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MPO Planning Council

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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

Next Council Meeting
March 3, 2016
Larimer County Offices Building
Carter Lake/Boyd Rooms
200 W. Oak Street
Fort Collins, CO

**NORTH FRONT RANGE TRANSPORTATION &
 AIR QUALITY PLANNING COUNCIL
 MEETING AGENDA**

February 4, 2016
Timnath Administration Building
4800 Goodman Street
Timnath, CO

Council Dinner 5:30 p.m.
 MPO Council Meeting – 6:00 to 8:30 p.m.

Pledge of Allegiance/2-Minute Public Comment (accepted on items not for Action)
 Anyone in the audience will be given time to speak to any item on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the Regular Agenda. Members of the public will be given an opportunity to speak to the item before the Council acts upon it.

1. Acceptance of Meeting Agenda
2. Approval of Minutes-Lead Planning Agency for Air Quality/MPO-Jan. 7, 2016 (Pg.7)

Lead Planning Agency for Air Quality Agenda

COUNCIL REPORTS:

3. Air Pollution Control Division Report (Pg.15) (Written Report)
4. Regional Air Quality Council (RAQC) (Written Report)

Metropolitan Planning Organization (MPO) Agenda

Estimated Time

REPORTS:

- | | | |
|---|------------------|--------|
| 5. Executive Director Report | Terri Blackmore | 5 min |
| 6. Report of the Chair | Gerry Horak | 15 min |
| MSEC-Executive Director Salary Survey
2016 MPO Council Goals | | |
| 7. TAC (Pg.24) | (Written Report) | |
| 8. Finance (Pg.26) | Kevin Ross | 10 min |

ACTION ITEMS:

- | | | |
|---|---------------|-------|
| 9. ICMA-Updated Governmental Money
Purchase Plan & Trust (Pg.30) | Renae Steffen | 5 min |
|---|---------------|-------|

COUNCIL REPORTS:

- | | | |
|----------------------------------|-----------------|--------|
| Transportation Commission Report | Kathy Gilliland | 20 min |
| CDOT Region 4 Report | Johnny Olson | |
| North I-25 Coalition | Joan Shaffer | |
| Highway 34 Coalition | Sean Conway | |
| Host Council Member Report | Paul Steinway | |
| STAC (Pg.32) | Becky Karasko | |
| Other Council Members Reports | Council Members | |

MEETING WRAP-UP:

- | | | |
|---------------------------------------|--|-------|
| Final Public Comment (2 minutes each) | | 5 min |
| Next Month's Agenda Topic Suggestions | | |



**MPO MEETING
PROCEDURAL INFORMATION**

1. The order of the agenda will be maintained unless changed by the Planning Council Chair.
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the Chair, come and stand before the Council and state name and address for the record. (All proceedings are taped.)
4. For each Action agenda item, the order of business is as follows:
 - MPO staff presentation
 - Planning Council discussion
 - Public input on the agenda item
 - Planning Council questions
 - Planning Council action
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

1310	State funds for surface transportation
5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5316 (see 5307 or 5311)	FTA program funding for Job Access Reverse Commute (JARC; a pre-MAP-21 program)
5317 (see 5310)	FTA program funding for “New Freedom” (a pre-MAP-21 program)
5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQC	Congestion Mitigation & Air Quality Improvement Program funds (also CMAQ)
AQCC	Air Quality Control Commission (of Colorado)
AQTC	Air Quality Technical Committee
AWD	Average Weekday Traffic (also see ADT)
CAAA	Clean Air Act Amendments of 1990 (federal)
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (a FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CPG	Consolidated Planning Grant (combination of FHWA & FTA planning funds)
DOT	(United States) Department of Transportation

DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
FY	Fiscal Year (October - September for federal funds; July to June for state funds)
FFY	Federal Fiscal Year
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MDT	Model Development Team
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NOx	Nitrogen Oxide
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
PL	Planning (funds)
PPP (also P3)	Public Private Partnership

R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RPP	Regional Priority Program (a funding program of the Transportation Commission)
RTP	Regional Transportation Plan
RTP (<i>see TAP</i>)	Recreational Trails Funds - FHWA Environment funds
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Replaced by MAP-21)
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (funds)
SRP	State Rail Plan
SRTS (<i>see TAP</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	State Transportation Advisory Committee
STE (<i>see TAP</i>)	Surface Transportation Program funds (FHWA) for Transportation Enhancement Activities (a pre-MAP-21 FHWA funding program)
STIP	Statewide Transportation Improvement Program
STU	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
STP	Surface Transportation Program (a FHWA funding program)
STP-Metro	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
TAC	Technical Advisory Committee (of the NFRMPO)
TAP	Transportation Alternatives Program (a FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TE	Surface Transportation Program funds for Transportation Enhancement Activities (a pre-MAP-21 FHWA funding program; now see TAP)
TEA-21	Transportation Equity Act for the 21st Century (replaced by MAP-21)
TIP	Transportation Improvement Program
Title VI	Refers to the U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound



Town of Timnath Facilities

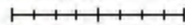
Timnath Administration Building:

From I-25 take Exit 265 East to Three Bell Parkway, turn right, then take a left onto Iron Forge Road and a left onto Goodman Street.

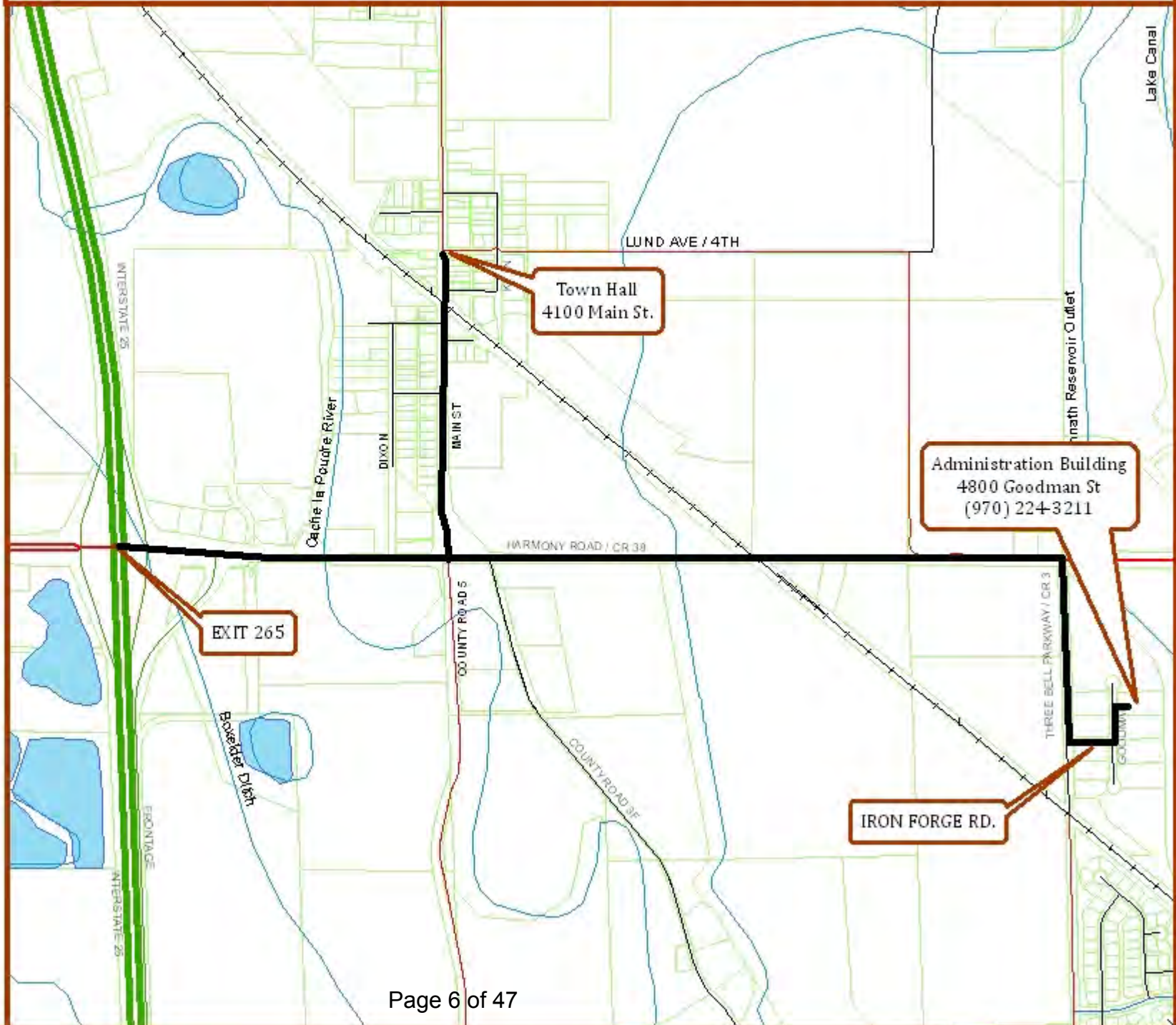
This drawing was produced by the Town of Timnath and is for reference purposes only and locations and dimensions should not be relied on for accuracy.



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Created: April 30, 2009



January 7, 2016 Council Meeting Minutes

**Meeting Minutes of the
NORTH FRONT RANGE TRANSPORTATION &
AIR QUALITY PLANNING COUNCIL**

**January 7, 2016
6 p.m.
Weld County Events Center
1150 O Street
Greeley, CO**

Voting Members

Present

Gerry Horak-Chair	-Fort Collins
Jan Dowker	-Berthoud
Kevin Ross	-Eaton
John Morris	-Evans
Robb Casseday	-Greeley
Troy Mellon	-Johnstown
Tom Donnelly	-Larimer County
Paula Cochran	-LaSalle
Joan Shaffer	-Loveland
Jordan Jemiola	-Milliken
Kathy Gilliland	-Trans. Comm
Sean Conway	-Weld County

Absent

Chris Colclasure	-CDPHE
Don Brookshire	-Severance
Paul Steinway	-Timnath
John Vazquez	-Windsor
*No member	-Garden City

MPO Staff:

Terri Blackmore, Executive Director; Renae Steffen, Administrative Director; Crystal Hedberg, Finance and Operations Manager; Alex Gordon, Transportation Planner/Mobility Coordinator.

