

Congress of the United States
Washington, DC 20510

April 14, 2016

The Honorable Anthony Foxx
Secretary
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary Foxx:

We write in strong support of Colorado's applications for federal grants to support the North Interstate 25 Phase 1 project. Because this project is of the highest priority to Colorado, the Colorado Department of Transportation (CDOT) submitted this project for your consideration under both the Transportation Investments Generating Economic Recovery (TIGER) 2016 grant, and the Nationally Significant Freight and Highway Projects (FASTLANE) grant initiatives. The state submitted the application in coordination with the North Front Range Metropolitan Planning Organization (NFRMPO).

The North I-25 project makes critical improvements to the I-25 corridor, which is currently stifled by crippling congestion and unsafe conditions. This proposal would expand capacity on I-25 with one additional lane in each direction for 14 miles in order to accommodate a Tolle Express and High Occupancy Vehicle (TEL/HOV) Lane, as prioritized by the North I-25 Environmental Impact Statement. The project also includes important transit, pedestrian, and cycling improvements that will connect Northern Colorado communities to each other and to the Denver Metro region, creating critical economic and recreational opportunities for Colorado residents. In addition, the project would replace two interstate bridges to accommodate future improvements and strengthen our roadway's resiliency against natural disaster.

The state proposes to leverage its \$25 million TIGER grant application with matching funds from CDOT, local governments, and others into a \$230 million project. NFRMPO's proposal will similarly combine federal dollars and a local match to cover the cost of improvements. Both the TIGER request submitted by CDOT and the FASTLANE request submitted by NFRMPO would cover the entire cost of Phase 1, and would provide an opportunity for the U.S. Department of Transportation to make a \$230 million project a reality with minimal federal investment through the grant requests.

Many Colorado municipalities, businesses, and citizens groups are enthusiastically united in support of this project, including the North I-25 Coalition of Elected Officials, the Fix I-25 Business Alliance, Northern Colorado Legislative Alliance, Larimer County, Weld County, and multiple cities, counties, and chambers of commerce representing an important part of our state. As members of Colorado's congressional delegation, we recognize the critical link of the North

I-25 Corridor to mobility and commerce for the state of Colorado and the entire Rocky Mountain region, and we believe this project deserves the support of USDOT's discretionary programs.

Thank you in advance for your consideration.

Sincerely,



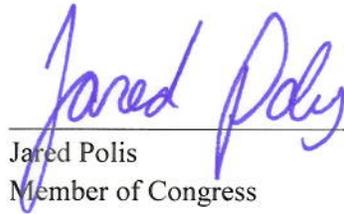
Michael F. Bennet
U.S. Senator



Cory Gardner
U.S. Senator



Ed Perlmutter
Member of Congress



Jared Polis
Member of Congress



Ken Buck
Member of Congress

STATE OF COLORADO

OFFICE OF THE GOVERNOR

136 State Capitol
Denver, CO 80203 - 1792
Phone (303) 866-2471



John W. Hickenlooper
Governor

April 22, 2016

The Honorable Anthony Foxx
Secretary
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: North I-25 TIGER 2016 and FAST LANE Discretionary Grant applications

Dear Secretary Foxx:

On behalf of the State of Colorado, I'm writing to request strong consideration for the application for the Transportation Investments Generating Economic Recovery (TIGER) 2016 program supporting the North I-25 Phase 1 project, which will make critical improvements to the I-25 corridor.

CDOT has submitted multiple applications for TIGER in prior years, but we have given ultimate priority to this project and will not submit any other projects for consideration. This project leverages \$25 million in local matches from several jurisdictions into a \$235 million project to expand capacity one lane in each direction on I-25 for 14 miles in order to accommodate a Tolerated Express and High Occupancy Vehicle (TEL/HOV) Lane as prioritized by the North I-25 EIS. The project also includes important transit, pedestrian, and cycling improvements that will connect Northern Colorado communities to each other and to the Denver Metro region, enhancing economic opportunities for residents and businesses. Two interstate bridges will be replaced to accommodate future improvements and strengthen the corridor's resiliency against natural disaster.

This grant request would make whole the North I-25 2035 Phase 1 project by combining the award with local matches, state funds, and private financing backed by future toll revenues on the corridor. This represents an opportunity for USDOT to make this project a reality with a relatively modest award. We believe this represents the best possible kind of partnership with the federal government.

Multiple Colorado jurisdictions, organizations, and coalitions are enthusiastically united in support of this project, including the North I-25 Coalition of Elected Officials, the Fix I-25 Business Alliance, Northern Colorado Legislative Alliance, Larimer County, Weld County, and

multiple municipalities and chambers of commerce representing an important part of our state. The critical link the North I-25 Corridor has to mobility and commerce for the entire state of Colorado cannot be understated and we believe this project deserves the support of USDOT's discretionary programs.

Thank you for your consideration

Sincerely,

A handwritten signature in black ink, reading "John W. Hickenlooper". The signature is written in a cursive, flowing style with a large initial "J".

John W. Hickenlooper
Governor



The Honorable Anthony Foxx
Secretary
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: North I-25 TIGER 2016 and FAST LANE Discretionary Grant applications

Dear Secretary Foxx:

We are writing to request strong consideration for CDOT's application for the Transportation Investments Generating Economic Recovery (TIGER) 2016 program supporting the North I-25 Phase 1 project. As established in the application, this project makes dire improvements to the I-25 corridor. These improvements will provide important benefits to the constituents of our districts and to the State of Colorado as a whole.

This project leverages millions in local matches from several jurisdictions into a \$235 Million project to expand capacity one lane in each direction on I-25 for 14 miles in order to accommodate a Tolerated Express and High Occupancy Vehicle (TEL/HOV) Lane as prioritized by the North I-25 EIS. The project also includes significant transit, pedestrian, and cycling improvements that will tie Northern Colorado communities to each other and to the Denver Metro region, creating economic opportunities for residents. In addition, two interstate bridges will be replaced to accommodate future improvements and strengthen our roadway's resiliency against natural disaster.

