The goal of the NFRMPO is to enhance mobility and air quality within Northern Colorado by developing cooperative, working relationships and financial partnerships among member governments, the Colorado Department of Transportation, Federal Highway Administration, Federal Transit Administration, and other public agencies as well as the private sector.
FAST Act / Federal Transportation Bill
1.
- $478M Funding for State of Colorado
- Signed into law December 4, 2015
- $300B, 5-year federal funding bill

Repatriation of Off-Shore Corporate Profits
2.
- $275.5B Potential Funding over 5 years
- Requires Congressional and Presidential approval
- One-time, 14% tax on foreign profits held overseas

National Highway and Freight Program
2.
- $75M Potential Funding over 5 years
- Authorized under FAST Act
- Program to improve safety and freight efficiency on major freight corridors

FASTLANE Program
3.
- $4.5B discretionary funding over 5 years
- Requires application and Congressional notification before award
- Provides $100M to $500M for eligible projects

Increase Federal Fuel Tax
3.
- $1.37B Funding Increase
- Requires Congressional and Presidential approval
- Based on 18.4¢ to 33.4¢ increase per gallon over 10 years

SB 228 Transfers
4.
- $200M General Fund Transfers to CDOT in FY2016
- Reduced 50% due to TABOR Refund ($178M estimated in FY2017)
- Eliminating TABOR refund requires general vote

TRANs Bonds Program Renewal
5.
- $1.024B total bond sales generated for major projects
- November vote for program renewal required
- Project list includes $1B in highway (including N I-25) and $24M in transit projects

General Fund Appropriation
5.
- $1.03B Funding increase
- State legislature action
- Competes with other services such as education

Increase State Fuel Tax
5.
- $135M Funding increase over 5 years
- Requires legislative approval and general vote
- 1¢ per gallon raised over 5 years

Replace Fuel Tax with VMT Tax
6.
- $24.3M Funding Increase
- Requires legislative approval and general vote
- Revenue estimate based on 2¢ VMT tax

Reduce Fuel Tax Revenue to Other Uses
6.
- $104.2M Annual funding increase
- Done at state level, revenue distributed to CDOT for highway and transit projects
- Removes funding from State Patrol, Ports of Entry, and FASTER Transit projects

Increase State Sales Tax
7.
- $280M Funding Increase
- Requires legislative approval and general vote
- Increases State Sales Tax from 2.9% to 3.23%, additional revenue dedicated to highway funding

Increase State Sales Tax (CCA)
7.
- $600M Annual funding increase in the North Front Range
- Requires legislative approval and general vote
- Increases State Sales Tax by 0.75¢

Value Capture Corridor
8.
- $3.3M Annual Funding Increase
- Requires legislative approval
- Generates funds based on State Sales Tax revenue and expected growth rate within value capture area

Regional Transportation Authority
9.
- $400.5M Funding Increase
- Requires local government approval, IGA, & public vote
- TABOR could limit additional funding if amount earned is more than inflation plus population increase

FASTLANE Match
10.
- $66M CDOT match & $25M local match for 4 bridges, a third managed lane, and bus ramps.
- Contributions from communities and private donations range from $232,000 - $7.5M

Public/Private Partnership (P3) Toll Lane
11.
- $785M Funding increase over the life of the project
- Requires HPTE approval
- P3 would provide 50% of total project cost and would manage the roadway
**Total Annual Federal Funding: $2.71B**

Identified Federal Funding Sources for the North I-25 Corridor include:

- **FAST Act** – $478M
- **Repatriation of Off-Shore Corporate Profits** – $55.1M
- **National Highway Freight Program** – $15M
- **FASTLANE** – $800M
- **Increasing the Federal Fuel Tax** – $1.37B

Funding totals assume a 1-year estimate unless otherwise noted.