In Attendance:

Dawn Anderson, Jeff Bailey, Shailen Bhatt, Leah Browder, Julie Cozad, Jim Eussen, Aaron Greco, Joel Hemesath, Mark Jackson, Dave Kisker, Gary Oplinger, Suzette Mallette, Johnny Olson, Maria Seacrest, Gary Thomas.

Chair Horak called the MPO Council meeting to order at 6:02 p.m.

PUBLIC COMMENT:

There was no public comment.

APPROVAL OF THE MEETING AGENDA:

*Conway **moved** to accept the meeting agenda. The motion was **seconded** and **passed** unanimously.*

APPROVAL OF THE MINUTES:

*Ross **moved** to approve the December 3, 2015 meeting minutes. The motion was **seconded** and **passed** unanimously.*

Lead Planning Agency for Air Quality Agenda

Chair Horak opened the Air Quality portion of the meeting.

Air Pollution Control Division Report

A written report was provided.

Regional Air Quality Council –RAQC

A written report was provided. Horak mentioned that at upcoming meetings RAQC would be discussing the proposed State Implementation Plan (SIP) measures for the next couple of years and announced they would be reviewing proposals in the next week to hire a firm to handle their public education and outreach.

Metropolitan Planning Organization (MPO) Agenda

Chair Horak opened the MPO portion of the meeting.

PRESENTATION:

CDOT Update

Shailen Bhatt, Colorado Department of Transportation (CDOT) Executive Director, thanked the Council for being invited to speak and expressed his appreciation for the collaborative work done by MPO's nationally, mentioning his own previous experience as an MPO Director in Kentucky. He addressed the following topics from his presentation handout:

- The focus of CDOT and priorities for the next year-
Director Bhatt explained the infographic on his handout and stated that when he came to Colorado CDOT was in the top ten DOT's in the country, his goal is to be number one. He cited the implementation of CDOT's RoadX program and HERE mapping technologies as viable steps toward the achievement of that goal.
- The new Federal Bill passage and its implications for CDOT-
According to Director Bhatt the biggest implication of this five year bill, the Surface Transportation Reauthorization and Reform (STRR) Act, is that the authority to spend the funding will not be called into question. He expressed his concern regarding the use of pension smoothing and the practice of partisanship, but praised the addition of what he called "funded federal mandates", like the billion dollar funding for connected vehicles and the freight program. He also expounded on why he was pleased that the Transportation Infrastructure Finance and Innovation Act (TIFIA) was partially restored in the bill and how it works well for the State of Colorado. He also specified that TIFIA is government financing at a favorable rate, not funding.
- How Bustang fits into the statewide plan and the importance of transit as part of the mix-
Director Bhatt noted that it is not possible to build your way out of congestion and that is why transit options like Bustang play such an integral role in reducing congestion. He explained how Bus Rapid Transit (BRT) design allows for schedules that are very appealing to riders and credited that to the increase in Bustang ridership overall. He noted that although Bustang was only a "drop in the bucket" for helping to solve the problems currently on I-25 or I-70, it does provide a positive option for commuters.
- I-25 with focus on the importance of getting the "managed lane" in to help with trip reliability/ Update on how using the shoulder as an additional lane on West I-70 is working-
Combining the last two topics, Director Bhatt said that while he feels that there is a risk in using managed lanes and they are not the ultimate solution, he proudly stated that over 50,000 vehicles were able to travel without issues on the I-70 managed lanes through the Eisenhower Tunnel and the eighteen mile stretch from Empire to Idaho Springs over the New Year's holiday weekend. He

noted that managed lanes do not pay for themselves but they are able to provide trip reliability. Bhatt also indicated that a managed lane is currently under construction on I-25 that will hopefully reach the E-470 and eventually, with necessary financing, meet up with State Highway 7. He feels this is the most realistic way to get relief on I-25.

Director Bhatt completed his presentation by stating that he wants to be involved in the conversations regarding the issues on I-25 and provide aid in the most responsible way possible.

Melon asked if CDOT planned to partner RoadX with any traffic alerting program providers. Bhatt indicated that CDOT is willing to work with multiple providers to get the best finished product, but currently they have a Memorandum of Understanding for a pilot program using approximately 1000 cars and explained how a "managed motorway" would potentially work.

Donnelly thanked Bhatt for his presentation and complimented Director Blackmore and Commissioner Gilliland as being the best in the State of Colorado. He handed out a table of I-25 projects using funds with local funding and asked that Bhatt and CDOT consider working with the Northern Colorado communities differently than the rest of Colorado because, unlike others in the State, Northern Colorado Communities provide substantial funding for I-25 projects, therefore CDOT should not need to collect funding from managed lanes there. Although Bhatt said he respects the communities in Northern Colorado for their understanding of the issues and funding participation when it comes to I-25, he views the tolling as a pricing and reliability issue. He clarified that not a lot of money is generated from toll lanes, but if you have three striped lanes they will all become gridlocked, therefore a free-flowing managed lane is the best operational use of their money. Donnelly said that the communities in Northern Colorado chose to help pay for I-25 projects because it is the right thing to do and they want to work collaboratively with CDOT to find solutions that work for everyone. Gilliland acknowledged the substantial contributions Northern Colorado has made toward I-25 and suggested they wanted that to be recognized.

Conway thanked Bhatt for presenting to the Council and gave an historical account of the debates surrounding the Transportation Revenue Anticipation Notes (TRANs Bonds) proposal process and the significant projects that were eventually able to be funded after the bill passed in 1999. He fervently stated that although he understood the need for significant maintenance funding (\$750M Asset Management Budget) and respected Bhatt's position on bonding and debt, he questioned where Colorado's transportation system would be today if that bill had not passed and asked that a gas tax, hospital provider's fee, TRANs II, and others be put on the ballot and let the voters decide. Bhatt agreed that TRANs Bond I funds had been significant in assisting with many important projects and the transportation system would be in a much more difficult place without them. He explained that he could not wholeheartedly get behind borrowing \$3.5B without a new revenue source because of the \$250M it would cost in payments each year that would be taken out of the maintenance (Asset Management) funding that is already at a deficit, but added he was willing to work together on viable solutions.

Jemiola asked Bhatt to elaborate on Governor Hickenlooper's Program which allows for a \$100M commitment to Colorado's biking infrastructure. Bhatt addressed that many are concerned about what the media is publishing regarding the distribution of this money and clarified that \$60M of it is passed through to the communities through the MPO's for specific projects and is not controlled by CDOT, \$30M is Great Outdoors Colorado (GOCO) funds for Colorado's rivers, parks, open space, wildlife, and trails, and \$10M goes to Safe Routes to Schools. The money will be dispersed over the next four years. Council discussion ensued regarding the details of this commitment and its effect on the public's view of the need of funding for I-25 because of how it was presented to the public. Bhatt responded to the discussion by indicating this may be a circumstance where politics have come above policy and expressed his desire to work with the MPO and the communities to form constructive solutions for I-25 and other transportation issues in Colorado. Horak remarked that on January 6th the North I-25 Coalition formed a subcommittee, which will include CDOT and HPTE, which will be tasked with exploring financing/funding options while working with FIX I-25 on improved messaging and lobbying. He thanked Director Bhatt for the work he is doing and for addressing the Council's questions and concerns.

REPORTS:

Executive Director Report:

Terri Blackmore, Executive Director, indicated that the January 2016 Director's Report was in the packet and noted that the Council had been provided with a copy of the MPO Newsletter, *On the Move*, which included an article on the MPO's donation of computers to Salida del Sol Academy in Greeley, as chosen by former Chair Conway. Also provided was a year-end VanGo™ Metrics and revised 2016 MPO Council Meeting Dates & Locations. She stated that over thirty applications had been received for the vacant Transportation Planner positions, from which they hope to hire two planners, and they would have a temporary staff person in place soon to assist with the VanGo™ Program while they assess the need for full or part-time staff once VanGo™ transitions to a new website. She announced that Alex Gordon, Transportation Planner, will now also be the Interim Mobility Coordinator, replacing Mary Warring, former Mobility Coordinator.

Report of the Chair:

Chair Horak said he would announce the appointment of STAC members as noted on the agenda.

Transportation Advisory Committee (TAC)

A written report was provided.

Mobility

A written report was provided.

ACTION ITEMS:

Negotiations on MPO Office Space

Blackmore briefly reviewed the information from the Office Lease memo with the Council. Crystal Hedberg, Finance and Operations Manager, added that she had researched Loveland and Berthoud properties and found the square footage to be comparably priced with the MPO's current office space. She also said that after considering the value of covered parking, the housing of MPO servers and overall staff commuting requirements, it was determined that negotiations with Blue Ocean Enterprises on a new lease were the appropriate course of action. Horak noted that there was also a consideration of staff as they had been hired with the understanding they would be working in Fort Collins. He felt there were not enough favorable financial circumstances to warrant moving to a new location.

*Conway **moved** to approve authorizing the NFRMPO Finance Department to finalize a lease agreement with Chair Horak's assistance. The motion was **seconded** and it **passed** unanimously.*

FY2016 UPWP Budget Approval

Hedberg briefly reviewed the information from the FY2016 Budget memo with the Council.

*Ross **moved** to approve Resolution 2016-02 approving the FY2016 Budget. The motion was **seconded** and it **passed** unanimously.*

2016 UPWP Amendment

Blackmore briefly reviewed the FY2016 Unified Planning Work Program (UPWP) and Budget Amendment memo with the Council.

