

APPENDIX A
CONFORMITY DETERMINATION

DESTINATION 2025 PLAN AND FY 2002-2007 TRANSPORTATION IMPROVEMENT PROGRAM CONFORMITY DETERMINATION

The Pikes Peak Area Council of Governments has been designated as the Metropolitan Planning Organization (MPO) for transportation planning in the Colorado Springs Urbanizing Area. The Pikes Peak Area Council of Governments created the Urban Area Policy Committee (UAPC) and authorized the UAPC to carry out the functions and responsibilities of the MPO. One of these responsibilities is making an air quality conformity determination for regional long-range transportation plans and transportation improvement programs.

The United States Environmental Protection Agency (EPA) and the United States Department of Transportation have jointly developed "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," commonly called the transportation conformity rule. Conformity ensures that transportation plans, programs, and projects will not produce new air quality violations, worsen existing violations, or delay timely attainment or maintenance of national ambient air quality standards. The conformity determination of the *Destination 2025 Plan* and the FY 2002-2007 Transportation Improvement Program are based on these criteria.

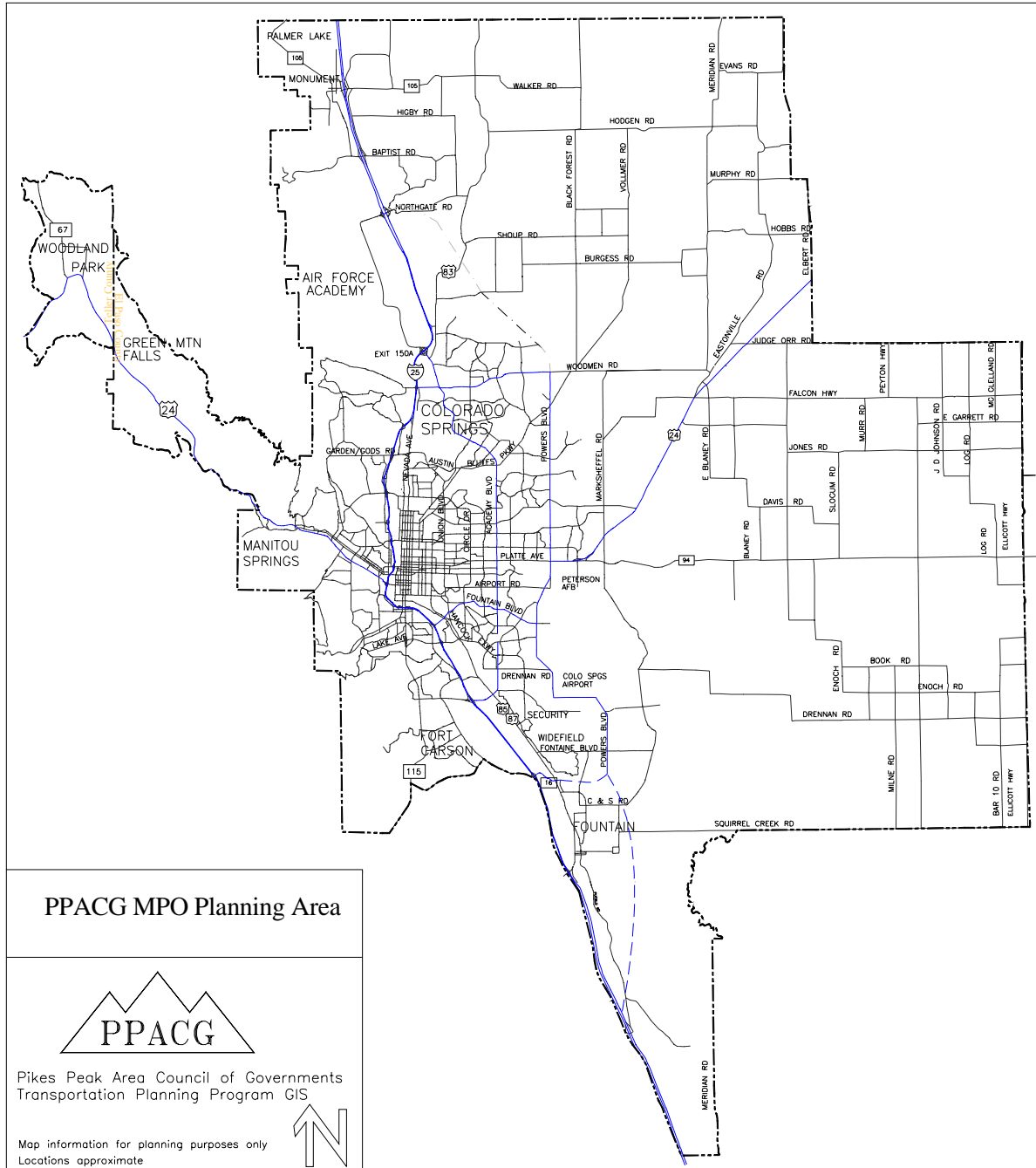
The EPA reclassified the Colorado Springs area as a maintenance area for carbon monoxide in October 1999. The maintenance area has been defined as the same as the transportation planning area shown in Figure 1. This conformity determination is intended to meet the requirement for a new conformity determination for the *Destination 2025 Plan* as well as for the 2002-2007 TIP.

CONFORMITY CRITERIA

The Clean Air Act Amendments of 1990 (CAAA) require all conformity determinations to be "based on the most recent estimates of emissions, and such estimates shall be based on the most recent population, employment, travel and congestion estimates as determined by the Metropolitan Planning Organization..."

Travel demand modeling for the urbanizing area is developed by PPACG using the best methodology available. The travel demand forecasts and the regional air quality analyses described herein are based on the population and employment forecasts developed by PPACG and documented in the "Socio-economic and Zonal Forecasts 2000-2025". The small area forecasts were approved by the PPACG Board of Directors in October 2000 and represent the most current forecasts for small area population and employment for this region. The base year interval for the forecasts is 1990-1995 and they made use of the 1990 Census data.

Figure 1: Colorado Springs Urbanizing Area



Projects identified in the 2002-2007 TIP come from the approved, and conforming, *Destination 2025: A Mobility Plan for the Pikes Peak Region*, the current long-range transportation plan. To determine whether the *Destination 2025 Plan* and the 2002-2007 TIP are in conformity with the CAAA and the *Carbon Monoxide Maintenance Plan for the Colorado Springs Attainment/Maintenance Area*, the projects in the transportation plan and TIP must contribute, as a whole, to a reduction in future carbon monoxide emissions. The carbon monoxide emissions from on-road mobile sources in the future must be less than the carbon monoxide emissions budget established in the maintenance plan. The maintenance plan was amended in February 2001 to end the oxygenated fuels program and to revise the emissions budget from 212 to 270 tons/day.

In preparing model networks for travel demand forecasting, base year and analysis year scenarios were identified. The base year scenario for the *Destination 2025 Plan* and the 2002-2007 TIP consists of the transportation system and programs that existed at the end of 2000. The analysis year scenarios for 2007, 2015 and 2025 consist of the future transportation systems that will result from the implementation of the proposed TIP, the long-range transportation plan, and other expected regionally significant projects.

