

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
MEETING AGENDA

September 5, 2019
Severance Town Hall
3 S Timber Ridge Parkway
Severance, CO

Council Dinner 5:30 p.m.

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

Pledge of Allegiance

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

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes-Lead Planning Agency for Air Quality/MPO-August 1, 2019 (Pg. 8)

PUBLIC HEARING:

- | | | |
|---|---------------|-----------------------|
| 3) Air Quality Conformity Determination of the 2045 RTP and FY2020-2023 TIP | | <u>Estimated Time</u> |
| | Becky Karasko | 5 min |

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
|---|-----------------------|--------|
| 4) Air Pollution Control Division (APCD) (Pg. 14) | (Written) | |
| 5) Regional Air Quality Council (RAQC) (Pg. 15) | (Written) | |
| 6) RAQC – Serious nonattainment status (Pg. 18) | Amanda Brimmer | 20 min |
| 7) ZEV Update | Don McLeod/Kevin Ross | 5 min |

Metropolitan Planning Organization (MPO) Agenda

REPORTS:

- | | | |
|------------------------------|------------------|-----------------------|
| | | <u>Estimated Time</u> |
| 8) Report of the Chair | Kristie Melendez | 5 min |
| 9) Executive Director Report | Suzette Mallette | 5 min |
| 10) Finance (Pg. 32) | Written/D. Clark | |
| 11) TAC (Pg. 35) | (Written) | |
| 12) Mobility | (Written) | |

CONSENT ITEMS:

- | | | |
|---|------------------|--|
| 13) Air Quality Conformity Determination (Pg. 36)
Resolution 2019-21 | Becky Karasko | |
| 14) FY2019 Budget Amendment (Pg. 39)
Resolution 2019-22 | Suzette Mallette | |
| 15) Executive Policies (Pg. 42) | Suzette Mallette | |

ACTION ITEMS:

- | | | |
|---|-----------------|--------|
| 16) 2045 Regional Transportation Plan (RTP) (Pg. 49)
Resolution 2019-23 | Becky Karasko | 10 min |
| 17) Readoption of FY2020-23 Transportation Improvement Program (TIP) (Pg. 49)
Resolution 2019-24 | Medora Bornhoft | 5 min |

PRESENTATION:

- | | | |
|---|------------------|--------|
| 18) Southwest Chief & Front Range Passenger Rail Commission Update (Pg. 55) | Randy Grauberger | 10 min |
|---|------------------|--------|

COUNCIL REPORTS:

- | | | |
|--|--|--------------|
| Transportation Commission
I-25 Update
Statewide Transportation Advisory Committee (STAC)
Host Council Member Report | Kathleen Bracke/Heather Paddock
Dave Clark
(Written)
Don McLeod | 5 min |
|--|--|--------------|

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

NEXT MPO COUNCIL MEETING:
October 3, 2019
City of Loveland



MPO Planning Council

Town of Windsor

Kristie Melendez, Mayor - Chair

Alternate- Ken Bennett, Mayor Pro Tem

City of Loveland

Dave Clark, Councilmember- Vice Chair

Alternate- Steve Olson, Councilmember

Larimer County

Tom Donnelly, Commissioner – Past Chair

Alternate- Steve Johnson- Commissioner

Town of Berthoud

William Karspeck, Mayor

Alternate-Jeff Hindman, Mayor Pro Tem

Town of Eaton

Kevin Ross, Mayor

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor Pro Tem

Alternate- Brian Rudy, Mayor

City of Fort Collins

Kristin Stephens, Mayor Pro Tem

Alternate- Wade Troxell, Mayor

Town of Garden City

Fil Archuleta, Mayor

Alternate-Alex Lopez, Councilmember

City of Greeley

Robb Casseday, Mayor Pro Tem

Alternate-John Gates, Mayor

Town of Johnstown

Troy Mellon, Councilmember

Town of LaSalle

Paula Cochran, Trustee

Alternate-Claudia Reich, Mayor Pro Tem

Town of Milliken

Elizabeth Austin, Mayor Pro Tem

Town of Severance

Donald McLeod, Mayor

Alternate- Frank Baszler, Trustee

Town of Timnath

Lisa Laake, Trustee

Weld County

Barbara Kirkmeyer, Commissioner

Alternate- Steve Moreno, Commissioner

CDPHE- Air Pollution Control Division

Rick Coffin, Planner

Colorado Transportation Commission

Kathleen Bracke, Commissioner

Alternate- Heather Paddock, Acting Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically 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 MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
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

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)
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)
AWD	Average Weekday Traffic (also see ADT)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
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 PL112 & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
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
FAST ACT	Fixing America’s Surface Transportation Act (federal legislation, December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado’s S.B. 09-108)

GLOSSARY (cont'd)

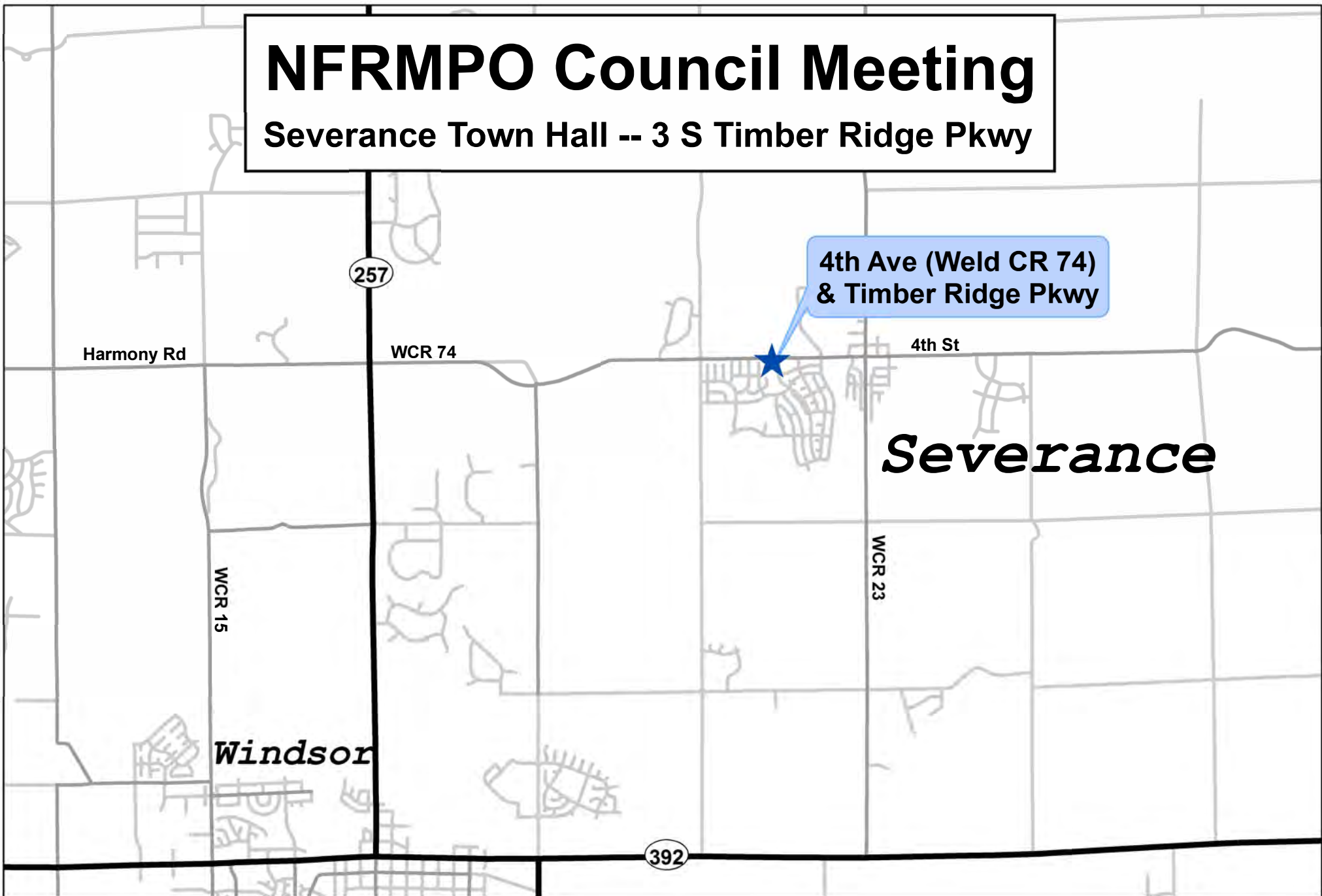
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
FY	Fiscal Year (October - September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
HOV	High Occupancy Vehicle
HPTE	High-Performance 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)
INFRA	Infrastructure for Rebuilding America
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
PL112	Federal 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 Colorado Transportation Commission)
RTP	Regional Transportation Plan
RTP (see TAP or TA)	Recreational Trails Funds - FHWA Environment funds
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle

GLOSSARY (cont'd)

SPR	State Planning and Research (federal funds)
SRP	State Rail Plan
SRTS (<i>see TAP and TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	State Transportation Advisory Committee
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)
STBG (previously STP-Metro)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
TAC	Technical Advisory Committee (of the NFRMPO)
TA (previously 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
TIGER	Transportation Investment Generating Economic Recovery a competitive federal grant program
TIP	Transportation Improvement Program
Title VI	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

NFRMPO Council Meeting

Severance Town Hall -- 3 S Timber Ridge Pkwy



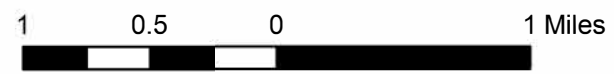
4th Ave (Weld CR 74)
& Timber Ridge Pkwy

Severance

Windsor



North Front Range
Metropolitan
Planning
Organization



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

**August 1, 2019
Milliken Town Hall
1101 Broad Street
Milliken, CO**

Voting Members Present:

Kristie Melendez- Chair	-Windsor
William Karspeck	-Berthoud
Kevin Ross	-Eaton
Mark Clark	-Evans
Kristen Stephens	-Fort Collins
Robb Casseday	-Greeley
Troy Mellon	-Johnstown
Tom Donnelly	-Larimer County
Dave Clark – Vice Chair	-Loveland
Elizabeth Austin	-Milliken
Don McCleod	-Severance
Kathleen Bracke	-Transportation Commission
Barbara Kirkmeyer	-Weld County

Voting Members Absent:

Rick Coffin	-CDPHE
Fil Archuleta	-Garden City
Paula Cochran	-LaSalle
Lisa Laake	-Timnath

MPO Staff:

Suzette Mallette, Executive Director, Becky Karasko, Transportation Planning Director; Crystal Hedberg, Finance Director; Alex Gordon, Transportation Planner II/Mobility Coordinator; Medora Bornhoft and Ryan Dusil, Transportation Planner II; and AnnaRose Cunningham, Transportation Planner I.

In Attendance:

Dawn Anderson, Frank Baszler, Allison Baxter, Karl Buchholz, Aaron Bustow, Sean Conway, Chad Crager, Jim Eussen, Butch Hause, Joel Hemesath, Wayne Howard, Mark Jackson, Dave Kisker, Bob McCluskey, Pepper McClenahan, Mitch Nelson, Heather Paddock, Randy Ready, Jan Rowe, Tim Singewald, and Robin Stoneman.

Chair Melendez called the MPO Council meeting to order at 6:07 p.m.

Public Comment:

Weld County Commissioner Sean Conway reported a member of the public attended a Weld County Commissioners meeting and suggested a Bustang route between Estes Park and Fort Morgan. Commissioner Conway noted the need for a dialogue to start between CDOT, the NFRMPO, and Upper Front Range Transportation Planning Region (UFRTPR) to consider this as a potential route.

Move to Approve Agenda:

Ross **moved** to approve the, *August 1, 2019 Meeting Agenda*. The motion was **seconded** and **passed** unanimously.

Move to Approve Minutes:

Kirkmeyer **moved** to approve the *July 11, 2019 Council Meeting Minutes with one change*. The motion was **seconded** and **passed** unanimously. Kirkmeyer noted Kathleen Bracke was appointed as Transportation Commissioner, not Weld County Commissioner.

Lead Planning Agency for Air Quality Agenda

Melendez opened the Air Quality portion of the meeting.

Air Pollution Control Division (APCD)

No report was provided.

Regional Air Quality Council (RAQC)

Mallette noted the next RAQC meeting is August 2, 2019.

Metropolitan Planning Organization (MPO) Agenda

Melendez opened the MPO portion of the meeting.

Reports:

Report of the Chair:

Melendez reported on the following:

- CDOT has a Statewide Transportation Plan survey available online through September. The survey is meant to get information from residents about what the needs and priorities for the statewide transportation system are. The survey is available at www.yourtransportationplan.com.
- Melendez noted the Southwest Chief and Front Range Passenger Rail Commission has a survey out regarding passenger rail. The survey is available in English and Spanish at frontrangerail.metroquest.com.

