

Ozone and Air Quality Measures

Briefing to the
North Front Range MPO Planning Council
March 1, 2018



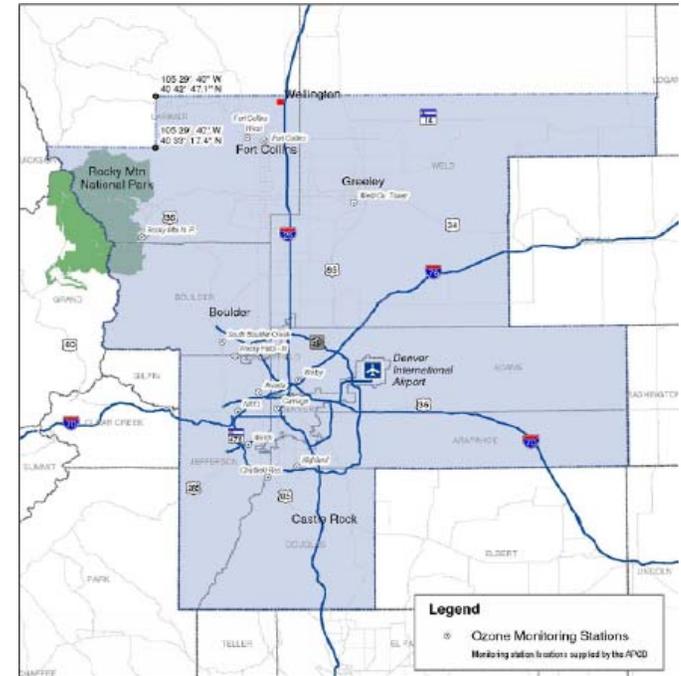
COLORADO

Air Pollution Control Division

Department of Public Health & Environment

Ozone Nonattainment Area

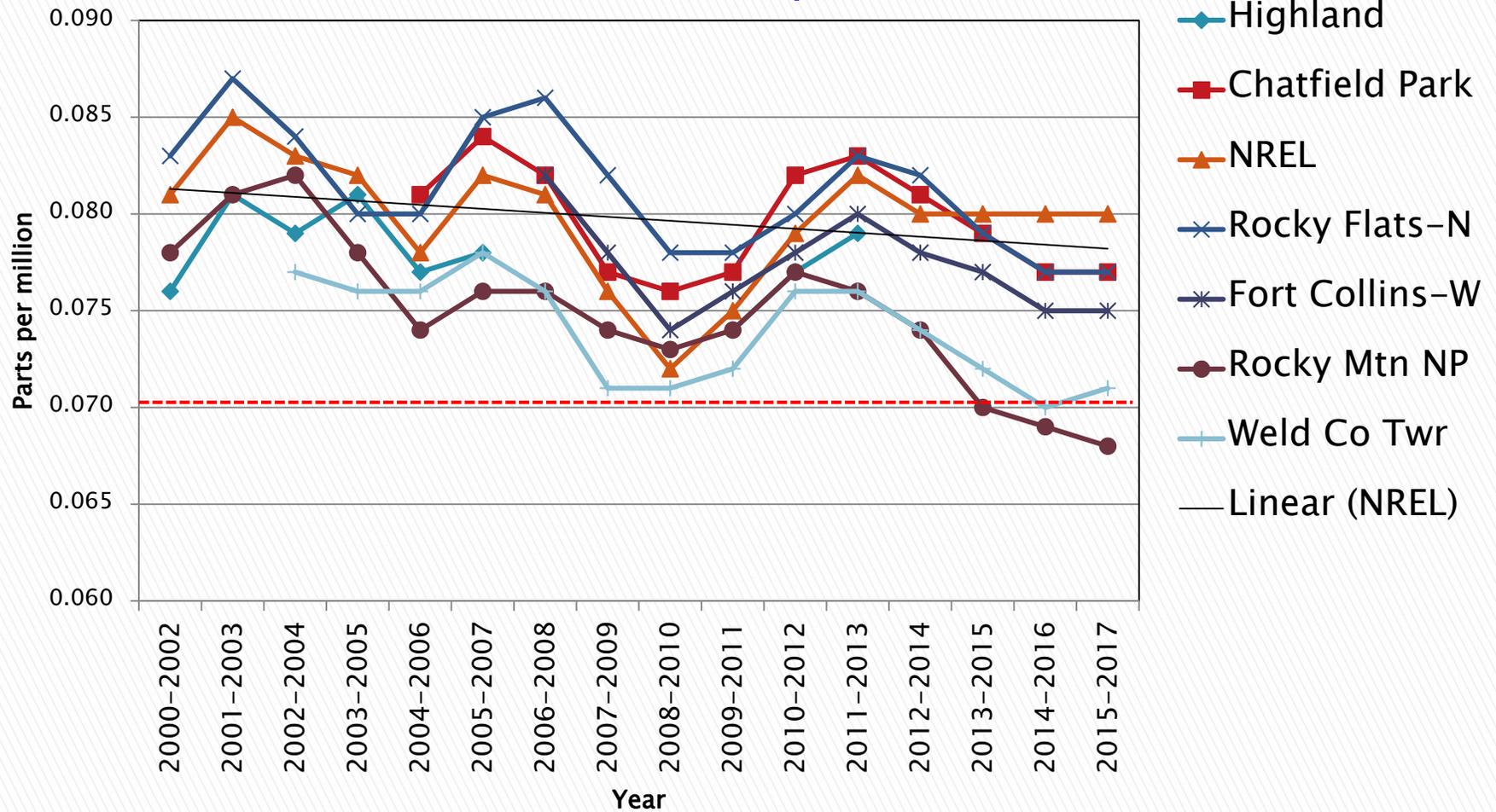
- ▶ “Moderate” area for the 75 ppb standard
- ▶ Expect summer 2018 designation as a “Marginal” area for 70 ppb standard
- ▶ Striving to reduce health risks and attain standards