*Ross **moved** to approve Resolution 2016-03 approving the 2016 UPWP Budget Amendment. The motion was **seconded** and it **passed** unanimously.*

Support for Improvements on I-25

Blackmore reminded the Council that this resolution reflected revisions as requested at the December 3, 2015 meeting.

*Conway **moved** to approve Resolution 2016-04 Support for Improvements on I-25. The motion was **seconded** and it **passed** unanimously.*

Establishing 2016 Committee Membership

Horak reviewed his choices for the 2016 Finance Committee members as follows: Kevin Ross; Chair, Tom Donnelly; Vice Chair; Paula Cochran and Jan Dowker; members.

Horak recommended Conway as the STAC Representative and himself as the alternate.

*Mellon **moved** to approve Resolution 2016-01 Establishing 2016 Committee Membership. The motion was **seconded** and it **passed** unanimously.*

COUNCIL REPORTS:

Transportation Commission Report

Gilliland reported on the following:

- Transportation Commission met on January 6th and had discussion with David Specter regarding HPTE on TIFIA. There is a small group that will be working with HPTE on obtaining some realistic funding streams for Northern Colorado, a proposal made by Horak. Also discussed was the idea of breaking the corridors into segments for funding purposes.
- She attended a presentation on the unique Diverging Diamond Interchanges (DDI) which have better traffic flow with no left turns, limited traffic signals and they help improve safety and increase mobility. They plan to use a DDI for the US 36 project. It will be only the second one in the State. RTD put \$8M towards the installation of special transit access ramps underneath it.

CDOT Region 4

Olson briefly reviewed the CDOT Project Status Update with the Council and added that US 34 East was open but needs grinding that will require some lane closures. He will be providing the US 34 Coalition with pricing for a PEL study at their February meeting.

North I-25

There was nothing additional to report.

Highway 34 Coalition

There was nothing additional to report.

Host Council Report

Conway enthusiastically handed out Weld County lapel pins and Weld County's 2015 Summary and announced that Weld County Charter was celebrating their 40th Anniversary. He and Julie Cozad, Weld County alternate, praised the Windsor Wizards Football team for their State Championship and for having a combined GPA of 3.6, the highest of any other football team in the State. Also recognized was the Eaton Reds Girl's Volleyball team, for winning their State Championship and the University High Bulldogs Cheerleaders for their State Championship and moving into the national championship. Each team will be honored by Weld County with their own day of celebration. He also announced that Julie Cozad would be his new alternate for Weld County and thanked Alberto's Mexican Restaurant for providing the dinner.

Loveland- Shaffer announced that the Valentine Re-Mailing Program begins Feb. 4 with the first stamping at 9 a.m. at the Loveland Chamber of Commerce and the Loveland Fire and Ice Winter Festival will be February 12th-14th

Berthoud- Dowker announced there will be five spots on the Berthoud Town Board for the April elections.

Johnstown-Mellon reported that Johnstown transportation impact fees for usage will increase 50%. Over the next five years they will impose a 10% plus inflation increase. In the past ten years the fees were only increased in accordance with inflation rates. Another transportation funding mechanism that was discussed in September was a street maintenance utility fee, but it was voted down due to the lack of a revenue-neutral solution.

EXECUTIVE SESSION:

Ross **moved** that the Council go into an Executive Session pursuant to section 24-6-402(4)(f) of the Colorado Revised Statutes for discussion of a personnel matter involving the MPO's Executive Director Performance Evaluation Process for the current year and her potential salary and benefits. The motion was **seconded** and it **passed** unanimously.

The Council entered into an Executive Session at 7:33 p.m. The session lasted approximately 44 minutes.

Chair Horak reopened the regular MPO Council meeting.

Council discussion ensued regarding date the Executive Director's salary increase and deferred compensation percentages.

Jemiola **moved** to approve the Third Amendment to Employment Agreement for the Executive Director with a six percent increase and no deferred compensation effective January 14, 2016. The motion was seconded by Conway.

Council discussion ensued regarding date the Executive Director's increase percentage and her deferred compensation.

Jemiola amended the motion to approve the Third Amendment to Employment Agreement for the Executive Director with a 4.3 percent increase and a \$3000 onetime bonus. The motion was seconded by Conway.

Council discussion ensued regarding the tax implications of a bonus.

Jemiola amended the motion to approve the Third Amendment to Employment Agreement for the Executive Director with a 5% increase and no bonus or deferred compensation. The motion was seconded by Conway.

Conway, the seconder of the motion, suggested they amend the motion to a 4.3% increase with a 1% deferred compensation for 2016. Jemiola agreed to the amendment of the motion

Council discussion ensued regarding the salary increase and the deferred compensation. It was clarified that the deferred compensation would be given in 2016 only, and that the money goes into a 457 International City/County Management Association Plan that the director cannot access until retirement, and the Council takes the liability on the money.

The motion was **seconded** and it **passed** unanimously.

Blackmore was highly praised for her determination, dedication, extensive transportation planning knowledge and amiable community involvement and outreach. It was requested that she increase her outreach to area Chambers of Commerce. They also offered her any training and other assistance she may need for herself and MPO staff.

MEETING WRAP-UP:

Final Public Comment:

There was no comment.

Next Month's Agenda Topic Suggestions:

- 1) MPO Council goal setting
- 2) Request Executive Director Salary Survey from MSEC.

The meeting was adjourned at 8:33 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Air Pollution Control Division Report: February 2016

Monthly Report from CDPHE to the North Front Range Transportation and Air Quality Planning Council

February 2016

The Air Quality Control Commission:

- The Colorado Air Quality Control Commission met on January 21. The Commission rescinded certain provisions from the state's greenhouse gas permitting regulations to align with federal regulations. The Air Pollution Control Division provided a briefing on the tampering of vehicle emission control systems, with special emphasis on the ongoing Volkswagen diesel emissions investigation. The Public Utilities Commission provided an overview of the ability of Colorado's electric grid to accommodate increased demand and respond to potential changes resulting from the Clean Power Plan.

The Air Pollution Control Division:

- The Division filed comments (attached) with the United States EPA regarding EPA's proposed model trading rules and federal plans for implementing the Clean Power Plan.
- The Division continues to meet frequently with the RAQC board, subcommittees, staff, and technical consultants to develop a State Implementation Plan for the 2008 ozone standard (75 ppb). The Division is meeting monthly with EPA Region 8 regarding SIP requirements and Colorado's high background ozone levels. The Division will attend an EPA workshop on background ozone in Phoenix, AZ, February 24-25.
- The General Assembly convened its 2016 session on January 13, 2016. Three bills related to air quality have been introduced to date. SB16-046, sponsored by Sen. Cooke, would require the AQCC and Public Utilities Commission to prepare a joint report regarding the state Clean Power Plan and would require legislative review before the plan is filed with EPA. SB16-061, sponsored by Sens. Cooke and Sonnenberg, would remit emission fees to electric utilities to offset the potential costs of compliance with the Clean Power Plan. HB16-1004, sponsored by Reps. Winter and Arndt, would require the establishment of measurable goals to reduce greenhouse gas emissions or increase Colorado's adaptive capability to respond to climate change.





January 21, 2016

EPA Docket Center Mail Code
Docket ID No. EPA-HQ-OAR-2015-0199
1200 Pennsylvania Avenue
NW Washington, DC 20004

Submitted electronically on
January 21, 2016 via www.regulations.gov

The State of Colorado appreciates the opportunity to comment on the above-referenced docket, including the U.S. Environmental Protection Agency’s (“EPA’s”) proposed model trading rules for EPA’s greenhouse gas (“GHG”) emission guidelines for existing fossil fuel fired electric generating units (“Clean Power Plan”), Draft Evaluation Measurement and Verification (“EM&V”) Guidance for Demand-Side Energy Efficiency (“EE”), and proposed revisions to EPA’s framework regulations implementing Clean Air Act section 111(d).

Colorado supports the goal of reducing greenhouse gas emissions from the power sector, and also supports the flexibility provided to states in the Clean Power Plan. Colorado has made proactive efforts over the last decade to reduce GHG emissions in multiple sectors and is committed to meeting or exceeding the Clean Power Plan’s carbon dioxide (“CO₂” or “carbon”) reduction goals. Reducing air emissions is important for our health, environment, and economy.

As discussed in Colorado’s comments on the proposed Clean Power Plan, EPA should support and incentivize early actions to reduce carbon emissions and should give them appropriate credit in the final rules. Colorado is in the process of developing a state plan that best meets the needs of our state, and supports the flexibility that is available to states. Colorado encourages EPA to incentivize early action and remove potential barriers to early action from the final rules. EPA should provide clarity to states and other stakeholders by quickly finalizing the model trading rules and EM&V guidance. EPA should also avoid unnecessary complexity in its final rules.

Colorado provides the following, specific comments on the proposed model trading rules, framework revisions, and draft EM&V Guidance. Colorado believes that these comments will help facilitate successful implementation of the Clean Power Plan by states.

I. EPA Should Quickly Finalize its Proposal

EPA proposed two approaches, rate-based and mass-based, to a federal plan for states that do not submit an approvable plan. EPA proposed to finalize a single approach for the federal plan. The type(s) of federal plan that EPA promulgates for states that do not submit an approvable state plan could potentially impact the eligibility of other states to trade with the federal plan states. The same is true for tribes. Colorado requests that EPA announce early which federal plan(s) EPA will finalize for states and tribes, in order to assist other stakeholders in planning and decision making.

Similarly, Colorado requests that EPA make its tracking and compliance system available for states as early as possible during state plan development to assist in planning and decision making. Colorado also requests confirmation that the EPA-administered tracking and compliance system will be available and operating for states that develop either a mass-based or a rate-based plan.

II. The Model Trading Rules Should Not Limit State Flexibility

EPA proposed rate-based and mass-based model trading rules that states may use to implement the Clean Power Plan. State programs that adhere to the model trading rule provisions are presumptively approvable.