### FAST Act  $478M

**General**
- The Fixing America’s Surface Transportation (FAST) Act was signed into law December 4, 2015
- $300B, five year (FY2016 – FY2020) federal funding bill for highway, transit, highway safety and rail

**Colorado Specific Funding Sources**
- The National Highway Performance Program increases from $297M in 2016 to $323M by 2020
- The Surface Transportation Block Grant Program increases from $137M in 2016 to $149M by 2020
- The Highway Safety Improvement Program increases from $29M in 2016 to $31M by 2020
- National Highway Freight Program increases from $15.5M in 2016 to $20.3M by 2020
- For a complete funding summary of Colorado, please view Appendix A on page 12

**Total Colorado Specific Funding Sources**
- Based on the addition of each applicable highway funding program, Colorado would receive around $478M in 2016
### Repatriation of Off-Shore Corporate Profits  $275.5B Over 5 Years

**General**
- One-time tax on approximately $2 Trillion of corporate profits overseas to pay for transportation improvements
- Requires companies to move overseas profits back to US
- The 2004 American Jobs Creation Act (AJCA) permitted US corporations to repatriate income at a tax rate of 5.25%
  - Corporations returned $312B, these funds were largely used for stock repurchases and executive compensation

**Ballot Measure**
- Requires approval from Congress and a signature from the President

**Funding**
- A one-time, 14% tax on foreign profits currently being held outside the US would yield $275.5B over five years through FY2021
  - The current 35% tax on foreign profits would be permanently lowered to 19%

### National Highway and Freight Program  $1.37B Annually

**General**
- $6.3B in formula funds over 5 years for states to invest in freight projects on the National Highway Freight Network
- Up to 10 percent of these funds may be used for intermodal projects

**Ballot Measure**
- Ballot measure not required

**Funding**
- Provides $15M in 2016 increasing to $20.3M by 2020 to Colorado for use on freight projects within the state
FASTLANE Program

General
- The Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) Program distributes funds to discretionary projects which improve or enhance highway freight infrastructure through a competitive grant approach.
- FASTLANE is part of the five-year FAST Act, signed into law December 4, 2015, which will provide funding to address critical transportation concerns for freight movement, ensuring a robust and growing economy.
- Allows States, Metropolitan Planning Organizations (MPOs), local governments, tribal governments, special purpose districts and public authorities (including port authorities), and other parties to apply for funding for projects that improve safety and help to eliminate freight bottlenecks and improve critical freight movements.
  - Projects must be highway freight projects on:
    - The National Highway Freight Network
    - The National Highway System, including projects which add capacity on the Interstate System to improve mobility or projects in a national scenic area;
    - Railway-highway grade crossing or grade separation projects; or
    - A freight project that is 1) an intermodal or rail project, or 2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility.
- Projects must be at least $100M

Ballot Measure
- Ballot measure not required, but application process once each year and Congress must be notified 60 days prior to awarding the grant

Funding
- Provides between $100M and $500M for eligible projects

Increase Federal Fuel Tax

General
- Colorado received approximately $512M in federal fuel tax revenues in FY2014
- Increasing the federal gas tax between from 18.4¢ per gallon for gasoline and 24.4¢ per gallon for diesel to a flat 33.4¢ per gallon for gasoline and diesel results in a total federal fuel tax revenues of $1.37B for the State of Colorado
  - Colorado receives 95¢ back for every dollar resulting in a total allocation of $1.37B per year for the first 10 years

Ballot Measure
- Requires approval from Congress and a signature from the President

Funding
- Increasing the federal gas tax to 33.4¢ per gallon results in a total federal fuel tax revenue for Colorado of $1.37B per year over 10 years
Total Annual State Funding: $3.29B

Identified State Funding Sources for the North I-25 Corridor include:

- SB 228 Transfers - $200M
- TRANs Bonds Program Renewal - $1.024B
- General Fund Appropriation - $1.03B
- Increasing the State Fuel Tax - $27M
- Replacing State Fuel Tax with VMT Tax - $24.3M
- Reducing the State Fuel Tax revenue transfers to other uses - $520M
- Increase State Sales Tax - $280M
- Increase State Sales Tax (CCA) - $600M
- Value Capture Corridor - $3.3M

Funding totals assume a 1-year estimate unless otherwise noted.

**SB 228 Transfers** $200M for FY16

**General**

- The Colorado General Assembly enacted SB 228 in 2009, updating laws governing General Fund Transfers
  - When personal income growth reaches or exceeds 5%, a 5-year block of transfers is made
  - from the General Fund to the Highway Users Tax Fund (HUTF), the Capital Construction Fund, and the General Fund statutory reserve.
  - The transfer continues throughout the 5 years, even if personal income growth falls beneath 5%
  - For transportation, transfer is equivalent to 2% of the total annual General Fund revenue

- All SB 228 transfers to HUTF must be paid to CDOT via the State Highway Fund
  - No more than 90% of funds must be used on highway projects
  - No less than 10% of funds must be used for transit projects

