

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
MEETING AGENDA
September 3, 2020

Call-in Number: +1 (872) 240-3212
Access Code: 287-020-821
<https://www.gotomeet.me/NFRMPO/september-nfrmpo-planning-council-meeting>
For assistance during the meeting, please contact Alex Gordon-agordon@nfrmpo.org or 970.289.8279

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 6, 2020 (Pg. 7)

[Lead Planning Agency for Air Quality Agenda](#)

COUNCIL REPORTS:

- | | | |
|---|---|---|
| 3) Air Pollution Control Division (APCD) (Pg. 11)
Nonattainment Area Wildfire Impacts Update | (Written)
Dan Welsh - Air Quality Meteorologist, CDPHE | <u>Est.
Time</u>
(10 min.) 6:05 |
| 4) Regional Air Quality Council (RAQC) | (Written) | |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
|--|---|--|
| 5) Report of the Chair-
• Succession Plan | Dave Clark-Council Chair - City of Loveland | <u>Est.
Time</u>
(5 min.) 6:15 |
| 6) Executive Director Report
• GHG Strategy Subcommittee (Pg. 13) | Suzette Mallette - MPO Executive Director | <u>Est.
Time</u>
(5 min.) 6:20 |
| 7) TAC (Pg. 14) | (Written) | |
| 8) Mobility | (Written) | |

CONSENT ITEM:

- | | | |
|---|--|--|
| 9) NFRMPO Safety Vision: Towards Zero Deaths Policy Resolution 2020-18 (Pg. 15) | AnnaRose Cunningham - Transportation Planner I | |
|---|--|--|

DISCUSSION ITEMS:

- | | | |
|--|--|---|
| 10) Boundary Guidebook | Jamie Grim - CDOT Local Government Liaison | <u>Est.
Time</u>
(5 min.) 6:25 |
| 11) FY2019-FY2021 CMAQ & FY2021 STBG Additional Funding Allocations (Pg. 18) | Medora Bornhoft- Transportation Planner II | <u>Est.
Time</u>
(15 min.) 6:30 |

COUNCIL REPORTS:

- | | | |
|--|---|--|
| Transportation Commission
CDOT R4 Update
I-25 Coalition
STAC (Pg. 34) | Kathleen Bracke - Transportation Commissioner
Heather Paddock - CDOT R4 Transportation Director
Dave Clark
(Written) | <u>Est.
Time</u>
(5 min.) 6:45 |
|--|---|--|

- | | | |
|----------------------------|---|--|
| Host Council Member Report | Don McLeod - Town of Severance Mayor
• CR 74 Access Control Plan | <u>Est.
Time</u>
(5 min.) 6:50 |
|----------------------------|---|--|

MEETING WRAP UP:

- | | | |
|---------------------------------------|--|-------------|
| Next Month's Agenda Topic Suggestions | | 6:55 |
|---------------------------------------|--|-------------|

NEXT MPO COUNCIL MEETING: October 1, 2020- Hosted by the Town of Johnstown



MPO Planning Council

City of Loveland

Dave Clark, Councilmember- Chair

Alternate- Steve Olson, Councilmember

Town of Severance

Donald McLeod, Mayor- Vice Chair

Alternate- Frank Baszler, Trustee

Larimer County

Tom Donnelly, Commissioner - Past Chair

Alternate- Steve Johnson- Commissioner

Town of Berthoud

William Karspeck, Mayor

Alternate- Maureen Dower, Mayor Pro Tem

Town of Eaton

Lanie Isbell, Mayor Pro Tem

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

Brett Payton, Councilmember

Alternate- John Gates, Mayor

Town of Johnstown

Troy Mellon, Councilmember

Town of LaSalle

Paula Cochran, Trustee

Alternate-

Town of Milliken

Elizabeth Austin, Mayor

Town of Timnath

Lisa Laake, Trustee

Weld County

Kevin Ross, Commissioner

Alternate- Steve Moreno, Commissioner

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Ken Bennett, Mayor Pro Tem

CDPHE- Air Pollution Control Division

Dena Wojtach, Manager, Planning & Policy Program

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
NO_x	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

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

**August 6, 2020
Virtual Meeting**

Voting Members Present:

Dave Clark- CHAIR	-Loveland
William Karspeck	-Berthoud
Lanie Isbell	-Eaton
Mark Clark	-Evans
Kristen Stephens	-Fort Collins
Brett Payton	-Greeley
Tom Donnelly	-Larimer County
Elizabeth Austin	-Milliken
Don McLeod	-Severance
Kevin Ross	-Weld County
Paul Rennemeyer	-Windsor
Kathleen Bracke	-Transportation Commission

Voting Members Absent:

Dena Wojtach	-CDPHE
Fil Archuleta	-Garden City
Troy Mellon	-Johnstown
Paula Cochran	-LaSalle
Lisa Laake	-Timnath

MPO Staff:

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Merideth Kimsey, Interim Accounting Manager; Alex Gordon, Mobility Coordinator/Transportation Planner II; Ryan Dusil, Transportation Planner II, AnnaRose Cunningham, Transportation Planner I, and Sophia Maes, VISTA Volunteer.

In Attendance:

Jeff Bailey, Frank Baszler, Allison Baxter, Dan Betts, Amanda Brimmer, Brad Buchman, Rich Christy, Jim Eussen, Butch Hause, Myron Hora, Wayne Howard, Scott James, Will Jones, Bob McClusky, Steve Moreno, Mitch Nelson, Heather Paddock, Evan Pinkham, Elizabeth Relford, Lea Schneider, Karen Schneiders, Mike Silverstein, Eric Tracy, Robin Stoneman, and James Usher.

Chair D. Clark called the MPO Council meeting to order at 6:01 p.m.

Public Comment:

There was no public comment.

Move to Approve Agenda:

Ross moved to approve the August 6, 2020 Meeting Agenda as Submitted. The motion was **seconded** and **passed** unanimously.

Move to Approve Minutes:

Stephens moved to approve the June 4, 2020 Council Meeting Minutes as submitted. The motion was **seconded** and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Clark opened the Air Quality portion of the meeting.

Air Pollution Control Division (APCD)

A written report was provided.

Regional Air Quality Council (RAQC)

Mike Silverstein, Executive Director of the RAQC provided an update on the air quality trends in the nonattainment area over the last decade. He then briefly described the current ozone season and noted that most monitors within the nonattainment area below the standard of 75ppb. However, there are two sites in the Denver metro area that are above the standard which is creating an issue in the Serious SIP. He discussed the downward trend of ozone over time and how the nonattainment area is getting closer to attainment. Silverstein then went on to discuss the Serious SIP that will be presented to the RAQC Board at their August 7, 2020 meeting for approval. He described the vehicle emission inventory for the SIP and what the SIP modeling means to the North Front Range Region. He then described the process to set motor vehicle emissions budgets and how they impact conformity for the North Front Range. He also described the decreasing emissions in the nonattainment area even with the increase in vehicle miles travelled due to the increasing fuel efficiency of vehicles. He concluded with the schedule for the SIP adoption process.