The 2002-2007 TIP analysis year scenarios include all of the projects in the base year scenario and new projects programmed for completion by the end of the analysis years 2007, 2015 and 2025. These projects are identified in the memo included in this appendix. The I-25 capacity improvement projects were modeled as six and eight through lanes. However, actual capacity improvements are to be determined through an environmental assessment of that corridor. Once the study is completed, final capacity improvements will be amended into the long-range plan and current transportation improvement program.

The transportation networks for the 2000, 2007, 2015 and 2025 analysis years were submitted to the Colorado Department of Public Health and Environment's Air Pollution Control Division (APCD) and the Colorado Department of Transportation for review of the Mobile 5b analysis. Required input for the Mobile 5b model was provided by APCD except for the vehicle miles traveled (VMT), average speed by roadway classification and land-use type provided by PPACG. The roadway functional classification for the transportation model is divided into seven categories: freeway, expressway, major arterial, minor arterial, collector, centroid connector, and ramps. The land-use area type is divided into five categories: central business district (CBD), CBD fringe, residential, outlying business district, and rural.

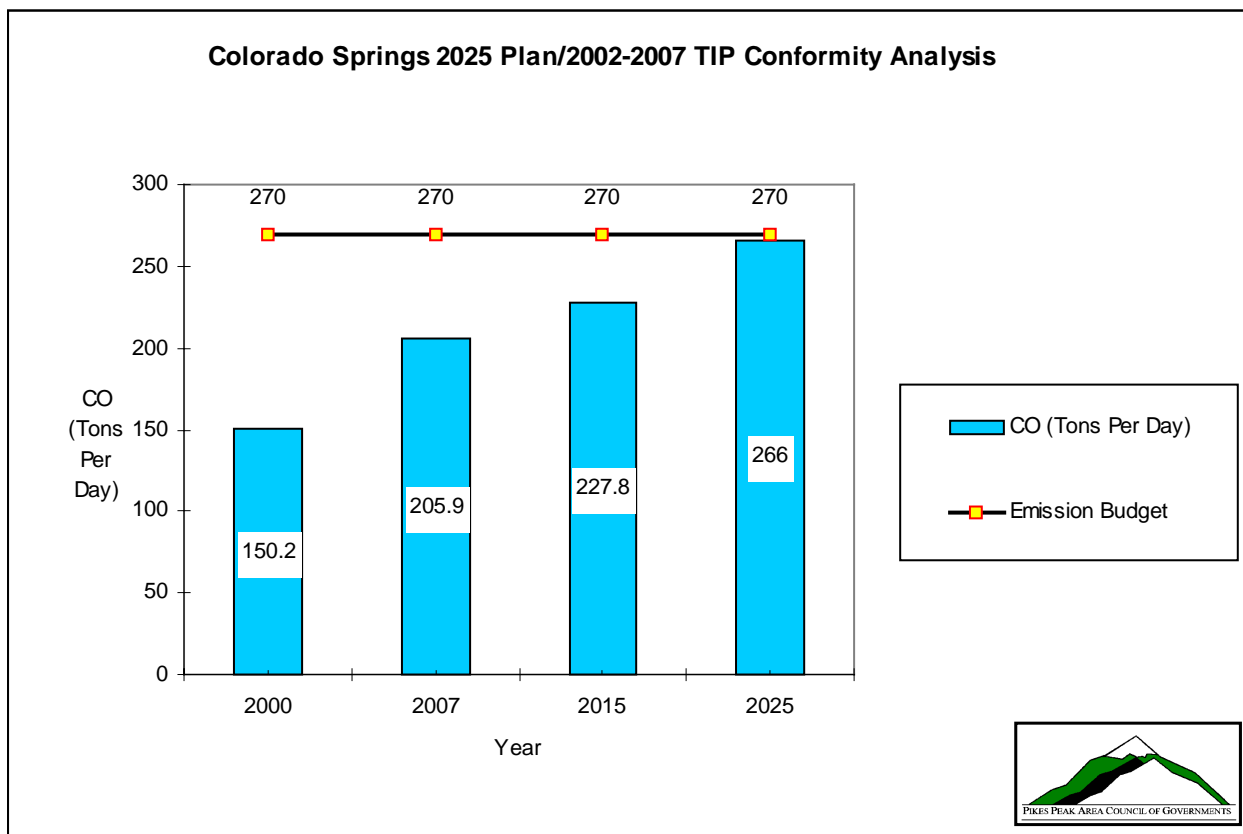
For this conformity determination, Mobile 5b was used as the air emissions model because it was used in the recent revision of the *Carbon Monoxide Maintenance Plan for the Colorado Springs Attainment/Maintenance Area*. Included in the air emissions modeling are emission credits for the fuel detergent program, the automobile technician certification program, the basic inspection/maintenance program, the national low emission vehicles program, and increased credit for inspection and repairs made at the same location. Credit for the oxygenated fuels program is included for 2000 but not for the other analysis years since the program ended in February 2001.

A summary of the analyses is shown in Table 1 and Figure 2. More detailed transportation and air emission modeling results are included at the end of this appendix.

TABLE 1
Summary of the Destination 2025 Plan and FY 2002-2007 TIP Mobile 5b Analyses

Year	VMT	CO Emissions
2000	10,505,764 miles/day	150.2 tons/day
2007	13,903,722 miles/day	205.9 tons/day
2015	16,227,350 miles/day	227.8 tons/day
2025	19,002,935 miles/day	266.0 tons/day

Figure 2.
Carbon Monoxide Emissions, 2000 - 2025



CONCLUSION

The analysis indicates carbon monoxide emissions will be lower than the established emissions budget of 270 tons/day in each of the analysis years.

At its regular meeting in November 2001, the Urban Area Policy Committee, acting as the Metropolitan Planning Organization for the Pikes Peak Area Council of Governments, determined the *Destination 2025 Plan* and the FY 2002-2007 Transportation Improvement Program do conform with the Clean Air Act Amendments of 1990 and the *Carbon Monoxide Maintenance Plan for the Colorado Springs Attainment/Maintenance Area*. A copy of the resolution can be found in Appendix B to the FY 2002-2007 Transportation Improvement Program.

MEMORANDUM

DATE: August 29, 2001

TO: Rob MacDonald, Transportation Director

FROM: Kenneth Prather, Transportation Planner

SUBJECT: Conformity Determination of the Draft Destination 2025 Plan and
Draft 2002-2007 TIP

Enclosed are tables that provide Tranplan and Mobile5b output for the years 2000, 2007, 2015 and 2025. As can be seen, carbon monoxide emissions in all years are lower than the approved emissions budget of 270 tons/day. Both the draft 2002-2007 TIP and the Destination 2025 Plan are in conformity with the *Carbon Monoxide Maintenance Plan for the Colorado Springs Attainment/Maintenance Area* and the Clean Air Act Amendments of 1990.

The Transportation Advisory Committee with the U. S. Environmental Protection Agency (EPA) constitutes the “conformity review team” that provides interagency consultation for PPACG’s transportation plans and programs. The review team is responsible for reviewing, analyzing and recommending approval of conformity assumptions and findings to PPACG’s Urban Area Policy Committee and Board of Directors.