**TABOR**

- If TABOR surplus is between 1% and 3% of the total General Fund revenues, CDOT’s SB 228 transfer is reduced by half (50%)
- If TABOR surplus exceed 3% of the total General Fund revenues, CDOT’s SB 228 transfer is eliminated for that year

**Funding**

- For FY 2016, SB 228 transfers to CDOT are expected to be $200M
- For FY 2017, SB 228 transfers to CDOT are expected to total $178M
State Funding Sources

**TRANs Bonds Program Renewal $1.024B**

**General**
- Transportation Revenue Anticipation Notes (TRANs) Bonds were first issued with voter approval in 1999, allowing the state to bond revenue and use the General Fund and Fuel Tax revenues to pay back the bonds
  - The original measure set aside 50% of federal fuel taxes to leverage a bond that generated $1.7B. The measure passed with 62% of the vote
  - TRANs Bonds II would bond $3.5B total and use a portion of annual state and federal gas tax and possibly general fund revenues to repay the bonds
    - The measure would allow the state to bond against 50% of federal fuel tax revenue for 20 years

**Ballot Measure**
- TRANs Bonds II requires a ballot measure (vote of the people) in a November election cycle
  - Would be a renewal of the original TRANs bonding program passed in 1999

**Funding**
- TRANs project list includes $1.024B total bond sales generated for major projects, including the North I-25 Corridor
  - This includes $1B in highway and $24M in transit projects

**General Fund Appropriation $1.03B Annually**

**General**
- In FY2014-2015, Colorado appropriated $1.03B in flexible funding
  - This funding would be available for appropriation, but would compete with services such as healthcare and education

**Legislative Requirements**
- Requires legislative vote of approval

**Funding**
- $1.03B per year if approved by the state legislature

**Increase State Fuel Taxes $27M Annually**

**General**
- Colorado currently receives approximately $571M per year from state fuel tax revenues which is declining
  - Increasing the fuel tax between 1¢ and 30¢ per gallon results in an increase between $27M and $810M per year, respectively (represents a one-time increase).

**Ballot Measure**
- Requires legislative approval and ballot measure (vote of the people)

**Funding**
- An increase of 1¢ per gallon of all fuel taxes would raise $135M over 5 years
Replace Fuel Tax with Vehicle Miles Traveled Tax $24.3M Annually

**General**
- As Vehicle Miles Traveled (VMT) increase, funding would grow with a VMT tax rather than the fuel tax, which has decreased over time
- Eliminating the State Fuel Tax would decrease funding by $571.2M per year, and replacing it with a 2¢ VMT tax would generate $595.5M per year (based on 2014 total VMT for Colorado)
- This is a funding increase of $24.3M per year
- Each 1¢ increase after the 2¢ tax would raise and additional $297.7M per year

**Ballot Measure**
- Requires legislative approval and ballot measure (vote of the people)

**Funding**
- $24.3M increased revenue from a 2¢ of VMT tax over fuel tax for the State per year

Reduce Fuel Tax Revenue to Other Uses $104.2M Annually

**General**
- HUTF funds may be used for rights-of-way acquisition, construction, engineering, safety, reconstruction, improvement, repair, maintenance, and administration of the state, county, and city highway system.
- Funded through motor fuel excise taxes, vehicle license and registration fees, passenger-mile taxes, court fines from traffic infractions, and specialty license plate fees.

**Funding**
- Off-the-Top Diversions: HUTF for many years has provided nearly all the funding for the State Patrol and Ports of Entry.
  - Limit of 6% increase annually to Off-the-Top Diversions
  - FY2012-2013: $104.2M (11.2% of total) went to Off-the-Top appropriations, including State Patrol and Department Of Revenue (Driver’s License Bureau)/Port of Entries
- FASTER specifically set aside money for transit and other uses (7.5% of total FASTER funding set aside for transit) around $15M

**Governance**
- Must be done at the state level
- Distributed by CDOT, including to CDOT transit projects (Bustang)

**Politics**
- Will be a tough sell for removing funding from State Patrol and Ports of Entry without finding new funding source for them
- Diversions are written into law because they contribute to safety and administration of the existing highway system
State Funding Sources

North I-25 Corridor

**Increase State Sales Tax**

**General**
- Increases the State Sales Tax from 2.9% to 3.23%
- Based on FY2015 sales tax revenues of $2,464,600,000

**Legislative and Voting Requirements**
- Requires general vote

**Funding**
- Increasing the State Sales Tax by .33% results in an additional revenue of $280M per year. The additional .33% would be dedicated to highway funding.
- Tax revenues may increase or decrease over time depending on economic activity