Metropolitan Planning Organization (MPO) Agenda

Chair Clark opened the MPO portion of the meeting.

Reports:

Report of the Chair:

Chair D. Clark detailed the Executive Committee's discussion of the turnover on the Council due to term limits and the loss of transportation knowledge and experience. He discussed the need for the Council to look ahead to leadership and to encouraged Council members to become actively involved and engaged to keep the MPO Council moving forward.

Vice Chair McLeod reiterated the upcoming loss to the Council and the need to look to the future and for Council members to spend time learning more about the MPO and its mission and what we are trying to achieve. He stressed the importance to looking to the future leadership of the MPO.

Commissioner Ross concurred with the importance of the MPO Council and the need to look to the future and to get involved in the Committees of the Council.

Commissioner Donnelly agreed with importance of the work of the MPO and the Council and stressed the need for other members to get involved in the important issues facing the region and to find collaborative solutions.

Executive Director Report:

Director Mallette reported on the following:

- Colorado Regulation 7 public comment and approval update
- An update on the Greenhouse Gas (GHG) Emissions Roadmap and the timeline for review and adoption by the AQCC
- Upcoming Articles of Association updates, including the addition of virtual and hybrid meeting policies
- Accounting Manager vacancy update, an offer has been extended and the MPO is in the process of finalizing internal procedures. The new Accounting Manager will be starting on September 8.

Finance:

A written report was provided.

TAC:

A written report was provided.

Mobility & One Call/One Click Center Update:

A written report was provided.

Q2 TIP Modifications:

A written report was provided.

VanGo™ Dashboard-Q2:
A written report was provided.

Consent Agenda:

M. Clark moved to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** and **passed** unanimously.

The Consent Agenda included the following item:

- CY2020 Q-2 Unaudited Financial Statements

Presentations:

Active Transportation Plan

Dusil presented on the development of the NFRMPO's *Active Transportation Plan*. He explained what Active Transportation is and why MPO staff elected to change the name from Non-Motorized to Active Transportation. He detailed the schedule for the development of the Plan, including the data collection process and when the Plan will be brought to Council. Dusil then discussed the history of active transportation planning in the North Front Range region since 2013. He detailed the public outreach currently being conducted for the Plan, stakeholders involved, the Steering Committee, and highlighted key feedback points to-date. Dusil asked Council members what kind of regional guidance would be most useful to their community to ensure they are incorporated into the final Plan.

Environmental Justice Plan

Gordon presented on the *Environmental Justice Plan* and discussed the purpose behind this new Plan for the region. He highlighted that many of the region's communities were incorporating the best practices that will be highlighted in the Plan. Gordon discussed what Environmental Justice is, the requirements of Environmental Justice, and the difference between Environmental Justice and Title VI. He discussed the outline and timeline of the Plan and listed example recommendations the Plan may include based on feedback received from stakeholders to-date. Gordon asked Council members to recommend other local agencies to reach out to in their communities as well as for general feedback on the Plan.

Discussion Items:

VanGo™ Program Update

Malette discussed the status of the VanGo™ program and the results of the recent Vanpooler survey. She discussed the financial health of the program and the current number of vans on the road following the partial reopening that began in late May. Currently there are 25 vans on the road, which is 52 percent of the fleet. She mentioned the MPO will look at the program holistically at the end of the calendar year.

NFRMPO Safety Vision: Towards Zero Deaths

Cunningham explained the creation of the MPO Safety Vision results from a Planning Council request at the January 2020 meeting to look at a regional vision and goal of zero deaths. She clarified the difference between the Federally required performance measures and targets and the overarching regional vision. She detailed the discussions staff has had with TAC over the last several months and how this vision would fit with the federally required performance measures and targets and the 2045 RTP's Goals, Objectives, Performance Measures, and Targets. She detailed the current safety visions various communities within the region are currently implementing. She then discussed the draft policy statements developed collaboratively by staff and TAC.

MPO Boundary Discussion

Malette updated the Council on the status of the CDOT Boundary Guidebook. She stated a meeting between MPO staff, and the staff of the four other Colorado MPOs will occur on August 13 to discuss the requirements, structure, and financial implications of boundary changes. Following that discussion, MPO staff will convene a meeting between NFRMPO, the Upper Front Range TPR, Eastern TPR, and DRCOG to discuss the implications and ramifications of changes to the boundaries. It is anticipated that CDOT will provide the funding and responsibilities in the rural areas by the first part of September to assist in the deliberation.

Council Reports:

Transportation Commission Report

Bracke reported on the following:

- The CDOT financial impacts of COVID-19 and the impacts to anticipated revenue shortfall overall of \$63M for FY2020-2021, additional information will be provided at the August Commission meeting
- At the July Commission meeting a Resolution was approved that set the base list of projects to move forward on SB267 and approved pursuing financing options for North I-25 Segment 7&8
- The Scenic Byways Committee met on August 6 and are discussing how to integrate EV charging stations along the byways
- The Statewide Transportation Plan, including the 10 Year List of Strategic Projects will be discussed at the August Commission Meeting.
- The Transportation Recovery Working Group continues to meet to discuss how to fill needs related to the budget shortfalls and foster economic recovery.

CDOT R4 Update

A written Project Status Update was provided for June 2020. Paddock reported the following:

- CDOT staff will continue to work from home through October.
- I-25 construction is moving forward from SH56 to Prospect.
- CDOT staff will provide a presentation showing the progress along I-25 to update the Council at a future meeting as well as information on the funding package
- Region 4 as a whole has seen increased fatality crashes, up 16% over 2019, mostly due to behavioral causes including no helmets, seatbelts, and driving under the influence.

I-25 Coalition

D. Clark reported on the discussion at the meeting related to the TIFIA loan for Segments 7 & 8. Paddock added that a letter of interest has been submitted by Colorado's High Performance Toll Enterprise (HPTE).

US34 Coalition

D. Clark reported there was a quick update related to a CDOT crash data study and intersection data will be providing a report at the next Coalition meeting.

STAC Report

Written reports for May, June, and July were provided.

Host Council Member Report-

Brett Payton, City of Greeley Council Member reported on the following City of Greeley transportation projects:

- Intersection realignment at 65th and US 34 is almost complete
- Installation of medians and sidewalk improvements along 10th Street will be completed by the end of the month.