The review team has concurred with the following conformity assumptions:

- Land Use: Area types used in the 2000 model network are consistent with existing land use. The area types and network were reviewed and approved by TAC at its meeting on October 23, 2000.
- Population/Employment: Transportation analysis zone (TAZ) population and employment numbers to the year 2025 were approved by the TAC on August 28, 2000 and by the Urban Area Policy Committee and Board of Directors on September 13, 2000.
- Transit Operating Policies: There have been no changes in transit fares since the conformity determination for the 2001-2006 TIP was approved May 10, 2000.
- Tolls: There are no toll facilities in the Colorado Springs urbanizing area.

- Observed speeds: PPACG’s transportation model was revalidated in 1997 to review the speeds on major facilities. Changes made to the model networks since 1997 are listed below.
- Implementation and Effectiveness of transportation control measures (TCMs): No credit is being taken for TCMs in PPACG’s conformity analyses. There are no TCMs required by the *Carbon Monoxide Maintenance Plan for the Colorado Springs Attainment/Maintenance Area (SIP)*.
- Implementation of Other Control Strategies: Since the 2001-2006 TIP was approved, the oxygenated fuels program has been removed from the SIP as a control strategy. Therefore, oxygenated fuels will not be included in the conformity analysis for the years 2007-2025. The basic inspection and maintenance program used in this area is required by the SIP and state law. The state legislature recently removed the sunset provision of the inspection and maintenance program so it will be enforced indefinitely. The program is described as follows in the air emissions model, Mobile 5b, input file:

Start year (January 1):	1983
Pre-1981 model year stringency rate:	20%
First model year covered:	1981
Last model year covered:	2021
Waiver rate (pre-1981):	1%
Waiver rate (1981 and newer):	1%
Compliance Rate:	98%
Inspection type:	Computerized Test and Repair
Effectiveness -	CO: 1.00
Inspection frequency	Biennial
Vehicle types covered:	LDGV - Yes LDGT1 - Yes LDGT2 - Yes HDGV - Yes
1981 & later model year test type:	2500 rpm / Idle
Cutpoints:	CO: 1.200
High altitude, Annual and Biennial Inspection Frequency, Technician 1 & 2 I/M credit data	
Biennial Inspection Frequency & Technician 4+ I/M credit, 2500/Idle test data with 100.0% Technician Training and Certification Credit	

- Effectiveness of Control Strategies: There is no indication that the inspection and maintenance program is less effective than envisioned.
- Vehicle Registration Data: A regionally derived registration is used for Mobile 5b input. In 1985, an evaluation of the Denver vehicle fleet was done using Department of Revenue vehicle registration records. This evaluation confirmed that the Denver regional fleet

consists of more light trucks and is older than the default Mobile 5b registration. Operating mode values used in Mobile 5b are derived from a 1985 Denver Regional Household Survey. It is not thought that the Denver and Colorado Springs vehicle fleets differ significantly.

- Ambient Temperatures: Minimum and maximum temperatures, 26^o and 54^o Fahrenheit respectively, used in the SIP are the temperatures used in PPACG conformity determinations.
- Local Travel Activity Inputs: Speed and VMT distributions by area type and road classification, determined by the transportation model for each analysis year, are used in the Mobile 5b model to calculate carbon monoxide emissions.

Mobile 5b was used as the air emissions model for this conformity determination. Included in the air emissions modeling are emission credits for the fuel detergent program, the automobile technician certification program, the oxygenated fuels program for the year 2000 only, the basic inspection/maintenance program, the National Low Emission Vehicle Program for the years 2007 through 2025, and increased credit for inspection and repairs made at the same location.

Listed below are the changes to the approved 1997 model network that have been made to develop the 2000, 2007, 2015 and 2025 model networks for the conformity determination of the draft Destination 2025 Plan and the draft 2002-2007 TIP. These include all network changes approved by the Transportation Advisory Committee on August 16, 2001.

2000

2nd St. (Monument): extended road from Beacon Lite Rd. to SH 105 as a two lane collector in residential area.

3rd St. (Monument): constructed two-lane collector in residential area from Beacon Lite Rd. west to Front St.

8th St.: changed area type from residential to OBD from Motor City Dr. to Cheyenne Blvd.; reduced number of northbound lanes from 4 to 2 between US 24 and Colorado.

21st St.: changed number of lanes from four to two from Busch Ave. to Lower Gold Camp Rd.

26th St.: Changed functional classification from collector to minor arterial between Colorado Ave. and Bott Ave.

30th St.: Changed area type from residential to OBD between Garden of the Gods Rd. and Centennial Blvd.

31st St.: changed functional classification from minor arterial to principal arterial between Colorado Ave. and US 24.

Acacia Dr.: changed number of lanes from four to two from Cragmor Rd. to Mount View Lane.

Academy Blvd.: removed one south bound lane from SH 85/87 to I-25; removed two lanes from Bradley Rd. to Drennan Rd. (correction to 1997 network); changed area type from residential to OBD from SH 115 to north connection with I-25; changed number of lanes from one to two for B St. ramps; changed number of east bound lanes from two to three from B St. to I-25; changed number of west bound lanes from three to two from B St. to Old Hwy. 85-87; changed number of lanes from six to four from Jet Wing Dr. to Hancock Expressway; changed number of lanes from six to four from Hancock Expressway to Astrozon Blvd.; changed area type from residential to OBD between Montebello Square Dr. and Montebello Dr.; decreased from three to two lanes in the east bound direction between I-25 and SH 85/87.

Airport Rd.: changed area type from residential to OBD from Academy Blvd. to Murray Blvd.; changed area type from OBD to residential from Circle Dr. to Chelton Rd.; widened from two to four lanes from Murray Blvd. to Powers Blvd.

Allegheny Dr.: changed number of lanes from four to two from Rockrimmon Blvd. to Centennial Blvd.

Astrozon Blvd.: changed number of lanes from four to two from Drennan Rd. to Academy Blvd.; changed number of lanes from two to four from Jet Wing Dr. to Powers Blvd.

Austin Bluffs Pkwy.: constructed six lane principal arterial in residential area from Rangewood Dr. to Dublin Blvd.; constructed four lane principal arterial from Dublin to Woodmen Rd.; changed area type from residential to OBD from Siferd Blvd. to Farmingdale Dr.; changed number of lanes from four to six from Academy Blvd. to Goldenrod Dr.; changed functional classification from minor arterial to principal arterial from Stetson Hills Blvd. to Rangewood Dr.

B St.: changed number of lanes from two to four from Old Hwy. 85-87 to Crestridge Ave.

Babcock Rd.: changed area type from residential to OBD between Galley Rd. and Platte Ave.

Baptist Rd.: constructed two-lane principal arterial in residential area from Tari Dr. Roller Coaster Rd.

Barnes Rd.: removed two lanes from Powers to Peterson Blvd., result is four lanes (this is a correction to the 1997 network); constructed four-lane principal arterial in residential area from Peterson Blvd. to Marksheffel Rd.; changed area type from residential to OBD from Austin Bluffs Pkwy. to Oro Blanco Dr.

Bijou St.: changed number of lanes from two to four from Chelton Rd. to Murray Blvd.

Bradley Rd.: removed two lanes from Academy Blvd. to Hancock Expressway and from Powers Blvd. to Marksheffel Rd. (result is two lanes, this is a correction to the 1997 network); constructed two-lane minor arterial in rural area from Marksheffel Rd. to Meridian Rd.