**Increase State Sales Tax (CCA)**

**General**
- Increase the State Sales Tax by ¾ of a cent across all of Colorado dedicated to transportation
- Funding would be distributed 75% to highway, 23% to transit, and 2% to TAP
- Sales tax would not have a sunset
- No list of projects associated with the proposal

**Ballot measure**
- Proposed by Colorado Contractors Association for a proposed ballot measure in November 2016
- Requires general vote

**Funding**
- Estimated to raise more than $600M across entire state annually, and about $113M in the North Front Range region
- Could raise $450M for the North Front Range region by 2020
### Value Capture Corridor

**General**
- Enacted by Colorado State Legislature to collect all new sales tax in a given area to be spent on a specific corridor
- Has the potential to generate a range of funds based on size of the capture area and expected sales tax growth rate

**Legislative and Voting Requirements**
- Requires approval from State Legislature

**Funding**
- Has the potential to generate anywhere from $175,943 to $3,262,329 annually depending on the value capture area size and expected growth rate.
- The following figures outline potential funding estimates and each buffer area:

<table>
<thead>
<tr>
<th>I-25 from State Highway 14 to State Highway 66</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipality &amp; County</td>
</tr>
<tr>
<td>Growth Rate</td>
</tr>
<tr>
<td>1%</td>
</tr>
<tr>
<td>2%</td>
</tr>
<tr>
<td>3%</td>
</tr>
</tbody>
</table>

**I-25 from State Highway 66 to 120th Avenue**

<table>
<thead>
<tr>
<th>Municipality &amp; County</th>
<th>1 Mile Buffer Total</th>
<th>Municipality &amp; County</th>
<th>2 Mile Buffer Total</th>
<th>Municipality &amp; County</th>
<th>3 Mile Buffer Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Rate</td>
<td>New State Sales Tax Generation</td>
<td>Growth Rate</td>
<td>New State Sales Tax Generation</td>
<td>Growth Rate</td>
<td>New State Sales Tax Generation</td>
</tr>
<tr>
<td>1%</td>
<td>$183,531.97</td>
<td>1%</td>
<td>$335,254.65</td>
<td>1%</td>
<td>$554,632.04</td>
</tr>
<tr>
<td>2%</td>
<td>$367,063.93</td>
<td>2%</td>
<td>$670,509.29</td>
<td>2%</td>
<td>$1,109,264.08</td>
</tr>
<tr>
<td>3%</td>
<td>$550,595.90</td>
<td>3%</td>
<td>$1,005,763.94</td>
<td>3%</td>
<td>$1,663,896.12</td>
</tr>
</tbody>
</table>

*Current Net State Sales Tax derived from the Colorado Department of Revenue, Sales Tax Summaries from July 2013 to June 2014 (https://www.colorado.gov/revenue/statistics)*

*New State Sales Tax Generation figures are new capture based only on the Growth Rate increase in each buffer area and do not include a total sum.*

I-25 Value Capture Corridor process and maps are outlined in Appendix B on page 13.
Total Local/Private Funding: $621.1M

Identified Local Funding Sources for the North I-25 Corridors include:

- Regional Transportation Authority - $400.5M
- FASTLANE Match - $91M one-time match
- Public/Private Partnership Toll Lane - $196M

Funding totals assume a 5-year estimate unless otherwise noted.

Regional Transportation Authority $400.5M Annually

**Funding**

- $80.5 M per year with 1% sales tax, $10 vehicle registration fee, 2% lodging tax, and tolls along HOT lanes
- $70.4M from 1% sales tax (based on 2013 or 2014 numbers, except for Weld County which has no current sales tax)
- $5.1M from $10 Vehicle Registration Fee based on proportional population of NFR Region to entire State of Colorado
- $1.8M from 2% Lodging Tax based on 2013 returns for Fort Collins, Loveland, and Greeley
- $3.2M from High Occupancy Travel (HOT) lanes along I-25
- $320M over the remaining 4 years
- Most RTAs in Colorado have a Sales and Use Tax between 0.4% and 1.0%, which would be between $32M and $80.5M per year.