Meeting Wrap-Up:

Next Month's Agenda Topic Suggestions:

There were no suggestions.

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

Meeting minutes submitted by: Becky Karasko, NFRMPO Staff

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

Monthly Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, September 3, 2020

Air Pollution Control Division (Division) Updates:

- The Division maintains an ozone summary table including recorded 1st-5th maximum levels, dates, and averages. The ozone summary table is available at the following url: https://www.colorado.gov/airquality/html_resources/ozone_summary_table.pdf. The table is updated at least monthly during ozone season.
- The Colorado Department of Transportation (CDOT), the Colorado Energy Office (CEO), and the Colorado Department of Public Health and Environment (CDPHE) will hold a series of public meetings to discuss strategies toward reducing air pollution and greenhouse gas (GHG) pollution in the heavy-duty freight sector. Meeting information will be shared on the following website: <https://www.codot.gov/news/2020/july-2020/comprehensivecleantruckingstrategy>.
- A friendly reminder that the Division maintains various Air Quality Alert email lists, including Colorado Air Quality Health Advisory alerts and daily Front Range ozone forecasts. For additional information and to subscribe to an email list, please visit: https://www.colorado.gov/airquality/request_alerts.aspx.

August 18, 2020 Air Quality Control Commission (Commission) GHG Subcommittee Meeting:

- In response to the COVID-19 pandemic, all Commission meetings, prehearing conferences, and status conferences will be held as remote meetings only. This will continue until further notice. Additional information and updates will be posted on www.colorado.gov/pacific/cdphe/aqcc.
- The meeting included discussion of transportation and building/structure sector-based GHG mitigation strategies and prioritization. The Division presented on the Transportation Climate Initiative (TCI) and the Oregon GHG Cap and Reduce Program. Meeting materials are available at: <https://drive.google.com/drive/folders/1I5ZF0qbPpzPDwUII5SQOQd4Z6Rb07qxU>.

August 20, 2020 Commission Meeting:

- The August 20, 2020 Commission meeting included the following agenda items:
 - The Commission set a hearing date of November 19, 2020 to consider revisions to the Regional Haze SIP and Regulation Number 3 related to the control of

NO_x, SO₂, and PM emissions from Reasonable Progress sources identified as impacting Class I areas in Colorado.

- The Division briefed the Commission on efforts to understand emissions from the cannabis sector in Colorado, including development of best management practices and a benchmarking tool, and development and implementation of an emissions study.
 - Review of the Martin Drake Power Plant Title V response to comments and final Title V permit.
 - The Pneumatics Task Force presented its recommendations to the Commission in response to the Commission's 2017 directives related pneumatic controllers in the Denver Metro/North Front Range Ozone Nonattainment Area.
 - The Division provided an update to the Commission on a draft framework for identifying disproportionality impacted communities as they relate to HB19-1261.
- Meeting materials for previous and future meetings are available at www.colorado.gov/pacific/cdphe/aqcc.

Upcoming September 17 & 18, 2020 Commission Meeting:

- The September 17 & 18 Commission meeting will include the following agenda items:
 - The Division and Regional Air Quality Council will jointly request that the Commission set a hearing to consider revisions addressing SB19-181, HB19-1261, and the Clean Air Act: Serious Ozone Nonattainment requirements. This includes a proposed element to Colorado's State Implementation Plan (SIP) and revision to associated regulations.
 - The Commission will consider certain aspects of SB19-181, SB19-096, HB19-1261, as well as co-benefits to Regional Haze, ozone, and Rocky Mountain National Park nitrogen deposition by considering state-only revisions to Regulation Number 7 related to the control of emissions from natural gas-fired reciprocating internal combustion engines, oil and gas flowback tanks, and oil loadout at underground injection facilities. The Commission may also consider ambient monitoring of emissions at oil and gas facilities.

From: Martin - CDPHE, Theresa <theresa.martin@state.co.us>

Sent: Friday, August 21, 2020 1:25 PM

Subject: GHG Strategy Subcommittee: Seeking Your Feedback

Dear AQCC Stakeholder,

The Air Quality Control Commission greenhouse gas strategy subcommittee held a meeting on August 18, 2020. At that meeting, the subcommittee scheduled another meeting for September 25, 2020 at 8:00 a.m. to further discuss GHG mitigation strategies and potential contingency plans.

Prior to the meeting, the subcommittee is soliciting written public comment specific to the following:

1. The spreadsheet of GHG reduction scenarios prepared by CDPHE;
2. Western Resource Advocates' contingency proposal;
3. CDPHE's proposed contingency plans as described in the PowerPoint; and
4. Any other potential contingency plans not yet discussed.

The documents described above can be found at: [Documents for Review and Comment by AQCC Stakeholders](#)

In order for the subcommittee members to have an adequate review of your comments, **please provide them no later than September 18, 2020** to the Commission's email address at cdphe.aqcc-comments@state.co.us

We ask that your email include the following subject line: **GHG SUBCOMMITTEE**

The Commission receives numerous emails and comments, and in order to ensure that the subcommittee receives the specific comments being asked for, please follow our guidelines, otherwise your comments may be perceived as general public comments.

Thank you.

--

Theresa L. Martin
Program Coordinator



COLORADO

Air Quality Control Commission

Department of Public Health & Environment

P 303.692.3476 | F 303.691.7702

4300 Cherry Creek Drive South, EDO-AQCC-A5, Denver, CO 80246

Theresa.Martin@state.co.us | www.colorado.gov/pacific/cdphe/aqcc



Please consider the environment before printing this e-mail.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
August 19, 2020**

APPROVAL OF THE JULY 15, 2020 TAC MINUTES

Anderson moved to approve the July 15, 2020 TAC minutes. Klockeman seconded the motion, which was approved unanimously.

ACTION ITEMS

NFRMPO Safety Vision: Towards Zero Deaths Policy

Cunningham presented the Safety Vision: Towards Zero Deaths Policy statements, which were discussed at the August 6, 2020 Planning Council meeting. Schneiders moved to approve the NFRMPO Safety Vision: Towards Zero Deaths Policy. Baxter seconded the motion, which was approved unanimously.

NFRMPO Local Match Assistance Process

Bornhoft presented the process for approving local match assistance. Klockeman asked if there could be an agenda item at a future TAC meeting to discuss communities swapping project years. Karasko stated this will be added to the September agenda. Klockeman moved to approve the NFRMPO Local Match Assistance Process. Oberschmidt seconded the motion, which was approved unanimously.

