**

- a. **Northern Colorado Mobility Committee – May 23rd**– 1:00-3:30 pm
- b. **Weld County Mobility Committee – June 27th** – 1:30 to 3 pm

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: AnnaRose Cunningham**

**Date: April 6, 2023**

**Re: Equity Resources - Updated**

### Background

NFRMPO Staff have created a resource outlining the Federal and State requirements for equity considerations including Justice40, Disproportionately Impacted (DI) Communities, and Environmental Justice (EJ). This resource outlines Federal or State guidance defining each type of community, what the areas are within the NFRMPO, and the requirements for MPO consideration. NFRMPO Staff has also created an Equity Index of each of the three equity areas to help guide discussions as to how consideration may be given during the 2023 Call for Projects.

### Action

Staff requests Planning Council be prepared to discuss these resources as they relate to equity considerations in the 2023 Call for Projects.

### Attachments

Equity Resources ArcGIS Online StoryMap : <https://arcg.is/1bjfC4>

March 27, 2023 TAC 10 Year Plan  
Workshop Recommendations

- 1) Keep projects separate
- 2) Prioritize projects related to I-25 projects
- 3) Add a line item that is "Intersection Improvements - Various Locations on 6 priority corridors based on need (\$50M - 10 projects, \$5M each average)"
- 4) Region 4 Intersection Priority List L1
- 5) Ask Planning Council what to do about full interchange projects for Spaghetti Junction and WCR17
- 6) Highlight multimodal aspects of projects because of limited capacity funding
- 7) Additional Project Sponsor Comments and cost estimate updates (Bolded Text)

ROADWAY PROJECTS							
	Facility	Project Limits	Improvement Type Ensure descriptions match funding request	Community	Funding needed (2023 \$M)	Status/Phase - has project started yet?	Project Sponsor Comments
TIER 1 (PRIORITIZED)	US34*	LCR3 to Centerra Pkwly	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E, <b>roadway/railroad grade separation.</b>	Loveland/Larimer County	75.00	Planning grant as been submitted, otherwise no progress on this project	CDOT has met with the PUC, they will not allow any expansion over the RR, therefore a grade separation will be required. CDOT has submitted a planning/design grant (still waiting to hear) to evaluate and develop and estimate for this grade separation. Additionally bike lanes and sidewalks are not in the current cross section of US34 at this location, nor was it in the PEL. The new design will address these modes but at this time an estimate can not be provided unless there is a desire for a \$75M place holder.
	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	Loveland led final design and will procure construction	WB Fall River Drive to Boyd Lake Avenue section currently funded and construction planned for Spring/Summer 2022.
	US34**	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	20 - 30	Conceptual design, Greeley moving to preliminary design.	LA project plans to build an at-grade intersection (potential a CFI). Conceptual design includes three through lanes in the vicinity of the intersection on US 34. Anticipated operational lifespan of improvements are ~20 years.
	US34**	US34 and 35 <sup>th</sup> Ave to US34 and 47th Ave	Safety and operational improvements/New Interchanges	Greeley	120.00	30% Design	City of Greeley has committed \$30M for construction of these interchanges. The design includes safety and operational improvements, bike/pedestrian connectivity.  MMOF Grant for Mobility Hub has been awarded. City will be submitting for MPDG again. Also considering alternative funding in conjunction with the grant for the entire MERGE project. 30% design completed and looking at acquiring site for hub.
	US34/US85**	Interchange	Interchange interim reconfiguration	Greeley	6.00	Preliminary Design	This is Phase 1 addressing signing/stripping/safety/bridge decks.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	75.00	Sending out RFP for Preliminary design summer 2023	Structurally deficient bridges, constructing on future interchange alignment
	I-25	Interchange at I- 25 / US34 and US34/Centerra	Interchanges	Loveland	171.40		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.
	Intersection Improvements	Various	Intersection improvements along six priority corridors	Various	\$50M	No design has begun	Intersections from CDOT Region 4 Intersection Priority List, currently 12 intersections across three of the six priority corridors. Still in prioritization phase.

\*Additional information and clarification from Project Sponsor and CDOT needed.