Melendez recognized Finance Director, Crystal Hedberg, for her many years of dedication and service, and presented Hedberg with flowers, chocolate, and a card in honor of her pending retirement.

Executive Director Report:

Mallette reported on the following:

- The NFRMPO has hired a new Transportation Planner I, AnnaRose Cunningham.
- The NFRMPO is hiring a new Finance Director to replace Crystal Hedberg. The job posting closes August 7. Mallette noted an interim solution could be having financial statements prepared by the auditors and other tasks taken on by Merideth Kimsey, Accounting Clerk III.

Finance:

A written report was provided.

TAC:

A written report was provided.

Mobility:

A written report was provided.

TIP Modification Update:

A written report was provided.

Move to Approve Consent Agenda:

Mellon **moved** to *approve the consent agenda*. The motion was **seconded** and **passed** unanimously.

Items on the Consent Agenda included:

- *2nd Quarter Unaudited Financials*
- *Freight Northern Colorado Plan - Resolution 2019-19*

Action Items:

July 2019 TIP Amendment

Bornhoft presented on the five proposed amendments to the FY2019-2022 Transportation Improvement Program (TIP). D. Clark asked if the projects are cost-neutral. Bornhoft responded some projects recently received funding while other projects are being separated based on scope. Donnelly asked if the CMAQ project changes require updates to the estimated emissions reductions. Bornhoft noted the projects had emissions benefits calculated at the time of project submittal and therefore do not need additional calculations.

Casseday **moved** to approve *RESOLUTION NO. 2019-20 APPROVING THE JULY 2019 AMENDMENT TO THE FY2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** and **passed** unanimously.

Discussion Items:

Executive Director Policies

Malette noted the policies were initially brought to the Planning Council in February based on suggestions in the NFRMPO's Federal Certification Review. The policies have been thoroughly vetted with the HR Committee; however, the Employers Council has provided recommendations not yet seen by the HR Committee. The recommendations include clarity on signatory authority, an immediate succession plan, limiting what is binding in the policies to what is legally required, and using "shall strive to" instead of "shall". Donnelly noted the HR Committee has held conference calls and feels satisfied with the changes. Planning Council agreed this could be a consent item at the September 5, 2019 Planning Council meeting.

2045 Regional Transportation Plan

Karasko presented on the overall 2045 Regional Transportation Plan, which has been brought to Planning Council in various sections. Karasko noted the Plan has been reorganized into fewer chapters with subsections, organized into the Current Transportation System and the Future Transportation System.

D. Clark asked how the RTP correlates to the CDOT's 10-Year Strategic Plan. Karasko noted the first four years of the TIP and STIP must be fiscally constrained, while the following six

years are projects in development. CDOT is currently working on the Statewide Transportation Plan, which will build off the transportation plans of each TPR.

Bracke asked how often performance measures are updated. Karasko noted federal performance measures have a set timeline to be reevaluated: safety targets are adopted annually, while other performance measures can be reevaluated in 2021 and 2023. For the regional performance measures, they are updated with each RTP update. Melendez asked how the plan is kept up-to-date and current. Karasko noted NFRMPO staff analyzes data on a constant basis and each plan is updated prior to the full RTP.

Stephens asked how public comment is incorporated into the RTP. Karasko noted there is a full section dedicated to public outreach. Comments from TAC and other stakeholders were incorporated as they were received. The public comment period opened August 1, 2019 and will be open for 30 days.

Readoption of FY2020-23 Transportation Improvement Plan (TIP)

Bornhoft presented on the FY2020-23 TIP, which was previously adopted under the 2040 RTP. The TIP must be consistent with the current RTP, meaning it needs to be adopted under the 2045 TIP. Bornhoft noted this item will be brought back for Action at the September 5, 2019 Planning Council meeting.

Work Session:

NFRMPO Call for Projects Process

Karasko supplied Council members with information about the three main transportation funding sources allocated to the NFRMPO:

- Congestion Mitigation and Air Quality (CMAQ), which has been used for intersection improvements, signal timing, transit projects, CNG fueling stations, and vehicle replacements and purchases.
- Surface Transportation Block Grants (STBG), which has been used for highway capacity, bridges, transit, and bicycle and pedestrian projects.
- Transportation Alternatives (TA), which has been used for bicycle and pedestrian, trail, Safe Routes to School, and stormwater projects.

Karasko reviewed the previous three Calls for Projects (2014, 2016, and 2018), including what kind of projects were funded and where they were built. Karasko noted a Scoring Committee made up of TAC members and NoCo Bicycle and Pedestrian Collaborative have given feedback on projects to the overall TAC, which then makes a recommendation to Planning Council.

Donnelly asked how much flexibility the Planning Council has in changing CMAQ criteria, specifically if there could be a small community funding pool similar to STBG. Mallette noted the air quality benefit is the intention, so projects would still need to show emissions reductions. Aaron Bustow, FHWA, confirmed a small community pool is possible.

Kirkmeyer noted the process needs to be fair and attainable, specifically so small communities have a fair chance to submit projects. Mellon, Ross, and Donnelly noted the amount of work necessary for federal grants, making it more prohibitive to apply for funds. Donnelly noted NFRMPO and CDOT staff are available to assist with project applications. Kirkmeyer noted the need to focus on regional corridors because the funding is allocated

to the region. Ross noted transportation corridors should be prioritized and D. Clark noted the need to look at projects' regional benefits overall.

It was agreed to have a more in depth work session with Planning Council, so they are able to provide policy direction on the next Call for Projects. MPO staff will work to set this up in late September or early October. At that meeting an analysis of the past three Calls will be discussed as well as maps that show the RSCs and funded projects. Council advised that the data should be kept at the 20,000-foot level without too much detail.

Council Reports:

Transportation Commission Report /CDOT Region 4

A Project Status Update for July 23, 2019 was provided.

Melendez introduced Heather Paddock as CDOT's new Regional Transportation Director.

Paddock highlighted I-25 Segment 6 will have a groundbreaking on September 12, with invitations being sent out soon. CDOT is undertaking two Construction Agreed Price (CAP) negotiations. The Little Thompson southbound bridge will begin construction in fall 2019. The I-25 Segment 6 Independent Cost Estimate (ICE) is on board and will be run under the Construction Management General Contractor (CMGC) process. Prices have come in well from contractors. Paddock noted funding is in place for this project.

Paddock reported Transportation Commission (TC) gave permission to move toward the full I-25 EIS configuration and alignment. The funding is committed, and work is continuing to decide on how the project will be delivered.

Bracke noted she attended her first TC meeting on July 18, 2019. The priorities for the TC for the upcoming year include safety, asset management, mobility, and funding. The next TC meeting and work session will be held on August 14 and 15, 2019.

I-25 Update

Meeting will be held on August 7th.

STAC Report

D. Clark noted the \$310 Million for I-25 Segment 7 & 8 is not in the current budget but will be available in coming years.

Mallette reported NFRMPO and CDOT Region 4 staff reconciles its funds every three to six months, allowing unused funds to be reallocated to other projects as needed. As part of the most recent reconciliation, CMAQ funds were listed with a line item for CDOT HQ which unconstrains the TIP and puts the TIP into a negative balance for FY 2021. CDOT Executive Director Lew stated CDOT is evaluating the funding sources to make sure projects are being funded strategically and with the right sources. CDOT and NFRMPO are working on a solution to this issue.

Host Council Member Report- Elizabeth Austin welcomed everyone to Milliken. Work is progressing on the town's second traffic signal, which is needed for safety and traffic flow improvements. Milliken received a DOLA grant for arterial flow work on WCR46, where a new school will be sited. Milliken Beef N Bean Day will be held on Saturday, August 10.

Meeting Wrap-Up:

Next Month's Agenda Topic Suggestions:

No suggestions were made.

The meeting was adjourned at 8:25 p.m.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

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

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

- The office of the Air Quality Control Commission (AQCC) is hosting a Public Participation Workshop on how to most effectively participate in AQCC rulemaking proceedings, especially those regarding oil and gas activities. This workshop will be particularly helpful to stakeholders that haven't frequently participated in AQCC proceedings in the past. The workshop will be held September 4th, from 6:00-8:00 p.m. at the Broomfield Library Auditorium (see attached flyer).
- The AQCC voted to adopt the Zero Emissions Vehicle Rule on August 16, 2019.
- Fall 2019 rulemaking:
 - On August 22, 2019, the Air Pollution Control Division (APCD) held an early stakeholder engagement meeting for potential AQCC rule revisions implementing the directives of SB19-181. Draft versions of Regulation No. 3 and Regulation No. 7, information about SB19-181, public participation tips, and additional information is available at <https://www.colorado.gov/pacific/cdphe/fall-2019-rulemaking>.
- Upcoming AQCC Meeting Agenda Items - September 19, 2019:
 - Request Rulemaking Hearing: Regulation Number 3 and Regulation Number 7
 - Public Meeting: NFRMPO Regional Transportation Plan and FY2020-2023 Transportation Improvement Program conformity presentation.
 - Briefing: Annual Report to the Public
 - Briefing: Regional Haze
 - Discussion: Rocky Mountain National Park



MINUTES

Friday, August 2, 2019

RAQC MEMBERS PRESENT:

Brian Payer, CHAIR, *Sphera*
Kathleen Bracke, *City of Boulder*
Bob Broom, *Citizen*
Frank Bruno, *Via Mobility Services*
Gerry Horak, *City of Fort Collins*
Curt Huber, *Conservation Community*
Ryan Hurst, *Hurst LLC*
Marcia Kohler, *Core Consulting Solutions*
Vanessa Mazal, *Citizen*
Brian Payer, *Sphera*
Scott Prestidge, *COGA*
Doug Rex, *Denver Regional Council of Governments*
Gregg Thomas, *Denver Department of Public Health & Environment (Phone)*
Casey Tighe, *Jefferson County*

RAQC MEMBERS NOT PRESENT:

Steve Arnold, *Citizen*
Kendra Black, *City and County of Denver*
David Genova, *Regional Transportation District*
Rick Garcia, *Colorado Department of Local Affairs*
Jill Hunsaker Ryan, *Colorado Department of Public Health and Environment*
Jack Ihle, *Xcel Energy*
Shoshana Lew, *Colorado Department of Transportation*
Jackie Millet, *City of Lone Tree*
Bob Roth, *City of Aurora*
Bruce White, *Citizen*

RAQC ALTERNATES PRESENT:

Elizabeth Garner, *Colorado Department of Local Affairs*
Bill Van Meter, *Regional Transportation District*
Rebecca White, *Colorado Department of Transportation*

RAQC STAFF PRESENT:

Mike Silverstein, Amanda Brimmer, Jessica Ferko, Matt Goble, Sara Goodwin, Misty Howell, Steve McCannon, Matt Mines, and Lindsey Young.

OTHERS PRESENT:

Bruce Allred, Suncor; Angie Binder, CPA; Lisha Burnett, Suncor; Steve Cook, DRCOG; Dan Jablan, Cherry Point Strategies Group; Mark Kunugi, DIA; Sang Gu Lee, DRCOG; Doug Lempke; Kathleen McDonald, Wind River Environmental Group; Don McLeod, NFR MPO; Suzette Mallette, NFRMPO (phone); Jack Paterson, Ortega At-Large Denver; Jacy Rock, Suncor; Robert Spotts, DRCOG; and Dena Wojtach, APCD.

The meeting was called to order at 9:35 a.m. by Chair Payer. A quorum was present.

Approval of Agenda

Board Member Broom moved to approve the agenda. Seconded by Board Member Rex. Motion passed without objection.

Approval of Minutes

Board Member Bruno moved to approve the May minutes. Seconded by Board Member Tighe. Motion passed without objection.

Public Comment

Don McLeod, North Front Range Metropolitan Planning Organization, suggested Council add the Pledge of Allegiance to the beginning of its meetings. The Operations Committee will review the request.

Informational Items

Chair

Vice-Chair Payer shared slides regarding emissions inventories and the SIP schedule. He emphasized the importance of this information to Council's direction.

Members

None.

Executive Director

Mike Silverstein updated the Council on the status of the following items:

- Local Government funding outreach – 2020 letters have gone out; follow-up calls are underway; any local official assistance is welcomed
- Low VOC architectural and industrial maintenance (AIM) coatings and consumer products rule adoption – regulation was adopted through the AQCC
- Legislative strategy development – the Operations Committee will be discussing this issue and bringing a recommendation back to the full Board for consideration
- Audit update – the audit is in final review and will be complete before the September meeting.

2019 Ozone Season Update

Kelley Grubbs reviewed the current Ozone values table with Council.

Public Comment

None.