DISCUSSION

FY2019-FY2021 CMAQ & FY2021 STBG Additional Funding Allocations

Bornhoft presented the unprogrammed \$3,302,036 of FY2019-FY2021 Congestion Mitigation and Air Quality (CMAQ) and \$2,029,115 of FY2021 Surface Transportation Block Grant (STBG) funding, which is available for additional allocation. Two partially funded projects, from Fort Collins and Loveland, could be fully funded from the FY2020-2021 STBG Call for Projects. Additionally, one Greeley project which was waitlisted could be partially funded with the project sponsor able to cover the local overmatch. Baxter asked if future additional allocations become available could Greeley's project be fully funded as opposed to using local overmatch. Schneiders affirmed Greeley would be eligible. Bornhoft presented the proposal for allocating the CMAQ funds. The additional funding could fully fund one project from Greeley Evans Transit (GET) and partially fund one project from City of Loveland Transit (COLT). GET has also applied to receive toll credits for local match relief and it is unknown currently if they will be able to match and obligate funds or if they will require toll credits to provide relief for all awards. Baxter noted Greeley will let NFRMPO staff know as soon as possible when they have the answers to the financial questions.

Bornhoft noted the final deadline for requesting toll credits without a scope change as part of this allocation is currently scheduled for September 8, 2020 and TAC agreed to the deadline. Schneiders requested the toll credit process be revisited in six months as the financial impacts of COVID are still evolving. Bornhoft replied the process is ongoing and can be brought back quarterly if there are pending toll credit requests and available funding.

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: September 3, 2020

Re: **CONSENT NFRMPO Safety Vision: Towards Zero Deaths Policy**

Background

At the January 9, 2020 Planning Council meeting, NFRMPO Staff presented the NFRMPO's 2016-2020 Safety Performance Targets. As in previous years, NFRMPO staff and TAC recommended the support of the State's targets over the creation of regionally specific targets due to the lack of availability of data in a timely manner. Some Planning Council members felt a regional policy towards zero deaths should be created over the next year, in addition to the data driven performance targets.

The initial direction from Planning Council was to look at a policy that would embrace moving towards no fatalities. A Vision Zero Policy, which is *"a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all"*¹, is an aspirational goal, while the Federal Safety Performance Measures and Targets must be data driven. The Federal Performance Measures do not prevent the MPO from having a separate and overarching safety vision aimed at eliminating fatalities.

A regional Safety Vision will build off the ongoing safety work that the NFRMPO's member communities have been and continue to do. This vision will be in addition to the safety targets the NFRMPO must set annually and the Goals, Objectives, Performance Measures, and Targets (GOPMT) which were incorporated into the Regional Transportation Plan (RTP).

Following several months of discussion with TAC and a review of national examples of Towards Zero Deaths initiatives, CDOT's [2020-2023 Strategic Transportation Safety Plan](https://www.codot.gov/safety/safetydata/safetyplanning/strategictransportationsafetyplan.pdf)², Staff presented the following Safety Vision to Planning Council at the August 6th meeting:

- The NFRMPO acknowledges the importance of setting data driven targets for safety as the federal requirement for performance-based planning and programming.
- The NFRMPO recognizes there is a strong desire in the region to set more aspirational goals regarding road safety and there is no acceptable number of deaths or serious injuries on the road network.
- The NFRMPO and its member communities will continue to work towards eliminating serious injuries and deaths by:

¹ <https://visionzeronet.org/about/what-is-vision-zero/>

² <https://www.codot.gov/safety/safetydata/safetyplanning/strategictransportationsafetyplan.pdf>

- Continue prioritizing safety in future NFRMPO calls for projects;
- Analyzing all available crash data to make more informed decisions for safety related projects;
- Integrating the Towards Zero Deaths framework in future planning initiatives (*Environmental Justice (EJ) Plan, Active Transportation Plan (ATP), Congestion Mitigation Process (CMP), Regional Transportation Plan (RTP), etc.*);
- When possible, provide regionally specific crash data to compare to statewide crash data;
- Identify crash types and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.

Action

TAC recommends Planning Council adoption of the NFRMPO Safety Vision: Towards Zero Deaths Policy.

RESOLUTION NO. 2020-18
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE NFRMPO SAFETY VISION: TOWARDS ZERO DEATHS POLICY

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, 23 U.S.C. 150(c) requires the US Department of Transportation (US DOT) to establish national performance measures for roadway safety and for the NFRT & AQPC to set data-driven targets for these performance measures; and

WHEREAS, the NFRT & AQPC acknowledges the importance of setting data driven targets for roadway safety as the federal requirement for performance-based planning and programming; and

WHEREAS, the NFRT & AQPC recognizes there is a strong desire in the region to set more aspirational goals regarding road safety; and

WHEREAS, the NFRT & AQPC understands there is no acceptable number of deaths or serious injuries on the road network; and

WHEREAS, the NFRT & AQPC and its member communities agree to work towards eliminating serious injuries and deaths by:

- Continuing to prioritize safety in future NFRMPO Calls for Projects;
- Analyzing all available crash data to make more informed decisions for safety related projects;
- Integrating the Towards Zero Deaths framework in future planning initiatives, including the Environmental Justice (EJ) Plan, Active Transportation Plan (ATP), Congestion Mitigation Process (CMP), Regional Transportation Plan (RTP);
- Providing regionally specific crash data to compare to statewide crash data when possible; and
- Identifying crash types and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby agrees to adopt the previous statements as the North Front Range Metropolitan Planning Organization Safety Vision: Towards Zero Deaths Policy.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3rd day of September 2020.