**Ballot Measure and Governance**

- Must be approved by local municipal governments before ballot measure
- Local governments and agencies would need to create, sign, and approve an intergovernmental agreement (IGA)
- Must clearly define revenue sources and uses
- Must pass a vote of the public
- May need to be intermodal if Fort Collins, Greeley, Loveland are involved (regional transit may ease some traffic on I-25)

**TABOR**

- Could limit additional funding if amount earned is more than inflation plus population increase
Local & Private Funding Sources

North I-25 Corridor

**FASTLANE Match**

**$91M One-Time Match**

**General**
- Start of a larger project to widen North I-25 to improve freight, address the continuing population and job growth within the state, which is critical for continuing economic growth in the region and state.
- Match numbers are based on North I-25 bridge funding needed within the NFRMPO, including:
  - Cache la Poudre River Bridge: $40,000
  - Union Pacific Grade Separation Bridge with Kendall Parkway: $23,000
  - Big Thompson River Bridge Widening: $4,000
  - Great Western Grade Separation Bridge Widening: $4,000
  - Third Lane Addition in Both Directions from SH14 to SH402: $156,000
  - Kendall Parkway Transit-Only Slip Ramps: $5,500
- Identified communities are along or within reasonable distance of North I-25 Corridor
  - It is assumed award match would be a combination of both CDOT and Local funds
- Rates are based on population estimates over a 25-year project lifespan. It is assumed the local communities would need to provide the local match when construction occurs to match federal project funds.
- Project totals, federal award amounts, and expected local match amounts are shown in the table below.
  *Local match rates and dollars are included by 5-year periods in Appendix C on page 14.*
- The St. Vrain Creek Bridge is not included as it is not within the NFRMPO Boundary and it is assumed Adams and Boulder counties would provide the local match for the St. Vrain Creek project.

**Committed Funding**
- Larimer County and the communities within the County have committed $5M over five years through a mill levy
- Larimer County has committed an additional $5M over 5 years
- The City of Fort Collins has committed $1M a year for the 2017 and 2018 budget cycles.
- $91M would be needed to match FASTLANE project
- Three year match by the City of Loveland ($2M), Town of Johnstown ($1M), Town of Timnath ($500K), and Town of Windsor ($1M)
- Federal award would be 60% of project total
- CDOT would provide a $66M match
- Locals would provide a $25M match

**FASTLANE**

<table>
<thead>
<tr>
<th>Projects</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cache la Poudre River Bridge</td>
<td>$21,260,400</td>
</tr>
<tr>
<td>Union Pacific Grade Separation Bridge</td>
<td>$16,909,300</td>
</tr>
<tr>
<td>Big Thompson River Bridge</td>
<td>$3,447,200</td>
</tr>
<tr>
<td>Great Western Railroad Grade Separation Bridge</td>
<td>$8,086,900</td>
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<tr>
<td>Adding a third lane in both directions from SH14 to SH402</td>
<td>$175,415,400</td>
</tr>
<tr>
<td>Kendall Parkway transit-only slip ramps</td>
<td>$4,247,700</td>
</tr>
<tr>
<td>Total:</td>
<td>$229,366,900</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Community/Company</th>
<th>Total Local Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weld County Unincorporated</td>
<td>Unknown</td>
</tr>
<tr>
<td>Larimer County Unincorporated*</td>
<td>$10,000,000</td>
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<tr>
<td>Berthoud*</td>
<td>Unknown</td>
</tr>
<tr>
<td>Fort Collins*</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Greeley</td>
<td>Unknown</td>
</tr>
<tr>
<td>Johnstown*</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Loveland*</td>
<td>$2,000,000</td>
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<tr>
<td>Milliken</td>
<td>Unknown</td>
</tr>
<tr>
<td>Timnath*</td>
<td>$500,000</td>
</tr>
<tr>
<td>Windsor*</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>McWhinney</td>
<td>$7,000,000</td>
</tr>
</tbody>
</table>

25 Year Project Life Total: $23,500,000

*Note: These communities provided $5M of Larimer County’s contribution.*
Public/Private Partnership (P3) Toll Lane  $196M Annually

General
- Minimum total project cost for any P3 project is $400M, with a 50% match required
  - Match would be $200M, Private share would be $200M
- Full length total project cost for any P3 project is $1.57B, with a 50% match required
  - Match would be $785M, Private share would be $785M
- Once managed lanes are constructed, the private entity would maintain the facility and receive revenue from the managed lanes unless a percentage pay back to the State was agreed upon