Briargate Pkwy.: added two lanes from SH 83 to Explorer Dr. and constructed six lane principal arterial in residential area from Explorer Dr. to Austin Bluffs Pkwy. alignment (does not connect to Austin Bluffs); changed area type from residential to OBD from Explorer Dr. to Chapel Hills Dr.

Briargate Blvd.: changed assignment group to minor arterial.

Cache La Poudre St.: changed number of lanes from four to two from Tejon St. to Prospect St.

Centennial Blvd.: changed area type from residential to OBD from 30th St. and Holli Springs Ln.

Chapel Hills Dr.: constructed four-lane minor arterial from Research Pkwy. to Old Ranch Rd. in OBD from Research Pkwy. to Mulligan Dr. and residential area from Mulligan Dr. to Old Ranch Rd.

Charlotte Pkwy.: constructed four-lane minor arterial in residential area from Barnes Rd. to Stetson Blvd.

Cheyenne Mtn. Blvd.: changed number of lanes from four to two from S. Nevada Ave. to Venetucci Blvd.

Circle Dr.: added two lanes from I-25 to (southbound) Janitell Rd.; changed area type from residential to OBD from Paseo Rd. to I-25.

Circle Dr./Hancock Expressway Interchange: widened eastbound exit ramp from Circle Dr. to two lanes.

Constitution Ave.: changed functional classification from minor arterial to principal arterial between Academy Blvd. and Union Blvd.; changed from collector to minor arterial from Union Blvd. to Paseo Rd.

Corporate Dr.: added facility from Woodmen Rd. to Corporate Center Cir. as a four-lane collector, coded as OBD; also added centroid connector from TAZ 206.

Curtis Rd.: constructed two-lane collector in residential area from Drennan Rd. to Blue Rd.

Delta Dr.: changed number of lanes from four to two from Hancock Expressway to Chelton Rd.

Drennan Rd.: changed area type from Powers Blvd. east to the airport from residential to OBD; changed number of lanes from four to two from Academy Blvd. to Astrozon Blvd.

Dublin Blvd.: constructed four-lane principal arterial in residential area from Rangewood Dr. to Oakwood Blvd.; removed link from Oakwood Blvd. to Balsam St. (correction to 1997 network).

Fillmore St.: changed area type from residential to OBD from Centennial Blvd. to Union Blvd.

Flintridge Dr.: changed number of lanes from four to two from Montebello Dr. W. to Dublin Blvd.

Fountain Blvd.: changed area type from residential to OBD from Murray Blvd. to Powers Blvd.

Front St. (Monument): constructed two-lane collector in residential area from 3rd St. south to Lincoln Ave.

Galley Rd.: changed number of lanes from four to two from Babcock Rd. to Branding Iron Dr.; changed area type from residential to OBD between Academy Blvd. and Powers Blvd.

Garden of the Gods Rd.: changed number of east bound lanes from two to three from 30th St. to Centennial Blvd.

Grinnell St.: removed two lanes from Bradley Rd. to Powers Blvd. (result is two lanes, this is a correction to the 1997 network)

Hancock Expressway: changed area type from residential to OBD from Fountain Blvd. to Astrozon Blvd.

I-25: added one northbound lane from SH 105 to County Line Road; added continuous accel/decel lanes from (north) Academy Blvd. to Briargate Pkwy. and from Bijou St. to Fillmore St. (modeled as six lanes between interchanges and four lanes

over/under interchanges); added continuous southbound accel/decel lane from Arvada St. to Circle/Lake interchange; replaced a two-way link with a one-way link on the southbound lane at the Northgate Rd. interchange.

I-25/Bijou St. Interchange: reconstruction (modeled by increasing ramps on north side to two lanes).

I-25/Circle Dr./Lake Ave. Interchange: reconstruction (modeled by widening ramps to two lanes).

I-25/Fillmore St. Interchange: reconstruction (modeled by widening ramps on south side to two lanes).

I-25/Fontanero St. Interchange: reconstruction (modeled by widening ramps to two lanes).

I-25/Garden of the Gods Rd. Interchange: ramps increased to two lanes.

I-25/MLK Bypass Interchange: ramps increased to two lanes.

I-25/Uintah St. Interchange: reconstruction (modeled by widening ramps to two lanes).

Interquest Pkwy.: constructed interchange at I-25 with one lane ramps and constructed four lane principal arterial in OBD area from I-25 around south and east sides of New Life Church to SH 83.

Jet Wing Dr.: changed functional classification from collector to minor arterial between Fountain Blvd. and Powers Blvd.

Jet Stream Dr.: changed area type from rural to residential.

Kiowa St.: changed area type from OBD to residential between 19th St. and Walnut.

Lake Ave.: added two lanes from I-25 to Venetucci Blvd.; changed number of lanes from four to two from Lake Cir. to Springmeadow Dr.; changed area type from residential to OBD between Venetucci Blvd and SH 115.

Lexington Dr.: added extension from Woodmen Rd. to Rangewood Dr. as a four-lane minor arterial; area group equals OBD.

Lincoln Ave. (Monument): constructed two-lane collector in residential area from Front St. east to Washington St.

Mark Dabling Blvd.: changed area type from residential to OBD from I-25 to Woodmen Rd.

Middle Creek Pkwy.: changed area type from rural to OBD.

Monterey Rd.: changed number of lanes from four to two from Delta Dr. to Carmel Dr.

Murray Blvd: changed area type from residential to OBD between Galley Rd. and Platte Ave.

N. Carefree Cir.: removed two lanes from Powers Blvd. to Peterson Rd. (result is four lanes, this is a correction to the 1997 network).

Oakwood Blvd.: changed number of lanes from four to two from Templeton Gap Rd. to Dublin Blvd.

Old Ranch Rd.: changed area type from residential to OBD from SH 83 to Otero Ave.

Oro Blanco Dr.: changed number of lanes from four to two from Austin Bluffs Pkwy. to S. Carefree Cir.

Palmer Park Blvd.: changed number of lanes from two to four from Murray Blvd. to Babcock Rd.; changed area type from residential to OBD between Academy Blvd. and Potter Dr.

Paseo Rd.: changed functional classification from collector to minor arterial from Constitution Ave. to Fontanero St.

Peterson Blvd.: constructed four-lane principal arterial in residential area from N. Carefree Cir. north for ½ mile; increased lanes from two to four from US 24 to Galley Rd.; moved centroid connection from N. Carefree Cir. to new end of Peterson Blvd.

Pikes Peak Ave.: changed area type from residential to OBD from Union Blvd. to Printers Pkwy.; changed area type from OBD to residential between 30th St. and Walnut.

Platte Ave.: changed area type from residential to OBD from Academy Blvd. to Powers Blvd., and from Union Blvd. to Chelton Rd.; changed functional classification from principal arterial to expressway between Powers Blvd. and Peterson Rd.

Powers Blvd.: added two lanes from Platte Ave. to Dublin Blvd., result is six lanes; constructed four-lane expressway in residential area from Woodmen Rd. to Research Pkwy. and two-lane expressway in residential area from Fontaine Blvd. to Mesa Ridge Pkwy.; changed area type from residential to OBD from Woodmen Rd. to Drennan Rd.

Printers Pkwy.: changed area type from residential to OBD from Pikes Peak Ave. to Airport Rd.