Strategy Committees – Emission Control Strategy White Papers and Operating Structure Going Forward

Mike Silverstein stated that the Committee Chairs met to discuss the committee structure early this summer. The outcome was a proposal to merge the three committees into one Control Strategy Subcommittee that meets for 3-4 hours on one day per month. The Board was receptive to the change. Staff will work to schedule a day for the meeting that works with most schedules.

Public Comment

There was public comment in support of moving to one meeting.

Strategic Planning Update

Steve McCannon provided Council with an update of the Strategic Planning meetings. Vice-Chair Payer encouraged Board Members to attend future meetings.

Public Comment

None.

Proposed Regulation 20, Zero Emissions Vehicle Standards – Recommendations from the RAQC to the Air Quality Control Commission

Matt Mines provided Council with the recommendation to the AQCC. There was Board consensus on the direction of recommendation.

Public Comment

None.

A Proposal to Deploy Low-Cost Hydrogen Fueling for Fuel Cell Electric Vehicles

Brian DeBruine, Systems Engineer, provided a presentation outlining how low-cost hydrogen fueling for fuel cell electric vehicles could be deployed. He is looking for a sponsor to Phase I study on the subject.

The Board asked clarifying questions regarding electrical requirements associated with the hydrogen fueling station and the efficiency of use of electricity to charge a battery versus creating hydrogen. Mike Silverstein said staff would need to look into this option. Steve McCannon noted that the RAQC and CEO have been keeping an eye on this issue.

Public Comment

None.

Announcements and Action Items

Staff will work to schedule the next Strategic Planning Workgroup meeting and the Control Strategy Committee meeting.

The next meeting will be Friday, September 6, 2019.

Adjournment

There being no further business before the Council the meeting was adjourned at 11:49 a.m.

Air Quality Planning

Becoming a Serious Nonattainment Area

North Front Range Metropolitan Planning Organization
Council Meeting

September 5, 2019

Amanda Brimmer, E.I.T.
Technical Director



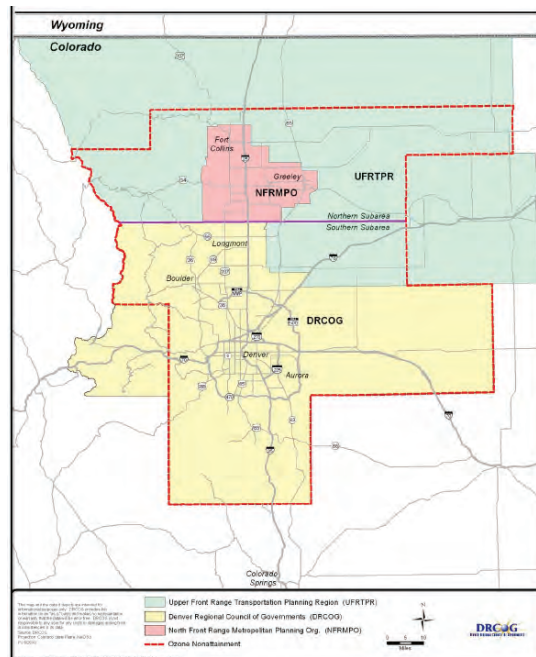
Regional Air Quality Council

Lead air quality/ozone planning agency
for the Denver Metro Area and North
Front Range

29 Member Board Appointed by
Governor via Executive Order

Primary Responsibilities

- Planning and State Implementation Plan (SIP) development to meet federal air quality standards
- Evaluating and recommending emissions reduction strategies
- Implementing public/private projects to reduce emissions and improve air quality
- Conducting programs of public education and awareness



Denver Metro/North Front Range AQ Status

Fine Particulates (PM_{2.5})	Attaining
Nitrogen Dioxide (NO₂)	Attaining
Sulfur Dioxide (SO₂)	Attaining
Lead (Pb)	Attaining
Carbon Monoxide (CO)	Attained in 1996 – Maintenance Area
Coarse Particulates (PM₁₀)	Attained in 1993 – Maintenance Area
Ozone (O₃)	
1979 1-hour standard: 125 ppb	Attained 1987 (Standard Revoked)
1997 8-hour standard: 84 ppb	Attained in 2009 (Standard Revoked)
2008 8-hour standard: 75 ppb	Out of compliance
2015 8-hour standard: 70 ppb	Out of compliance

September 5, 2019



How Ozone Is Formed



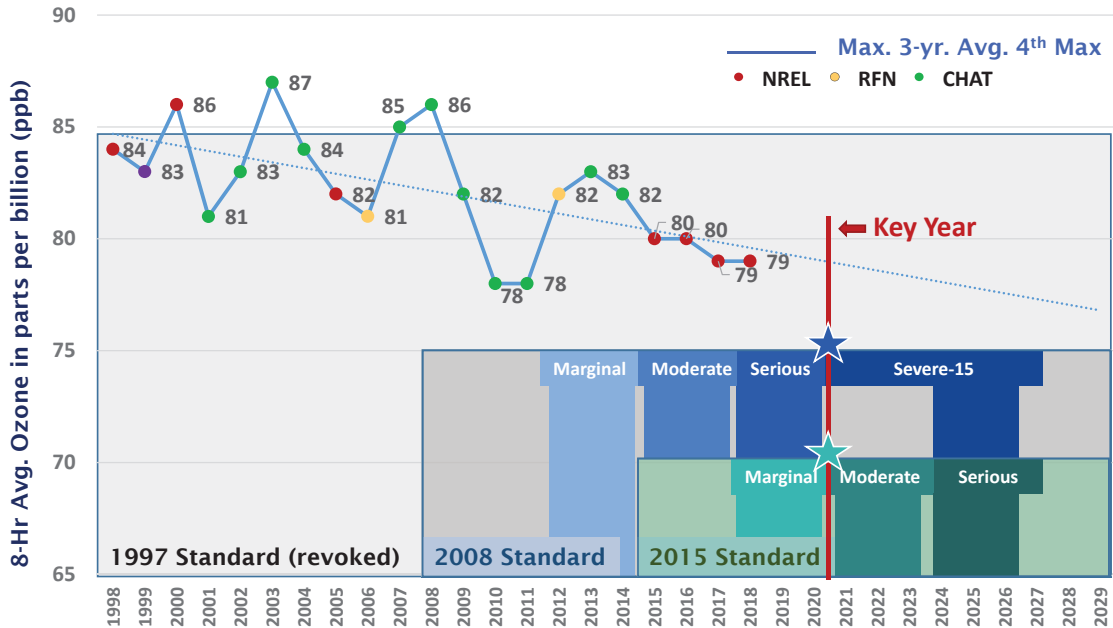
Source: www.montgomerycountymd.gov/DEP/Resources/Images/outreach/air/ozoneformation.jpg

September 5, 2019



8-Hour Ozone Trends and Federal Standards

3-Year Design Values in the Denver Metro/North Front Range

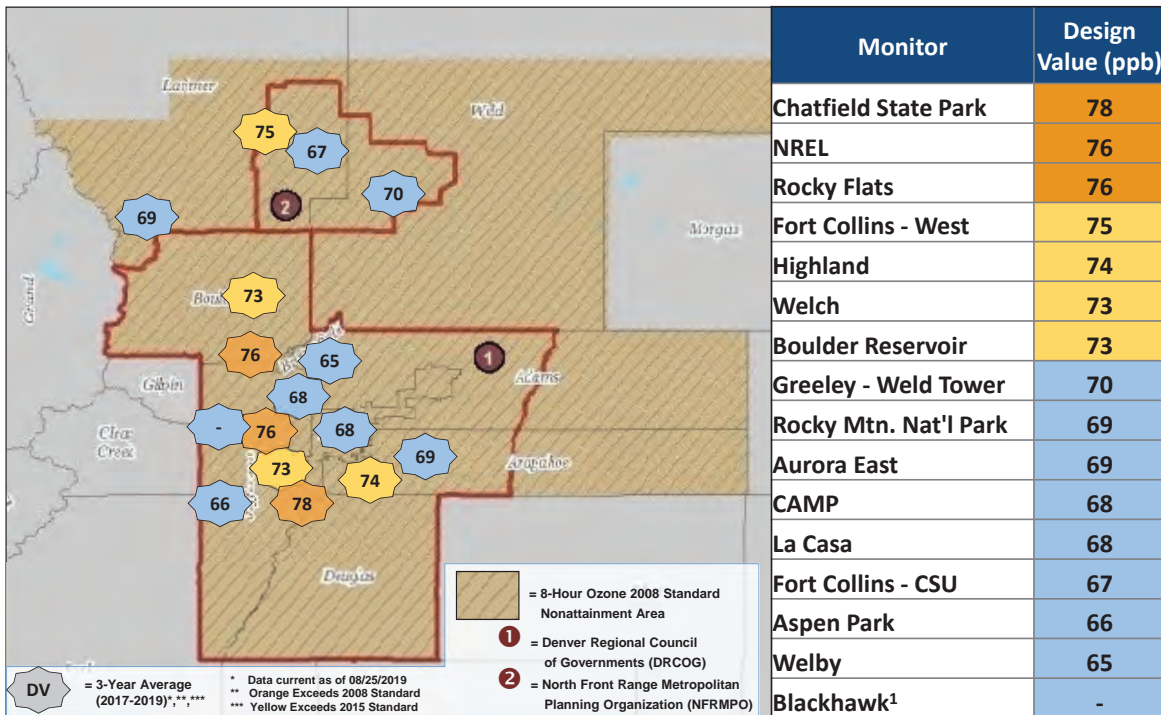


8-Hour Ozone Standard: Based on a three-year average of the annual forth-highest daily 8-hour maximum ozone concentration. Current as of 9/30/18.

September 5, 2019



2017-2019 Three-Year Average of 4th Max

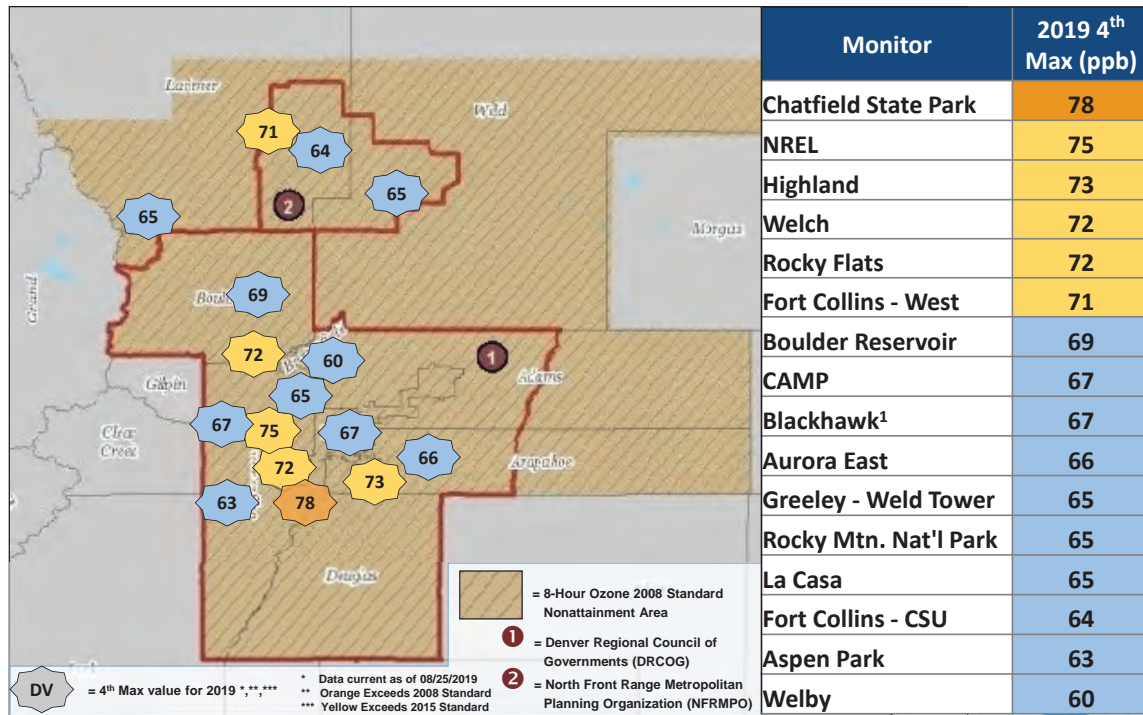


¹ Blackhawk monitor began operating July 3, 2019, 3 year average not available

September 5, 2019



2019 4th-Maximum 8-Hour Ozone Values



¹ Blackhawk monitor began operating July 3, 2019

September 5, 2019



NAAQS Designations & Planning Process

EPA is required by the Clean Air Act to re-evaluate each NAAQS every 5 year and propose revisions if deemed necessary