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

## ROADWAY PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	50.00	
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	This can be a place holder, however will be doing a reevaluation of the proposed solution as the project described here in not supported by some of the Stakeholders.
TIER 2 (NOT PRIORITIZED)	US34	US34 and 65 <sup>th</sup> Ave	SPUI or Interchange	Greeley	\$75.0	This is the ultimate solution identified in the PEL. I think at grade improvements may occur prior to the Interchange, Greeley is leading that evaluation. This is an appropriate place holder but it is out a number of years, therefore will need to grow with Inflation.
	US34	US34 and 11 <sup>th</sup> Ave	Phase 1 of US34/US85 Interchange Improvements	Greeley	\$68.0	Recommend changing title to intersection, mobility and operational improvements. Would put a place holder of \$15M. Greeley is not supportive of an interchange here and this impacts a number of disproportionately impacted housing units, therefore there will be a new design charret to evaluate US85/US34 and adjacent intersections, including 8th and 11th.
	US34/US287	Intersection	Intersection improvement including improved bicycle and pedestrian facilities	Loveland	\$9.0	CDOT is in support of this project, however currently led by Loveland and no progress has been made by CDOT
	US85	US85 and O St	Closure; new frontage road on east side; realign N 11th Avenue connection to WCR 66. Constructed in conjunction with a traffic signal at WCR 66.	Greeley/Weld County	\$10.9	Recommend removing from list. These improvements are complete and/or underway. The only thing not complete is the signal because it did not meet warrants. That may be a future project but signals typically don't hit this list
	US85	WCR46 to WCR78	Other improvements identified in the US85 PEL	Weld County/Eaton/ Greeley/Evans/LaSalle	\$26.5	Not a 10-year plan project. Improvements will be built as development occurs. Suggest removing from this list.
	US287	Trilby to Harmony	Widen from 4 lanes to 6 lanes	Fort Collins/Larimer County	\$23.0	This is a Ft Collins led effort.
	US287	US287 (College Ave) and Drake Rd	Intersection improvements	Fort Collins	\$5.9	Ft Collins submitted a RAISE Grant plus for Midtown in Motion 100% design.
	SH14	SH14 and WCR23	Intersection improvements	Weld County/Severance	\$2.0	Severance sponsored improvement.
	SH392	WCR23 to WCR21	Widen from 2 lanes to 4 lanes	Weld County	\$7.0	Developer driven; Severance south.
	SH392	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	Weld County/Windsor	\$7.0	Updated costs to reflect 2023 estimates.  Per James Usher: Given the safety issues on 392 and development, I wouldn't feel comfortable dropping this to tier 3 unless Weld/Severance/Windsor have higher priorities.

	SH392	I-25 to US287	Widen from 2 lanes to 4 lanes	Larimer County/ Windsor/ Fort Collins	\$27.0	Can the priority be revisited?  <b>Per James Usher: I would agree that this should be moved to tier 3.</b>
	SH392	Highland Meadows Pkwy to Colorado Blvd.	Widen from 2 lanes to 4 lanes	Windsor/Larimer County	\$25.0	CDOT recommends this be moved to Tier 1 or 2 list.  Project Limits were adjusted. SH392 widening improvements between Highland Meadows Pkwy and Westgate Dr. have been completed. The project limits between 17th St and Colorado Blvd. have been completed. The updated cost includes the following: new bridge improvements over the Cache La Poudre River, 10' wide multi-use trail, street and trail lighting, wildlife corridor improvements, and intersection improvements at Highland Meadows Pkwy and LCR 3.