Rangewood Dr.: constructed four-lane minor arterial in residential area from Cottage Dr. north to Austin Bluffs Pkwy.

Research Pkwy: removed two lanes from Austin Bluffs Pkwy. to Scarborough Dr., result is four lanes (correction to 1997 network) and constructed four-lane principal arterial in residential area from Scarborough Dr. to Powers Blvd.

S. Carefree Cir.: constructed four-lane minor arterial in residential area from Powers Blvd. to Tutt Blvd.

S. Nevada Ave.: changed area type from residential to OBD from Cheyenne Rd. to Academy Blvd.; changed number of south bound lanes from three to two from Cheyenne Blvd. to Cheyenne Rd.

SH 16: removed two lanes from I-25 to SH 85/87 (correction to 1997 network).

SH 83: changed area type from residential to rural from Briargate Pkwy. to Old Ranch Rd.; added two lanes from Old Ranch Rd. to Interquest Pkwy.; redrew corner north and then east around New Life Church; changed area type from rural to OBD from Old Ranch Rd. to Voyager Parkway and then east to Interquest Pkwy.

Old SH 83: changed assignment group to collector.

SH 85/87: changed area type from residential to OBD from SH 16 to Academy Blvd.

SH 105: changed area type from residential to OBD from Beacon Lite Rd. to Woodmoor Dr.

SH 115: changed area type from residential to rural from Norad Rd. south; increased number of lanes from two to three in the southbound direction between Ramona and Cheyenne Rd.

Southgate Rd.: changed area type from residential to OBD from Cheyenne Rd. to Lake Ave.; changed functional classification from collector to minor arterial between SH115 and Lake Ave.; decreased from four to two lanes between E. Cheyenne Rd. and Montrose Ave.

Stetson Hills Blvd.: constructed four-lane principal arterial in residential area from Powers Blvd. to Charlotte Pkwy.

TAZ 79: changed area type for centroid connectors from residential to central business district (CBD) fringe.

- TAZ 170: changed area type for centroid connector from residential to OBD.
- TAZ 224: moved centroid to west of Voyager Pkwy. and added a connection to Middle Creek Pkwy. in rural area.
- TAZ 230: moved centroid connection from Roller Coaster Rd. to new section of Baptist Rd.
- TAZ 272: added centroid connection to Rangewood Dr.
- TAZ 274: moved centroid connection from Austin Bluffs Pkwy. to Research Pkwy. and added a connection to Old Ranch Rd.
- TAZ 277: changed area type of centroid connector from residential to OBD.
- TAZ 430: moved a centroid connector from Powers Blvd. to Platte Ave.
- TAZ 279: moved centroid connector from Powers Blvd. to Peterson Rd. and added a connector to Airport Rd.
- TAZ 280: moved a centroid connector from Powers Blvd. to Airport Rd.
- TAZ 305: removed centroid connection from intersection of Fountain Mesa Rd. and Mesa Ridge Pkwy.; constructed connection to intersection of Powers Blvd. and Mesa Ridge Pkwy. and another connection to C&S Rd.
- TAZ 343: moved centroid to north of Bradley Rd. and moved centroid connection from intersection of Bradley Rd. and Marksheffel Rd. to east on Bradley Rd.
- TAZ 383: moved centroid to south of Barnes Rd.; moved centroid connection from Barnes Rd. to intersection of Stetson Hills Blvd. and Charlotte Pkwy.; added a connection to intersection of N. Carefree Cir. and Peterson Blvd.
- TAZ 430: moved a centroid connector from Powers Blvd. to Platte Ave.
- TAZ 457: constructed external station centroid connector with seven lanes in rural area in Palmer Lake by breaking existing SH 105 link and changing attributes.
- TAZ 458: constructed two one-way external station centroid connectors with seven lanes in rural area by breaking existing I-25 links and changing attributes.
- TAZ 460: constructed external station centroid connector with seven lanes by breaking existing Furrow Rd. link and changing attributes.

- TAZ 461: constructed external station centroid connector with seven lanes by breaking existing SH 83 link and changing attributes.
- TAZ 462: constructed external station centroid connector with seven lanes by breaking existing Hwy 189 link and changing attributes.
- TAZ 463: constructed external station centroid connector with seven lanes by breaking existing Meridian Rd. link and changing attributes.
- TAZ 464: constructed external station centroid connector with seven lanes by breaking existing Elbert Rd. link and changing attributes.
- TAZ 465: moved external station centroid connector from Elbert Rd. to east of Elbert Rd. and constructed connector with seven lanes in rural area.
- TAZ 466: moved external station centroid from intersection of Elbert Rd. and Murphy Rd. to northeast and constructed connector with seven lanes in rural area.
- TAZ 467: moved external station centroid from intersection of US 24 and Elbert Rd. to the northeast and constructed connector with seven lanes in rural area.
- TAZ 468: moved external station centroid from intersection of Judge Orr Rd. and Log Rd. to the north and constructed connector with seven lanes in rural area.
- TAZ 469 and 470: corrected attributes of external centroid connectors to identify links as centroid connectors with seven lanes.
- TAZ 471: moved external station centroid from Ellicott Hwy to the east and constructed connector with seven lanes in rural area.
- TAZ 472: moved external station centroid from intersection of SH 94 and Ellicott Hwy to the east and constructed connector with seven lanes in rural area.
- TAZ 473: moved external station centroid from intersection of Squirrel Creek Rd. and Meridian Rd. to the south and constructed connector with seven lanes in rural area.
- TAZ 474: corrected attributes of external centroid connector to identify link as a centroid connector with seven lanes.
- TAZ 475: constructed two one-way external station centroid connectors with seven lanes in rural area by breaking existing I-25 links and changing attributes.

- TAZ 477: constructed external station centroid connector with seven lanes in rural area by breaking existing SH 115 link and changing attributes.
- TAZ 478: corrected attributes of external centroid connector to identify link as a centroid connector with seven lanes.
- TAZ 479: constructed external station centroid connector with seven lanes in rural area by breaking existing US 24 link and changing attributes.
- TAZ 480: constructed external station centroid connector with seven lanes in rural area by breaking existing SH 67 link and changing attributes.
- Templeton Gap Rd.: constructed two-lane collector in residential area from Oakwood Blvd. to Dublin Blvd.; changed number of lanes from four to two from Austin Bluffs Pkwy. to Oakwood Blvd. and moved connection to Austin Bluffs Pkwy. northwest of Austin Bluffs Pkwy./Stetson Hills Blvd. intersection.
- Tutt Blvd.: constructed two-lane minor arterial in residential area from Constitution Ave. to Barnes Rd.
- Uintah St.: changed number of west bound lanes from one to two from 17th St. to 19th St.; changed number of east bound lanes from one to two from Prospect St. to Palmer Park Blvd.; changed functional class from principal arterial to minor arterial from I-25 to 21st St.
- Union Blvd.: added two lanes from Woodmen Rd. to Briargate Blvd., and from Lexington Ave. to Research Pkwy., result is six lanes; widened from two to four lanes from Airport Rd. to Fountain Blvd.; changed area type from residential to OBD from Fillmore St. to Paseo Rd., Cache La Poudre St. to Pikes Peak Ave., and Fountain Blvd. to Monterey Rd.
- US 24: upgraded classification from principal arterial to expressway from Peterson Blvd. to Constitution Ave.; changed area type from residential to OBD for US 24 (Platte Ave.)/Academy Blvd. interchange; changed area type from residential to rural from Manitou Ave. (east) to Manitou Ave. (west); reduced road to one lane in each direction from SH 67 to Edlowe Rd. except for west bound link from Trout Creek Rd. to Edlowe Rd. that remained two lanes; changed MLK Bypass area type from residential to OBD between I-25 and Academy Blvd.
- US 85: added two lanes from Ohio Ave. to Comanche Village Dr. (result is four lanes).
- Venetucci Blvd.: changed number of lanes from two to six from Lake Ave. to Cheyenne Meadows Rd.; changed functional classification from minor arterial to principal arterial between Lake Ave. and SH 85/87.