Action	After NAAQS Promulgation
States submit area designation recommendations	1 year
EPA proposes nonattainment area rules/guidance	1 year
Final designations and classifications	2 years
States submit interstate and transport SIPs	3 years
States submit attainment plans	5-6 years
Nonattainment area attainment dates	5-24 years
Nonattainment Classification	Years to Attain
Marginal	3 years
Moderate	6 years
Serious	9 years
Severe (15 or 17)	15 or 17 years
Extreme	20 years

September 5, 2019



Air Quality Planning Process

Identify sources of emissions that contribute to ozone

Nitrogen Oxides (NO_x)

Volatile Organic Compounds (VOC)

Determine relative contributions

Field studies

Air quality modeling

Identify strategies and determine effectiveness

Demonstration of future attainment

Air quality modeling and Weight of Evidence

Future tracking and enforcement



September 5, 2019



RAQC Strategy Evaluation Committee

Committee Focus Areas:

Stationary/ Area Sources	Mobile Sources/ Fuels	Transportation/ Land Use/Outreach
<ul style="list-style-type: none"> • Oil and Gas • Major and Minor Stationary Sources • Area Sources 	<ul style="list-style-type: none"> • On-Road: <ul style="list-style-type: none"> • Vehicles • Fuels • Fueling Infrastructure • Non-Road Equipment 	<ul style="list-style-type: none"> • Transportation Planning • Land Use Planning • Air Quality Outreach • Lawn and Garden Equipment

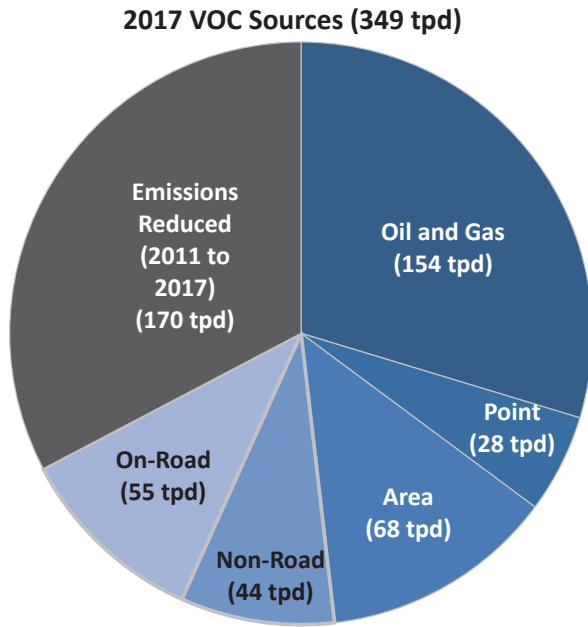
Meetings open to the public

Sign-up to receive notifications at: <https://raqc.org/email-signup/>

September 5, 2019



Sources of VOC Emissions - What is Being Done?

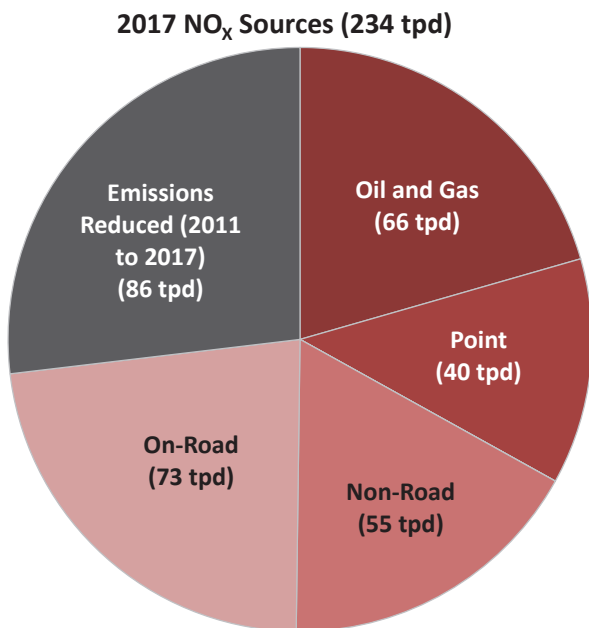


- ✓ New car/truck standards
- ✓ Cleaner fuels/ Alternative fuels
- ✓ Inspection/maintenance programs
- ✓ New vehicle technologies
- ✓ Transportation/land use policies
- ✓ Travel reduction programs
- ✓ Oil and Gas (O&G)
 - *New regulations established by Air Quality Control Commission in Feb. 2014*
- ✓ Lawn and garden equipment change-out programs

September 5, 2019



Sources of NO_x Emissions - What is Being Done?



- ✓ New car/truck standards
- ✓ Cleaner fuels/ Alternative fuels
- ✓ Inspection/maintenance programs
- ✓ Diesel retrofits
- ✓ New vehicle technologies
- ✓ Transportation/land use policies
- ✓ Travel reduction programs
- ✓ Power Plants
 - *Clean Air Clean Jobs Act*
 - *Regional Haze program*
 - *Renewable energy/ energy efficiency programs*
- ✓ Small engine standards
- ✓ Non-road engine standards
- ✓ Locomotive engine standards
- ✓ Emissions Standards for Large Engines and Boilers

September 5, 2019



Moderate vs. Serious Area SIP Requirements

	Moderate	Serious
Photochemical Modeling	2017 Future Year	2020 Future Year
Reasonable Further Progress (RFP)	15% ↓ VOC 2012-2017	+9% ↓ VOC or NO _x 2018-2020
Reasonably Available Control Technology (RACT SIP)	Major Source = 100 tpy (NO _x or VOC)	Major Source = 50 tpy (NO _x or VOC)
Reasonably Available Control Measures	✓	✓
Inspection/Maintenance Program	Basic	Enhanced
New Source Review (NSR SIP) Emission offset ratio for VOC/NO _x	1.15:1	1.2:1
Contingency Measures 3% reduction in VOC and/or NO _x	✓	✓
Motor Vehicle Emissions Budgets	✓	✓
Clean Fuel-Vehicle Programs		✓
Transportation Control		✓

September 5, 2019



75 ppb Ozone NAAQS Nonattainment Areas

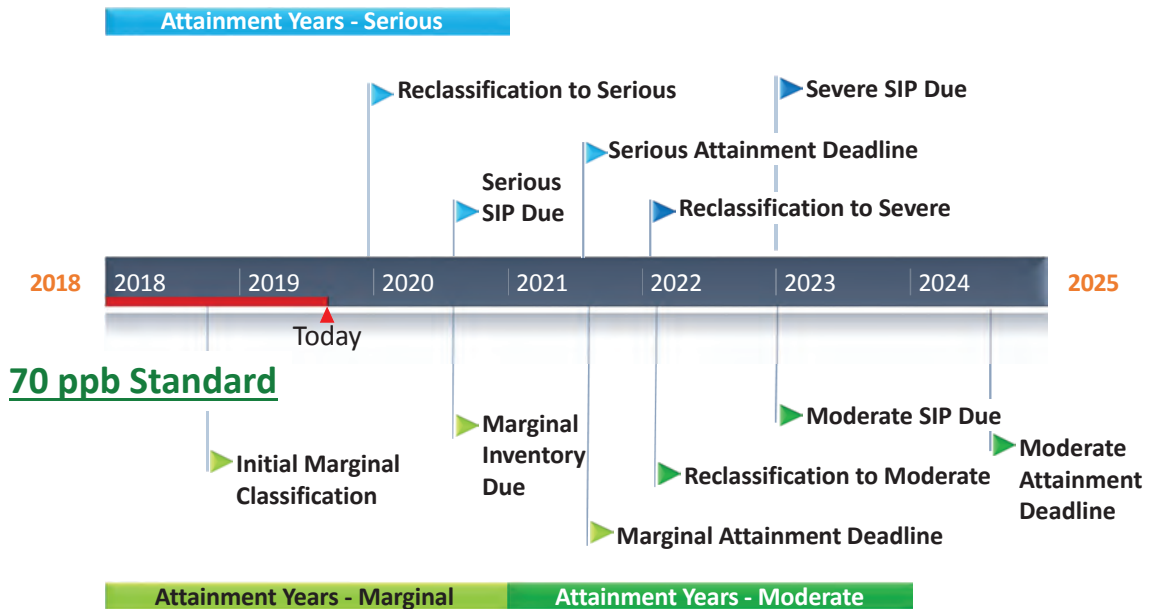
Marginal: Attaining		16 Areas
Allentown-Bethlehem, PA-NJ	Knoxville, TN	San Luis Obispo, CA
Baton Rouge, LA	Lancaster, PA	Seaford, DE
Charlotte-Concord, NC-SC	Memphis, TN	St. Louis, MO
Cincinnati, OH	Pittsburgh, PA	Upper Green River Basin, WY
Cleveland, OH	Reading, PA	
Columbus, OH	San Francisco-Oakland, CA	
Moderate: Attaining		3 Areas
Atlanta, GA	Baltimore, MD	Mariposa County, CA
Marginal: Not Attaining/Incomplete Data		6 Areas
Calaveras County, CA	Philadelphia, PA	Washington-Arlington, DC-VA
Dukes County, MA	Pechanga Band of Luiseno	
Jamestown, NY	Mission Indians, CA	
Moderate: Not Attaining - 1-Year Extension		1 Area
Denver/North Front Range, CO	Sheboygan, WI	
Moderate: Not Attaining - Bump-Up to Serious		10 Areas
Chicago, IL	Houston, TX	New York-New Jersey, NY-NJ
Dallas-Fort Worth, TX	Imperial County (El Centro), CA	Phoenix, AZ
Hartford, CT	Nevada County (Truckee), CA	San Diego, CA
Serious and Above: Not Attaining		8 Areas
Kern County, CA	Morongo Band of Mission	Riverside-San Bernardino, CA
Los Angeles-South Coast Basin, CA	Indians, CA	Ventura County, CA
San Joaquin, CA	Los Angeles-San Bernardino, CA	Sacramento Metro, CA

September 5, 2019



Ozone Planning Timeline

75 ppb Standard



September 5, 2019



Simple Steps. Better Air. (SSBA)

Rebranded public education and outreach campaign in 2017

SSBA Communication Strategies

- Paid Media and Digital
 - Out of Home, Radio, Social Media, Website
- Stakeholder Partnerships
 - Community/Municipal Partners, TV Meteorologist Advisory Group
- Community Outreach & Sponsorships
- Digital tool kit/marketing catalog
 - Logos, graphics, stickers, tattoos, lollipops, hats, Kids Activity Book



Ozone Action Alerts

- Email Alerts
- CDOT Highway Signs
- Social Media (Facebook, Twitter)
- Digital and Mobile



September 5, 2019



Contact Information

Amanda Brimmer, E.I.T.

Technical Director

abrimmer@raqc.org

(303) 629-5450 x 240

www.raqc.org





The Honorable Jared Polis
Governor of Colorado
136 State Capitol Bldg.
Denver, CO 80203

Dear Governor Polis,

The North Front Range Metropolitan Planning Organization (NFRMPO) is comprised of 15 elected officials from Larimer and Weld Counties and two State representatives one from the Colorado Department of Health and Environment and the region's Transportation Commissioner. The NFRMPO is part of the nonattainment area for ozone along with the Denver Metro area and is responsible for air quality requirements in the Northern Subarea as defined in the State Implementation Plan (SIP).

NFRMPO is the Lead Planning Agency for Carbon Monoxide and a member of the Regional Air Quality Council (RAQC) as the Lead Planning Agency for ozone. The NFRMPO appreciates Executive Order B 2019 0008 Amending and Extending Executive Order B 2013-007, B 2012 001, B 2011 002, and B 002 09 regarding the Regional Air Quality Council, reaffirming the RAQC and its membership which includes NFRMPO.

NFRMPO has appreciated being a member of the RAQC and representing citizens from this area and we take this responsibility seriously. With a pending vacancy at the end of 2018, NFRMPO affirmed support for Mayor Don McLeod, Severance, as their representative on RAQC in the fall of 2018. Mayor McLeod submitted his application for consideration in November 2018. Some appointments to the RAQC were made on **four** other positions in **April 2019** and his application was not considered although it was part of the package of names. There was a recognized oversight from your office around his missed appointment, however, as of September 5, 2019 there has still been no appointment made. This is very distressing as the NFRMPO has had no voice on the RAQC for almost a year.

We believe your intention is to have full representation from all the effected constituents so that there can be an exchange of ideas and full discussions on air quality issues in the State of Colorado. With the nonattainment area entering the Serious category, we ask that you act swiftly on the requested appointment.