Dave Clark, 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 3, 2020 Virtual Meeting	FY2019-FY2021 CMAQ and FY2021 STBG Additional Funding Allocations & Toll Credit Requests	Medora Bornhoft
Objective/Request Action		
To discuss the allocation of additional Congestion Mitigation and Air Quality Improvements (CMAQ) funding and Surface Transportation Block Grant (STBG) funding to partially funded projects and projects requesting toll credits without scope reductions.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<p>Periodically, unprogrammed funds are identified and additional allocations are awarded to projects selected in previous Calls for Projects held by the NFRMPO. The most recent CDOT reconciliation from July 1, 2020 identifies the following unprogrammed federal funds:</p> <ul style="list-style-type: none"> FY2019-FY2021 CMAQ - \$3,302,036 FY2021 STBG - \$2,029,115 <p>Sponsors of eligible CMAQ projects from the FY2016-2019 Call for Projects and sponsors of eligible CMAQ and STBG projects from the FY2020-2021 Call for Projects were contacted to verify their ability to obligate additional federal funds. Projects are considered eligible if they are partially funded, have not yet been completed, and are not delayed due to the suspension of the Buy America waiver process.</p> <p>The CDOT reconciliation also identifies shortfalls of \$70,695 CMAQ in FY2022 and \$86,950 CMAQ in FY2023. To address the shortfalls, sponsors of CMAQ projects from the FY2022-2023 Call for Projects were asked if their project could advance to FY2021. One project, Fort Collins' <i>College and Trilby Road Intersection Improvements</i> project, can advance, which achieves fiscal constraint in FY2022 and FY2023.</p> <p>In addition, as part of the set of local assistance strategies available for COVID-19-related financial impacts, project sponsors were able to submit a request for additional federal funding to replace local match for use with the toll credit without a scope reduction strategy. To date, one request has been submitted:</p> <ul style="list-style-type: none"> Greeley is requesting \$551,312 in additional federal allocations and toll credits to replace local match for the <i>GET CNG Bus Replacement & GET Diesel Bus Replacement</i> projects. 		
Committee Discussion		
<p>The CMAQ and STBG Allocations were a Discussion Item at the TAC meeting on August 19th. As of that meeting, all sponsors of projects with proposed allocations had verified their ability to obligate the proposed awards except for Greeley-Evans Transit (GET). TAC members indicated support for the proposed allocations based on the available information and recommended GET provide information prior to the September 3rd Council meeting.</p> <p>Following the TAC meeting, GET verified they could obligate an additional \$1.6M in CMAQ, including \$551,312 in toll credits, contingent on an approved scope change allowing bus fleet expansion in addition to the currently approved bus replacement. Emissions benefits for the revised scope are being calculated and will be presented to Planning Council as part of the September TIP Amendment on October 1st. The funding amount requested by Greeley is less than the \$2.1M allocation proposed in the TAC Discussion. The revised proposed allocation, attached, provides additional funding for COLT (increasing from \$0.8M to \$1.1M) and reserves a minor amount of funding (\$165K) in the NFR CMAQ pool for a future allocation. No updates were made to the STBG proposal.</p>		

Supporting Information

Allocation Policy

The TIP Narrative identifies the additional award process for each funding source and Call for Projects. The process for the impacted funding sources and Calls are identified below.

- **CMAQ, FY2016-2019 Call for Projects:** Additional funding will be assigned to the next highest ranked, partially funded project in each category, with 13% for signal timing, 46% for bus replacement, and 41% for CNG vehicles and stations. *Source: FY2019-2022 TIP*
- **CMAQ, FY2020-2021 Call for Projects:** Additional funding will be assigned to the next highest ranked, partially funded project. *Source: FY2020-2023 TIP*
- **STBG, FY2020-2021 Call for Projects:** Additional funding will be split between the three partially funded large community projects. *Source: FY2020-2023 TIP*
- **STBG, FY2022-2023 Call for Projects:** A process will be identified in a future TIP; however, the TIP notes two STBG projects are waitlisted and are eligible to receive an award if additional STBG funding becomes available. *Source: FY2020-2023 TIP*

Toll Credits

Toll credits reduce or eliminate local match for federally funded projects. Toll credits can be applied at any time prior to project closeout and must be approved by CDOT. Toll credits are considered “soft match” and do not provide any new funds, which means there are two ways to use toll credits:

- Toll credits with a scope reduction: The project reduces scope to account for the reduction in local funding.
- Toll credits without a scope reduction: The full project scope is retained and the sponsor receives an additional allocation of federal funds to replace the reduced local funds.

Additional information on toll credits is available from FHWA at

https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/toll_credits.aspx.

Project sponsors were notified of their ability to request toll credits without a scope reduction (i.e. additional federal funding to replace local match) for consideration with this allocation. The final deadline for submitting a request for consideration with this funding allocation is September 8th.

Allocation History

- The most recent CMAQ additional allocation was completed in June 2018 for FY2018 funds. The additional FY2019 and FY2020 CMAQ funds were not allocated previously due to uncertainty in the amount of CMAQ funding available. CDOT Region 4 recently updated the reconciliation process for CMAQ, which corrected the accounting issue.
- The most recent STBG additional allocation was completed in May 2020 for FY2019 and FY2020 funds.

Advantages

- The attached proposal allocates funding to eligible projects per the applicable TIP policies, achieves fiscal constraint, and provides local match assistance (toll credits) to one project as requested by the sponsor.
- All sponsors of projects with proposed allocations have verified their ability to obligate funding as listed in the Notes column of the attachment.

Disadvantages

- None noted.

Analysis/Recommendation

- Staff recommends Planning Council discuss allocating additional funding and advancing funding as identified in the Attachment.

Attachment

- Proposed Additional Allocation Tables
- Presentation: FY2019-FY2021 CMAQ and FY2021 STBG Allocations & Toll Credit Requests

Proposed Additional Allocations FY2020-2021 Surface Transportation Block Grant (STBG)

Projects approved by Planning Council on November 3, 2016; Funding identified in CDOT's July 1, 2020 Reconciliation

Additional FY2021 funding total:	\$2,029,115
---	--------------------

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank*	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Evans	37th Street Overlay	\$982,141	\$982,141	\$0	-	\$982,141	-	-	\$0	-
Fort Collins	Timberline Road Corridor Improvements	\$2,694,602	\$2,202,969	\$491,633	-	-	\$2,202,969	\$491,633	\$0	Sponsor able to provide local match and obligate in FY2021
Greeley	59th Avenue and O Street Roundabout**	\$1,329,008	\$1,329,008	\$0	-	\$1,329,008	-	-	\$0	-
Larimer County	North LCR 17 Expansion***	\$760,000	\$760,000	\$0	-	-	\$760,000	-	\$0	-
Loveland	US 34 Widening - Boise Avenue to I-25	\$1,260,925	\$1,085,418	\$175,507	-	\$335,000	\$750,418	\$175,507	\$0	Sponsor able to provide local match and obligate in FY2021
Windsor	Intersection Improvements at SH 257 & Eastman Park Drive	\$1,000,000	\$1,000,000	\$0	-	\$1,000,000	-	-	\$0	-
Total		\$8,026,676	\$7,359,536	\$667,140	-	\$3,646,149	\$3,713,387	\$667,140	\$0	-

Remaining STBG Funds	\$1,361,975
-----------------------------	--------------------

Note: Projects in gray are ineligible for additional funding.

*STBG projects in the FY2020-2021 Call were not ranked.

**The Greeley project scope was adjusted in May 2019 and no longer has an unfunded request. The original project had a total cost of \$7,221,500, federal request of \$1,704,950, federal award of \$1,431,545, and an unfunded request of \$273,415. The revised project has a total cost of \$6,912,942, federal request of \$1,329,008, and federal award of \$1,329,008.