COLORADO
Department of Public
Health & Environment



COLORADO
Department of
Regulatory Agencies



COLORADO
Energy Office

States may also submit plans that differ from the model trading rule provisions, so long as the state demonstrates that the state plan requirements satisfy the emission guidelines. Colorado supports the flexibility for states to develop plans according to their specific state needs without being limited by the model rules.

Colorado supports the ability to trade with tribes under the Clean Power Plan. Colorado also believes that states should have the flexibility to trade with tribes or other states that adopt approved state-specific trading programs that might differ from the model trading rules. This includes, but is not limited to, the flexibility to trade with states that establish economy-wide carbon trading markets.

States should not have to fear that exercising their discretion, within the framework of the emission guidelines, over the design or implementation of state plans might impact their ability to participate in trading markets. Colorado therefore requests that EPA clearly state in the model rule that a state may choose to replace the federal plan's allowance distribution methodology with its own distribution provisions, without limiting the state's ability to trade or to gain approval of a trading ready plan.

The Clean Power Plan requires state plans to include provisions for accrediting independent verifiers. Colorado requests that EPA allow states to recognize independent verifiers accredited by EPA according to the federal plan or other states according to EPA-approved state plans, without requiring additional state review and accreditation.

III. Clean Energy Incentive Program ("CEIP")

Colorado has been a leader in the development of renewable energy ("RE") resources. Colorado believes the initiatives of Colorado utilities to act before implementation of the Clean Power Plan should be recognized.

Therefore, Colorado requests that RE and EE projects that qualify for the CEIP begin earning allowances or emission rate credits ("ERCs") for all generation or electricity savings that occur after the state plan is submitted to EPA, rather than only generation or savings occurring in 2020 or 2021. Colorado also asks EPA to award matching allowances or ERCs for such pre-2020 generation or savings. Colorado is concerned that, without earlier recognition, there may be a disincentive to initiate RE or EE before full credit can be taken in 2020.

Similarly, Colorado requests that EPA clarify project eligibility by using a different term than "commence construction" (for RE) and "commence implementation" (for EE). These terms are potentially confusing because they are not defined in the model trading rules or emission guidelines. Under the new source review ("NSR") program, commence construction means a contractual obligation or physical onsite construction. That definition is inappropriate for the CEIP. Colorado suggests EPA base the eligibility of an RE or EE project on the date, after September 6, 2018, or after submittal of a state plan, that the project commences to deliver or save electricity on the electric grid.

The model rules indicate that the Administrator will determine whether communities are low income, but do not specify criteria for doing so. States should not be bound by any criteria EPA might establish, but should instead be allowed to define low-income as appropriate for their state. For example, many states have experience working with low-income communities through implementation of the federal Weatherization Assistance Program and low-income utility programs, and have developed mechanisms for determining and verifying income. Colorado believes that EPA should allow states to use those, and other, existing programs to define low-income for the purpose of the CEIP. If EPA determines that EPA must define low-income, Colorado requests that the definition recognize that low-income is defined differently in each state and include both geographic and household thresholds. A geographic threshold would allow EE to benefit communities beyond the residential market, such as including resources shared by the community. Colorado suggests the established 2/3 threshold commonly used for federal income qualification for multi-family buildings could be applied at the

community level (i.e., census tracts where 2/3 of households qualify as low income under the household threshold). A household threshold would allow income qualified members of any community to benefit from the CEIP. Colorado recommends households at or below 80% of area median income.

Colorado also requests that states be given the flexibility to determine how their portion of EPA's matching 300 million allowances or ERCs are to be allocated between RE and EE in their state. Colorado cannot predict the relative number or size of eligible RE and EE projects, and believes that a federal limit on the portion of matching allowances or ERCs going to either RE or EE projects would limit the effectiveness of the CEIP.

Colorado believes that RE that directly benefits low-income communities should be eligible for matching allowances under the CEIP, in the same manner as low-income EE projects. Only the portion of the RE that benefits the subset of low-income users in a community, such as with a community shared-solar project, should be eligible for matching allowances. However, similar to the geographic or community threshold proposed above for low-income EE, for a community-shared RE project in which at least 2/3 of the subscribers qualify as low-income, the entirety of the RE should be eligible for matching allowances.

Colorado requests EPA include a broad set of renewables as eligible sources under the CEIP, including small hydropower, woody biomass, combined heat and power, and coal mine methane (see Colorado's comments on biomass and CMM below). Like many western states, Colorado's water resources are vital to health and economic prosperity. After many years of collaboration, Colorado finalized its first state water plan in 2015. Colorado's water plan is likely to spur new water storage projects, in addition to the recent 20 MW of new hydropower generation since 2011, which may create additional hydropower opportunities in Colorado. For example, in 2015 eight hydropower projects filed notices of intent with the Federal Energy Regulatory Commission. Therefore, Colorado requests EPA include this wider range of RE as potentially eligible under the CEIP.

IV. Rate-based Trading Program

Emission Rate Credit Revocation

When discussing improperly issued ERCs in the preamble to the emission guidelines, EPA says that state plans must "include provisions making clear that an affected EGU may only demonstrate compliance with an ERC that represents the one MWh of actual energy generation or savings that it purports to represent." 80 Fed. Reg. 64662, 64907 (Oct. 23, 2015). Colorado agrees that the states and EPA should have enforcement authority regarding improperly issued ERCs, and believes that liability should rest with the entity to which the ERCs were issued, not EGUs that may have relied on the ERCs to demonstrate compliance. EPA takes this approach in the model trading rule. Colorado requests clarification that a state plan need not place the risk of ERC revocation on EGUs that in good faith purchased or relied on improperly issued ERCs. Without certainty that an ERC will be considered valid after it is recorded, the regulated community and other Clean Power Plan participants may be subject to unnecessary risk.

Eligible Renewables

The Clean Power Plan and model rules define wind, solar, hydropower, qualified biomass, and certain other resources as eligible to generate ERCs. Colorado and four other states treat coal mine methane ("CMM") as a RE resource for purposes of their renewable or alternative portfolio standards. Similar to biomass, CMM can replace generation from affected EGUs and prevent other GHGs from reaching the atmosphere. By beneficially using or destroying methane that would otherwise be vented or seep from coal mines, CMM can result in a net reduction of GHG emissions. CMM can also directly benefit the economy of the communities dependent on the coal industry. Therefore, Colorado requests that EPA include CMM as a potentially eligible resource for generating ERCs.

Similarly, woody biomass is an eligible resource for Colorado's Renewable Energy Standard. This promotes forest health, avoids the use of fossil fuels for electric generation, and reduces the release of CO2 from decomposing wood. While biomass electricity generation is a small portion of Colorado's electricity production, the use of woody biomass protects watersheds and residences and is a key end-use within a sustainable forest management plan. However, because biomass generation technologies and feedstocks vary, Colorado requests that EPA allow states the ability to determine the eligibility of different biomass generation. In addition, if EPA elects to define qualified biomass, Colorado requests EPA include sustainably managed woody biomass on a list of pre-approved qualified biomass.

V. Mass-based Trading Program

EGU Retirement

EPA proposed in the model trading rules that an affected EGU that has ceased operations for two consecutive calendar years will not receive allowances for the next compliance period. Colorado requests that EPA confirm that a state has the authority to develop its own allowance allocation approach, including the specific authority to develop its own allowance allocation approach for retired EGUs.

Clean Energy Incentive Program

The Clean Power Plan provides that a state's participation in the CEIP is optional. However, in the proposed model rules EPA says "that a state that chooses to replace the federal plan allocations with a state-determined approach must include a CEIP set-aside." 80 Fed. Reg. 64662, 65026 (Oct. 23, 2015). Colorado requests that EPA clarify whether a state must include a CEIP set-aside only when a state replaces the allowance allocation approach in the federal plan that EPA promulgated for that state or whether a state must also include a CEIP set-aside if the state develops an allocation approach that differs from the mass-based model trading rule allocation approach.

Leakage

A mass-based state plan must address potential emission leakage, which according to EPA occurs where shifts in generation to unaffected fossil fuel-fired EGUs result in increased emissions relative to the best system of emission reduction for existing EGUs. States may use a method identified by EPA to address leakage, or adopt their own "equivalent method." EPA does not provide great detail concerning the credible analysis a state must include supporting this demonstration, and Colorado requests that EPA be flexible and reasonable concerning the level of analysis required.

In addition, in its assessment of a state's demonstration, EPA should not consider the generation from all new natural gas combined cycle ("NGCC") units as leakage. There are valid reasons for constructing new NGCC units other than to displace existing NGCC, and Colorado believes states should be allowed to develop new NGCC for those reasons. For example, generation from new NGCC units may be necessary to compensate for the retirement of existing coal-fired EGUs, to back up new RE projects, or to meet demand growth. Such generation should not be considered as leakage. In these, and potentially other, situations it is difficult to precisely determine what generation is being displaced. Further, new NGCC units are more efficient, thus lower emitting, and cost-effective than shifting generation to some existing NGCC units. Colorado believes the reduction in emissions and savings to rate-payers, comparing new NGCC units with existing NGCC units, should be supported.

Renewable Energy (“RE”) Set-aside

EPA proposed two additional components of allowance allocation under the mass-based model rule to address the risk of leakage to new unaffected units, an output-based allocation and an RE allocation. An RE project is eligible to receive RE set-aside allowances for uprated newly installed electrical generation beyond nameplate capacity or new electrical savings measures installed or implemented after January 1, 2013. EPA further states that RE set-aside allowances may be issued only for the difference in generation between an uprated nameplate capacity and the nameplate capacity prior to the uprate, or the difference in nameplate capacity between a relicensed permit and a prior permit.