## ROADWAY PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
TIER 3 (NOT PRIORITIZED)	I-25	WCR38 to SH56	Widen from 4 to 6 general purpose lanes	Berthoud/Weld County	\$29.9	Ultimate build of EIS.
	I-25	SH402 to SH14 (Segments 7 & 8)	Widen from 4 to 6 general purpose lanes	Loveland/Fort Collins/ Larimer County	\$63.2	Ultimate build of EIS.
	US34	Greeley to Loveland	Other improvements identified in the PEL	Loveland/Larimer County/ Weld County/ Greeley	\$232.8	Cost corrected to reflect current estimate. RTD Paddock recommends that this line item be deleted as the improvements are captured below.
	US34	MP 113.65 to LCR3	Widen from 4 lanes to 6 lanes	Loveland/Johnstown/ Larimer County	\$170.0	Ok place holder, will not be built as a singular project but rather improved at each intersection as noted below
	US34	US34 and 83 <sup>rd</sup> Ave	Interchange	Greeley	\$30.0	Cost corrected to reflect current estimate.
	US34	US34 and 17 <sup>th</sup> Ave	Add a third eastbound lane and a channelized T	Greeley	\$5.0	Cost corrected to reflect current estimate.
	US34	US34 and Promontory Parkway	SPUI or Interchange	Greeley	\$50.0	This is an adequate place holder, however by the time of construction it will be significantly more due to inflation
	US85	US85 and 22 <sup>nd</sup> St	Texas turnaround	Greeley	\$19.6	Cost corrected to reflect current estimate.
	US85	US85 and 18 <sup>th</sup> St	Texas turnaround	Greeley	\$14.6	Cost corrected to reflect current estimate.
	US85	US85 and 16 <sup>th</sup> St	Texas turnaround	Greeley	\$16.9	Cost corrected to reflect current estimate.
	US85	US85 and 13 <sup>th</sup> St	Texas turnaround	Greeley	\$16.5	Cost corrected to reflect current estimate.
	US85	US85 and 8 <sup>th</sup> St	Texas turnaround	Greeley	\$23.5	Cost corrected to reflect current estimate.
	US85	US85 and 5 <sup>th</sup> St	Texas turnaround	Greeley	\$17.7	Cost corrected to reflect current estimate.
	US287	SH402 to 1 <sup>st</sup> St	Widen from 4 lanes to 6 lanes	Loveland	\$18.10	Floodplain Analysis and improvements need to be completed first. CDOT partnering with City of Loveland to complete floodplain analysis. Likely to increase initial projected costs of \$18.1
	US287	LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	Larimer County/Fort Collins	\$10.5	This is a Ft. Collins led effort.



	US287	LCR30 to LCR32	Widen from 4 lanes to 6 lanes	Larimer County	\$5.0	This is a Larimer County led effort.
	US287	29 <sup>th</sup> St to LCR30	Widen from 4 lanes to 6 lanes	Loveland/Larimer County	\$9.1	This is a Loveland/Larimer County led effort
	SH14	I-25 to Riverside	Widen from 4 lanes to 6 lanes	Fort Collins	\$75.0	This is a Ft. Collins led effort, however it is tied to annexation and recently fallen low on there priority list. To address all the access and multi-modal vision FC has for this project I think it would be closer to \$65-85M project.

# TRANSIT PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	Loveland to Greeley	New bus service (GET Strategic Plan)	Loveland / Larimer County / Greeley / Weld County	\$1.5 (C) / \$1.2 (O)	76.18	
	US85	Eaton to Denver Region	New bus service (N I-25 FEIS)	Eaton / Weld County	\$3.2 (C) \$2.4 (O)	70.27	Bustang Outrider
TIER 2	US287	Fort Collins to Longmont/Boulder	Increased bus frequency (Transfort Transit Master Plan)	Fort Collins / Loveland / Berthoud / Larimer County	\$4.5 (C) / \$3.0 (O)		
	US287	US287/North College Ave	New BRT service (North College MAX Route)	Fort Collins	\$27		
TIER 3	US34	Loveland to Estes Park	New CDOT Bustang service	Loveland / Larimer County	\$1.7 (C) / \$0.7 (O)		Potential Pilot in 2023
	US287	US287 and 37th St	COLT North Transit Center	Loveland	\$2.90		
	Various	North Front Range Regional Rail	New rail service	TBD	TBD		

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	RNMC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County	\$0.95	66.36	
	US34	RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail construction and grade-separated crossing	Greeley	\$4.95	65.50	
	I-25	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated trail crossing	Larimer County / Fort Collins	TBD	55.73	
TIER 2	US34	RNMC #11: US34 Non-Motorized from 65th Ave to 95th Ave	Trail construction	Greeley	\$2.80		
TIER 3	No Tier 3 Projects at this time.						

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	RNMC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County	\$0.95	66.36	
	US34	RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail construction and grade-separated crossing	Greeley	\$4.95	65.50	
	I-25	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated trail crossing	Larimer County / Fort Collins	TBD	55.73	
TIER 2	US34	RNMC #11: US34 Non-Motorized from 65th Ave to 95th Ave	Trail construction	Greeley	\$2.80		
TIER 3	No Tier 3 Projects at this time.						