***The Larimer County project was fully funded with \$496K STBG and \$264K TA.

Proposed Additional Allocations FY2022-2023 Surface Transportation Block Grant (STBG)

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's July 1, 2020 Reconciliation

Remaining FY2021 funding total:	\$1,361,975
--	--------------------

Project Sponsor (Partner)	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2022	2023			
Fort Collins (Larimer Co.)	CR 19 (Taft Hill Rd) Improvements - Horsetooth Rd to Harmony Rd	\$3,834,025	\$3,834,025	\$0	1	\$3,834,025	-	-	\$0	-
Weld Co. (Eaton)	Roundabout at WCR 74 and WCR 33	\$1,091,818	\$1,091,818	\$0	2	-	\$1,091,818	-	\$0	-
Evans (Weld Co.)	37th St Widening	\$1,118,565	\$1,118,565	\$0	3	-	\$1,118,565	-	\$0	-
Loveland	US 34 Widening - Boise to Rocky Mountain Ave	\$1,361,496	\$1,361,496	\$0	4	-	\$1,361,496	-	\$0	-
Greeley	83rd Avenue Roadway Improvements	\$1,873,374	Waitlist	\$1,873,374	5	-	-	\$1,361,975	\$511,399	Sponsor able to provide local match & local overmatch to retain scope and obligate in FY2023
Windsor	WCR 13 Alignment Improvements	\$1,187,311	Waitlist	\$1,187,311	6	-	-	-	\$1,187,311	-
Total		\$10,466,589	\$7,405,904	\$3,060,685	-	\$3,834,025	\$3,571,879	\$1,361,975	\$1,698,710	-

Remaining STBG Funds	\$0
-----------------------------	------------

Note: Projects in gray are ineligible for additional funding.

Proposed Additional Allocations

FY2016-2019 Congestion Mitigation and Air Quality Improvements (CMAQ)

Projects approved by Planning Council on December 4, 2014; Funding identified in CDOT's July 1, 2020 Reconciliation

Additional FY2019 funding total:	\$2,071,348
---	--------------------

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
Signal Timing Pool						Pool Share of 13% = \$84,925		
Greeley	Comprehensive Traffic Signal Timing	\$185,000	\$185,000	\$0	1	Transferred to CNG Bus Replacement Pool	\$0	-
Loveland	Traffic Optimization	\$380,000	\$380,000	\$0	4		\$0	-
Loveland	Adaptive Signals	\$770,000	Project funded in 2016 Call		6		N/A	-
CNG Bus Replacement Pool						Pool Share of 46% = \$1,159,955		
Greeley	GET CNG Bus Replacement	\$5,892,933	\$4,625,831	\$1,267,102	5	\$646,184	\$620,918	Sponsor requests scope revision to include fleet expansion for 1 bus. Sponsor requests \$111,087 in toll credits.
Fort Collins	Transfort CNG Bus Replacement and eBus*	\$3,311,600	\$3,964,989	(\$653,389)	7	-	(\$653,389)	-
Loveland	COLT CNG Bus Replacement	\$2,208,000	\$726,616	\$1,481,384	8	\$1,008,000	\$473,384	Funding is for 2 bus replacements. Sponsor able to provide local match and obligate in FY2021.
CNG Equipment Pool						Pool Share of 41% = \$826,468		
Weld County	Vehicle Replacement / Facility Expansion **	\$5,303,429	\$5,303,429	\$0	2,3	Transferred to CNG Bus Replacement Pool	\$0	-
Loveland	CNG Vehicle Replacement***	\$2,343,720	\$383,147	\$1,960,573	9		\$1,960,573	-
Larimer County	CNG Vehicle Replacement****	\$1,473,662	\$383,147	\$1,090,515	10		\$1,090,515	-
Total		\$21,868,344	\$15,952,159	\$5,146,185	-	\$1,654,184	\$3,492,001	-

Remaining CMAQ Funds	\$417,164
-----------------------------	------------------

Note: Projects in gray are ineligible for additional funding.

* The project received an additional allocation in excess of the unfunded request in June 2018 due to the approved scope change adding an eBus.

** The project sponsor returned \$1,640,000 of the federal award (31%) due to the suspension of the Buy America waiver process.

*** The project sponsor returned \$128,000 of the federal award (33%) due to delays in establishing a local CNG fueling station.

**** The project sponsor returned \$94,000 of the federal award (25%) due to problematic up fitment configurations.

Proposed Additional Allocations

FY2020-2021 Congestion Mitigation and Air Quality Improvements (CMAQ)

Projects approved by Planning Council on November 3, 2016; Funding identified in CDOT's July 1, 2020 Reconciliation

Additional FY2020-2021 funding total:	\$1,230,688
Remaining FY2019 CMAQ Funds	\$417,164
Funding Advance for FY2022-FY2023 Call:	\$387,381
Funding for FY2020-FY2021 Call:	\$1,260,471

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Greeley	Central System and Controller Replacement	\$430,500	\$430,500	\$0	1	\$430,500	-	-	\$0	-
Loveland	Traffic Signal Progression Improvements - US 34	\$640,000	\$640,000	\$0	2	\$640,000	-	-	\$0	-
Larimer Co. → Loveland	CNG Fast Fill Stations	\$827,900	\$827,900	\$0	3	\$498,630	\$329,270	-	\$0	-
Weld Co.	Weld County CNG Vehicles	\$3,176,400	\$2,200,000	\$976,400	4	\$1,050,000	\$1,150,000	-	\$976,400	-
Greeley	GET Diesel Bus Replacement	\$3,027,834	\$1,513,000	\$1,514,834	5	\$756,500	\$756,500	\$975,323	\$539,511	Sponsor requests scope revision to include fleet expansion for 1 bus. Sponsor requests \$440,226 in toll credits.
Loveland	COLT Diesel Bus Replacement	\$768,000	\$384,000	\$384,000	6	-	\$384,000	\$120,000	\$264,000	Sponsor able to provide local match and obligate in FY2021.
Loveland	Loveland Diesel Fleet Replacement*	\$663,600	\$384,000	\$279,600	7	-	\$384,000	-	\$279,600	-
Fort Collins	Transfort CNG Buses	\$3,360,000	\$1,900,000	\$1,460,000	8	\$950,000	\$950,000	-	\$1,460,000	Sponsor unable to obligate in FY2021
Total		\$9,534,234	\$6,379,400	\$3,154,834	-	\$3,375,630	\$3,003,770	\$1,095,323	\$0	-

Remaining CMAQ Funds	\$165,148
-----------------------------	------------------

Note: Projects in gray are ineligible for additional funding.

* This project swapped all awarded CMAQ funds for local funds with the *North I-25: Design Build* project and is now 100% locally funded.