A TIGER 2016 award would make whole the North I-25 2035 Phase 1 project by combining the award with local matches, state funds, and private financing backed by future toll revenues on the corridor. This represents an opportunity for USDOT to make a \$235 Million project a reality with a relatively modest award. We believe this represents the best possible kind of partnership with the federal government.

We legislators enthusiastically support this project and hope you will give CDOT's application your full consideration. Please feel free to contact any of us individually with outstanding questions or comments.

Thank you for your attention.

Sincerely,



Signatures:

Representative Jeni Arndt
HD 53, Fort Collins

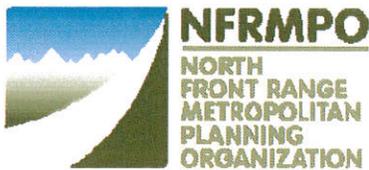
Representative Joann Ginal
HD 52, Fort Collins

Senator John Kefalas
SD 14, Fort Collins

Representative Brian DelGrosso
HD51, Loveland

Representative Perry Buck
HD49, Windsor

Senator Martinez-Huminek
SD24, Thornton



419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 221-6243
(800) 332-0950 (Colorado only)
FAX: (970) 416-2406
www.nfrmpo.org
www.smarttrips.org

MPO Planning Council

*Mayor Pro-Tem Gerry Horak- Chair
City of Fort Collins
Kevin Ross- Vice Chair
Town of Eaton
Mayor Pro-Tem Jan Dowker
Town of Berthoud
Mayor John Morris
City of Evans
Town of Garden City
Mayor Tom Norton
City of Greeley
Troy Mellon
Town of Johnstown
Commissioner Tom Donnelly
Larimer County
Paula Cochran
Town of LaSalle
Joan Shaffer
City of Loveland
Jordan Jemiola
Town of Milliken
Mayor Don Brookshire
Town of Severance
Paul Steinway
Town of Timnath
Commissioner Sean Conway- Past Chair
Weld County
Mayor John Vazquez
Town of Windsor*

*Chris Colclasure
CDPHE- Air Pollution Control Division
Kathy Gilliland
Transportation Commission*

MPO Staff

*Terri Blackmore
Executive Director
Becky Karasko
Regional Transportation Planning Director
Renae Steffen
Administrative Director
Crystal Hedberg
Finance and Operations Manager*

April 7, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The North Front Range has been working with the Colorado Department of Transportation (CDOT), the North I-25 Coalition of Elected officials, the Fix North I-25 Business Alliance and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of I-25 to discuss ways to address the congestion in light of the projections for a doubling of the population by 2040. Northern Colorado is one of the fastest growing areas in the country and the fastest in Colorado. To continue the economic vitality of the area, accommodate the freight commodity movements associated with energy (oil and gas as well as wind components) and agriculture in addition to everyday travel of workers, residents and visitors, something had to be done. The above mentioned groups were formed and have been working diligently to identify a funding mechanism for the improvements identified in the N I-25 EIS that received a record of decision in December 2011.

All of the involved agencies, coalitions, and communities have been working toward improving North I-25 with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows freight movements. Improvements to date include the addition of Bustang, a regional bus option initiated in July of 2015 that carries 143 riders per day and 209 CSU students on Friday and Sunday evenings. The local community members of the NFRMPO voted to allocate \$3 M local STP Metro funds to fund a portion of the two mile truck climbing lane that will be completed in the fall of 2016 providing relief for southbound congestion near Berthoud. In addition, the local communities are providing \$2 M to the replacement and widening of the I-25 Crossroads Bridge (a current bottleneck) that CDOT will complete in 2017.

The North Front Range Transportation & Air Quality Planning Council fully supports the TIGER and FASTLANE applications for North I-25 improvements providing much needed relief to a growing area that provides critical freight connections.

Sincerely,

Gerry Horak, Chair
Mayor Pro Tem City of Fort Collins



BOARD OF COUNTY COMMISSIONERS

Post Office Box 1190
Fort Collins, Colorado 80522-1190
(970) 498-7010
FAX (970) 498-7006

April 12, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

Larimer County Board of County Commissioners is offering this letter of support for both the TIGER and FASTLANE grant applications. Larimer County strongly supports improvements to I-25 in northern Colorado and recognizes that these grant opportunities will go a long way to make the much needed improvements identified in northern Colorado through the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011. We have been an active participant in the North Front Range Metropolitan Planning Organization (NFRMPO) and the North I-25 Coalition made up of Elected Officials impacted by issues on I-25 since their inception. We also have close working relationships with Colorado Department of Transportation (CDOT) through these organizations and other County projects.

Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado expecting to double in population by 2040 and is served by a 4 lane Interstate. I-25 is the main transportation corridor that supports the economic vitality of the region, accommodates the movement of freight commodities of all types, as well as the everyday travel of workers, residents, and visitors. The importance of I-25 came sharply into focus in the fall of 2013 when our County experienced major flooding with rivers overtopping and closing the interstate. All of the normal Interstate traffic stopped and made emergency response much more difficult.

Currently, this corridor is experiencing routine congestion with increases in crashes and emissions. Freight movement is compromised and the percentage of reliable trips is decreasing. It is also a final hurdle to the completion of a regionally significant trail that extends over 30 miles. Since 2007, the local governments in this area have contributed almost \$40M in funding for improvement on I-25 yielding small incremental improvements but not an additional travel lane. The local governments, including Larimer County, are again willing to supply local funding to leverage these grants to make improvements to the interstate system because we recognize the importance of this corridor to the citizens of our County and region.

BOARD OF COUNTY COMMISSIONERS

Lew Gaiter III
District 1

Steve Johnson
District 2

Tom Donnelly
District 3

Larimer County fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Improvements on I-25 will also support the National Freight Policy by improving the condition and performance of the national freight network.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Donnelly". The signature is fluid and cursive, with the first name "Tom" and last name "Donnelly" clearly distinguishable.