Sincerely,

Kristie Melendez, NFRMPO Chair

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 221.6243 FAX: (970) 416.2406
nfrmpo.org



B 2019 008

EXECUTIVE ORDER

Amending and Extending Executive Orders B 2013 007, B 2012 001, B 2011 002, and B 002 09 regarding the Regional Air Quality Council

Pursuant to the authority vested in the Governor of the State of Colorado and, in particular, pursuant to Article IV, Section 2 of the Colorado Constitution, I, Jared Polis, Governor of the State of Colorado, hereby issue this Executive Order amending and extending Executive Order B 002 09, dated March 25, 2009, Executive Order B 2011 002, dated May 5, 2011, Executive Order B 2012 001, dated January 23, 2012, and Executive Order B 2013 007, dated July 19, 2013 (Prior Executive Orders) regarding the Regional Air Quality Council (Council).

I. Background and Purpose

The Governor of the State of Colorado, pursuant to the federal Clean Air Act, 42 U.S.C. § 7504 and the Colorado Constitution, is authorized to designate a lead agency for air quality planning. The Council is responsible for preparing air quality plans for the greater Denver Metropolitan Area and North Front Range Region (Region) that demonstrate and ensure long-term compliance with federal air quality standards. Over the past 30 years, the Council has played a lead role in developing strategies to improve air quality and coordinating air quality planning initiatives.

II. Mission and Scope

For three decades, the Council has played a central role in designing, building broad consensus around, and implementing effective strategies to improve air quality in Colorado. As a result, Colorado has achieved and maintained compliance with major federal and state air quality standards, including carbon monoxide, particulate matter, and regional visibility. Ensuring continued compliance with these standards is critical to the ongoing function of the Council to protect public health.

With continued growth, Colorado is still not in compliance with federal ozone standards, which seriously threatens the health of vulnerable populations and the overall quality of life in the Region. It is imperative that the Council continue to identify bold, cost-effective strategies and measures that reduce ozone-causing emissions. Ozone reduction is the Council's top priority, and the Council shall work to ensure compliance with federal health and environmental standards as soon as possible.



In addition, the State has adopted goals for emission reductions of greenhouse gases, in order to mitigate the significant public health, ecological, and economic impacts of climate change. Since a significant portion of statewide greenhouse gas emissions are generated within the Region, the Council must also identify bold, cost-effective strategies and measures that reduce greenhouse gas emissions.

Because many emission-reduction measures targeting ozone have the potential for numerous co-benefits, such as improved energy efficiency, reduced traffic and congestion, lower particulate matter emissions, and lower greenhouse gas emissions, the Council must also consider co-benefits in its analyses and deliberations.

The Council shall work with relevant State agencies, the Denver Regional Council of Governments, the North Front Range Metropolitan Planning Organization, municipal and county governments, businesses, industry representatives, advocacy groups, and citizens to achieve these goals. In addition, the Council shall coordinate its assessments and strategy development efforts with other air quality initiatives, including Governor Polis' Roadmap to 100% Renewable Energy by 2040 and Bold Climate Action, the Colorado Climate Plan, the Colorado Electric Vehicle Plan, the Rocky Mountain National Park Nitrogen Deposition Reduction Plan, visibility improvement efforts for the State's national parks and wilderness areas, and other relevant planning documents.

The important work described in this Section II and the Prior Executive Orders is ongoing and has not been completed by the Council. As such, the Prior Executive Orders that describe the Council's mission and scope are hereby reauthorized unless amended by this Executive Order to ensure that the Council completes its work and determines strategies and measures for reducing ozone- and climate change-causing emissions.

III. Amendment

Paragraph 6 of the Prior Executive Orders is hereby deleted and replaced with the following new paragraph 6:

6. Membership and Organization

The Council shall consist of up to 29 representatives, and may include, but is not limited to, the following:

A. Representatives appointed by and serving at the pleasure of the Governor as follows:

1. Up to six representatives that shall have experience and knowledge in the following areas:

- i. General business;

- ii. Transit;
 - iii. Transportation;
 - iv. Land use planning;
 - v. Conservation; or
 - vi. Environmental Science.
2. Six representatives of local governments in the Denver Metropolitan Area;
 3. One representative of local government from Larimer County;
 4. One representative of local government from Weld County;
 5. One representative from the North Front Range Metropolitan Planning Organization;
 6. One representative of the Denver Regional Council of Governments;
 7. One representative of the Regional Transportation District;
 8. One representative of the Region's transportation management agencies;
 9. Four members of the public to represent the public interest, one of which to be appointed by the Governor as chair of the Council;
 10. One representative for stationary sources; and
 11. One representative of motor vehicle-related businesses.
- B. The Executive Director of the Colorado Department of Public Health and Environment, or his or her designee;
- C. The Executive Director of the Colorado Energy Office, or his or her designee;
- D. The Executive Director of the Colorado Department of Local Affairs, or his or her designee;
- E. The Executive Director of the Colorado Department of Transportation, or his or her designee; and

F. The Director of the Air Pollution Control Division, or his or her designee.

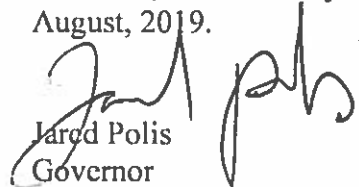
G. Each Council member shall serve a three-year term. In the event of a mid-term vacancy, the appointment shall be for the remainder of that member's unexpired term.

IV. Duration

This Executive Order shall remain in effect unless modified or rescinded by future Executive Order. In all other respects, the Prior Executive Orders shall remain in full force and effect as originally promulgated.



GIVEN under my hand and the
Executive Seal of the State of
Colorado, this 22nd day of
August, 2019.


Jared Polis
Governor

FINANCE COMMITTEE REPORT

- Finance Committee met on August 21, 2019
- A draft of the budget policy was reviewed
 - Purpose is to put in writing a summary of the current budgeting procedures and timeline.
 - The process for budget revisions is also clarified.
 - A budget modification would be a budget neutral revision without adding any tasks.
 - This requires approval by the Finance Committee and is reported to the Council.
 - A budget amendment would change the total amount of the budget or add an additional task.
 - An amendment would require an approved resolution by the MPO Council
 - The committee recommends Council approve the budget policy at the November 2019 Council meeting.
- The committee reviewed FY 2019 budget amendment #4 which increases
 - Promotion costs for the VanGo program by \$100,000 to partially wrap the entire fleet of vehicles.
 - Vehicle purchases by \$30,000 for the purchase of a Rav4 for staff use
 - Both increases will be funded with exchange funds from Fort Collins
 - The committee recommends Council approve FY 2019 budget amendment #4.
- FY 2020 budget amendment #1 was reviewed
 - This amendment adds a task to the FY 2020 UPWP for a local plan
 - This is a budget neutral amendment reducing payroll costs and increasing consultant costs.
 - The committee recommends Council approve the budget amendment along with the UPWP amendment at the November meeting.
- After analysis of the operating expenses and revenues of the VanGo program, staff requests a 2% fare increase for 2020.
 - This equates to increases of \$2 to \$6 per passenger per month with the most common fares showing an increase of approximately \$4 per month.
 - The Finance Committee recommends Council approve a 2% fare increase for 2020 at the November Council meeting.
 - The committee agreed to a one-year extension for beginning a van with 4 riders.

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

August 21, 2019
7:30 a.m.
Egg & I
1205 Main Street
Windsor, CO

Members Present

Dave Clark
Will Karspeck
Kevin Ross

Staff Present

Suzette Mallette
Crystal Hedberg
Merideth Kimsey

The meeting was called to order by Chair Clark at 7:35 a.m.

Approval of Minutes:

The minutes of the July 17, 2019 meeting were accepted.

Discussion Items:

Budget Policy – The draft budget policy was reviewed by the committee. The purpose of this policy is to put in writing a summary of the current budgeting procedures and timeline. Clarification for budget revisions are also noted. The MPO has received clarification from FHWA regarding the difference between amendments and modifications. Amendments require federal and state approval and modifications only require notification. This policy follows these guidelines by defining a budget modification, requiring approval by the Finance Committee and is reported to the MPO Council and a budget amendment, requiring an approved resolution from the MPO Council.

Budget Amendments - Budget Amendment #4 for FY2019 to increase promotion costs for wrapping vans and increase vehicle purchases for the MPO vehicle was reviewed by the committee. These increases would be funded by the Fort Collins exchange funds. The Committee recommends that the MPO Council approve this budget amendment #4 for the FY 2019 UPWP year at the September meeting.

Budget Amendment #1 for the FY 2020 UPWP adding funding for a local project was reviewed by the committee. This is a budget neutral amendment decreasing payroll and increasing consultants. The committee recommends council approve this budget amendment. This amendment will go to Council as part of a FY 2020 UPWP amendment in November.

VanGo Fare increase for CY 2020- Staff has tracked operating expenses with operating revenue for 6 months. The result of this activity showed the program basically covered operating expenses with no unexpected expenses. The program has not implemented a fare increase since 2016. Various expenses for the program increased during this time. As expenses continue to increase the current fare rate will no longer cover costs of the program. Staff requested a 2% increase for 2020. This equates to increases of \$2 to \$6 per passenger with the most common fares showing an increase of approximately \$4.

VanGo Policy – The Finance Committee approved a temporary decrease for the number of riders necessary to start a van route from 5 to 4 until a fare analysis was completed. The result of this analysis was a very small net increase of revenue over expenses using 4 riders to start a van. Ross asked if there was an incentive to add additional vanpoolers on a route. Staff indicated currently the only incentive is a \$50 Amazon card if the person recruited remained on the van for 3 months. At that time, both the recruiter and the new vanpooler received a gift card. The committee asked staff to research supplying discounts to vanpoolers with more than the required number of riders on a van.

Based on this discussion, the Finance Committee agreed to extend the decrease of participants necessary to start a van route to 4 for 12 months, with the intent that this is reassessed with the evaluation of fares for 2021.

The meeting was adjourned at 8:05 a.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
August 21, 2019**

APPROVAL OF THE July 17, 2019 TAC MINUTES

Kemp moved to approve the July 17, 2019 TAC minutes. Nelson seconded the motion, which was approved unanimously.

CONSENT AGENDA

Readoption of FY2020-2023 Transportation Improvement Program (TIP) – Anderson moved to recommend Planning Council readopt the FY2020-2023 TIP. Baxter seconded the motion, which was approved unanimously.

ACTION ITEMS

2045 Regional Transportation Plan (RTP) – Karasko stated the 2045 RTP had been presented to Planning Council at their August meeting and noted the feedback which was heard and asked for any further questions. Nelson moved to recommend Planning Council adopt the 2045 RTP. Kemp seconded the motion, which was approved unanimously.

Presentation

CDOT Video Sharing Alliance Project – Matt Becker, CDOT, and Bruce Coltharp, Navjoy, introduced the CDOT Video Sharing Alliance Project, a project to improve streaming traffic camera video sharing as CDOT prepares to sign a new contract for video sharing platforms. CDOT is engaging the MPOs and TPRs to understand the needs of local stakeholders. CDOT will host various Stakeholder Workshops throughout the state, starting in September, for traffic engineers and IT staff to provide information and allow all the agencies which are interested to participate in the project.

Discussion Items

Call for Projects Planning Council Work Session Follow-Up – Karasko summarized the Call for Projects Work Session held during the August Planning Council meeting, noting the two themes from the discussion: whether funding was being allocated equitably among communities, specifically large and small, and whether the selected projects addressed regional priorities. TAC members discussed opportunities for improving the Call for Projects process.