Proposed Fund Advancement

FY2022-2023 Congestion Mitigation and Air Quality Improvements (CMAQ)

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's July 1, 2020 Reconciliation

FY2022 Shortfall:	-\$70,695
FY2023 Shortfall:	-\$86,950
Additional FY2021 Funding:	\$387,381

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Federal Funding by Fiscal Year		Proposed Fund Advancement		Notes
						2022	2023	2021	2022	
Greeley	Citywide Signal Retiming*	\$283,000	\$273,000	\$0	1	-	\$273,000	-	-	-
Fort Collins	Transfort Electric Bus Purchase	\$4,366,593	\$4,366,593	\$0	2	\$1,253,000	\$3,114,381	-	-	-
Greeley	Phase 3 Fiber	\$2,375,653	\$2,375,653	\$0	3	\$309,013	\$2,066,640	-	-	-
Loveland	North Taft Ave & US34 Intersection Widening/Improvements	\$3,330,637	\$3,330,637	\$0	4	\$3,330,637	-	-	-	-
Fort Collins	College and Trilby Road Intersection Improvements	\$1,000,000	\$387,371	\$612,629	5	\$387,381	-	\$387,381	-	Sponsor able to obligate funding in FY2021
Total		\$11,355,883	\$10,733,254	\$612,629	-	\$5,280,031	\$5,454,021	\$387,381	\$0	-

*Due to the geographic coverage of project, the Scoring Committee reduced the award by \$10K. The project is considered fully funded.

Total CMAQ Additional Allocations	\$2,749,507
Amount of Toll Credits	\$551,312
Total CMAQ Advances	\$387,381
Total	\$3,136,888
Unallocated CMAQ**	\$165,148

**Unallocated CMAQ funds will be reserved in the NFRMPO pool until the next round of funding allocations.



1

Agenda

North Front Range
Metropolitan
Planning
Organization

- **Call for Projects Overview**
- **Allocation Process**
- **COVID-19 Assistance: Toll Credits**
- **Proposal for allocating additional federal funding**
 - **\$2M Surface Transportation Block Grant (STBG)**
 - **\$3.3M Congestion Mitigation and Air Quality Improvements (CMAQ)**

2

CMAQ and STBG Allocations

2

Call for Projects Overview



- NFRMPO allocates funding from three federal pools:
 - CMAQ
 - STBG
 - TA (Transportation Alternatives)
- Competitive
- Typically held every two years
- Call-specific guidelines, request limits, and scoring criteria

3

CMAQ and STBG Allocations

3

Call for Projects Overview



Congestion Mitigation and Air Quality Improvements (CMAQ)

- ~\$5M/year*
- Funding for transportation projects that reduce ozone precursors (NO_x and VOC)




4

*Average for FY2022 and FY2023

CMAQ and STBG Allocations






4

Call for Projects Overview



Surface Transportation Block Grant (STBG)

- ~\$4M/year*
- Flexible funding for transportation, including bridges, major roadways, non-motorized infrastructure, and transit

5 *Average for FY2022 and FY2023




Image Credit: Evans




Image Credit: CDOT

CMAQ and STBG Allocations

5

Call for Projects Overview



Transportation Alternatives (TA)

- ~\$0.27M/year*
- Funding for bicycle and pedestrian infrastructure




6 *Average for FY2022 and FY2023



Image Credit: Poudre River Trail Corridor, Inc.

CMAQ and STBG Allocations

6

Allocation Process



Reconciliations

- Every fiscal year of each pool must be fiscally constrained
- CDOT quarterly reconciliations of NFRMPO pools reflect:
 - Project closeouts
 - Updated federal planning estimates
- Determines if overprogrammed, under-programmed, or fully programmed

7

CMAQ and STBG Allocations

7

Allocation Process



TIP Policy

- **CMAQ, FY2016-2019 Call for Projects:** Additional funding will be assigned to the next highest ranked, partially funded project in each category, with 13% for signal timing, 46% for bus replacement, and 41% for CNG vehicles and stations. *Source: FY2019-2022 TIP*
- **CMAQ, FY2020-2021 Call for Projects:** Additional funding will be assigned to the next highest ranked, partially funded project. *Source: FY2020-2023 TIP*
- **STBG, FY2020-2021 Call for Projects:** Additional funding will be split between the three partially funded large community projects. *Source: FY2020-2023 TIP*
- **STBG, FY2022-2023 Call for Projects:** A process will be identified in a future TIP; however, the TIP notes two STBG projects are waitlisted and are eligible to receive an award if additional STBG funding becomes available. *Source: FY2020-2023 TIP*

8

CMAQ and STBG Allocations

8

COVID-19 Local Match Assistance



- **Toll credits**
- **State Infrastructure Bank (SIB)**
- **Tapered Match**
- **Swap Project Funding Year**
- **Delay Project**

9

CMAQ and STBG Allocations

9

Local Match Assistance: Toll Credits




- **Toll credits are “soft match,” not “real dollars”**
- **Toll credits are earned when the State, a toll authority, or a private entity funds a capital transportation investment with toll revenues earned on existing toll facilities**
- **CDOT has a balance of toll credits with FHWA and is offering them to local agencies**

10

CMAQ and STBG Allocations

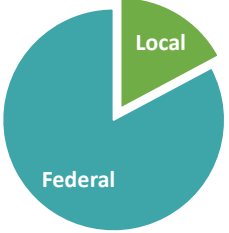
10

Local Match Assistance: Toll Credits





• Two ways to use toll credits

Original Project




- **Toll credits with a scope reduction**
The project reduces scope to account for the reduction in local funding.
- **Toll credits without a scope reduction**
The full project scope is retained, and the sponsor receives an additional allocation of federal funds to replace the reduced local funds.

11 CMAQ and STBG Allocations

11

Local Match Assistance: Toll Credits




- **One sponsor has requested toll credits without a scope reduction**
- **September 8th - final deadline to request toll credits for consideration with this allocation**
- **Requests submitted after September 8th will be considered if additional funding becomes available**

12 CMAQ and STBG Allocations

12

Status of NFRMPO Pools




- **Under-programmed**
 - FY2019-2021 CMAQ - **\$3.3M available**
 - FY2021 STBG - **\$2M available**
- **Overprogrammed**
 - FY2022-2023 CMAQ - **\$158K shortfall**
- **Fully Programmed**
 - All other pool years

13
CMAQ and STBG Allocations

13

14

\$2M STBG Proposal Summary



- **Fully fund all STBG projects from FY2020-2021 Call**
 - Fort Collins' *Timberline Road Corridor Improvements* Project: **+\$491,633**
 - Loveland's *US 34 Widening – Boise Avenue to I-25* Project: **+\$175,507**
- **Partially fund one of two waitlisted STBG projects from FY2022-2023 Call**
 - Greeley's *83rd Avenue Roadway Improvements* Project: **+\$1,361,975**