Tom Donnelly, Chair
Board of County Commissioners



OFFICE OF BOARD OF COMMISSIONERS
PHONE: 970-336-7204
FAX: 970-336-7233
1150 O STREET
P.O. BOX 758
GREELEY, COLORADO 80632

April 11, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

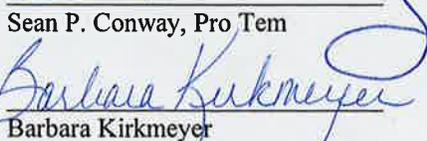
Weld County was integral in creation of the North I-25 Coalition, which has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something has to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

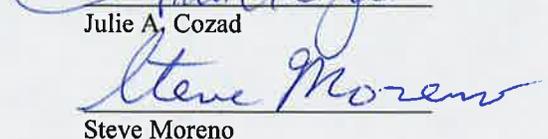
Weld County fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network. Thank you for your consideration.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS


Sean P. Conway, Pro Tem

Barbara Kirkmeyer


Mike Freeman, Chair


Julie A. Cozad

Steve Moreno

SUPPORT FOR THE NORTH I-25 TIGER AND FASTLANE GRANT APPLICATIONS
PAGE 2

The above and foregoing Resolution was, on motion duly made and seconded, adopted by the following vote on the 11th day of April, A.D., 2016.

BOARD OF COUNTY COMMISSIONERS
WELD COUNTY, COLORADO

ATTEST: Arthur G. Meisk

Weld County Clerk to the Board

BY: Stephan Pedersen
Deputy Clerk to the Board

APPROVED AS TO FORM:

[Signature]
County Attorney

Date of signature: 4/11/16

Mike Freeman
Mike Freeman, Chair

Sean P. Conway
Sean P. Conway, Pro-Tem

Barbara Kirkmeyer
Barbara Kirkmeyer

Julie Cozad
Julie Cozad

Steve Moreno
Steve Moreno



RESOLUTION

RE: SUPPORT FOR THE NORTH I-25 TIGER AND FASTLANE GRANT APPLICATIONS

WHEREAS, Interstate 25 ("I-25") represents a vital connection for the communities of northern Colorado, is essential for the economic health and wellbeing of the northern Colorado region, and is the only Colorado highway on the national freight plan; and

WHEREAS, Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado, and

WHEREAS, The North I-25 Coalition has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve I-25 from State Highway 14 to State Highway 66, and

WHEREAS, Transportation Investment Generating Economic Recovery (TIGER) is a supplementary discretionary grant program included in the American Recovery and Reinvestment Act of 2009, and

WHEREAS, Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) is a competitive grant established by the Fixing America's Surface Transportation Act (FAST Act) of 2015, and

WHEREAS, the Colorado Department of Transportation (CDOT) TIGER application must be submitted by April 26th and North Front Range Metropolitan Planning Organization's (NFRMPO) FASTLANE application must be submitted by April 14th, both applications are proposing the same improvements to I-25 to achieve significant increased capacity in the short term (Project), and

WHEREAS, the I-25 improvements to be included in the Project together comprise approximately \$230 million dollars.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Weld County, Colorado, hereby supports the Colorado Department of Transportation's TIGER Grant Application and the North Front Range Metropolitan Planning Organization's FASTLANE Grant Application and requests to add an "interim" third lane on I-25 from State Highway 14 to State Highway 402.



City Hall
9500 Civic Center Drive
Thornton, CO 80229
www.cityofthornton.net

Mayor and Council Office
303-538-7200
FAX 303-538-7562

April 20, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Colorado Department of Transportation is submitting a TIGER grant application for I-25, between SH 402 and SH 14, to reduce congestion in the corridor. The North Front Range Metropolitan Planning Organization (North Front Range MPO) is submitting a FASTLANE application for I-25, between SH 402 and SH14, to improve freight traffic movement. These projects include a managed High Occupancy Vehicle/Tolled Express Lane in each direction, improving resiliency to two bridges, over the Poudre River and Big Thompson River, and replacing a railroad bridge to remove a bottleneck to traffic flow.

The proposed improvements on I-25 not only benefit the area of the project, but the entire corridor into the Denver metro area. The City of Thornton is located along I-25 in the north end of the Denver metro area and its businesses and residents are greatly affected by I-25 congestion in the corridor between Denver and Fort Collins. When I-25 was closed because of flooding in 2013, the closure adversely affected Thornton. Thornton residents travel north and south on I-25 for business, education, health access, shopping and recreation and I-25 is a major corridor for the movement of freight into and out of Thornton.

As I-25 is very important not only to the City of Thornton but also to the entire region, the City of Thornton has been working regionally with the Colorado Department of Transportation (CDOT), the North I-25 Coalition, the Fix I-25 Business Alliance, and the North Area Transportation Alliance to improve North I-25 from US 36 in Denver to State Highway 14 in Fort Collins.

The City of Thornton fully supports the CDOT TIGER and North Front Range MPO FASTLANE applications to provide much needed congestion relief and improved freight movement to a rapidly growing region.

We look forward to supporting a successful project.

Sincerely,

A handwritten signature in black ink, appearing to read "Heidi Williams", written over a faint, larger version of the same signature.

Heidi K. Williams, Mayor
City of Thornton

cc: City Council
Assistant City Manager
Deputy City Manager – City Development
Regional Transportation Engineer
North I-25 Coalition



2101 O'Neil Ave., 205
Cheyenne, WY 82001
307.638.4385
www.planoheyenne.org

COPY

METROPOLITAN PLANNING ORGANIZATION

April 6, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Cheyenne Metropolitan Planning Organization has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the North I-25 Coalition of Elected Officials, the Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

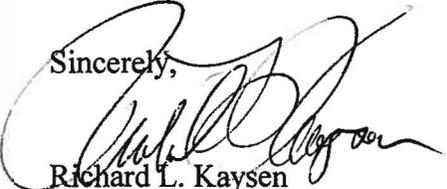
All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

In various degrees, all citizens of the Cheyenne Urban Area utilize I-25 between Cheyenne and Denver. As the northern anchor of the Front Range, Cheyenne travelers use I-25 for many purposes and all of us has witnessed the growing congestion on the highway. There are many commuters who use I-25 daily for work; freight movement between Cheyenne and the north

Front Range communities are increasing; many make their way to Denver International Airport; and other trips include those that are attending sporting events and other shopping trips.

The Cheyenne Metropolitan Organization fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network.