Multimodal Options Fund – Karasko stated \$5.59M is available from the Multimodal Options Fund (MMOF) for the NFRMPO region. Michael Snow, CDOT, discussed the intent of the funds, project requirements, eligible project types, and match relief opportunities. The funds are FY2019-2020, and there is no deadline for using the funds. The group discussed the options for how the funds could be distributed throughout the region and over different modes. Discussion will continue at the October TAC meeting.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
September 5, 2019 Severance	Air Quality Conformity Determinations **CONSENT**	Becky Karasko
Objective/Request Action		
Staff requests Planning Council make a positive air quality conformity finding using the Denver-North Front Range (Northern Subarea) 8-Hour Ozone Conformity Determination Report and the Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas Conformity Determination Report for the FY2020-2023 Transportation Improvement Program (TIP) and the 2045 <i>Regional Transportation Plan (RTP)</i> .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ol style="list-style-type: none"> 1. The Environmental Protection Agency (EPA) requires an air quality conformity determination regarding ozone and CO for the fiscally constrained FY2020-2023 TIP. 2. Both air quality conformity determination reports address assumptions about the future transportation system as programmed in the NFRMPO’s FY2020-2023 Transportation Improvement Program (TIP) and the 2045 <i>RTP</i>. The ozone report also includes proposed projects located in the Upper Front Range Transportation Planning Region (UFRTPR) featured in their 2040 RTP and included in the Colorado Department of Transportation’s (CDOT) FY2019-2022 Statewide TIP (STIP). 3. The CO conformity determination report identifies the emissions budget test is presumed to be automatically satisfied in the areas with Limited Maintenance Plans, including Fort Collins and Greeley CO Maintenance Areas. 4. Both air quality conformity determination reports were released for public comment on August 5, 2019 and closed on September 3, 2019. No public comments were received during the comment period. <p>Both reports require approval actions—conformity findings—by the Planning Council with concurrence by Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and EPA.</p>		
Committee Discussion		
It was determined by the Interagency Consultation Group (ICG) that the FY2020-2023 TIP projects addition constituted a “routine” conformity determination. The ICG includes staff from regional, state, and federal transportation and environmental/health agencies. These conformity determination reports are being processed under the AQCC’s Regulation Number 10 as “routine”.		
Supporting Information		
<p>Under the 2008 ozone standard of 0.075 ppm the Denver-North Front Range region is designated as a Moderate nonattainment area. Under the 2015 standard of 0.070 ppm the Denver-North Front Range region is designated as a Marginal nonattainment area. The emission budgets pertaining to ozone are based on precursor pollutants: volatile organic compounds (VOCs) and nitrogen oxides (NOx). These budgets were developed for the Moderate Area Ozone SIP approved by EPA in 2018. The conformity reports reflect demographic and travel projections out to 2045.</p> <p>The FY2020-2023 TIP retains the regionally significant projects programmed in FY19, FY20, and FY21 from the FY2019-2022 TIP and does not add new regionally significant projects.</p> <p>The test results for all pollutants (NOx and VOC) indicate no failures in the horizon years. Therefore, conformity is demonstrated for the Denver-North Front Range (Northern Subarea) 8-Hour Ozone Nonattainment Area. The following table demonstrates compliance with MVEBs for ozone precursors for the projected years.</p>		

8-Hour Ozone Conformity for Denver-North Front Range (Northern Subarea¹)
(Emission Tons per Day¹)

Pollutant	2008 SIP Budgets	2020	2030	2040	2045	Pass/Fail
Volatile Organic Compounds (VOC)	8	8	6	5	5	Pass
Oxides of Nitrogen (NOx)	12	10	6	4	4	Pass

¹The emissions of both VOC and NOx shown in the table are considered conservative due to two modeling assumptions:

- Additional VOC emission reductions would have been calculated if a more stringent, lower gasoline Reid Vapor Pressure (RVP) specification had been modeled. The assumed RVP for the Northern Subarea was 8.5 pounds per square inch (psi) and 10 percent by volume ethanol in all gasoline. In contrast, EPA established an applicable standard for gasoline at 7.8 psi under the federal volatility control program in the Denver-Boulder-Greeley-Ft. Collins-Loveland, Colorado 1997 8-hour ozone nonattainment area—as codified in volume 40 of the Code of Federal Regulations (CFR) Part 81--during the high ozone season, effective on March 31, 2010.
- No emission reduction credit in the model had been calculated for the State-only inspection and maintenance (I/M) program currently active in Larimer and Weld counties.

The FY2020-2023 TIP and the 2045 RTP meet all conformity criteria as identified in 40 CFR 93.109 and meets all planning requirements identified in 23 CFR 450.

Full Reports Online

The Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas Conformity Determination and Denver-North Front Range (Northern Subarea) 8-Hour Ozone Conformity Determination documents are available on the NFRMPO website at: <https://nfrmpo.org/public-comment/>.

Advantages

Approval of these conformity determinations allows the Planning Council to readopt the FY2020-2023 TIP and to adopt the 2045 RTP to remain in compliance and allow federal projects to move forward.

Disadvantages

None noted.

Analysis/Recommendation

Staff requests Planning Council review the conformity determination reports and any public comment received to make a positive conformity finding.

Attachments

- See full reports online: <https://nfrmpo.org/public-comment/>
- **Resolution No. 2019-21**

RESOLUTION NO. 2019-21
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING CONFORMITY DETERMINATIONS FOR THE NORTH FRONT RANGE METROPOLITAN
PLANNING AREA FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE FISCALLY
CONSTRAINED 2045 REGIONAL TRANSPORTATION PLAN (RTP) AND FOR THE NORTHERN SUBAREA OF
THE UPPER FRONT RANGE TRANSPORTATION PLANNING REGION 2040 RTP AND THE FY2019-2022
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

WHEREAS, 23 CFR §450.324 requires development through continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs); and

WHEREAS, the Planning Council as the MPO is the agency responsible for developing and amending the RTP and TIP; and

WHEREAS, portions of the cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) for which the Planning Council performs conformity determinations; and

WHEREAS, the Planning Council through a Memorandum of Agreement (MOA) (2008) has agreed to perform ozone conformity determinations for the Northern Subarea of the Denver-North Front Range 8-hour ozone nonattainment area which includes the North Front Range metropolitan planning area and portions of Larimer and Weld counties outside the MPO contained in the Upper Front Range Transportation Planning Region (UFRTPR); and

WHEREAS, Section 93.110(a) of the conformity rule requires conformity determinations based on the most recent planning assumptions in force at the time of conformity analysis; and

WHEREAS, the planning assumptions for the Northern Subarea were updated prior to conformity analysis; and

WHEREAS, the air quality conformity determinations conducted on the NFRMPO’s fiscally constrained 2045 RTP, the FY2020-2023 TIP, the 2040 Upper Front Range RTP, and the Colorado FY2019-2022 STIP using the 2045 planning assumptions were within the federally approved emissions budgets; and

WHEREAS, the Planning Council received no public comment opposing the finding of conformity during the public comment period or during the public hearing;

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council determines the fiscally constrained 2045 RTP, the FY2020-2023 TIP, the Upper Front Range 2040 RTP, and the Colorado FY2019-2022 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity determinations and redeterminations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of September 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council
From: Suzette Mallette
Date: September 5, 2019
Re: FY 2019 UPWP Budget Amendment 4

Background

After the FY 2019 UPWP and Budget was approved by Council the VanGo™ program decided to partially wrap the fleet for promotional purposes and purchase a vehicle for use by staff.

This budget amendment will add \$100,000 to the VanGo™ promotion budget and \$30,000 to the VanGo™ vehicle purchase budget. These additional items are budgeted to be funded with exchange funds received from the City of Fort Collins.

Attached for your review is a summary of the FY 2019 UPWP Budget Amendment 4.

Action

The Finance Committee recommends the North Front Range Transportation & Air Quality Planning Council approve the fourth FY 2019 UPWP budget amendment.

**NORTH FRONT RANGE METROPOLITAN PLANNING AND AIR QUALITY COUNCIL
(NFRMPO)
SUMMARY OF FY 2019 BUDGET AMENDMENT #4
REQUEST**

FY2019 Budget Amendment #4 To be approved by Council 09/5/19 DESCRIPTION	FY 2019 Approved Budget	Budget Adjustment	FY 2019 Amended Budget
VanGo™			
Revenue			
VanGo Fares	\$ 540,080	\$ -	\$ 540,080
FC Sales Tax	\$ 374,420	\$ 130,000	\$ 504,420
Van Sales	\$ 139,159		\$ 139,159
Total Revenue	\$ 1,053,659	\$ 130,000	\$ 1,183,659
EXPENDITURES			
Payroll Costs	\$ 131,605	\$ -	\$ 131,605
Other Direct Costs	\$ 544,615	\$ -	\$ 544,615
FTA Repayment	\$ 140,200		\$ 140,200
Promotion	\$ 20,000	\$ 100,000	\$ 120,000
Indirect Costs	\$ 31,239	\$ -	\$ 31,239
Vehicle Purchases	\$ 186,000	\$ 30,000	\$ 216,000
TOTAL EXPENDITURES	\$ 1,053,659	\$ 130,000	\$ 1,183,659

Budget Amendment # 4 Summary

This amendment adjusts van sales for the purchase of the Rav 4 and wrapping vans for promotion. This additional cost is covered by budgeting an additional amount of Fort Collins Exchange Funds.

RESOLUTION NO. 2019-22
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING ADMINISTRATIVE MODIFICATION TO THE FY 2019 UPWP

WHEREAS, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the "3C" transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2019 Budget and UPWP that identifies the work elements, tasks, and direct expenses associated with the budget; and

WHEREAS, the promotion budget did not include partially wrapping vans and vehicle purchases did not include purchase of a staff vehicle; and

WHEREAS, the determination was made to partially wrap the VanGo™ fleet for promotional purposes and purchase a vehicle for staff use;

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council Approves amending the VanGo budget by \$130,000 for a total budget of \$1,183,659. The MPO budget remains unchanged at \$1,677,800.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of September 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Council
From: Suzette Mallette, Executive Director
Date: September 5, 2019
Re: NFRMPO Executive Policies

Background

The intent of these policies is to provide the necessary guidance for the Executive Director to effectively lead the organization toward the goals and priorities of the NFRMPO Council. These policies were also suggested, in part, at the Certification Review in June 2018 by Federal Highway Administration (FHWA).

The MPO Council first discussed the draft policies in February 2019 where some changes were suggested. The policies went to the MPO Council in March 2019 for adoption, but other changes were noted, namely signatory authority and immediate succession and approval was deferred to a later date. In the intervening months, the Human Resources Committee of the NFRMPO Council has worked on the development and refinement of Executive Policies, reviewing every item.

The modifications to the document include: Signatory authority granted to other MPO staff for internal approval processes (5.10) and the Executive Director and the MPO Chair are the signatories on contracts (5.11). Immediate succession is defined by an 'Acting' Executive Director for short-term, generally vacations or scheduled sick time (7.2) and 'Interim' is appointed by the MPO Council as they deem necessary (7.3).

Additionally, Employers Council (EC), the MPO's human resource representative and an EC attorney reviewed these policies as of July 19, 2019 and have not had HR Committee review as of this memo. Their recommendations were two items that are not substantive: do not make requirements more stringent than legally necessary and do not use absolutes like 'shall' but rather 'shall strive to'. These changes are reflected in the updated document.

At the August 1, 2019 Council meeting this item was discussed, there were no questions and Council members indicated they were ready to adopt the policies.

Action

This is on the Consent agenda for Council approval.

NFRMPO Executive Polices

Adopted September 5, 2019



North Front Range
**Metropolitan
Planning
Organization**

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Executive Policies

Executive policies provide the necessary guidance for the Executive Director to effectively lead the organization toward the goals and priorities of the NFRMPO. Executive policies identify conditions that must exist to achieve organizational stability and efficiency. For the purposes of this document, the term “Council” refers to the full NFRMPO Council and their alternates acting as such.

1. GENERAL

Within the scope of authority delegated to him/her by the NFRMPO Council, the Executive Director shall strive to ensure that any practice, activity, decision, or organizational circumstance are lawful and prudent and adhere to commonly accepted business and professional ethics. The Executive Director shall ensure that work conditions are compliant with applicable laws.

2. TREATMENT OF STAFF, INTERNS, AND VOLUNTEERS

The success of the NFRMPO depends upon the partnership between the NFRMPO Council, agencies, jurisdictions, citizens, taxpayers, elected officials, and NFRMPO staff.

The Executive Director shall ensure:

- 2.1** Staff is competent, respectful, truthful, and effective in interactions with the Council, public, etc.
- 2.2** Confidential information is protected from unauthorized disclosure.

Accordingly, pertaining to paid staff, interns and volunteers within the scope of his/her authority, the Executive Director shall strive to ensure:

- 2.3** Written policies, guidelines and/or procedures, approved by legal counsel, which clarify performance and behavioral expectations for staff, provide for effective handling of grievances and protection against wrongful conditions, are in effect.
- 2.4** Staff, interns and volunteers are acquainted with what they can expect from NFRMPO and what NFRMPO expects of them upon entering and during their tenure with the NFRMPO.
- 2.5** Avenues are available for non-disruptive internal expressions of dissent, and protected activities are not subject to retaliation.
- 2.6** The NFRMPO Council is appropriately apprised of violations of Council policies and matters affecting the Council.

3. COMPENSATION, BENEFITS, EMPLOYMENT

With respect to employment, compensation, and benefits to

employees, consultants, contract workers, and volunteers, the Executive Director shall strive to ensure:

3.1 The fiscal integrity of the NFRMPO is maintained.

Accordingly, the Executive Director shall ensure:

3.2 His/her own compensation is approved by the NFRMPO Council according to adopted procedures generally outlined in the Executive Director's contract and in conjunction with Human Resources.

3.3 Compensation and benefits are consistent with wage data compiled in the NFRMPO's regular salary survey and approved in the annual budget and follow generally accepted practices and procedures.