COLORADO  
Transportation  
Investment Office

# I-25 North TIFIA Loan Overview & Discussion

March 15, 2023

## Agenda

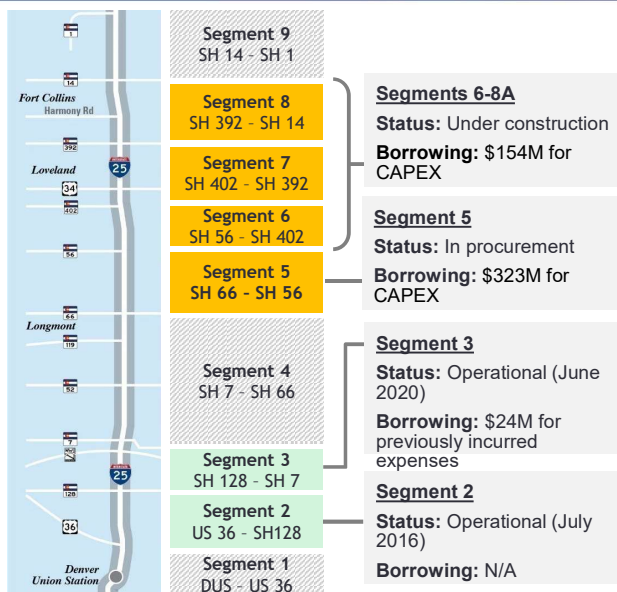
- Overview of the Financing, Structure and Scope of Project
- I-25 North Project Documents
- Future Segments
- Next Steps
- Wrap-Up and Q&A

# Financing Updates

- Inclusion of Segment 5
  - Segment 5 improvements were not included in the original project scope.
  - Estimated cost of \$430M, funded with state and federal sources as well as TIFIA proceeds.
  - To be constructed under a fixed-price CMGC contract and will begin operations in 2028.
- Loan size increased from \$191M to \$501M
  - TIFIA-eligible costs and maximum loan size increased with inclusion of Segment 5.
  - Segments 2 and 3 provides capacity for loan size increase.
- Advancement of creditworthiness process with Build America Bureau (BAB)
  - Creditworthiness review is currently in process;
  - All project documents and agreements are under final negotiation.
- Revised financing schedule
  - Closing is now anticipated in late Spring 2023



# Scope of Project

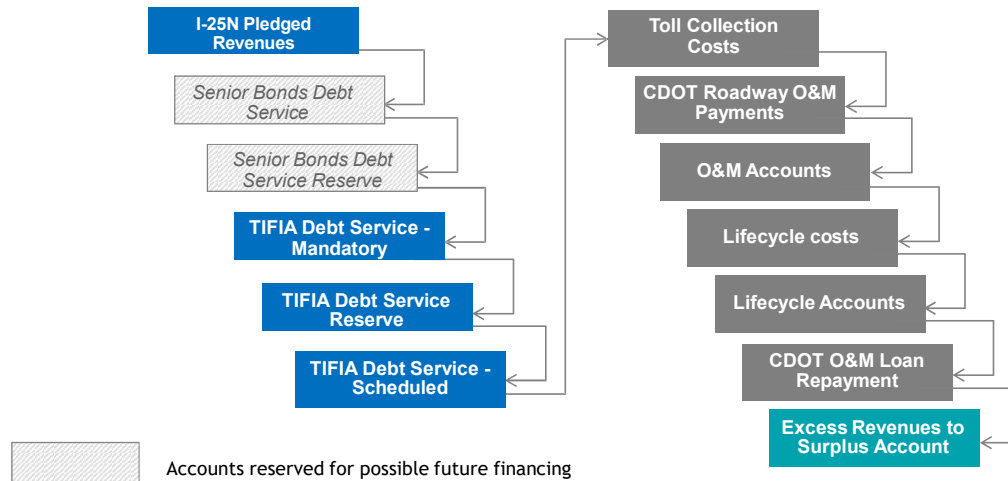


- Segments 6-8 currently under construction, tolling commencement early 2024
- Construction is planned for Segment 5, tolling commencement in first half of 2028.
- Operational Segments 2 and 3 as well as Segments 5-8 will be pledged to debt service.
- Preserves the principles of each segment covering its own allocated debt service and operating costs.
- Segment 1 is operated under a separate revenue-risk P3 agreement and excluded from this financing.