Sincerely,



Richard L. Kaysen

Mayor

City of Cheyenne

and Cheyenne MPO Policy Committee Chairman



Mayor John Morris
City of Evans
1100 37th Street
Evans, Colorado 80620
970-475-2209

April 6, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The City of Evans has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the North I-25 Coalition of Elected Officials, the Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December, 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

Our (community or group) fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network.

Sincerely,

A handwritten signature in black ink, appearing to read "John Morris", is written over a horizontal line.

Mayor John Morris
City of Evans



April 13, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Fort Collins Area Chamber of Commerce is the largest general purpose business organization in Northern Colorado with nearly 1,200 members. Addressing congestion on North I-25 is the Chamber's top priority and has been for several years.

To that end, the Fort Collins Area Chamber of Commerce strongly supports the TIGER and FASTLANE applications for improvements to North I-25 to provide desperately needed congestion relief to a rapidly growing region that provides critical freight connections.

Other letters of endorsement in this application packet detail the extensive list of partner organizations and communities that are working to address the North I-25 congestion problem so we will not repeat them. Just know that there is significant support in the public and private sectors in the two-county region to correct a rapidly deteriorating situation.

The early days of Northern Colorado had communities fighting with each other over things like water (A famous saying here is that "Whiskey is for drinkin', water is for fightin'!"). We still have our small rivalries, but today the region works very well together. Even so, as a native, I can't remember anything that has united us like the congestion problem on North I-25. We are one in our goal of seeing I-25 widened from Highway 14 in Fort Collins to Highway 66 just north of Longmont.

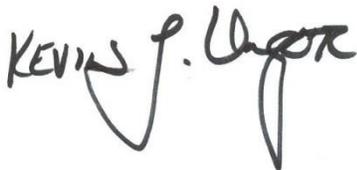
It's an economic and quality of life imperative that we do so. World-leading vector-borne infectious disease research is taking place at Colorado State University, the agricultural and energy sectors are huge and count on a dependable transportation system and the same can be said for the rest of the business community. Northern Colorado is the fastest growing part of Colorado and is of increasing importance economically. Yet, because of the growing congestion on I-25, time-wise we are moving farther and farther away from our state capitol and Denver International Airport. A 1-hour trip 5 years ago now, on a good day, takes 1 ½ hours, and within 15 years it will routinely take us 3 hours to travel 60 miles from Fort Collins to Denver, if the situation is not addressed.

A lot has been done already by CDOT and the local towns, cities and counties to provide some relief but more needs to be done, which is the point of this request.

You probably know this as a Selection Committee, but we regularly talk about the importance of North I-25 as a freight corridor. A significant amount of freight moves along this stretch of interstate so please keep that in mind as you consider this request.

Again, the Fort Collins Area Chamber of Commerce fully supports the TIGER and FASTLANE applications for improvements to North I-25 to provide needed congestion relief to a critical transportation and freight corridor.

Sincerely,

A handwritten signature in black ink that reads "KEVIN J. UNGER". The signature is written in a cursive style with a large, stylized "U" at the end.

Kevin Unger
Chair



Mayor
City Hall
300 LaPorte Ave.
PO Box 580
Fort Collins, CO 80522
970.416.2154
970.224.6107 - fax
fcgov.com

April 5, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The City of Fort Collins has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the North I-25 Coalition of Elected Officials, the Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.



The City of Fort Collins fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network.

Sincerely,

A handwritten signature in blue ink, appearing to read "Wade Troxell", written over a horizontal line.

Wade Troxell
Mayor

RESOLUTION 2016-035
OF THE CITY OF FORT COLLINS
EXPRESSING THE CITY COUNCIL'S SUPPORT OF GRANT
APPLICATIONS FOR CERTAIN IMPROVEMENTS TO INTERSTATE 25

WHEREAS, Interstate 25 ("I-25") represents a vital connection for the communities of northern Colorado; and

WHEREAS, I-25 is an essential commuter and freight corridor and the only Colorado highway on the national freight plan; and

WHEREAS, the improvement of I-25 is essential for the economic health and wellbeing of the northern Colorado region; and

WHEREAS, the communities of northern Colorado wish to communicate the formal request of their communities and citizens; and

WHEREAS, the City of Fort Collins requests that the State of Colorado and the Federal Highway Administration consider any and all actions to expedite the improvement and expansion of north I-25.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That the City Council hereby expresses its support of the Colorado Department of Transportation and the North Front Range Metropolitan Planning Organization's TIGER and FASTLANE grant applications seeking funds to expedite the improvement and expansion of I-25 in Northern Colorado, and hereby authorizes the Mayor to complete and timely submit letters of support for such grant applications expressing the City Council's support for the same.

Passed and adopted at a regular meeting of the Council of the City of Fort Collins this 5th day of April, A.D. 2016.




Mayor

ATTEST:


City Clerk



April 12, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

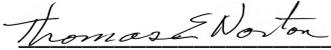
Dear Selection Committee:

The City of Greeley has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), and the Fix I-25 Business Alliance to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

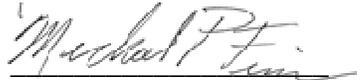
The City of Greeley fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network.

Sincerely,


Thomas E. Norton, Mayor


John Gates, Ward III


Sandi Elder, At-Large


Michael P. Finn, Ward IV







TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Berthoud Area Chamber of Commerce has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the North I-25 Coalition of Elected Officials, the Fix North I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas as well as wind components) and agriculture sectors, in addition to the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network. Our (community or group) fully supports the TIGER and FASTLANE applications for improvements to North I-25 providing

much needed congestion relief to a rapidly growing region that provides critical freight connections.

The Cities and Towns of Northern Colorado need your help in making this happen!

Sincerely,

Deanne Mulvihill

	<p>Deanne Mulvihill Berthoud Area Chamber of C... Executive Director (970) 532-4200 Work (970) 800-1223 Mobile deanne@berthoudcolorado.com 428 Mountain Ave., P O Box 1709 Berthoud, Co 80513 www.berthoudcolorado.com</p>
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"If you see it here, buy it here, to keep us here."