Vickers Dr.: changed number of lanes from four to two from Union Blvd. to Rangewood Dr.

Voyager Pkwy.: upgraded road from two-lane collector to four-lane principal arterial from Jet Stream Dr. to Middle Creek Pkwy. and changed area type from rural to residential; constructed a four-lane extension in a residential area from SH 83 north to Jet Stream Dr. and a four-lane extension in a rural area from Middle Creek Pkwy. to Northgate Rd.

Wahsatch St.: changed functional classification from principal arterial to minor arterial between Uintah St. and Cimarron St.

Weber St.: changed number of lanes from four to two from Fountain Blvd. to Las Animas St.; changed functional classification from minor arterial to principal arterial between Cimarron St. and Fountain Blvd.

Woodmen Rd.: changed area type from residential to OBD from I-25 to Academy Blvd. and from Lexington Dr. to Austin Bluffs Pkwy.; added two lanes from Rangewood Dr. to Powers Blvd., result is four lanes; constructed two-lane principal arterial in rural area from Eastonville Rd. to US 24.

Wooten Rd.: changed area type from residential to OBD between Galley Rd. and Platte Ave.

2007

2nd St. (Monument): extended road from Beacon Lite Rd. to SH 105 as a two lane collector in residential area.

Academy Blvd.: constructed interchange with one-lane ramps at Hancock Expwy.

Academy Blvd./Platte Ave. Interchange: modeled interchange improvements by widening ramps to two lanes.

Austin Bluffs Pkwy.: constructed interchange with one-lane ramps at Union Blvd.; widened to six lanes from Barnes Rd. to Stetson Blvd.

Baptist Rd.: extended as two-lane arterial from Roller Coaster Rd. to Hodgen Rd.

Briargate Pkwy.: extended four-lane principal arterial from Austin Bluffs Pkwy. to Black Forest Rd. through residential area.

Briargate Pkwy: extended six-lane principal arterial from Black Forest Rd. east to Woodmen Rd. through residential area.

Dublin Blvd.: extended as four lane principal arterial through residential area from Oakwood Blvd. to Marksheffel Rd.; moved a centroid connector in TAZ 400 from Templeton Gap Rd. to Dublin Blvd.

Garden of the Gods Rd.: widened westbound lane to three lanes from Centennial to 30th St. (westbound is already three lanes).

Grinnell St.: widened to four lanes from Bradley Rd. to Powers Blvd.

I-25: modeled interchange reconstruction at SH 105, Baptist Rd., Northgate Rd., Woodmen Rd., Rockrimmon Blvd., N. Nevada Ave., Bijou St., Cimarron St., Nevada/Tejon Aves. and SH 85 (Fountain) by widening all ramps to two lanes and widening through lanes at SH 105, Baptist Rd. and SH 85 to four lanes.

Mesa Ridge Pkwy: extended from Powers Blvd. to Marksheffel Rd. as two lane facility.

Monument Hill Corridor: constructed two-lane collector on east side of I-25.

Northgate Rd.: widened road to four lanes from I-25 to SH 83.

Powers Blvd.: constructed interchange with two lane ramps at Platte Ave. and Woodmen Rd.; widened to four lanes from Fontaine Blvd. to Mesa Ridge Pkwy.; extended as four lane expressway from Research Pkwy. to SH 83 in residential area; moved a centroid connector in TAZ 274 from Woodmen Rd. to the intersection of Powers Blvd. and Briargate Pkwy.

Research Pkwy. extended facility from Powers Blvd. to Blackforest Rd. as a four lane principal arterial through residential area.

SH 16: widened to four lanes from SH 85 to I-25 and widened I-25 interchange ramps to two lanes.

SH 85: widened road to four lanes from SH 16 to Academy Blvd.

Struthers Extension/Jackson Creek Pkwy: extended from Falcon's Nest to Baptist Rd. as four lanes.

US 24: widened road to six lanes from I-25 to 31st St. and to four lanes from SH 67 to Edlowe Rd.

2015

8th St.: widened to six lanes from US 24 to Rio Grande St.

Baptist Rd.: widened to four lanes from Mitchell Ave. to Tari Dr.

Black Forest Rd.: widened to four lanes from Woodmen Rd. to Old Ranch Rd.

Bradley Rd.: extended from Grinnell St. to Powers Blvd. as four-lane minor arterial through a rural area.

Centennial Blvd.: extended as four-lane minor arterial from Fillmore St. to I-25 at the Fontanero interchange.

Fontaine Blvd.: widened to four lanes from Grinnell St. to Marksheffel Rd.

I-25: widened to six through lanes from S. Academy Blvd. to SH 105 with continuous accel/decel lanes from Bijou St. to Fillmore St. modeled as eight lanes between interchanges and six lanes at the interchanges; ramps on north side of Fillmore St. widened to two lanes.

Old Ranch Rd.: extended as two lane minor arterial through residential area from Howells Rd. to Black Forest Rd.

Marksheffel Rd.: widened to four lanes from Woodmen Rd. to US 24.

Meridian Rd.: widened to six lanes from Woodmen Rd. to Rex Rd. and extended as two lane minor arterial from Woodmen Rd. to Falcon Highway.

Mesa Ridge Pkwy.: widened to four lanes from Powers Blvd. to Marksheffel Rd.

Powers Blvd.: extended as two-lane expressway through residential area from Mesa Ridge Parkway to I-25 at exit 123; constructed interchanges with two-lane ramps at Dublin Blvd., Stetson Hills Blvd., Barnes Rd., Constitution Ave., Palmer Park Blvd., Airport Rd. and Fountain Blvd.; widened to six lanes from Dublin Blvd. to SH 83; extended as a four lane expressway through residential area from SH 83 to I-25.

Research Pkwy.: extended as four lane principal arterial through residential area from Powers Blvd. to the Woodmen Rd./Marksheffel Rd. intersection.

SH 85: widened to four lanes from Academy Blvd. to B St.

Stapleton Rd./Judge Orr Rd.: extended two lanes from Meridian Rd. to Curtis Rd.

Union Blvd.: extended as four lane principal arterial through residential area from Research Pkwy to Milam Rd.

US 24: widened to six lanes from 31st St. to Williams Canyon; widened to four lanes from SH 94 to Judge Orr Rd.

Woodmen Rd.: widened to six lanes from I-25 to Powers Blvd. and to four lanes from Powers Blvd. to US 24; constructed interchange with two-lane ramps at Marksheffel Rd.