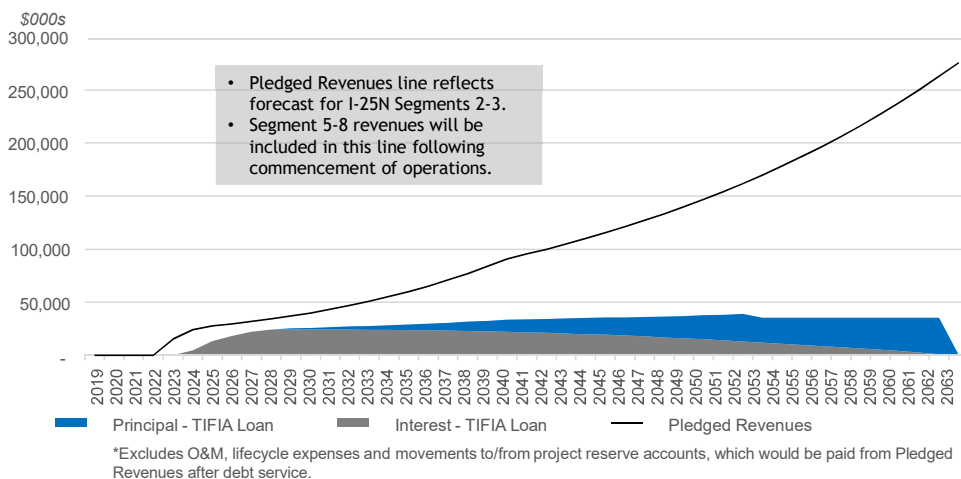


# Flow of Funds During Operations

Project debt will benefit from a gross revenue pledge, which initially will be limited to a subordinated TIFIA loan. Proposed structure will accommodate the issuance of senior debt for potential future improvements.



# Proposed Debt Service Schedule



- Loan repayment will commence in the period after Segments 6, 7 and 8 achieve substantial completion (but prior to completion of Segment 5 in 2028).
- Loan structure results in near-level debt service, resulting in robust coverage (pledged revenue relative to debt service).



## Project Documents- TC Approval

### Direct Agreement

- CTIO is entering into a TIFIA Loan for the project but does not have the responsibility to either construct the Project or operate or maintain the Project, TIFIA has insisted that CDOT enter into a Direct Agreement with them and CTIO.
- The Direct Agreement requires CDOT to covenant to certain provisions in the TIFIA Loan.
- The Direct Agreement gives TIFIA direct contractual privity and the ability to enforce certain rights against CDOT.

## Project Documents- CTIO Board Approval

### TIFIA Loan Agreement

- Outlines all details of the transaction, including all reporting and disclosure requirement, loan terms and obligations of CTIO during the construction and operations periods.

### Master Trust Indenture

- Creates rules and responsibilities that each party must adhere to related to all Pledged Revenues of the I-25 North Project.
- Directs the flow of the corridor Pledged Revenues to the accounts and how much goes into each account on a monthly basis.
- Details CTIO's specific responsibilities with respect to the I-25 North Project related to construction, revenue generation, and operation and maintenance of the project

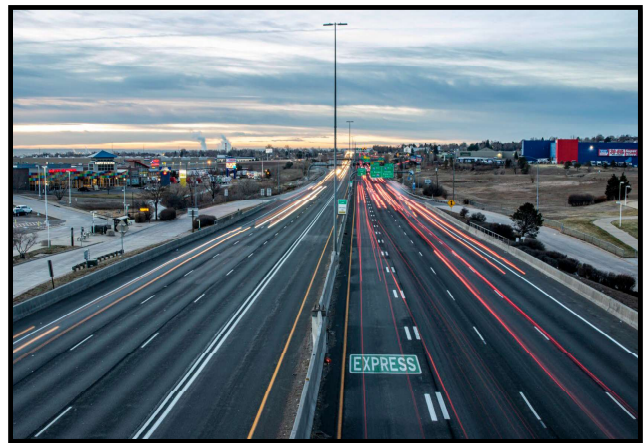
# Project Documents- Joint Approval

## Intra-Agency Agreement

- Documents the substantive terms of how CDOT and CTIO work together and allocate rights and responsibilities on the project.
- Provides TIFIA with certainty regarding CTIO and CDOT's roles and responsibilities.
- Documents the necessary contractual obligations between CDOT and HPTE.

# Addressing Future Segments

- Upon completion of the I-25 Segment 2 Safety Improvements Study and the determination of project scope and cost, CDOT and CTIO can review options for participating in the project through financing or excess toll revenue.
- CTIO has built-in as much flexibility as possible to its documents to help address Segment 2 when the project is ready as well as Segment 3 and 4 in the future.





## Next Steps

- Finalize all documents
- Formal approval of documents by the TC and CTIO Board
- Finalize and submit application to Credit Review Team (CRT)
- Council for Credit and Finance Committee (CCF) provides approval of the application
- USDOT Secretary Approval
- Final Ratings reports from Rating Agencies
- Loan Closing and Financial Close (spring 2023)

## Questions?