April 5, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

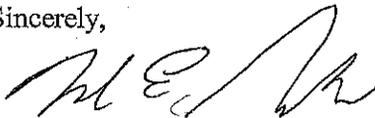
Dear Selection Committee:

The Town of Johnstown has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the North I-25 Coalition of Elected Officials, the Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of 'Bustang', a regional bus service begun in July 2015 which carries 143 riders per day and 209 CSU students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge, to accommodate the addition of a third lane in each direction, which will be completed in 2017.

Our Town fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region.

Sincerely,



Mark Romanowski
Mayor



April 13, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

Up front let me state that the Fix North I-25 Business Alliance fully supports the TIGER and FASTLANE applications for improvements to North I-25 to provide congestion relief to a rapidly growing region that provides critical freight connections.

The Fix North I-25 Business Alliance is a transportation advocacy organization of businesses in Northern Colorado. The Alliance has been working with the Colorado Department of Transportation (CDOT), the North Front Range MPO (NFRMPO), a coalition of elected officials from cities, towns and counties along North I-25, and other groups to improve North I-25 from Highway 14 to Highway 66.

The growing congestion of and safety on North I-25 have been topics of conversation for quite some time but have taken on new urgency in recent years. That's because Northern Colorado is the state's fastest growing region and one of the fastest growing parts of the country. The congestion on this corridor adversely impacts the movement of freight, the area workforce, and visitors and residents. From the business perspective of our Alliance supporters, the business and economic impacts of the corridor cannot be overstated.

Even in the face of limited resources, the groups cited above and others have coalesced around the common goal of relieving congestion on North I-25. CDOT has started a regional bus service called Bustang that moves several hundred

riders per day along the corridor; local communities, working through the MPO, have sacrificed some of their federal funding for a truck climbing lane that will be built this summer on southbound I-25 south of Berthoud, which will improve a major chokepoint; and CDOT is using reserve monies over the next two construction seasons to replace and widen bridges at the Crossroads interchange.

While thinking about a corridor like North I-25, which connects a major and growing area with the state capitol, it's natural to focus on commuter and tourist traffic, but the Alliance wants to stress the importance of North I-25 as a major Freight Corridor on the National Freight System. It's important to remember that North I-25 is Colorado's freight corridor connection between two major east-west interstates: I-80 and I-70. The Selection Committee can advance implementation of the National Freight Policy and advance the performance of the national freight network by supporting funding for North I-25.

In closing, the Fix North I-25 Business Alliance strongly supports the TIGER and FASTLANE applications for improvements to North I-25.

Sincerely,

A handwritten signature in cursive script that reads "David May".

David May
Convener



April 12, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Loveland Chamber of Commerce has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the North I-25 Coalition of Elected Officials, the Fix North I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas as well as wind components) and agriculture sectors, in addition to the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud.

In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network. Our Chamber fully supports the TIGER and FASTLANE applications for improvements to North I-25 providing much needed congestion relief to a rapidly growing region that provides critical freight connections.

Sincerely,



Mindy McCloughan

President and CEO

5400 Stone Creek Circle

Loveland, CO. 80537

RESOLUTION #R-24-2016

**A RESOLUTION FOR FINANCIAL MATCH SUPPORT FOR NORTH I-25
TIGER AND FASTLANE GRANT APPLICATIONS**

WHEREAS, Colorado Department of Transportation (CDOT) and North Front Range Metropolitan Planning Organization (NFRMPO) are proposing improvements to I-25 to achieve significant increased capacity in the short term (Project); and

WHEREAS, the Project would add an “interim” third lane each way on I-25 from approximately Highway 14 to approximately Highway 402, and include permanent expansions on several bridges along that segment; and

WHEREAS, Transportation Investment Generating Economic Recovery (TIGER) is a supplementary discretionary grant program included in the American Recovery and Reinvestment Act of 2009; and

WHEREAS, Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) is a competitive grant established by the Fixing America’s Surface Transportation Act (FAST Act) of 2015; and

WHEREAS, at the City Council study session of March 22, the Regional Director of Colorado Department of Transportation (CDOT), made a proposal for the Council to provide local match dollars for a federal TIGER grant application for I-25 which Colorado Department of Transportation (CDOT) is preparing to help fund the Project; and

WHEREAS, the Executive Director of the North Front Range Metropolitan Planning Organization (NFRMPO), can use the same match commitment for a Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant application that the North Front Range Metropolitan Planning Organization (NFRMPO) will file to help fund the Project; and

WHEREAS, the requests are urgent: Colorado Department of Transportation’s (CDOT) TIGER application must be submitted by April 26 and North Front Range Metropolitan Planning Organization’s (NFRMPO) Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) application must be submitted by April 14; and

WHEREAS, Colorado Department of Transportation (CDOT) is approaching five municipalities and Weld County with the same request; and

WHEREAS, the I-25 improvements to be included in the project together comprise a \$230 MM project; and

WHEREAS, the funding mix that's proposed includes \$25 million in TIGER grant, \$80 million from State of Colorado, \$100 million in loan, backed by toll revenues from the new lanes, which would be managed lanes, and \$25 million in local match; and

WHEREAS, the \$25 million in local match is needed whether it is TIGER alone, Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) alone, or both combined; and

WHEREAS, \$10 million is already committed to the local match through Larimer County and municipality shares of Larimer County's road and bridge mill levy and with a potential of \$8 million in other local commitments, Colorado Department of Transportation (CDOT) still needs \$7 million in local match; and

WHEREAS, any funds for the local match would only be used if one or more of the grant applications are successful and would not need to be appropriated until 2017; and

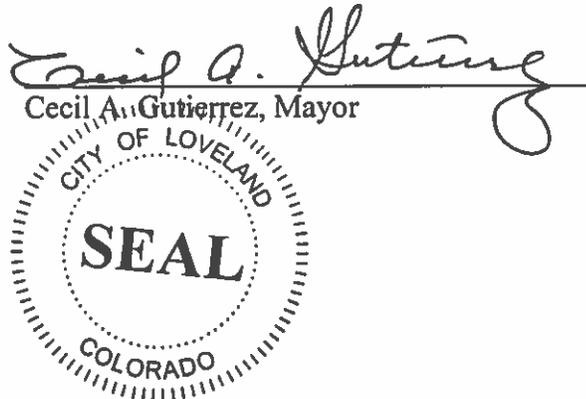
WHEREAS, the City Council supports the Project and desires to approve \$2,000,000 funding over three years for the local match.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOVELAND, COLORADO:

Section 1. That the City of Loveland hereby supports the commitment of \$2,000,000 over three years from the General Fund unassigned balance to contribute to the local match fund for either the Transportation Investment Generating Economic Recovery (TIGER) or the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant applications for the project, subject to appropriation by the City Council and subject to the award of such grants.