Legislative Requirements
- Requires High-Performance Transportation Enterprise (HPTE) approval

<table>
<thead>
<tr>
<th>Minimum Project - $400M</th>
<th>Full Length Project - $1.57B</th>
</tr>
</thead>
<tbody>
<tr>
<td>$200M P3</td>
<td>$785M P3</td>
</tr>
<tr>
<td>$200M Match</td>
<td>$785M Match</td>
</tr>
<tr>
<td>$98M FASTLANE</td>
<td>$98M FASTLANE</td>
</tr>
<tr>
<td>$102M left to match</td>
<td>$687M left to match</td>
</tr>
</tbody>
</table>

Funding
- P3 would raise $785M to construct managed lanes

Possible Funding Sources for Match
- Regional Transportation Authority
- SB 228 Transfers
- TRANs Bonds Program Renewal
- Increase State Gas Tax
- Increase in State Sales Tax
- Value Capture
## Appendix A:
### FAST Act Colorado Allocations FY16-20

#### North I-25 Corridor

<table>
<thead>
<tr>
<th>Highway Programs</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway Performance Program</td>
<td>$297,705,132</td>
<td>$304,312,514</td>
<td>$310,098,755</td>
<td>$316,507,189</td>
<td>$323,099,910</td>
<td>$1,551,723,500</td>
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<tr>
<td>Surface Transportation Block Grant Program</td>
<td>$137,015,364</td>
<td>$140,516,942</td>
<td>$143,558,486</td>
<td>$146,342,615</td>
<td>$149,830,157</td>
<td>$717,263,564</td>
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<tr>
<td>STBGP Set-aside: Recreational Trails Program</td>
<td>$1,591,652</td>
<td>$1,591,652</td>
<td>$1,591,652</td>
<td>$1,591,652</td>
<td>$1,591,652</td>
<td>$7,958,260</td>
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<tr>
<td>Highway Safety Improvement Program</td>
<td>$29,431,653</td>
<td>$30,085,816</td>
<td>$30,649,742</td>
<td>$31,201,622</td>
<td>$31,834,485</td>
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<tr>
<td>Railway-Highway Crossings Program</td>
<td>$3,236,539</td>
<td>$3,308,462</td>
<td>$3,380,386</td>
<td>$3,452,309</td>
<td>$3,524,232</td>
<td>$16,901,928</td>
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<tr>
<td>CMAQ Program</td>
<td>$42,132,383</td>
<td>$43,067,485</td>
<td>$43,886,376</td>
<td>$44,689,751</td>
<td>$45,597,422</td>
<td>$219,373,417</td>
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<tr>
<td>Metropolitan Planning</td>
<td>$5,266,924</td>
<td>$5,373,578</td>
<td>$5,486,478</td>
<td>$5,604,275</td>
<td>$5,734,725</td>
<td>$27,465,980</td>
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<tr>
<td>National Freight Program (Colorado Allocation)</td>
<td>$15,546,723</td>
<td>$14,870,779</td>
<td>$16,222,667</td>
<td>$18,250,501</td>
<td>$20,278,334</td>
<td>$85,169,004</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$542,414,715</strong></td>
<td><strong>$553,615,574</strong></td>
<td><strong>$565,579,859</strong></td>
<td><strong>$578,345,232</strong></td>
<td><strong>$592,196,236</strong></td>
<td><strong>$2,832,151,616</strong></td>
</tr>
</tbody>
</table>
Appendix B: Value Capture Corridor

North I-25 Corridor

1 Mile Buffer

2 Mile Buffer

3 Mile Buffer

I-25 from State Highway 14 to State Highway 66

I-25 from State Highway 66 to 120th Avenue
### FASTLANE Funding - Local Match per Community