14
CMAQ and STBG Allocations

14

\$3.3M CMAQ Proposal Summary



- **Partially fund two of three eligible projects from FY2016-2019 Call**
 - Greeley's *GET CNG Bus Replacement* Project: **+\$646,184***
 - Loveland's *COLT CNG Bus Replacement* Project: **+\$1,008,000**
- **Partially fund two of three eligible projects from FY2021-2022 Call**
 - Greeley's *GET Diesel Bus Replacement* Project: **+\$975,323***
 - Loveland's *COLT Diesel Bus Replacement* Project: **+\$120,000**
- **Advance funding from FY2022 to FY2021 for fiscal constraint**
 - Fort Collins' *College and Trilby Road Intersection Improvements* Project: **\$387,381**
- **Reserve \$165,148 for a future allocation**

15

*Contingent on scope change and toll credit approval

CMAQ and STBG Allocations

15

Toll Credit and Scope Change Requests




- **Greeley is requesting scope changes to two CMAQ projects**
 - Current scope: Bus replacement
 - Requested scope: Bus replacement or fleet expansion
 - Emissions benefits are being recalculated
- **Greeley is requesting \$551,312 in toll credits**
 - \$329,139 of federal award would replace current local match
 - \$222,173 of federal award would cover local match for proposed allocation
 - Toll credit request will be reviewed by CDOT

16

CMAQ and STBG Allocations

16

Questions?



Medora Bornhoft
Transportation Planner II
mbornhoft@nfrmpo.org
(970) 289-8283

17

CMAQ and STBG Allocations



STAC Summary – August 14, 2020

- 1) **Welcome & Introductions – Vince Rogalski (STAC Chair)**
 - a) July 2020 STAC Minutes approved without changes (FTA attendee corrected post-approval)
- 2) **Commission Chair Introduction – Karen Stuart**
 - a) Chair Stuart summarized recent conversations of the commission, her goals and priorities as Chair, and committed to attending STAC meetings whenever possible.
- 3) **Update on Current Events – Herman Stockinger**
 - a) Region 3 & 4 RTDs provided a brief on the status, impact and response to the major fires burning in the state: Grizzly Creek and Pine Gulch on the West Slope and Cameron Peak in Poudre Canyon.
 - b) COVID-19 cases among CDOT employees down from the recent spike to only 7 cases currently; Work from home is expected to continue at least through October.
 - c) Staff are looking at a few things for cost savings, items that have not yet come to STAC or TC. These include new processes for right-sizing MLOS and Asset Management budgets to maintain performance targets, without changing how funds are allocated around the state; looking at “systemic” safety issues - allowing Regions flexibility to use FASTER Safety funding on those aspects of rural paving projects.
 - d) PD1601 – Interchange Access policy being looked at to include TDM analysis and requirements in certain 1601 approval cases.
 - e) TC is exploring key policies this month for potential changes to make progress on policy goals to reduce GHG.
 - f) CDOT’s new grant program, Revitalizing Main Streets, has received 37 applications and made 6 awards to-date; The Telework Challenge program has received 22 requests and made 4 awards.
 - g) STAC Discussion: Discussion included questions about the correlation between the reduction of vehicle use to GHG emissions overall. Members were also interested to know what are the implications to Land Use Planning with respect to GHG reduction efforts. Staff will bring back information and prepare for discussion with STAC in September, including discussion on the forthcoming GHG Emission Reduction Roadmap being adopted by the Air Quality Control Commission in October.
- 4) **State Legislative Report – Andy Karsian (Office of Policy & Government Relations)**
 - a) Staff continues to develop the legislative agenda with the Governor’s Office; topics to include GHG reduction efforts, green construction, protecting funding for DUI, statutory language clean up related to recent audit findings plus efficiencies in our rural paving projects.
 - b) OSPB is having department meetings with legislature - CDOT’s will be at the end of August; Non-budgetary items to be approved then, and budgetary items will be developed through November;
 - c) No interim legislative committees will be meeting, except the Legislative Audit Committee and the Legislative Leadership Committee; No TLRC will be held.

STAC Discussion: none
- 5) **CDOT Budget Forecast Update (Informational Update) – Jeff Sudmeier, CDOT Chief Financial Officer**

Jeff Sudmeier:

 - a) Jeff Sudmeier provided an overview of Proposed Budget Reductions based on July revenue forecasts, including \$2.2 million in Work Plan reductions, \$3.1 million in Program Reviews, \$1.3 million in FY20 Reversions from project savings, plus one-time reductions – altogether adding up to \$50.1 million.
 - b) Resulting budget shortfall is currently \$12.8 million
 - c) TC will consider budget amendment in August for the Work Plan reductions; further reductions outlined will be considered in a subsequent amendment in September.

STAC Discussion: None.
- 6) **Time Critical National Highway Freight Program Funding Proposal - Rebecca White, CDOT Division of Transportation Development**
 - a) Resulting from NHFP surplus funding, staff recommended its allocation to two high-priority projects reviewed and recommended by the Freight Advisory Committee (FAC):
 - i) Recommended projects included \$2 million to close funding shortfall on passing lanes on US40/287 between Limon and Kit Carson, and for \$400,000 to a Wolf Creek Pass Fiber and ITS project on US160.



STAC unanimously supported CDOT staff to allocate the surplus funding to the recommended freight projects.

- 7) **2045 Statewide Transportation Plan - Rebecca White, CDOT Division of Transportation Development:**
 - a) Marissa Gaughan reviewed the development and final draft of the Statewide Transportation Plan;
 - b) STAC unanimously approved of the final draft and recommended the TC adopt.
- 8) **STAC Bylaws Subcommittee Report – Heather Sloop, Northwest TPR**
 - a) Holly Williams provided an overview of the discussion topics and recommendations of the committee;
 - b) Recommended Bylaws amendments include those required due to changes in statute and/or planning rules, options for STAC Officer selection and STAC representation, allowances for virtual and remote participation;
 - c) Other recommended changes include: Implementing term limits for the Chair, and requiring a rotation of STAC Chair throughout CDOT’s Regions; and requirements for advance notice and distribution of supporting materials to STAC members for agenda items requiring STAC adoption or vote;

STAC Discussion: Considerable discussion and debate was had around the feasibility for two-week notification and distribution for agenda action items; some members also expressed concern for the proposed STAC Chair term limits and a forced regional rotation of the Chair’s position; Herman Stockinger offered to meet with the Committee to discuss and come up with solutions for effective distribution of agenda materials; The committee will meet again to consider changes to its recommendations based on STAC input and bring those back to STAC next month.
- 9) **Next STAC meeting will be September 11, 2020 (virtual attendance only).**