Colorado believes that a replacement RE project should be eligible to receive allowances for the full amount of generation rather than the generation incremental to the replaced RE project. RE projects often have a limited life span, approximately 15-20 years for a wind farm project, and RE replacing those projects should be fully credited. Further, there is a practical problem with determining which portion of a replacement project is incremental and who should potentially receive allowances for that incremental generation. Therefore, Colorado requests that EPA clarify that new generation at an existing RE project and replacement RE projects are eligible to receive allowances for the full generation of the project.

Colorado also requests that EPA include a broad set of renewables as eligible sources, including small hydropower, woody biomass, combined heat and power, and coal mine methane (see Colorado’s comments on biomass, CMM, and hydropower above).

VI. Framework Regulations (Subpart B)

Actions by the Administrator

EPA proposed to amend the framework regulations for section 111(d) plans to require EPA to approve or disapprove a state plan within 12 months after EPA receives the complete plan. Colorado requests that EPA also include a provision similar to EPA’s approval of the Clean Power Plan initial submittal, whereby the state plan will be considered approved unless EPA notifies the state that the state plan is disapproved within that 12 month timeframe. Colorado believes this additional provision will provide certainty to states, EGUs, and other entities potentially subject to this complex federal requirement, as well as other emission guidelines.

Calls for Plan Revisions

EPA proposed to amend the framework regulations and include a mechanism for EPA to make calls for plan revisions similar to the SIP-call provisions of the Clean Air Act Section 110(k)(5). EPA’s intent of this mechanism is to initiate a process to improve state plans when they are not meeting program objectives or when a state is not implementing its approved state plan.

Colorado appreciates EPA’s intention to ensure that a state is implementing and enforcing the standards in the Clean Power Plan. However, Colorado is concerned about the resource implications of frequent 111(d) plan revisions. Currently, a state must revise a 111(d) plan when EPA revises an emission, monitoring, recordkeeping, or reporting requirement in an emission guideline. Adding a “plan-call” provision on top of the existing requirements to revise a 111(d) plan would require a significant level of state effort and resources. Therefore, Colorado requests that EPA clearly specify the criteria under which EPA may use the plan-call mechanism.

VII. Evaluation Measurement and Verification (“EM&V”)

Colorado has a strong commitment to energy efficiency as exemplified by our statutory mandate enacted in 2007 that highlights emission reductions and increased energy efficiency. In the preamble to the Clean Power Plan, EPA recognizes that states have well established EE programs with significant EM&V infrastructure already in place. Given the experience gained in Colorado with EM&V, we offer the following, specific comments.

Location of EE Measures

Guidance provided by the EPA is more expansive than the EM&V requirements outlined in the model rules. Colorado also notes that the model rules appear to preclude certain measures anticipated in the guidance such as EE point-of-sale rebates or distributor incentive programs (which do not have identified consumers) by requiring that the EM&V identify the location of each discrete measure. Colorado requests EPA recognize EE measures such as point-of-sale rebate measures in the model rules by clarifying that “the location of each discrete measure” may not mean a specific, physical location.

Common Practice Baseline and Savings Measurement

Colorado is concerned that the common practice baseline approach creates a moving target which can create regulatory uncertainty, and potentially disincentivize early actions such as increasing building code requirements. Colorado suggests EPA clarify that the common practice baseline will be established as of the time the project is approved. If necessary, the common practice baseline could be revisited in the next compliance period. Colorado believes this clarification will provide greater project certainty for both the EE provider and the state.

Similarly, Colorado requests that EPA clarify in the model rules that gross savings will be used to determine the EE energy savings. The EM&V guidance specifies the use of gross savings rather than net savings, but the model rules do not specify how electricity savings should be quantified.

Periodic Review

The model rules state that EE programs, projects, and measures must be quantified in intervals sufficient to ensure the savings are accurately and reliably quantified, specifically every 1, 2, or 3 years. The guidance also references this time frame for review of consumer-funded EE programs, but in the context of “determining the frequency of conducting EM&V.” Colorado requests that EPA clarify in the guidance that the “quantification” is a technical evaluation of the EE program savings, rather than a full EE program evaluation, which evaluates program delivery and not energy savings.

Effective Useful Life (“EUL”) Adjustment

EPA’s draft EM&V guidance requires the adjustment of EE EUL if future persistence and/or degradation studies show that energy savings are not generating the savings as the calculations projected. Colorado is concerned that this requirement may disincentivize investment in EE projects, and state plan reliance on such projects, due to potential retroactive invalidation of assumed savings. For example, if a study released a few years into an EE project shows that the benefits are half of what was originally calculated, the new, and previously unknown, study could potentially end an EE program due to the lack of return on investment, and therefore the associated air quality benefits. In turn, this may hinder regulatory certainty in compliance due to the inability to rely on EE projections. Instead, Colorado believes that the EUL should be calculated based on the information available at the time the project is approved. If necessary, the EE EUL could be revisited in the next compliance period to inform savings going forward.

State Plan EM&V

Colorado is concerned that the guidance may disincentivize new EE technologies and methodologies by specifying that other means of meeting the EM&V requirements in a state plan must be as stringent as the presumptively approvable approach. Considering the rapid development of EE measures, Colorado suggests EPA clarify in the guidance that alternative state EM&V requirements may be approvable if they adequately meet the minimum criteria EPA established for EM&V in the Clean Power Plan.

VIII. Conclusion

Colorado remains committed to reducing emissions of CO₂ and other pollutants in a timely and cost-effective manner, while ensuring reliability and affordable electricity. Colorado supports EPA's efforts to develop model trading rules that allow states the flexibility necessary to reduce emissions in a way that is appropriate and achievable for the states' unique environments and economies.

Thank you for the opportunity to submit these comments.

Sincerely,



Larry Wolk
Executive Director and Chief Medical Officer
Colorado Department of Public Health and Environment



Joshua B. Epel
Chairman
Colorado Public Utilities Commission



Jeffrey Ackermann
Director
Colorado Energy Office

COMMITTEE REPORT: TAC – January 20, 2016

**Executive Summary of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
January 20, 2015**

APPROVAL OF THE DECEMBER 16, 2015 TAC MINUTES

The December 16, 2015 TAC meeting minutes were approved unanimously.

CONSENT ITEMS

No items this month.

ACTION ITEMS

No items this month.

OUTSIDE PARTNERS REPORTS (verbal)

Regional Transit Items - Jones stated GET implemented new route changes on January 4th and there has been an increase in ridership. Schneiders stated Bustang ridership continues to increase. Jones stated Senate Bill 11 proposes to eliminate FASTER Transit funding which includes operational and capital funding.

Regional Air Quality Council - Karasko provided an update from Amanda Brimmer with RAQC. Work continues to improve model performance for the Ozone State Implementation Plan (SIP) attainment demonstration. RAQC subcommittees are continuing to meet to evaluate strategies for both the current ozone SIP (75 ppb) and strategies likely needed to meet the new ozone standard (70 ppb).

PRESENTATION

ADA Transition Plans and Title VI - Patrick Gomez, Civil Rights Specialist with the FHWA Resource Center presented on ADA Transition Plans and their effects on MPOs. Not complying with the ADA is the same as age, race, religion, or gender discrimination. The ADA Accessibility Guidelines (ADAAG) are used for buildings and the Public Rights of Way Accessibility Guidelines (PROWAG) standard is currently under a notice of proposed rulemaking. A webinar to answer frequently asked questions will occur in early March 2016.

WORK SESSION

Karasko listed the different projects the NFRMPO Staff will be working on in 2016. She then requested feedback from TAC members on the level of involvement they would like to have with staff on future plans and studies. TAC members stated they would like more time to provide feedback on plans and studies, to be involved in problem solving, goal setting, and implementation, prioritization of standing items (such as the UPWP) to allow TAC members to prioritize items and to provide a more thorough review. TAC members also requested structured discussions and work sessions related to specific plans and studies (such as the upcoming Freight Northern Colorado plan).

REPORTS

ADA Transition Plans Inventory Update – Karasko provided an update on the ADA Transition Plan inventory conducted by staff last fall. Fort Collins, Greeley, Johnstown, Loveland, and Windsor currently have ADA Transition Plans; Evans and Milliken are working on plans; Weld County is updating its plan; Larimer County and Severance do not have plans; and Berthoud, Eaton, Garden City, LaSalle, and Timnath have not responded.

NFRMPO Counter Program Update - Buckley updated TAC on the NFRMPO purchased vehicle travel time collectors (VTTC), bicycle counters, and the NFRMPO's 2016 Annual Congestion Management Process (CMP) Report outline.

COMMITTEE REPORT: Finance – January 21, 2016

Finance Committee Report

- Finance Committee met on January 21, 2016
- Based on an agreement between CDOT and FTA, beginning in 2016 only 90% of the federal mileage rate reimbursement will be allowable for reimbursement from grants.
- The committee agreed that since the remaining 10% of mileage reimbursement is expected to be less the \$500, the organization will pick up the non-allowable amount.
- The Finance Committee reviewed a draft floor plan for remodel of the office.
- Finance requested staff obtain a quote for a lease rate without the remodel.
- A determination will be made whether it would be more beneficial for the MPO to pay for the remodel or let the landlord complete it and adjust the rent.
- The auditors reviewed management's responsibilities, audit engagement objectives and the overall audit timeline with the committee.

Meeting Minutes of the
Finance Committee of the North Front Range Transportation & Air Quality Planning Council

January 22, 2016
7:45 a.m.
Egg & I
1205 Main Street
Windsor, CO

Members Present

Kevin Ross
Tom Donnelly

MPO Staff Present

Terri Blackmore
Crystal Hedberg

Guests Present

Tyra Litzau, Anton Collin & Mitchell

Approval of Minutes:

Donnelly moved to approve the November 19, 2015 meeting minutes. The motion was passed unanimously.