Section 2. That this Resolution shall take effect as of the date of its adoption.

ADOPTED this 5th day of April, 2016.



ATTEST:

Luisa D. Andrews
City Clerk

APPROVED AS TO FORM:

Tami Yalter
City Attorney



1101 BROAD ST. • MILLIKEN, CO 80543 • 970.587.4331 • FAX 970.587.2678

April 7, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Town of Milliken CO has been working with the North I-25 Coalition of Elected Officials to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

Over 80% of the work force in Milliken, commute to out of town jobs and are dependent on the vital transportation links to their destination. I25 is a primary corridor for them. Our community fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network.

Sincerely,

Milt Tokunaga, Mayor
Town of Milliken CO



April 13, 2016
TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

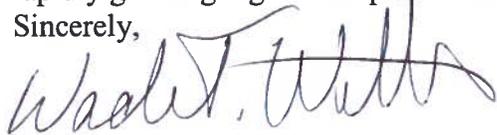
Dear Selection Committee:

I represent the Town of Windsor on the Northern Colorado Bike and Ped Collaborative, a professional organization to advance connectivity of non-motorized transportation networks throughout Northern Colorado. Made up of municipal representatives including CDOT, Larimer County, Weld County, Greeley, Windsor, Milliken, Johnstown, Berthoud, Fort Collins, Fort Lupton and Loveland, the group shares a common desire to support further implementation of regional trail connectivity. This group formed in 2013 after participating in the development and adoption of the North Front Range MPO Regional Bicycle Plan (Bike Plan). The bike plan which was adopted in 2013 has been actively engaging with neighboring communities in an effort to help facilitate the completion of regional bicycle corridors including the Poudre River Trail which is currently obstructed by Interstate 25. We strongly encourage funding this key connection as a means to provide contiguous east west non-motorized travel in the NFRMPO region. Once complete this will provide nearly 45 miles of trail which will be the longest in northern Colorado. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas as well as wind components) and agriculture sectors, in addition to the everyday travel of workers, residents, and visitors, something had to be done.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network. NOCO Bike and Ped fully supports the TIGER and FASTLANE

applications for improvements to North I-25 providing much needed congestion relief to a rapidly growing region that provides critical freight connections.

Sincerely,

A handwritten signature in blue ink, appearing to read "Wade Willis". The signature is fluid and cursive, with a large initial "W" and a long, sweeping tail.

Wade Willis
NOCO Bike and Ped Chair
Parks and Open Space Manager
Town of Windsor

**North I-25
Coalition
Members:**

Berthoud

Dacono

Erie

Evans

Firestone

Fort Collins

Frederick

Loveland

Mead

Milliken

Northglenn

Thornton

Windsor

Adams County

*City & County of
Broomfield*

Larimer County

Weld County

April 12, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant
Applications

Dear Selection Committee:

The North I-25 Coalition, which has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something has to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

The North I-25 Coalition fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network. Thank you for your consideration.

Very truly yours,



Barbara Kirkmeyer





April 5, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Northern Colorado Economic Alliance has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the North I-25 Coalition of Elected Officials, the Fix North I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas as well as wind components) and agriculture sectors, in addition to the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

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North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network. Our (community or group) fully supports the TIGER and FASTLANE applications for improvements to North I-25 providing much needed congestion relief to a rapidly growing region that provides critical freight connections.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Montgomery", with a long, sweeping flourish extending to the right.

Andy Montgomery
President and CEO
Northern Colorado Economic Alliance



April 13, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Northern Colorado Legislative Alliance (NCLA) strongly supports the TIGER and FASTLANE applications for improvements to North I-25 to provide congestion relief to a rapidly growing region and strengthen critical freight connections.

NCLA is an alliance that represents businesses in the Larimer-Weld County area. We work closely with area chambers of commerce, economic development groups and other business organizations on issues that impact the region.

No issue is bigger than the congestion on North I-25. All of I-25 from mid-Denver to the Wyoming border is a problem but the northern half – from State Highway 66 north of Longmont to State Highway 14 in Fort Collins – is the worst. It needs to be widened sooner rather than later.

Northern Colorado is an economically diverse region with traditional manufacturing, tourism, energy development (traditional extraction and clean and renewal energy), a major research university, etc. All of them count on a functioning, reliable interstate system. That is increasingly not the situation. The travel distance from Fort Collins to Denver and the international airport is only about 60 miles. In 15 years or so that trip will routinely take 3 hours. That is a significant economic problem.

The local towns, cities and the two counties, the chambers of commerce and economic development agencies, the Colorado Department of Transportation, the Fix North I-25 Business Alliance, the North Fort Range Metropolitan Planning Organization and our group have come together in common purpose to work on ‘the North I-25 problem.’

A great deal has already been done. Through the MPO the local governments directed money to build a truck lane south of Berthoud on a hill that is a bottleneck; CDOT is rebuilding an

interchange a Crossroads with what are called RAMP funds (state transportation reserve funds); and CDOT has created a bus service called Bustang.

The freight aspect of this application is important to North I-25. This section of interstate is a major Freight Corridor on the National Freight System. As you know, it connects I-70 and I-80, so a lot of freight moves through Northern Colorado.

To conclude, the Northern Colorado Legislative Alliance supports the TIGER and FASTLANE applications for improvements to North I-25 for congestion relief and to keep the freight moving.

Sincerely,

Laurel LaBonde

Laurel LaBonde
Chair



04/11/2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Town of Severance has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the North I-25 Coalition of Elected Officials, the Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

The Severance Town Board of Trustees fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network.