3.4 Appropriate employment law practices are followed.

4. FINANCIAL PLANNING AND BUDGET

With respect to strategic planning for projects, services and activities with a fiscal impact, the Executive Director shall strive to ensure:

4.1 The programmatic and fiscal integrity of the NFRMPO is maintained.

Accordingly, the Executive Director shall ensure:

4.2 Financial practices are consistent with all applicable requirements.

4.3 Adequate information is available to enable: credible projections of revenues and expenses; separation of capital and operational items; cash flow projections; audit trails; identification of reserves, designations and undesignated fund balances; and disclosure of planning assumptions.

4.4 During any fiscal year, plans for expenditures match plans for revenues.

4.5 A minimum six (6) months of operating expenses are held on account, excluding amounts for in-kind and pass-through expense or as recommended by the independent auditor and approved in the NFRMPO Fiscal Management Control Policy.

5. FISCAL MANAGEMENT AND CONTROLS

With respect to the actual, ongoing financial condition of NFRMPO, the Executive Director shall strive to ensure:

5.1 Funds for expenditures are available during each fiscal year.

5.2 NFRMPO obligations are paid in a timely manner and within the ordinary course of business.

- 5.3 Prudent protection is given against actual or potential conflicts of interest in purchasing and other financial practices, consistent with the law and established in the NFRMPO's Fiscal Management Control Policy.
- 5.4 Funds are used for their intended purpose.
- 5.5 Competitive purchasing policies and procedures are in effect to ensure openness and accessibility to contract opportunities.
- 5.6 Purchases, contracts and obligations that may be authorized by the Executive Director do not exceed the financial authority approved by the NFRMPO Council per Resolution 2001-04.
- 5.7 Adequate internal controls over receipts and disbursements prevent the material dissipation of assets.
- 5.8 The NFRMPO's audit is independent and external monitoring or advice is readily accepted and available.
- 5.9 Negotiates and enters into agreements with local governments for the provision of services.
- 5.10 In the absence of the Executive Director, the Transportation Planning Director, signs on behalf of the Executive Director for internal control documents. If the Executive Director and the Transportation Planning Director are unavailable for a signature, the Finance Director provides authorizing signatures, unless there is a violation of internal controls.
- 5.11 In the absence of the Executive Director, contracts will be signed the Chair of the NFRMPO.
- 5.12 The Executive Director's timesheets are submitted to the Chair and Vice Chair electronically for approval as close to the submission date and time as possible.

6. PROTECTION OF ASSETS

Within the scope of his/her authority in the Executive Director and given available resources, the Executive Director shall strive to ensure:

- 6.1 Assets are protected and adequately maintained against unnecessary risk.
- 6.2 An insurance program exists to protect the NFRMPO in the event of a property and/or liability loss, including coverage insuring the Council, officers, employees, authorized volunteers, and the NFRMPO against liabilities related to the performance of their duties and the NFRMPO's activities in an amount equal to or greater than the average for comparable organizations and, for tort liabilities, in an amount equal to or greater than statutory limits on amounts the NFRMPO may be legally obligated to pay.
- 6.3 A policy exists to inform staff of the expectation of legally compliant and ethical behavior on their part.
- 6.4 Facilities and/or equipment are used properly and maintained (except normal deterioration and financial conditions beyond the Executive Director's control).

- 6.5 Practices and policies are in place for the NFRMPO, Council and staff to minimize or prevent liability claims.
- 6.6 A policy exists to ensure protection from loss or significant damage of intellectual property (including intellectual property developed using NFRMPO resources), information, and files.
- 6.7 Adequate planning is done for short-term and long-term capital or facility needs.

7. IMMEDIATE SUCCESSION

The Executive Director shall strive to ensure:

- 7.1 To provide continuous Executive Director services, the Executive Director shall have at least one other member of the management team familiar with Council and NFRMPO issues and processes.
- 7.2 An Acting Executive Director will be assigned by the Executive Director for scheduled absences such as vacations or short-term unexpected absences such as an emergency. The Executive Director will make other staff assignments as necessary to ensure the ongoing operation of the organization.
- 7.3 An Interim Executive Director will be appointed by the NFRMPO Council when the Council deems it necessary.
- 7.4 If the Executive Director is unavailable to fulfill their responsibilities, a letter from the NFRMPO's Executive Committee will be sent to FTA, FHWA and CDOT outlining the situation and identifying the person(s) responsible for the Executive Director's duties.

8. COMMUNICATIONS WITH AND SUPPORT OF THE NFRMPO COUNCIL

The Executive Director shall strive to ensure:

- 8.1 The Council is informed and supported in its work; agendas and related materials for Council meetings are sent in advance so Council members may come prepared.
- 8.2 The Council is provided the decision-making information it requests, information on relevant trends, or other points of view, issues and options, for well-informed Council decisions.
- 8.3 The Council is aware of incidental information it requires, including anticipated adverse media coverage or material external and internal/organizational changes. Notification of planned, non-personnel-related internal changes is provided in advance when feasible.
- 8.4 In consultation with legal counsel, Council is appropriately apprised in a timely manner of pending or threatened litigation.
- 8.5 The Council is informed when the Council is not in compliance with its own policies, particularly in the case of the Council behavior that is detrimental to the work relationship between the Council and the Executive Director.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
September 5, 2019 Severance	2045 Regional Transportation Plan (RTP)	Becky Karasko
Objective/Request Action		
TAC is requesting Planning Council adopt the <i>2045 Regional Transportation Plan (RTP)</i> .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • MPO staff developed the <i>2045 RTP</i>, scheduled for September 5, 2019 Planning Council adoption. • The <i>2045 RTP</i> includes a long-term transportation vision for the region. • TAC began their review of the <i>2045 RTP</i> chapters in February 2019 and completed them in July 2019. • TAC recommended Planning Council adoption of the <i>2045 RTP</i> at their August 21, 2019 meeting. 		
Committee Discussion		
This is the second time Planning Council will discuss the <i>2045 RTP</i> . TAC discussed the full <i>2045 RTP</i> at their July 17, 2019 and recommended Planning Council adoption at their August 21, 2019 meeting.		
Supporting Information		
The RTP is a federally mandated plan for MPOs and includes a long-term transportation vision for the region. The <i>2045 RTP</i> summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes a fiscally constrained corridor plan. The full <i>2045 RTP</i> can be accessed here: https://nfrmpo.org/wp-content/uploads/2045-rtp-public-comment.pdf .		
Advantages		
Having an adopted <i>2045 RTP</i> allows the region to move forward with projects included in the FY2020-2023 TIP and for FHWA and FTA to authorize or obligate projects using federal funds. A recommendation from TAC provides a starting point for the region to implement the 2045 RTP.		
Disadvantages		
Not adopting the <i>2045 RTP</i> would cause the NFRMPO to miss FHWA's October 21, 2019 deadline for the Conformity Determination on the <i>FY2020-2023 TIP</i> and <i>2045 RTP</i> . If the October 21, 2019 deadline is missed, there will not be a TIP or RTP in effect for the NFRMPO. Not having an adopted <i>2045 RTP</i> would prevent FHWA and FTA from authorizing or obligating any projects using federal funds. This would prevent the NFRMPO from obligating funding.		
Analysis/Recommendation		
TAC requests Planning Council adopt the <i>2045 RTP</i> . Adoption allows the NFRMPO to meet FHWA's deadline for Conformity Determination.		
Attachments		
<ul style="list-style-type: none"> • <i>2045 RTP</i> Executive Summary • Resolution 2019-23 		



Executive Summary



Purpose

The 2045 Regional Transportation Plan (RTP) provides a long-range vision for the North Front Range regional transportation system and guides the implementation of multimodal transportation improvements, policies, and programs in the region. The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC), also known as the NFRMPO, is responsible for long range regional transportation planning. The NFRMPO has undertaken this 2045 RTP to extend the planning horizon for the region and to ensure FAST Act compliance.

The NFRMPO region has two air quality maintenance areas for carbon monoxide (CO): Fort Collins and Greeley. The entire NFRMPO region is also included in the nine county Denver-North Front Range 8-Hour Ozone Nonattainment area. Due to this air quality Nonattainment status, the NFRMPO is required to update its long-range transportation plan every four years.

Process

This planning process was conducted under the direction of the 17-member Planning Council, made up of one elected official from each member community, as appointed by that community, as well as a representative from the Colorado Department of Public Health and Environment's (CDPHE) Air Pollution Control Division (APCD) and the State Transportation Commission. The Planning Council's purpose is to provide local governments with the opportunity to direct regional transportation planning efforts and allocate federal funding to regional transportation priorities. Additionally, the Technical Advisory Committee (TAC) consists of staff from each member community, the Colorado Department of

Transportation (CDOT), CDPHE-APCD, and the Regional Air Quality Council (RAQC) who work together to provide technical recommendations to the Planning Council. This *2045 RTP* was developed by NFRMPO staff, with technical input from TAC.

Outcomes

As the region moves toward 2045, there will be significant population growth, with 83 percent more residents in 2045 than in 2015. Population and employment growth are occurring fastest in the North I-25 corridor resulting in 662 percent higher population in 2045 than in 2015. Other important demographic changes include:

- Employment will increase along the I-25 corridor by an estimated 27,000 jobs. The more developed and built out the community, the less population and employment growth is projected to occur.
- The anticipated population growth rate in the region (82.8 percent) outpaces the anticipated growth rate of jobs (66.5 percent). This imbalance will cause even more residents to commute outside of the region for employment.
- The percentage of residents age 65 and over will increase from 10 percent of the population in 2015, to 17 percent of the population by 2045. This demographic shift may mitigate growth in the number of residents traveling outside the region to employment.

It is critical to keep these demographic trends, the availability of future transportation funding, the need to maximize the current transportation system, and the future needs of the region's population in mind when planning for the future of the North Front Range's regional transportation system.

**RESOLUTION NO. 2019-23
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE FISCALLY CONSTRAINED 2045 REGIONAL TRANSPORTATION PLAN**

WHEREAS, 23 CFR §450.324 requires development through continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs); and

WHEREAS, pursuant to the legislation above, the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC) was designated by the Governor of the State of Colorado as the MPO responsible for carrying out the transportation planning process, and for developing and amending the RTP; and

WHEREAS, the Planning Council, in their responsibility as the Lead Planning Agency and a member of the 8-hour ozone nonattainment area, has made a positive air quality conformity determination on the 2045 RTP; and

WHEREAS, the transportation programming process shall address no less than a 20-year planning horizon as of the effective date. The effective date being established by the date of the conformity determination issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, the Planning Council approves the 2045 RTP and submits copies for informational purposes to the Governor;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council adopts the 2045 Regional Transportation Plan (RTP).

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of September 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
September 5, 2019 Severance	FY2020-2023 Transportation Improvement Program (TIP) Readoption	Medora Bornhoft
Objective/Request Action		
TAC is requesting Planning Council readopt the FY2020-2023 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> The FY2020-2023 TIP must be readopted to be fiscally constrained under the <u>2045 Regional Transportation Plan (RTP)</u>. The 30-day public comment period for the Draft FY 2020-2023 TIP opened on August 1, 2019 and closes on August 31, 2019. No comments were received as of August 27, 2019. 		
Committee Discussion		
<ul style="list-style-type: none"> The Planning Council adopted the FY2020-2023 TIP as fiscally constrained under the <u>2040 RTP</u> on June 6, 2019. The Planning Council discussed the readoption of the FY2020-2023 TIP at their August 1, 2019 meeting. 		
Supporting Information		
<ul style="list-style-type: none"> The FY2020-2023 is available at https://nfrmpo.org/wp-content/uploads/fy20-23tip-for-readoption.pdf. The projects in the TIP are based on information as of March 13, 2019. TIP Amendments and Modifications completed between March 13, 2019 and the effective date of the FY2020-2023 TIP will be incorporated into TIP following the completion of the TIP approval process by the State. Additional project selections made through the Colorado Department of Transportation (CDOT) process will be added into the TIP as the information becomes available. 		
Advantages		
<ul style="list-style-type: none"> Approval of the TIP will ensure the timely merger of projects into the CDOT STIP. 		
Disadvantages		
<ul style="list-style-type: none"> None. 		
Analysis/Recommendation		
At their August 21, 2019 meeting, TAC recommended Planning Council readopt the FY2020-2023 TIP.		
Attachments		
<ul style="list-style-type: none"> Resolution 2019-24 		

RESOLUTION NO. 2019-24
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
READOPTING THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, the transportation programming process shall address no less than a four-year programming horizon as of the effective date; and

WHEREAS, transportation projects programmed in the FY2020-2023 TIP are consistent with the 2045 Regional Transportation Plan adopted September 5, 2019; and

WHEREAS, the cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) and the North Front Range is also within the Denver-North Front Range 8-hour Ozone Nonattainment Area, and the Planning Council was designated by the Governor of the State of Colorado as the lead Air Quality Planning Agency for CO in the North Front Range; and