Mileage Reimbursement

CDOT and FHWA came to an agreement that only 90% of the current federal mileage reimbursement rate will be allowable for reimbursement beginning in 2016. Based on this agreement, any employee requesting reimbursement would have to pay out of pocket the remaining 10% of any mileage the federal mileage reimbursement rate. Staff estimates the amount of out of pocket expense would be under \$200 per year. The Finance Committee approved the reimbursement of the 10% to be funded from local match.

Office Lease

Crystal Hedberg reported Blue Ocean, the owner of the office building we lease, has approached us to renew our lease early. The current lease will expire in February 2017. She stated the NFRMPO is currently paying approximately \$12.00/sq. ft. The office building has been remodeled (excluding the NFRMPO space) moving it from a "C" property to a "B" property. Blue Ocean has proposed terms for a renewal of the lease with the following conditions:

- Blue Ocean will pay for all improvements to the space (remodel to move the large conference room into the main current office space and replacing carpeting)

- NFRMPO will give back the conference room space when the improvements are completed
- NFRMPO will renew the lease for an additional five years and increase the rent to \$20 NNN
- The new rent will commence when the improvements are completed to the existing space.

The committee requested staff to:

- determine the lease rate without the improvements and
- the cost of the improvements to be paid by the NFRMPO

2015 Audit

Tyra Litzau, from Anton Collins Mitchell LLP, attended the meeting. Her presentation included a review of management's responsibilities, audit engagement objectives, and overall audit timeline.

Information Items

- Currently the City of Greeley and the City of Fort Collins provides maintenance services for the Vango™ program. Recently the City of Fort Collins relocated these services from the south side of Fort Collins to the North side of Fort Collins. To accommodate the vans that originate in Loveland (approximately 20 vans), staff is currently working with the City of Loveland to provided maintenance services for those vans.
- A meeting is scheduled with the City of Fort Collins to discuss the proceeds from the sale of FTA funded vans. If the proceeds from the sale of FTA funded vehicles exceed \$5,000, either the FTA's share of the proceeds need to be returned to the FTA or the proceeds need to be added to an open FTA grant for tracking purposes. Currently, the NFRMPO has no open 5307 grants. FTA is suggesting that we return the funds or add them to our mobility grant. Currently the City of Fort Collins, 'buys back" all of the 5307 funds in the area including Loveland, Berthoud, and the NFRMPO. We would like to explore the possibility with the City of Fort Collins that the NFRMPO be given a grant of \$50,000 for preventative maintenance. The remaining funds would be "bought back" by the City. If this is agreeable with the City of Fort Collins, this grant would be held open until all FTA funded vehicles have been sold. Any proceeds from the sale of these vans would be added to the grant and used for preventative maintenance.

**ACTION ITEM: ICMA-Updated Governmental
Money Purchase Plan & Trust**



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MPO Planning Council

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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
Rena Steffen
Administrative Director
Crystal Hedberg
Finance and Operations Manager

Memorandum

To: NFRMPO Council
From: Rena Steffen
Date: February 4, 2016
Re: Revisions to the ICMA Retirement Corporation
Governmental Money Purchase Plan & Trust.

Background

The IRS has instructed plan sponsors using the *ICMA-RC Governmental Money Purchase Plan and Trust Basic Document* to execute a new adoption agreement by April 30, 2016. Following the IRS schedule ICMA-RC submitted updated plan documents for review and approval in 2012 and received favorable opinion letters in 2014.

The new documents incorporate amendments for legislative and regulatory changes enacted since the prior restatement in 2006 and are effective as of 2007. Taking action to adopt the restated plan document will ensure the plan is updated in accordance with current IRS regulations. The old document included separate amendments for **post-EGTRRA legislative and regulatory changes** and for the **Heroes Earnings Assistance and Relief Tax Act of 2008 (HEART)**. The provisions of these amendments are now part of the standard document.

Action

It is requested that Council approve executing the new *ICMA Retirement Corporation Governmental Money Purchase Plan & Trust adoption agreement* for the NFRMPO.

STAC REPORT: December 2015

**Draft STAC Meeting Minutes
December 4, 2015**

Location: CDOT Headquarters Auditorium
Date/Time: December 4, 9:00 a.m. - 11:30 a.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (GV TPR), Gary Beedy (EA TPR), Peter Baier (GVMPO), Todd Hollenbeck (GVMPO), Doug Rex (DRCOG), Thad Noll (IM TPR), Jan Dowker (NFRMPO), Chuck Grobe (NW TPR), Norm Steen (PPACG), Buffie McFadyen (PACOG), George Wilkinson (SLV TPR), Mack Loudon (SC TPR), Bentley Henderson (SW TPR), Barbara Kirkmeyer (UFR TPR).

On the Phone: Scott Hobson (PACOG), Stephanie Gonzales (SE TPR).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions & October Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review of October STAC Minutes. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Thad Noll</u>: Would like to compliment staff on the thoroughness of the STAC minutes – they are a good resource for members and non-members alike. 	Minutes approved.
Chief Engineer Items / Josh Laipply (CDOT Chief Engineer)	<p>Josh Laipply</p> <ul style="list-style-type: none"> • We discussed the Local Agency Program in a previous STAC meetings and received some good input from the group. • The most common issues cited with respect to the Local Agency Program can be categorized as relating to: <ul style="list-style-type: none"> ○ Contract Timing ○ Payments ○ Federal Requirements • Planning to do a De-Federalized Pilot Project to assess its potential for resolving some Local Agency Program issues. <ul style="list-style-type: none"> ○ TABOR could impact this – we need to consider this factor. 	No action taken.

	<ul style="list-style-type: none"> ○ Currently setting up some project criteria for what types of projects would be best to pilot – e.g. highways rather than non-highway programs. ○ Will keep in mind that not all problems are necessarily caused by federal regulations; we need to look at our own requirements to see where they are causing issues. ○ We want to be thoughtful about picking a variety of projects with different characteristics in order to get a broad perspective on the benefits and costs of this approach. <p>STAC Comments</p> <ul style="list-style-type: none"> ● <u>Todd Hollenbeck</u>: I recommend looking at other states as part of this process, since they deal with this same type of money and some of them may do better than we do in terms of working with these. <p>Josh Laipply</p> <ul style="list-style-type: none"> ● The Governor pledged \$100 million in bike/ped funding over next 4 years, although really only the Safe Routes to School (SRTS) portion is new state funding. The rest of that funding comes from pre-existing programs, but CDOT needs to better track and report our bike/ped investments. ● We will work with the CDOT Regions and TPRs to identify where bike/ped improvements are both appropriate and desired in order to ensure a context-sensitive project. ● CDOT is also increasing its focus on improvements to achieve compliance with the Americans with Disabilities Act (ADA), specifically as it relates to accessible sidewalks and street crossings. ADA has been in effect for over two decades and federal authorities expect compliance. <p>STAC Comments</p> <ul style="list-style-type: none"> ● <u>Norm Steen</u>: How do we currently track bike/pedestrian projects? ● <u>Josh Laipply</u>: We can track some things easily based on the type of bid item (e.g. sidewalks, ramps, etc.), but it's difficult with something like a shoulder widening to say whether that's a bike/ped investment, a safety investment, or something else. ● <u>Norm Steen</u>: You have car counters, but how do you track bike/ped volumes? 	
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	<ul style="list-style-type: none"> • <u>Debra Perkins-Smith</u>: We have bike counters as well, and we have to work on deciding where we want to put those in the state. If you have a specific area of concern that you'd like us to look into, then we can talk about that and potentially help do an assessment. We also are starting to put in some permanent counters along important bike routes as well. • <u>Jeff Sudmeier</u>: Some of the counting systems can distinguish between bikes and pedestrians, but many can't. We are currently developing a Strategic Plan for our Non-Motorized Counting Program to determine where to place additional counters and how to make the program most effective. 	
<p>Transportation Commission Report / Vince Rogalski (STAC Chair)</p>	<p>Vince Rogalski</p> <ul style="list-style-type: none"> • High Performance Transportation Enterprise (HPTE) <ul style="list-style-type: none"> ○ Thad Noll is a new board member. ○ Kathy Gilliland is the Chair, Don Marostica is the Vice Chair, and David Spector is the HPTE Director. ○ I-70 viaduct is both a bridge and a potential toll route so HPTE is involved. ○ Final preparations for the Peak Period Shoulder Lane (PPSL) for its opening on December 12th. <ul style="list-style-type: none"> ▪ PPSL Limits: 13 miles between Empire and Twin Tunnels. ○ First "major snow event" on US 36 was successfully managed. ○ C-470 looking at final RFP, and financing will include TIFIA. Currently there are ≈ 52,000 transponders out among the public and use is growing. • Comment from the Public <ul style="list-style-type: none"> ○ Concerns about the timeliness of contracting by CDOT. • Bike/Pedestrian <ul style="list-style-type: none"> ○ How to better track bike/ped investments at a statewide level, a larger effort in the works. • Transit <ul style="list-style-type: none"> ○ Looking to increase transit activities statewide using funding from SB 228 (\$20 million) and SB 1 (\$12 million). • I-70 East <ul style="list-style-type: none"> ○ Disadvantaged Business Enterprise (DBE) contracts will account for 12% of construction and 11% of design. 	<p>No action taken.</p>