Sincerely,

Donald R. Brookshire, Mayor
Town of Severance



Town of Berthoud
328 Massachusetts Ave.
P.O. Box 1229
Berthoud, CO 80513
970.532.2643

April 12, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Town of Berthoud has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the North I-25 Coalition of Elected Officials, the Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

Berthoud fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Gregg", written in a cursive style.

**David Gregg
Mayor**



223 1st Street
EATON CO 80615
970.454.3338
Fax: 970.454.3339
www.eatonco.org

4/8/2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Town of Eaton has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the North I-25 Coalition of Elected Officials, the Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

The Town of Eaton fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network.

Sincerely,
Mayor Scott Moser



April 5, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

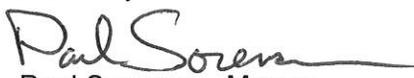
Dear Selection Committee:

The Town of Firestone has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the North I-25 Coalition of Elected Officials, the Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

Our community fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network.

Sincerely,


Paul Sorensen, Mayor
Town of Firestone



401 LOCUST STREET • P.O. BOX 435 • FREDERICK, CO 80530-0435

PHONE: (720) 382-5500 • FAX: (720) 382-5520

WWW.FREDERICKCO.GOV

April 7, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Town of Frederick has been working as part of the North I-25 Coalition of Elected Officials with the Colorado Department of Transportation (CDOT) to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

The Town of Frederick, Colorado fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network.

Sincerely,

Tony Carey
Mayor

Built on What Matters.



April 13, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Town of Timnath has been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the North I-25 Coalition of Elected Officials, the Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT host the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service begun in July 2015 and carries 143riders per day and 209 CSU students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge, to accommodate the addition of a third lane in each direction, which will be completed in 2017.



The Town of Timnath fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. **On April 12, 2016 the Town Council authorized contributing \$500,000 toward this project.**

Sincerely,

A handwritten signature in black ink that reads "Jill A. Gross-Belisle". The signature is written in a cursive style.

Jill Grossman-Belisle, Mayor

TOWN OF WINDSOR

RESOLUTION NO. 2016-22

A RESOLUTION IN SUPPORT OF THE EFFORTS OF THE COLORADO DEPARTMENT OF TRANSPORTATION AND NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION TO SECURE FUNDING FOR NECESSARY IMPROVEMENTS TO INTERSTATE HIGHWAY 25 BETWEEN STATE HIGHWAY 402 AND STATE HIGHWAY 14

WHEREAS, the Town of Windsor (“Town”) is a Colorado home rule municipality with all powers and authority provided by Colorado law; and

WHEREAS, Interstate Highway 25 (“I-25”) is a vital transportation corridor serving Northern Colorado; and

WHEREAS, the demands of commerce, the energy sector and population growth have resulted in congestion on I-25, delaying the movement of freight and passenger traffic; and

WHEREAS, certain key river and rail crossings on I-25 are in need of improvement in order to accommodate increased traffic and assure public safety; and

WHEREAS, creative funding is necessary to assure improvements to I-25, particularly in the area between Colorado State Highway 402 and Colorado State Highway 14; and

WHEREAS, Colorado Department of Transportation Region 4 (“CDOT”) and the North Front Range Metropolitan Planning Organization (“MPO”) have each developed funding strategies to leverage highway improvement funding through a combination of Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (“FASTLANE”) grant, Transportation Investment Generating Economic Recovery (“TIGERVIII”) grant, private investment, financing through the pledge of user fees, state funding, and local matching contributions; and

WHEREAS, in the event one or the other of these funding strategies receives required approvals, both CDOT and the MPO will require local funding contributions from Northern Colorado communities whose citizens will most benefit from the improvements; and

WHEREAS, CDOT and the MPO have received indications of support from many local communities, and have asked Windsor to give similar assurances; and

WHEREAS, the Town has previously expressed support for financing I-25 improvements, and remains willing to join with state, local and private interests for financing improvements to I-25; and

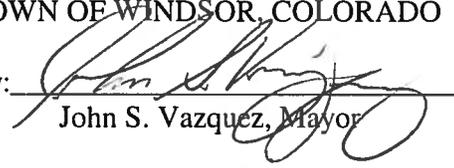
WHEREAS, by this Resolution, the Town wishes to reaffirm its support for funding strategies aimed at bringing about improvements to I-25.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN BOARD OF THE TOWN OF WINDSOR, COLORADO, AS FOLLOWS:

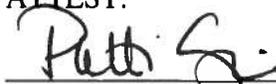
1. The Town of Windsor strongly supports improvements to I-25 in CDOT's Northern Region through one or any combination of the following initiatives.
2. The Town of Windsor hereby expresses its willingness to allocate funding in the nature of local matching funds in the total amount of One-Million Dollars (\$1,000,000.00) spread over fiscal years 2017-2019, should CDOT and/or the MPO be successful in securing TIGER VIII, FASTLANE and other financing tools for improvements to I-25 between State Highway 402 and State Highway 14 in Larimer County, Colorado.
3. The Town's allocation of funding under this Resolution shall be undertaken in conjunction with the annual budget process, starting in 2017 and concluding in 2019. The Town's commitment of funding under this Resolution shall not in any case exceed a total of One-Million Dollars (\$1,000,000.00) without further affirmative action by the Windsor Town Board.
4. Nothing herein shall be deemed an appropriation of Town revenue, nor a multiple fiscal-year obligation under Article X, Section 20 of the Colorado Constitution. All financial commitments of the Town as described herein shall be subject to appropriation in each future fiscal year.

Upon motion duly made, seconded and carried, the foregoing Resolution was adopted this 11th day of April, 2016.

TOWN OF WINDSOR, COLORADO

By: 
John S. Vazquez, Mayor

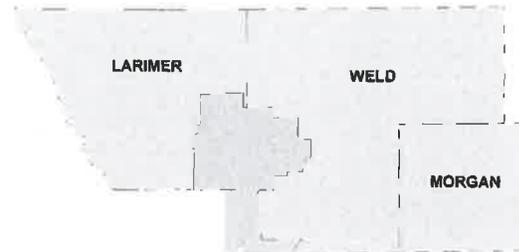
ATTEST:


Patti Garcia, Town Clerk



**UPPER FRONT RANGE
TRANSPORTATION PLANNING REGION**

P.O. BOX 758
GREELEY, COLORADO 80632



April 11, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Upper Front Range Transportation Planning Region (UFR TPR) has a portion of I-25 extending through the region. Improving I-25 benefits all northern Colorado transportation planning regions. The UFR TPR has been working with the Colorado Department of Transportation (CDOT), and the North Front Range Metropolitan Planning Organization (NFRMPO) to improve I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something has to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

The UFR TPR fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region. North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network. Thank you for your consideration.