<table>
<thead>
<tr>
<th>Year</th>
<th>Community</th>
<th>Percentage</th>
<th>Local Match (Thousands $)</th>
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<tbody>
<tr>
<td>2015</td>
<td>Weld County - unincorporated</td>
<td>3.37%</td>
<td>$ 124</td>
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<tr>
<td></td>
<td>Larimer County - unincorporated</td>
<td>12.71%</td>
<td>$ 466</td>
</tr>
<tr>
<td></td>
<td>Berthoud</td>
<td>1.16%</td>
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</tr>
<tr>
<td></td>
<td>Fort Collins</td>
<td>35.41%</td>
<td>$ 1,298</td>
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<tr>
<td></td>
<td>Greeley</td>
<td>23.01%</td>
<td>$ 844</td>
</tr>
<tr>
<td></td>
<td>Johnstown</td>
<td>2.32%</td>
<td>$ 85</td>
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<tr>
<td></td>
<td>Loveland</td>
<td>15.41%</td>
<td>$ 565</td>
</tr>
<tr>
<td></td>
<td>Milliken</td>
<td>1.28%</td>
<td>$ 47</td>
</tr>
<tr>
<td></td>
<td>Timnath</td>
<td>0.57%</td>
<td>$ 21</td>
</tr>
<tr>
<td></td>
<td>Windsor</td>
<td>4.75%</td>
<td>$ 174</td>
</tr>
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<td></td>
<td><strong>Total:</strong></td>
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<td><strong>$ 3,667</strong></td>
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<td>3.86%</td>
<td>$ 142</td>
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<td>Larimer County - unincorporated</td>
<td>11.91%</td>
<td>$ 437</td>
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<td>2.28%</td>
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</tr>
<tr>
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<td>Loveland</td>
<td>15.50%</td>
<td>$ 568</td>
</tr>
<tr>
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<td>Milliken</td>
<td>1.19%</td>
<td>$ 44</td>
</tr>
<tr>
<td></td>
<td>Timnath</td>
<td>0.97%</td>
<td>$ 36</td>
</tr>
<tr>
<td></td>
<td>Windsor</td>
<td>4.47%</td>
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</tr>
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<td><strong>100%</strong></td>
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<tr>
<td>2025</td>
<td>Weld County - unincorporated</td>
<td>4.29%</td>
<td>$ 157</td>
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<tr>
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<td>Larimer County - unincorporated</td>
<td>11.21%</td>
<td>$ 411</td>
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<tr>
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<td>Berthoud</td>
<td>1.32%</td>
<td>$ 48</td>
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<td></td>
<td>Fort Collins</td>
<td>33.35%</td>
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<td>Greeley</td>
<td>24.58%</td>
<td>$ 901</td>
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<td>Johnstown</td>
<td>2.65%</td>
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</tr>
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<tr>
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<td>Timnath</td>
<td>1.23%</td>
<td>$ 45</td>
</tr>
<tr>
<td></td>
<td>Windsor</td>
<td>4.80%</td>
<td>$ 176</td>
</tr>
<tr>
<td></td>
<td><strong>Total:</strong></td>
<td><strong>100%</strong></td>
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</table>
### Appendix C:
FASTLANE Funding Local Match

**North I-25 Corridor**

<table>
<thead>
<tr>
<th>Year</th>
<th>Location</th>
<th>Percentage</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2030</td>
<td>Weld County - unincorporated</td>
<td>4.55%</td>
<td>$167</td>
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<tr>
<td></td>
<td>Larimer County - unincorporated</td>
<td>10.93%</td>
<td>$401</td>
</tr>
<tr>
<td></td>
<td>Berthoud</td>
<td>1.55%</td>
<td>$57</td>
</tr>
<tr>
<td></td>
<td>Fort Collins</td>
<td>34.77%</td>
<td>$1,275</td>
</tr>
<tr>
<td></td>
<td>Greeley</td>
<td>23.56%</td>
<td>$864</td>
</tr>
<tr>
<td></td>
<td>Johnstown</td>
<td>2.58%</td>
<td>$95</td>
</tr>
<tr>
<td></td>
<td>Loveland</td>
<td>15.00%</td>
<td>$550</td>
</tr>
<tr>
<td></td>
<td>Milliken</td>
<td>1.06%</td>
<td>$39</td>
</tr>
<tr>
<td></td>
<td>Timnath</td>
<td>1.18%</td>
<td>$43</td>
</tr>
<tr>
<td></td>
<td>Windsor</td>
<td>4.81%</td>
<td>$176</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Location</th>
<th>Percentage</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>2035</td>
<td>Weld County - unincorporated</td>
<td>5.19%</td>
<td>$190</td>
</tr>
<tr>
<td></td>
<td>Larimer County - unincorporated</td>
<td>10.85%</td>
<td>$398</td>
</tr>
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<td></td>
<td>Berthoud</td>
<td>1.65%</td>
<td>$61</td>
</tr>
<tr>
<td></td>
<td>Fort Collins</td>
<td>33.84%</td>
<td>$1,241</td>
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<td>Greeley</td>
<td>23.55%</td>
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<td>Johnstown</td>
<td>2.77%</td>
<td>$101</td>
</tr>
<tr>
<td></td>
<td>Loveland</td>
<td>14.80%</td>
<td>$543</td>
</tr>
<tr>
<td></td>
<td>Milliken</td>
<td>1.05%</td>
<td>$38</td>
</tr>
<tr>
<td></td>
<td>Timnath</td>
<td>1.21%</td>
<td>$44</td>
</tr>
<tr>
<td></td>
<td>Windsor</td>
<td>5.10%</td>
<td>$187</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>$3,667</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Location</th>
<th>Percentage</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>2040</td>
<td>Weld County - unincorporated</td>
<td>5.59%</td>
<td>$205</td>
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<tr>
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<td>Larimer County - unincorporated</td>
<td>12.84%</td>
<td>$471</td>
</tr>
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<td></td>
<td>Berthoud</td>
<td>2.08%</td>
<td>$76</td>
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<td>Fort Collins</td>
<td>32.27%</td>
<td>$1,183</td>
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<td>Greeley</td>
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<td>$842</td>
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<td>2.73%</td>
<td>$100</td>
</tr>
<tr>
<td></td>
<td>Loveland</td>
<td>14.15%</td>
<td>$519</td>
</tr>
<tr>
<td></td>
<td>Milliken</td>
<td>1.00%</td>
<td>$37</td>
</tr>
<tr>
<td></td>
<td>Timnath</td>
<td>1.17%</td>
<td>$43</td>
</tr>
<tr>
<td></td>
<td>Windsor</td>
<td>5.19%</td>
<td>$190</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>$3,667</strong></td>
</tr>
</tbody>
</table>