	<p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Thad Noll</u>: Kudos to Clear Creek County for putting up with the traffic and delays involved in the PPSL development. 	
<p>TPR Reports / STAC Representatives</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>GVMPO</u>: RAMP program on Horizon Drive proceeding, so far so good, some business disruption but seems to be moving along. • <u>PPACG</u>: Approved Moving Forward 2040 RTP after 3 years of work; approved project priority list and two TIP amendments; 6 new projects underway in PPACG region totaling nearly \$29 million; CDOT made an \$11 million reimbursement for Baptist Road project. • <u>SW TPR</u>: Moving forward on a variety of projects, including Tribal Transportation Plan; intersection priority list completed and working through the details of those challenging locations; CDOT Region 5 has been very gracious in working on signal prioritization along US 160 with local communities; La Plata County unsuccessful in asking voters to approve tax increase for additional highway funding; projects on Red Mountain Pass wrapping up for the winter, so traffic is improving there. • <u>DRCOG</u>: Board approved 2016 budget; starting to bring components of the Metro Vision Regional Transportation Plan to TAC for review and comment (including freight, bicycle, etc.); reviewing TIP selection process, Board established a work group and will submit a white paper in February with recommendations; approached by Portland State University on Urban Sustainability Accelerator concept - partnering with MPOs across the country to look at models for more effective investment decision making, could include some interesting approaches. • <u>SLV TPR</u>: Completed a few projects including Antonito, seals on US 160 east and west of Alamosa; November meeting canceled due to weather, the next one scheduled for February. • <u>NFRMPO</u>: Mulberry Bridge completed and opened, a huge success; US 287 project has been re-bid and is moving forward; CDOT Region 4 office has opened and it's very nice; Gerry Horak and Kevin Ross are the new MPO Chair and Vice Chair, respectively; program of projects and public involvement plan adopted at last meeting, as was a VanGo fare increase; working to create non-motorized plans and developing our first NFR freight plan; held a summit for 80 participants on the topic of Front Range rail, 	<p>No action taken.</p>

	<p>including participation from CDOT Executive Director Bhatt and BNSF railway; on 12/11 will hold regional issues summit in Loveland and will discuss transportation and finance issues being coordinated by the business community; a resolution of support for I-25 improvements adopted among all communities in the area; congratulated Myron Hora on his retirement from CDOT after many years of service.</p> <ul style="list-style-type: none"> • <u>EA TPR</u>: Shut down bridge work on I-70 for the winter; Ports to Plains (US 287) has had some severe accidents lately involving semis, the passing lanes need to be longer to prevent this, otherwise people get impatient and try to pass when they shouldn't. • <u>IM TPR</u>: Big projects are wrapped up for the winter, getting ready to send some new ones to ad (such as SH 9); Bustang has begun weekend service, don't have the numbers for it quite yet; CDOT held a kick-off on a project for connected vehicles along the mountain corridor and that's exciting. • <u>UFR TPR</u>: Debra Perkins-Smith attended meeting yesterday in UFR, which is appreciated, met in the new CDOT facility in Greeley; added some projects to the plan including Estes Park; working on US 85 PEL that affects three TPRs; would like to discuss FHWA project eligibility rule change under CMAQ that affects us; looked at RPP funds for the next 10 years; CDOT Region 4 has done a good job identifying high priority intersections for safety improvements, working closely with local governments to address these concerns. • <u>SC TPR</u>: Had 18 inches of snow that stopped everything for a while; lots of work on US 160 but it's coming to a halt due to weather; local staff have done a great job on weed control this year, it's been a concern in the past. • <u>NW TPR</u>: Everything starting to shut down for winter; SH 9 has an impressive new wildlife crossing bridge (no tolls!); SH 13 will have some intermittent stoppages as we replace a bridge near Craig. • <u>PACOG</u>: Approved 2016-2019 budget and had a good conversation with Michael Snow and Wendy Pettit regarding the results of CDOT/FHWA review on how to improve MPO operations and policies, still working on reviewing that and also received a DOLA grant to support a structural review; making improvements on US 50 as a potential alternate route to I-70; Pueblo and Las Animas County partnered with Sparq and CEO to open two stations in the area. 	
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	<ul style="list-style-type: none"> • <u>GV TPR</u>: Resurfacing on US 50 west of Gunnison but the cold is coming and construction is ending; voters approved an increase in RTA tax from .6% to 1% in November election so we'll be doubling the number of bus trips between Gunnison and Crested Butte to deal with housing cost issues; looking at auxiliary route between Telluride and Grand Junction, SUCAP service has a video on YouTube related to this same topic (but from Durango), continuing to work on building a transit link from Gunnison to Montrose – a missing link for westbound travel from Gunnison to catch Grand Junction or Durango connections in Montrose. • <u>STAC Chair Comments</u>: Bustang numbers are increasing and the Transportation Commission approved the purchase of 3 new buses, Thanksgiving week saw the highest numbers to-date; the new Region 4 building is a whole new concept for a workplace, you should really see it; need to pay attention to tire and chain laws throughout the winter since they are in effect. 	
<p>Freight Advisory Council (FAC) Update / Barbara Kirkmeyer (STAC Member)</p>	<p>Barbara Kirkmeyer</p> <ul style="list-style-type: none"> • At its most recent meeting, the FAC adopted bylaws and appointed members. • Identified key topics and early wins for the FAC to ensure results and integration of efforts. • STAC confirms Barbara Kirkmeyer as their chosen representative to the FAC. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Mike Lewis</u>: We will talk more about this during our Federal Legislative Update, but I think that one of the big topics of discussion at the next FAC meeting will be the new federal authorization bill (the FAST Act) and its inclusion of a new freight-specific funding program – a very important and interesting development. 	<p>Confirmation of Barbara Kirkmeyer as STAC Representative to the Freight Advisory Council (FAC).</p>
<p>Federal and State Legislative Report / Herman Stockinger, Ron Papsdorf, & Andy Karsian (CDOT Office of</p>	<p>Herman Stockinger, Ron Papsdorf, and Andy Karsian</p> <ul style="list-style-type: none"> • State Legislation <ul style="list-style-type: none"> ○ Three bills coming forward <ul style="list-style-type: none"> ▪ Bridge Clearance Maps: Statute says that CDOT must print maps showing bridges that comply with the 14' 6" standard, but because 	<p>No action taken.</p>

<p>Policy & Government Relations)</p>	<p>the vast majority of bridges in the state <i>do</i> comply, CDOT would prefer to print maps showing only those that <i>don't</i>.</p> <ul style="list-style-type: none"> ▪ Parking Enforcement: CDOT is seeking the authority to enforce parking rules in park and rides, which will provide clarity in future public-public and public-private projects. ▪ Bus-On-Shoulder: US 36 has been signed and striped for bus-on-shoulder use, but FHWA says that CDOT needs a clarification in statute that buses are exempt from rules against passing in shoulders. <ul style="list-style-type: none"> ▪ This doesn't impact the PPSL project because it's federally designated as a lane when in use, rather than a shoulder. ▪ Representative Carver's Proposed Bills: Proposed bill for STAC to advise the Transportation Commission <i>and</i> CDOT (rather than just CDOT) is moving forward, while the proposed bill to change Transportation Commission boundaries has been changed into a study. <ul style="list-style-type: none"> • Federal Legislation <ul style="list-style-type: none"> ○ A Conference Committee worked to reconcile the Senate's DRIVE Act with the House's STAR Act. <ul style="list-style-type: none"> ▪ The result is the FAST Act, which has been approved by the House and the Senate and subsequently signed by the President. ○ The FAST Act is a fully-funded 5-year, \$300 billion bill. ○ Increases Colorado's highway formula funding from \$516 million in 2015 to \$542 million in 2016 and \$592 million by 2020. ○ Increases Colorado's transit formula funding from \$111.5 million in 2015 to \$114.6 million in 2016 and \$124.8 million by 2020. ○ Converts STP to a block grant program and rolls TAP into it. ○ Funds TIFIA at \$275 million in 2016 and to \$300 million in 2020. <ul style="list-style-type: none"> ▪ Unused TIFIA authority rolls over between years, rather than being redistributed. ○ Establishes a new national formula program for freight improvements that will distribute \$85 million to Colorado over the course of 5 years. 	
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	<ul style="list-style-type: none"> ○ Also includes a discretionary program of \$800 million (increasing to \$1 billion by 2020) that Colorado can compete for against other state applicants. ○ Designates I-70 between Denver and Salt Lake City as a high priority corridor. <ul style="list-style-type: none"> ▪ No specific funding impact, but could potentially strengthen a future grant application. ○ Provides grants for states to investigate RUCs and other funding mechanisms. ○ Makes BRT projects <i>without</i> designated lanes eligible for Small Starts funding. ○ Removes safety awareness and education campaigns from eligibility for Highway Safety Improvement Program (HSIP) funding. ○ CDOT's Office of Policy and Government Relations is still reviewing the 1,300 page bill and will share more information over the course of the coming weeks and months. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Barbara Kirkmeyer</u>: What was the formula for distributing the \$85 million in freight funding? • <u>Ron Papsdorf</u>: Formulas are generally based on a mix of population, lane miles, freight traffic, etc. I can't say exactly which formula was used for this program. • <u>Barbara Kirkmeyer</u>: When do you expect that they'll have the criteria for the discretionary freight program that you mentioned? • <u>Ron Papsdorf</u>: It will likely take a while for those to be developed. • <u>Barbara Kirkmeyer</u>: It would be good to have the broad outlines of that for the TPRs, MPOs, and FAC to use in developing their plans moving forward and ensure that their projects are eligible for that funding in the future. • <u>Peter Baier</u>: Is there any possibility that this type of grant funding could contribute to the I-70 viaduct? It seems to fit the criteria as a nationally significant, higher cost project. • <u>Debra Perkins-Smith</u>: That's a good point, we will look into that. 	
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- Buffie McFadyen: Is the Amtrak allocation the same in this new bill with respect to the Pueblo area? Can you help me find that information?
- Ron Papsdorf: I can work with you to get that information.
- Barbara Kirkmeyer: What does it mean for non-MPOs that TAP is being rolled into STP?
- Ron Papsdorf: We're not quite there yet, but I don't think that it will affect those areas that don't receive direct TAP transfers. We will probably continue our statewide application system.
- Thad Noll: Will the TC have to designate a chunk of STP for TAP projects?
- Ron Papsdorf: I think that they will have to make that decision. That's one area that we need to do a deeper dive on to know more.
- Doug Rex: Off System Bridge program language is in the bill but at a reduced funding level, is that right?
- Ron Papsdorf: I can't give you the exact amount, but that's correct.
- Vince Rogalski: Will CDOT be applying for a grant for a Road User Charge (RUC) study?
- Debra Perkins-Smith: We are currently moving forward with a pilot program that would test the RUC concept with about 100 users. We are also part of a Western States RUC consortium that is looking at this same issue. One topic discussed there is the inter-operability between states, and Colorado would be interested in looking at that as well.
- Vince Rogalski: The fact that it says "fee" rather than "tax" – does that mean it gets around TABOR?
- Herman Stockinger: The language that the federal government uses doesn't impact the state designation of "fee" versus "tax".
- Herman Stockinger: I was going to ask how much involvement the STAC would like to have in going over specifics in the bill, and it sounds like a lot. We can set up a standing agenda item each month to discuss some aspect of the bill.
- Vince Rogalski: I see head nods indicating that people would like to discuss this further in future months.