WHEREAS, the Planning Council is responsible for determining conformity of all of its transportation plans and programs with the Clean Air Act, as amended in 1990, and the State Implementation Plan (SIP) for air quality; and

WHEREAS, the conformity determination for CO and ozone demonstrate conformity of the FY 2020-2023 TIP as required by 40 CFR §93; and

WHEREAS, the Planning Council adopts the TIP and submits copies for inclusion into the Statewide Transportation Improvement Program (STIP) and approval by the Governor;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council finds the FY 2020-2023 TIP is in conformance with the requirements of 23 CFR §450.326.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of September 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director





 Southwest Chief and Front Range
 Passenger Rail Commission
 NFRMPO Council Meeting
 September 5th, 2019



Southwest Chief and Front Range Passenger Rail Commission

- **Legislature's Senate Bill 17 – 153 created the Commission (effective July 1, 2017). It replaced the previous Southwest Chief Commission which had existed since 2014.**
- **Housed under CDOT; similar to HPTE and Bridge Enterprise in terms of independence reporting to a Board/Commission other than the Transportation Commission.**
- **11 voting Commissioners**
 - Five appointed by the Governor: two Class I railroad representatives (BNSF and UP), two advocates for passenger rail, one resident of Huerfano, Las Animas, Otero, Prowers or Pueblo counties that advocates for passenger rail.
 - One each from the four Front Range MPOs and one from South Central Council of Governments
 - One from RTD
- **3 non-voting members**
 - CDOT
 - Amtrak
 - Cheyenne, Wyoming



Southwest Chief and Front Range Passenger Rail Commission

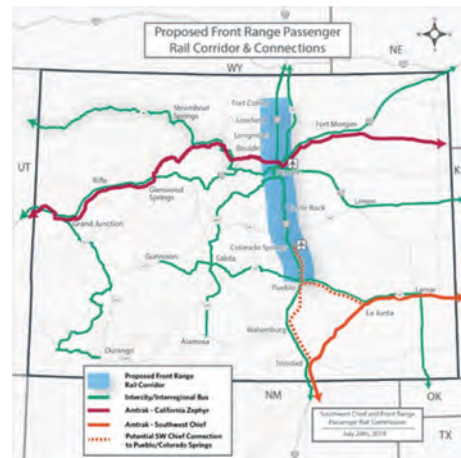
Project Role	Current Commissioner	Organization	Notes
Public Rail Transportation Advocate	Salvatore Pace	Resident of Pueblo County	Appointment expires 7/1/2021
Public Rail Transportation Advocate	Jim Souby	ColorRail	Appointment expires 7/1/2020
Colorado Class I Freight Railroad Representative	Nathan Anderson	Union Pacific Railroad	Appointment expires 7/1/2021
Colorado Class I Freight Railroad Representative	Peter Rickershauser	BNSF Railway	Appointment expires 7/1/2020
Resident of Huerfano, Las Animas, Otero, Prowers, or Pueblo County	Richard Klein	City of La Junta	Appointment expires 7/1/2020
North Front Range Metropolitan Planning Organization (NFRMPO) Representative	Becky Karasko	NFRMPO	
Denver Regional Council of Governments (DRCOG) Representative	Jacob Riger	DRCOG	
Pikes Peak Area Council of Governments Representative	Jill Gaebler	Colorado Springs City Council	
Pueblo Area Council of Governments Representative	Terry Hart	Pueblo County	
South Central Area Council of Governments Representative	Phil Rico	City of Trinidad	
Denver Regional Transportation District (RTD) Representative	Bill Van Meter	RTD	
Colorado Department of Transportation (CDOT) Representative	David Krutsinger	CDOT Division of Transit and Rail	Non-voting Member
Amtrak Representative	Robert Eaton	Amtrak	Non-voting Member
Cheyenne, Wyoming Representative	Dale Steenberg	Cheyenne Chamber of Commerce	Non-voting Member



Southwest Chief and Front Range Passenger Rail Commission

Commission Responsibilities:

- Work to preserve Amtrak’s Southwest Chief service across southeast Colorado.
- Consider re-routing the Southwest Chief service between La Junta and Trinidad by way of Pueblo and Walsenburg to better serve southern Colorado and pursue possible Amtrak Southwest Chief service extension into Pueblo and Colorado Springs from La Junta.
- Facilitate the development of Front Range Passenger Rail service.

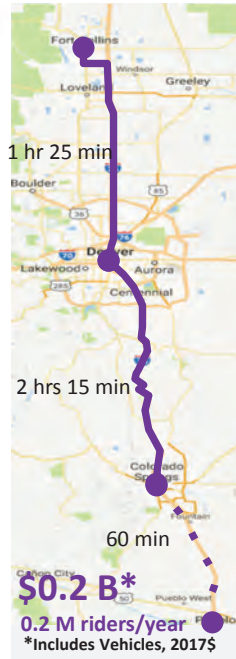




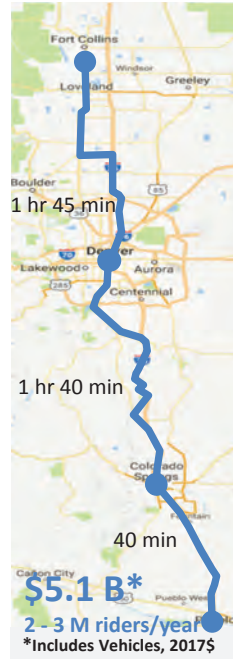
FRONT RANGE:

BUS TRANSIT & STUDIED RAIL OPTIONS

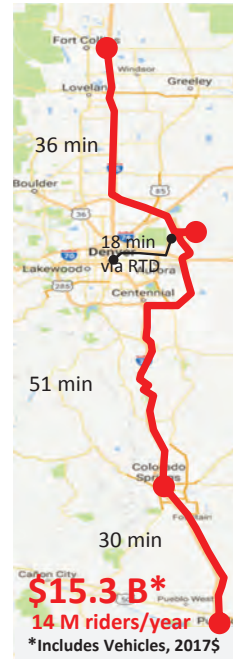
Bustang (w/ future Park & Rides)



Commuter Rail + RTD



High Speed Rail ICS



Consultant Selection

- HDR Consultant Team has been selected.
- Team includes consultants from:
 - AECOM—SDP Lead, Funding, Finance, and Economic Analysis
 - CDR Associates—Public Outreach, Engagement, and Consensus Building
 - BluePrint Strategies—Governance
 - Felsburg Holt & Ullevig—Operations Planning Support
 - Peak Consulting Group, LLC—Environmental Planning, Compliance, and Mitigations
 - Triunity—Technology Integration and Phasing Support





Passenger Rail Service Development Plan

- **Completion projected for mid-2020.**
- **Review past planning (Colorado and peer states) to ensure alternatives align with the Front Range's vision.**
- **Develop a business, operating, and capital plan that garners a high level of public support.**
- **Demonstrate operational feasibility, financial feasibility, and the merit of the proposed service.**



Environmental Impact Statement

- **NEPA anticipated to initiate in spring 2020.**
- **SDP and Stakeholder Engagement activities will be coordinated to meet pre-NEPA milestones.**
- **Building on the pre-NEPA activities (draft purpose and need, range of alternatives, preliminary preferred alternative, environmental impacts, permitting strategy) to streamline the scoping process.**
- **Prepare draft EIS using proven streamlining techniques and One Federal Decision Processes.**





Stakeholder Engagement

Project Management Team (PMT)

Function: Management and project-level decision making

Members: SWC&FRPR Commission representatives, CDOT, federal agencies (as needed), Consultants

Frequency: Bi-weekly

Technical Working Group (operating as part of PMT)

Function: Integrate various disciplines and perspectives of agencies into the study

Members: SWC&FRPR Commission representatives, CDOT, Consultants, Technical stakeholders

Frequency: Bi-weekly or as needed



Stakeholder Engagement

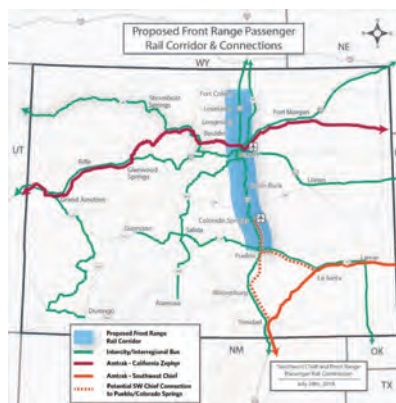
Segment Stakeholder Coalitions (North, Central, South)

Function: Provide project information to and obtain feedback at the local level

Members: Local stakeholders, consultants

Responsibilities: Share project information with segment communities; Gather community input and share with Corridor Stakeholder Coalition

Frequency: Quarterly – First meeting tentatively Oct 2019





Stakeholder Engagement

Corridor Stakeholder Coalition

- **Function:** Create stakeholder-based recommendations for cohesive, corridor-wide project decisions
- **Members:** Segment Stakeholder Coalition representatives, consultants
- **Frequency:** Quarterly - First meeting tentatively Nov 2019

Project Leadership Committee

- **Function:** Resolution of issues; contact for media; policy-level agency liaison
- **Members:** SWC&FRPR Commission, CDOT, Governor's Office, Lead Federal Agency, Consultants
- **Frequency:** Major milestones

Rail Industry Roundtable

- **Function:** Provide rail industry-focused input on project decisions
- **Members:** SWC&FRPR Commission railroad representatives, Consultants
- **Frequency:** Mid project or as needed



Legislative Options

- Commissioners and Commission staff are beginning to discuss possible legislative referrals for the January 2020 Legislative Session.
- Potential legislative options include measures for governance and future funding options.
- Commission, CDOT and consultant staff continue to identify possible options, including pros/cons, regarding districting and funding.





Upcoming Activities

- Southwest Chief and Front Range Passenger Rail Commission
 - Denver Commission Meeting – September 13th
 - North Front Range Location Commission Meeting – October 11th
- Initiation of Public Involvement and Stakeholder Engagement Activities
- Initiation of SDP and EIS study



Front Range Passenger Rail

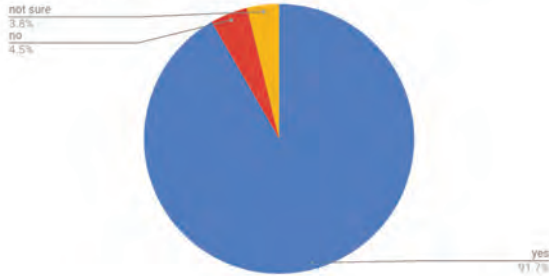
<https://frontrangerail.metroquest.com>



Interim Results

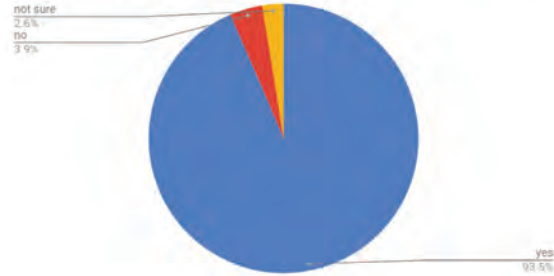
Over 3400 responses (8/22/19)

Do you support establishing Front Range Passenger Rail service between Fort Collins and Pueblo



yes	3055
no	150
not sure	128

Do you believe passenger rail service could help address transportation needs along the Front Range?



yes	3176
No	133
not sure	87

Questions?



Randy Grauberger, Project Director
 Southwest Chief & and Front Range Passenger Rail
 Commission
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North Front Range MPO Area - Project Status Updates (8/27/2019)

<u>Roadway / Segment</u>	<u>Status</u>
SH14	
SH14/US287 Flood Repair NW of Fort Collins	<i>Construction is complete</i>
SH14 Safety work west of Ted's Place	<i>In design</i>
SH14 @ WCR33 Intersection Safety	<i>Construction is complete</i>
I-25	
Design /Build	<i>Construction is underway. SH402 is closed</i>
Wellington to WYO Cable Rail	<i>Advertisement November 2019</i>
Vine Drive Bridge	<i>Construction is underway</i>
Segment 6 (SH56 to SH402)	<i>Consultant selection underway</i>
US34	
Big Thompson Canyon Flood Repair	<i>Construction is substantially complete</i>
SH60	
WCR 40 Intersection Improvements	<i>Construction is complete</i>
Over the South Platte River	<i>Construction is substantially complete</i>
US287	
SH1 to LaPorte Bypass	<i>Construction is substantially complete</i>
Foothills Parkway Intersection	<i>Construction expected in late 2019</i>
Owl Canyon Rd Feasibility Study	<i>Underway. Expected completion by Fall 2019</i>
ADA Curb Ramp Program	
Greeley ADA Curb Ramps Phase 1	<i>Construction is complete</i>
Loveland ADA Curb Ramps Phase 1	<i>Construction is complete</i>
Windsor Curb Ramps	<i>Construction is complete</i>