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Banning Lewis Pkwy.: constructed four-lane principle arterial through residential area from US 24 to Woodmen Rd.

Colorado Ave.: upgraded to principal arterial from 30th St. to Columbia Rd.

Curtis Rd.: widened to four lanes from SH 94 to Judge Orr Rd.

Drennan Rd.: widened to four lanes and upgraded to arterial from Bradley Rd. extension to Ellicott Hwy.

I-25: widened to eight through lanes from Circle Dr. to Briargate Pkwy. with continuous accel/decel lanes from Bijou St. to Fillmore St. modeled as ten lanes between interchanges and eight lanes at the interchanges.

Fillmore St.: widened to six lanes from Centennial Blvd. to I-25.

Jackson Creek Pkwy.: constructed a four lane minor arterial through residential area from Baptist Rd. to SH 105; replaced the two centroid connectors in TAZ 229 and one in TAZ 233 with one connecting to Jackson Creek Pkwy.

Mitchell Rd.: extended as 2-lane collector through residential area north to SH 105 and south to Baptist Rd.; removed a centroid connector in TAZ 188 that went to Baptist Rd. and replaced the two centroid connectors in TAZ 192 with a new one connecting to the north extension of Mitchell Rd.

Powers Blvd.: upgraded to freeway from Platte Ave. to north I-25.

SH 85: widened to four lanes from SH 16 to I-25 (exit 128).

PPACG Mobile Source CO Emissions for 2000
2025 Regional Transportation Plan and 2002-2007 TIP
14-Nov-01

Area Type	Facility Type	Avg. Daily Speed	Daily VHT	Daily VMT	CO (Grams/Mile)	CO (Grams/Day)	CO (Tons/Day)
CBD	Principal Arterial	24.7	1,424	35,153	18.19	639,424	0.7
CBD	Minor Arterial	25.0	729	18,222	17.97	327,457	0.4
CBD	Collector	20.0	91	1,819	20.86	37,953	0.0
CBD	Centroid Connector	10.0	567	5,669	33.86	191,946	0.2
CBD Fringe	Freeway	51.6	6,664	343,771	7.37	2,533,589	2.8
CBD Fringe	Expressway	36.0	68	2,435	9.46	23,039	0.0
CBD Fringe	Principal Arterial	29.3	2,484	72,734	14.85	1,080,104	1.2
CBD Fringe	Minor Arterial	28.5	1,817	51,712	15.3	791,194	0.9
CBD Fringe	Collector	24.8	752	18,649	16.1	300,251	0.3
CBD Fringe	Centroid Connector	10.0	1,319	13,188	32.24	425,191	0.5
CBD Fringe	Ramp	23.2	475	11,004	18.85	207,429	0.2
Residential	Freeway	47.2	23,679	1,116,633	7.85	8,765,572	9.7
Residential	Expressway	44.9	1,905	85,534	8.84	756,121	0.8
Residential	Principal Arterial	38.5	36,673	1,412,807	10.3	14,551,911	16.0
Residential	Minor Arterial	38.5	35,440	1,365,620	13.09	17,875,970	19.7
Residential	Collector	33.4	16,096	537,489	14.39	7,734,468	8.5
Residential	Centroid Connector	15.0	51,578	773,672	24.78	19,171,582	21.1
Residential	Ramp	23.3	2,694	62,883	16.98	1,067,757	1.2
OBD	Freeway	54.5	1,096	59,772	7.43	444,106	0.5
OBD	Expressway	39.6	13,442	532,715	9.45	5,034,161	5.5
OBD	Principal Arterial	34.0	36,361	1,234,500	11.82	14,591,785	16.1
OBD	Minor Arterial	33.4	5,292	176,939	16.99	3,006,190	3.3
OBD	Collector	17.9	3,599	64,328	25.47	1,638,442	1.8
OBD	Centroid Connector	15.3	8,021	122,488	22.13	2,710,664	3.0
OBD	Ramp	23.9	882	21,040	16.88	355,155	0.4
Rural	Freeway	64.3	14,289	919,145	17.85	16,406,745	18.1
Rural	Expressway	55.0	3,904	214,825	7.17	1,540,296	1.7
Rural	Principal Arterial	50.0	9,312	465,777	8.17	3,805,396	4.2
Rural	Minor Arterial	50.0	10,272	513,193	8.07	4,141,469	4.6
Rural	Collector	45.0	1,104	49,662	10.5	521,454	0.6
Rural	Centroid Connector	15.0	12,608	189,125	28.31	5,354,123	5.9
Rural	Ramp	23.6	562	13258	16.03	212,529	0.2
Total			305,200	10,505,764		136,243,473	150.2

PPACG Mobile Source CO Emissions for 2007
 2025 Regional Transportation Plan and 2002-2007 TIP
 14-Nov-01

Area Type	Facility Type	Avg. Daily Speed	Daily VHT	Daily VMT	CO (Grams/Mile)	CO (Grams/Day)	CO (Tons/Day)
CBD	Principal Arterial	24.5	1,700	41,711	20.55	857,153	0.9
CBD	Minor Arterial	24.9	826	20,556	20.17	414,617	0.5
CBD	Collector	20.0	101	2,008	24.28	48,745	0.1
CBD	Centroid Connector	10.0	589	5,888	37.23	219,207	0.2
CBD Fringe	Freeway	49.8	7,403	368,990	7.68	2,833,842	3.1
CBD Fringe	Expressway	35.5	96	3,421	10.88	37,225	0.0
CBD Fringe	Principal Arterial	28.3	3,108	88,039	16.98	1,494,907	1.6
CBD Fringe	Minor Arterial	27.6	2,176	60,149	17.43	1,048,402	1.2
CBD Fringe	Collector	24.5	981	23,991	18.65	447,436	0.5
CBD Fringe	Centroid Connector	10.0	1,428	14,280	35.86	512,077	0.6
CBD Fringe	Ramp	25.1	497	12,457	19.58	243,902	0.3
Residential	Freeway	44.7	28,953	1,295,166	8.56	11,086,620	12.2
Residential	Expressway	43.8	4,493	196,770	9.29	1,827,989	2.0
Residential	Principal Arterial	37.1	47,799	1,771,656	11.27	19,966,567	22.0
Residential	Minor Arterial	37.0	43,571	1,612,210	13.93	22,458,083	24.8
Residential	Collector	32.6	20,166	656,423	15.65	10,273,017	11.3
Residential	Centroid Connector	15.0	61,360	920,400	28.42	26,157,774	28.8
Residential	Ramp	22.9	3,399	77,701	19.97	1,551,697	1.7
OBD	Freeway	54.1	1,251	67,727	7.56	512,015	0.6
OBD	Expressway	39.4	19,700	776,517	10.12	7,858,349	8.7
OBD	Principal Arterial	32.6	47,497	1,546,937	13.31	20,589,733	22.7
OBD	Minor Arterial	32.8	6,866	225,247	18.29	4,119,760	4.5
OBD	Collector	18.8	3,703	69,426	28.5	1,978,632	2.2
OBD	Centroid Connector	15.3	8,988	137,318	26.08	3,581,243	3.9
OBD	Ramp	22.8	1,132	25,850	20.47	529,143	0.6
Rural	Freeway	61.3	24,371	1,493,270	13.25	19,785,831	21.8
Rural	Expressway	55.0	9,725	534,668	7.73	4,132,982	4.6
Rural	Principal Arterial	49.9	15,554	776,761	8.17	6,346,136	7.0
Rural	Minor Arterial	49.9	13,964	697,050	8.1	5,646,104	6.2
Rural	Collector	45.0	1,624	73,055	10.13	740,042	0.8
Rural	Centroid Connector	15.0	19,328	289,925	31.69	9,187,720	10.1
Rural	Ramp	24.8	732	18,158	17.89	324,850	0.4
Total			403,078	13,903,722		186,811,799	205.9