Very truly yours,

A handwritten signature in blue ink that reads "Barbara Kirkmeyer".

Barbara Kirkmeyer,
Chair

LARIMER COUNTY
COMMISSIONER TOM DONNELLY
SUZETTE MALLETT, ENGINEERING
(970)498-7002

WELD COUNTY
COMMISSIONER BARBARA KIRKMEYER
ELIZABETH RELFORD, PUBLIC WORKS
(970)304-6496, EXT 3748

MORGAN COUNTY
COMMISSIONER BRIAN MCCracken
RICHARD EARLY, ASPHALT & BRIDGE DIRECTOR
(970)542-3500

April 12, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

I am writing to you today as President and CEO of Upstate Colorado Economic Development which supports economic development activities for 31 communities in Weld County, as well as regional initiatives in Northern Colorado. Our focus is to support primary employers in addressing the infrastructure needs required to locate or expand their facilities here in Northern Colorado. Over the years we have been working with the Colorado Department of Transportation (CDOT), the North Front Range Metropolitan Planning Organization (NFRMPO), the Fix North I-25 Business Alliance, and other community representatives who are concerned about the future of our roadways. One particular project is to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040.

Statistics show that since 2007 Northern Colorado is one of the fastest growing areas in the nation and certainly the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas as well as wind components) and agriculture sectors, in addition to the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011. The regional approach to improve our infrastructure has led to significant collaboration to create opportunities for this project. The holistic approach to address improving our infrastructure will help to mitigate the increasing safety issues associated with increased congestion. Companies looking to locate or expand are continually accessing transportation data to make sure that supply chain and product routes are sufficient along with the capability of workers to commute in a timely manner.

North I-25 is a major Freight Corridor on the National Freight System. We have seen unprecedented growth in traffic through our commodity industries and increased population. Please help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network. Our Upstate Colorado constituents fully supports the TIGER and FASTLANE applications for improvements to North I-25 providing much needed congestion relief to a rapidly growing region that provides critical freight connections.

Sincerely,



Richard C. Werner
President & CEO

Upstate Colorado Economic Development

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

April 13, 2016

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Wellington Area Chamber of Commerce has been working with the Fix North I-25 Business Alliance to improve North I-25 from SH 14 to SH 66. In July 2013, CDOT hosted the first meeting on the future of North I-25 to discuss a variety of methods to address the corridor's congestion in light of the projections estimating a doubling of the region's population by 2040. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas as well as wind components) and agriculture sectors, in addition to the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

All of the agencies, coalitions, and communities working toward improving North I-25 have done so with limited funding. The congestion on this corridor increases crashes, increases emissions, and significantly slows the movement of freight within and through the region. Improvements to date include the addition of Bustang, a regional bus service launched in July 2015, which carries 143 riders per day and 209 Colorado State University (CSU) students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge to accommodate the addition of a third lane in each direction because this bridge is a current corridor bottleneck. This bridge widening is anticipated to be completed in 2017.

North I-25 is a major Freight Corridor on the National Freight System. Help Northern Colorado implement the National Freight Policy by improving the condition and performance of the national freight network. Our (community or group) fully supports the TIGER and FASTLANE applications for improvements to North I-25 providing much needed congestion relief to a rapidly growing region that provides critical freight connections.

Sincerely,

Wendell Nelson
Chair of the Board of Directors
Wellington Area Chamber of Commerce

WINDSOR CHAMBER OF COMMERCE, INC.



421 Main Street
Windsor, CO 80550

Phone: 970-686-7189
Fax: 970-686-0352
Email: michal@windsorchamber.net

April 13, 2016

TIGER and FASTLANE Selection Committee
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Colorado TIGER and FASTLANE Grant Applications

Dear Selection Committee:

The Windsor Chamber of Commerce has recently begun working with the North Front Range Metropolitan Planning Organization (NFRMPO), Fix I-25 Business Alliance, and the North I-25 Funding Subcommittee to improve North I-25 from SH 14 to SH 66. Northern Colorado is one of the fastest growing areas in the nation and the fastest in Colorado. Northern Colorado is expected to double our population by the year 2040. To continue the economic vitality of the region, accommodate the movement of freight commodities associated with the energy (oil and gas and wind components) and agriculture sectors, as well as the everyday travel of workers, residents, and visitors, something had to be done. The groups mentioned above were formed to address this need and have been working diligently to identify a funding mechanism for the improvements identified in the North I-25 Environmental Impact Statement (EIS), which received a Record of Decision (ROD) in December 2011.

With the acceptance of the Go NoCO Regional Tourism Authority application, Northern Colorado is not only going to have our current traffic counts, we will also have an increase in the traffic counts from the initial estimated 423,000 new out of state tourist. This regionalism approach to tourism, will without a doubt bring additional projects to the region, and in turn will bring additional traffic counts to North I-25. In order to maintain Northern Colorado's tourism appeal and to increase the tourists options we must find a solution to the North I-25 traffic congestion.

Improvements to date include the addition of Bustang, a regional bus service begun in July 2015 and carries 143 riders per day and 209 CSU students per day/weekend (after less than a year of service). In spring 2016, a two mile truck climbing lane will be added to provide relief for southbound traffic near the Town of Berthoud. In the summer 2016, CDOT will initiate the replacement and widening of the I-25 Crossroads Bridge, to accommodate the addition of a third lane in each direction, which will be completed in 2017.

The Windsor Chamber of Commerce fully supports the TIGER and FASTLANE applications to provide much needed congestion relief to a rapidly growing region.

Sincerely,

Michal Connors
Executive Director
Windsor Chamber of Commerce
421 Main Street
Windsor, CO 80550
michal@windsorchamber.net