**25 Year Project Life Total:** $22,000
References

FAST Act / Federal Transportation Bill
- Colorado Funding Sources Appendix A

Repatriation of Off-Shore Corporate Profits
- http://bit.ly/1ye9mXD
- http://on.rocne.ws/216UsQT

National Highway and Freight Program
- http://bit.ly/1LlDvLg
- http://1.usa.gov/1lvG1bj
- http://1.usa.gov/1YUBzS1

FASTLANE Grant
- http://1.usa.gov/24tjQEU

Increase Federal Fuel Tax
- The amount was calculated using total gallons from State Fiscal Year 2014 and appropriate federal tax rates.
- http://1.usa.gov/1YzUdiR

SB 228 Transfers
- The amount was included in Colorado Legislative Council Staff Issue Brief #14-19 (Nov. 2014)
- http://1.usa.gov/1OPj9Pa

TRANs Bonds Program Renewal
- The amount was calculated using the project list for the TRANs Bonds II Program Initiative
- http://1.usa.gov/1FdCzes

General Fund Appropriation
- The amount was calculated using State Fiscal Year 2014 appropriation
- http://bit.ly/1O0EhVR

Increase State Fuel Tax
- The amount was calculated using total gallons from State Fiscal Year 2014 and appropriate state tax rates
- http://1.usa.gov/1PoOyGc

Replace Fuel Tax with VMT Tax
- CDOT - Division of Transportation Development (CDOT -DTD)
- The amount was calculated using total vehicle-miles-traveled (VMT) for 2014 from CDOT; and total gallons from State Fiscal Year 2014 and appropriate state tax rates
- http://1.usa.gov/1JniEog

Reduce Fuel Tax Revenue to Other Uses

Increase State Sales Tax
- Based on discussions with John Ziegler, Staff Director of the Joint Budget Committee

Increase State Sales Tax (CCA)
- Based on information from Colorado Contractors Association
- Amount based on ¾ cent state sales tax

Regional Transportation Authority
- RTA taxing authority comes from § 46-4-601, et. seq., C.R.S.; § 43-4-605 (1)(d), (1)(j), and (1)(i), C.R.S.
- Sales and Lodging taxes based off of Local Community Tax Returns, 2013 and 2014
- Vehicle registration fees based off number of cars reported by Colorado Dept. of Revenue, Div. of Motor Vehicles in 2013 http://1.usa.gov/1KL6UBy
- Estimations for I-25 Managed Lanes based off similar projects by CDOT in 2015

Public/Private Partnership (P3) Toll Lane
- CDOT - Division of Transportation Development (CDOT-DTD)
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Fort Collins, CO 80521

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