<p>Input on the Planning Process / Jeff Sudmeier (CDOT Multimodal Planning Branch Manager)</p>	<p>Jeff Sudmeier</p> <ul style="list-style-type: none"> • Over the next few months we will be soliciting input from internal and external stakeholders on the planning process – what’s working well, what’s not working well, how we can improve it? • This will include the SWP/RTP development process, since it’s still fresh in our minds. • In the past, the model has been to wait for a formal kick-off of to the plan development cycle, have an intensive flurry of activity that lasts about 18 months, then finish and step away for a while. We want to move that towards more of a continuous planning process. • While these specific plans are an important part of this discussion, we want to talk more broadly about all planning activities, including the STAC, and how we can improve and integrate them. • We’d like to know from you what the most important issues in your mind are related to planning. Please give it some thought, discuss with your TPR members, and come back in January ready to discuss with the rest of the STAC. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Norm Steen</u>: Which plan are you talking about? • <u>Jeff Sudmeier</u>: We want to discuss the SWP, RTPs, etc. but also make it a broader, holistic discussion about all planning processes – not just specific plans. • <u>Vince Rogalski</u>: In the past, the plan is done every 4 years and we take a break of about 1 ½ years in between. Every plan has been an improvement over the previous one, and we want to start thinking now about how we can make the next one better. 	<p>No action taken.</p>
<p>Development Program / Jeff Sudmeier (CDOT Multimodal Planning Branch Manager)</p>	<p>Jeff Sudmeier</p> <ul style="list-style-type: none"> • Looking to get some STAC input today on criteria that we want to capture to help to identify and prioritize projects from the Development Program for specific purposes in the future. • The purpose is to create a “database of major investment needs” within a 10-year timeframe. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • We did not establish a firm definition of “major investment” leaving that to each Region to determine. In general, a “major investment” is something which cannot typically be funded through a single funding source, and which may require additional revenue or other funding sources to fully complete. • Reflects the priorities previously identified through the planning process and in the SWP and RTPs. • The Development Program is not the STIP and not a project list, but rather a resource to reflect project needs and aid us in compiling project lists when the need arises in the future. • We provided an early draft of this to the Transportation Commission last month and we will share it with STAC in January. It is not final – we are still validating the information and we would like your review and feedback. <ul style="list-style-type: none"> ○ At present we have identified 75 projects totaling over \$7 billion. ○ We have also inventoried studies with remaining, unfunded work, including EAs, EIS, PELs, etc. ○ Also trying to include transit and operations projects, and other investments but at a higher level than the “major” projects. • Thus far we’ve recorded a number of attributes for each project in the Development Program, including: <ul style="list-style-type: none"> ○ SWP Goals and Strategies ○ Type of Need <ul style="list-style-type: none"> ▪ Congestion ▪ Crash Rates ▪ Drivability Life ▪ Poor Structures ▪ Low Vertical Clearance Bridge ▪ Less Than 2 Foot Shoulders ○ Corridor Designation <ul style="list-style-type: none"> ▪ NHS ▪ Freight ▪ Energy ▪ Regional Priority ○ Traffic Data <ul style="list-style-type: none"> ▪ AADT ▪ Truck AADT 	
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- % Truck
- VMT
- V/C
- Other Factors
 - Redundancy
 - Continuity
 - Intermodal Connections

STAC Comments

- Barbara Kirkmeyer: How do you define major? Is there a specific dollar amount?
- Jeff Sudmeier: We intentionally didn't set a dollar amount because "major" varies by the part of the state that you're in. Something that's not particularly major in Denver could be in Region 3 or Region 5. So the guidance that we provided was more or less "a project that you can't fund with existing sources".
- Bentley Henderson: When you say "major" are you really talking about "regionally significant"?
- Jeff Sudmeier: That term has a very specific federal meaning in relation to air quality and the STIP, so we avoided using it. We have been using "major investments" but if you have a better suggestion please let us know.
- Barbara Kirkmeyer: Are you including corridor-level priorities in here? Because if so, my worry is that any project falling along that corridor will automatically get in whereas those projects that have been identified specifically won't.
- Debra Perkins-Smith: At this point we're building this as a database and gathering the information that we want to include in it, but further down the road we'll have to get more specific in order to build some sort of 10-year constraint. In those cases where we have a broader corridor priority, we have worked with the regions to get more detailed, specific project characteristics.
- Barbara Kirkmeyer: Based on that, we need to add RTP priority as one of the criteria for inclusion (as its own bullet) – otherwise it discredits the whole planning process. Everything on this list should be endorsed by and coming from the regions in some avenue or another.

- Barbara Kirkmeyer: I also want to thank you for doing this so we don't all have to get together to put together a new list every time we need one. This will be much easier for everyone involved and save a lot of time moving forward. Having a database allows us to have a good resource for the future.
- Jeff Sudmeier: Thank you- this will help staff as well. The key here is to all be working from the same list and maintaining that data moving forward.
- Thad Noll: This database should be fluid enough that we can add projects to this list in the future as needs and funding change.
- Buffie McFadyen: One problem we have in some parts of the state in terms of designating a freight corridor is a lack of communication between CDOT and State Patrol on what corridors should or shouldn't be unilaterally designated as "no freight" by the State Patrol. This prevents us from getting this designated as such by CDOT and also hurts local economies.
- Jason Wallis: We are aware of this issue and working on it. One key is to ensure that communications between all these parties is working as it should.
- Barbara Kirkmeyer: How does State Patrol do that? How are they allowed to?
- Buffie McFadyen: It's based on HazMat status, but that includes everything from fuel to hairspray. It's becoming cheaper to ship things from out of state than from local communities. And in contrast, we have no restrictions on transporting inmates across state lines.
- Norm Steen: How do we look at the "out year" difference between the 25-year Statewide Transportation Plan / Regional Transportation Plans and 10 year Development Program?
- Jeff Sudmeier: The 10 year piece isn't really fixed in stone, it's more of a window for gauging what's realistic to consider within the near future versus longer future needs that we can't realistically address in the next decade.
- Norm Steen: Does this imply that what's in the Development Plan will move into the STIP?
- Jeff Sudmeier: No, the amount contained here is far above what we can realistically fund. But we want to be thinking about these because 10 years passes quickly and we want to be prepared if and when these projects can be done and if additional funding becomes available.

	<ul style="list-style-type: none"> • <u>Bentley Henderson</u>: Is there a plan to take this on the road to the TPRs at some point? • <u>Jeff Sudmeier</u>: Yes, in the coming months we're going to package this information in a way that we can share with a broader audience. And of course we'll keep updating it for accuracy and completion here. 	
Budget Update / Maria Sobota (CDOT Chief Financial Officer)	<p>Maria Sobota</p> <ul style="list-style-type: none"> • Draft budget updated in November, presented to TC in that same month and they adopted it. It will be submitted to the Governor for his review, and we expect to receive his feedback in March prior to final TC adoption in April. • Earlier this week CDOT was able to review and discuss the budget with the Joint Budget Committee and put a big emphasis on our funding short-falls. It was a very long and thoughtful discussion and I think that they have a good perspective on our situation. • Only significant change is that, based on assessment of TC contingency combined with future revenue forecasts, \$12 million was put towards RoadX and another \$6 million will go to TSMO and Maintenance. • The final budget will be released in winter but we don't expect any significant changes between now and then. 	No action taken.
STIP Annual Update / Jamie Collins (CDOT Office of Financial Management and Budget)	<p>Jamie Collins</p> <ul style="list-style-type: none"> • Last spring we adopted the FY2016 – FY2019 STIP and we are now going to have a 4-year rolling STIP. <ul style="list-style-type: none"> ○ This will allow us to move money/projects between years as dictated by cash management needs. • In order to maintain this we have to do an annual STIP update to make sure that we always have a 4th year available to draw from. • This is our first time doing this so we're learning as we go. • We will be adding in the new fiscal year without all the Asset Management projects included, but will amend those in later. • We will come back to you in March to review the draft that we have at that point and will be asking TC to release for public release at the same time. 	No action taken.
Other Business	Aaron Bustow, FHWA	No action taken.

	<ul style="list-style-type: none">○ In keeping with standard practice, CDOT worked with FHWA to establish criteria for distributing CMAQ funds, reviewed and scored applications, and then awarded grants.○ One project that was approved locally required a Buy America waiver, which was subsequently rejected by FHWA Headquarters due to their use of a stricter standard for approval. This may be an isolated case, but there are also indications of a “final CMAQ guidance” coming out of Washington soon that might affect all future projects. <p>STAC Comments:</p> <ul style="list-style-type: none">• <u>Doug Rex</u>: Is this specific to Buy America, or all CMAQ projects?• <u>Aaron Bustow</u>: At this point we are not sure, but we will come back to you with more information once we have it. <p>Vince Rogalski</p> <ul style="list-style-type: none">• 2016 STAC Meeting Calendar reviewed.• No objections by STAC members to the proposed calendar.	
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STAC ADJOURNS