PPACG Mobile Source CO Emissions for 2015
2025 Regional Transportation Plan and 2002-2007 TIP
14-Nov-01

Area Type	Facility Type	Avg. Daily Speed	Daily VHT	Daily VMT	CO (Grams/Mile)	CO (Grams/Day)	CO (Tons/Day)
CBD	Principal Arterial	24.4	1,825	44,509	19.57	871,041	1.0
CBD	Minor Arterial	24.9	902	22,444	19.12	429,129	0.5
CBD	Collector	20.0	97	1,936	23.2	44,911	0.0
CBD	Centroid Connector	10.0	605	6,048	35.29	213,427	0.2
CBD Fringe	Freeway	51.5	8,845	455,798	7.28	3,318,207	3.7
CBD Fringe	Expressway	30.2	142	4,282	12.65	54,164	0.1
CBD Fringe	Principal Arterial	28.1	3,239	90,897	16.06	1,459,803	1.6
CBD Fringe	Minor Arterial	27.2	2,341	63,746	16.8	1,070,933	1.2
CBD Fringe	Collector	24.3	1,017	24,686	17.84	440,398	0.5
CBD Fringe	Centroid Connector	10.0	1,501	15,012	34.04	510,991	0.6
CBD Fringe	Ramp	25.0	566	14,140	18.56	262,435	0.3
Residential	Freeway	46.7	35,274	1,646,060	7.61	12,526,516	13.8
Residential	Expressway	44.3	7,774	344,257	8.6	2,960,611	3.3
Residential	Principal Arterial	36.4	55,999	2,039,489	10.79	22,006,087	24.3
Residential	Minor Arterial	36.3	47,322	1,720,124	13.24	22,774,435	25.1
Residential	Collector	31.4	22,830	717,638	15.3	10,979,858	12.1
Residential	Centroid Connector	15.0	69,290	1,039,868	27	28,076,425	30.9
Residential	Ramp	17.8	5,166	91,960	23.97	2,204,281	2.4
OBD	Freeway	53.5	1,349	72,211	7.09	511,978	0.6
OBD	Expressway	38.9	21,864	851,459	9.67	8,233,608	9.1
OBD	Principal Arterial	32.4	51,006	1,652,288	12.62	20,851,880	23.0
OBD	Minor Arterial	32.5	7,400	240,438	17.15	4,123,507	4.5
OBD	Collector	19.8	3,716	73,739	25.95	1,913,517	2.1
OBD	Centroid Connector	15.3	9,821	150,099	24.85	3,729,963	4.1
OBD	Ramp	23.3	1,617	37,647	18.91	711,899	0.8
Rural	Freeway	63.9	27,848	1,778,549	13.85	24,632,905	27.2
Rural	Expressway	54.8	12,332	676,297	7.38	4,991,069	5.5
Rural	Principal Arterial	50.0	19,044	951,863	7.64	7,272,234	8.0
Rural	Minor Arterial	49.8	18,102	900,686	7.56	6,809,185	7.5
Rural	Collector	45.0	2,086	93,825	9.37	879,137	1.0
Rural	Centroid Connector	15.0	25,279	379,186	29.99	11,371,776	12.5
Rural	Ramp	24.7	1,060	26,173	17.18	449,656	0.5
Total			467,256	16,227,350		206,685,963	227.8

PPACG Mobile Source CO Emissions for 2025
 2025 Regional Transportation Plan and 2002-2007 TIP
 14-Nov-01

Area Type	Facility Type	Avg. Daily Speed	Daily VHT	Daily VMT	CO (Grams/Mile)	CO (Grams/Day)	CO (Tons/Day)
CBD	Principal Arterial	23.4	2,278	53,204	20.48	1,089,612	1.2
CBD	Minor Arterial	23.4	1,411	32,964	20.48	675,092	0.7
CBD	Collector	19.9	121	2,402	23.22	55,784	0.1
CBD	Centroid Connector	10.0	629	6,293	35.16	221,276	0.2
CBD Fringe	Freeway	46.7	10,009	466,963	7.45	3,478,871	3.8
CBD Fringe	Expressway	25.8	188	4,843	15.19	73,559	0.1
CBD Fringe	Principal Arterial	25.6	4,081	104,506	17.95	1,875,886	2.1
CBD Fringe	Minor Arterial	24.5	3,568	87,394	18.95	1,656,114	1.8
CBD Fringe	Collector	23.1	1,178	27,244	18.85	513,551	0.6
CBD Fringe	Centroid Connector	10.0	1,575	15,745	33.9	533,762	0.6
CBD Fringe	Ramp	24.8	661	16,382	18.65	305,522	0.3
Residential	Freeway	47.0	46,154	2,171,011	7.53	16,347,712	18.0
Residential	Expressway	42.8	5,998	256,653	8.94	2,294,478	2.5
Residential	Principal Arterial	35.9	62,187	2,233,859	10.93	24,416,078	26.9
Residential	Minor Arterial	35.2	53,539	1,885,471	13.7	25,830,950	28.5
Residential	Collector	29.3	30,100	881,436	16.57	14,605,393	16.1
Residential	Centroid Connector	15.0	77,555	1,164,150	26.84	31,245,773	34.4
Residential	Ramp	16.8	6,442	107,908	24.62	2,656,690	2.9
OBD	Freeway	53.0	11,711	620,649	7.03	4,363,160	4.8
OBD	Expressway	37.7	21,273	802,758	10.02	8,043,632	8.9
OBD	Principal Arterial	30.8	57,704	1,778,172	13.36	23,756,379	26.2
OBD	Minor Arterial	31.5	8,320	261,972	17.75	4,649,996	5.1
OBD	Collector	16.8	5,078	85,233	28.35	2,416,347	2.7
OBD	Centroid Connector	15.3	11,088	169,307	24.7	4,181,871	4.6
OBD	Ramp	23.0	2,160	49,618	19.1	947,708	1.0
Rural	Freeway	62.3	32,527	2,026,873	12.87	26,085,859	28.8
Rural	Expressway	54.2	15,352	832,720	7.35	6,120,495	6.7
Rural	Principal Arterial	49.7	21,136	1,050,053	7.62	8,001,403	8.8
Rural	Minor Arterial	49.4	23,832	1,178,064	7.54	8,882,602	9.8
Rural	Collector	45.0	2,625	118,039	9.33	1,101,303	1.2
Rural	Centroid Connector	15.0	31,961	479,415	29.86	14,315,338	15.8
Rural	Ramp	23.2	1,363	31,637	18.41	582,439	0.6
Total			553,801	19,002,935		241,324,635	266.0

APPENDIX B
RESOLUTIONS AND CONCURRENCES

APPENDIX C
PUBLIC REVIEW AND COMMENTS