Ozone Trend Gradually Improving

2015–2017 Three–year Average of 4th Max

DMNFR Key Sites

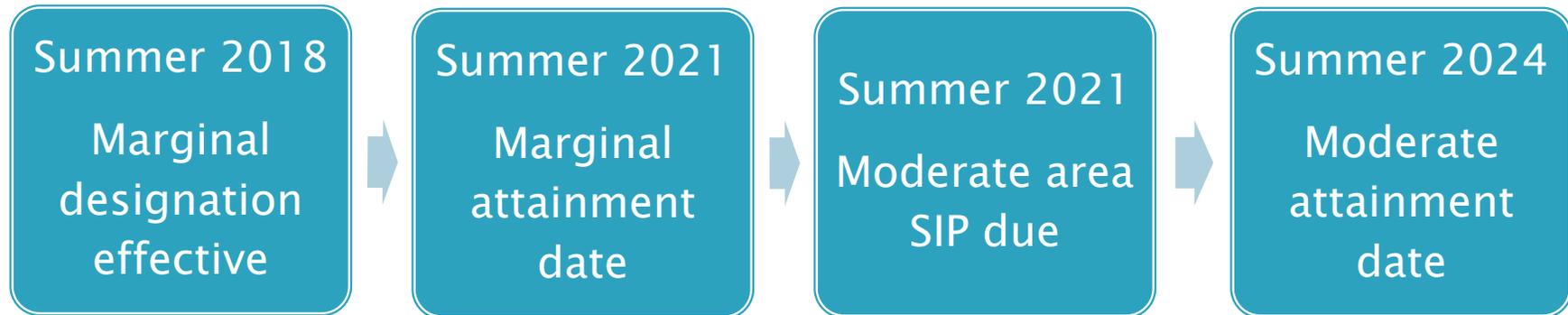


Potential Reclassification as a “Serious” Area (2008 NAAQS)

- ▶ Could apply if ozone exceeds 75 ppb this year or next
 - Clean data years would extend deadline and lead to attainment
- ▶ More stringent permitting requirements and ozone controls to protect public health
- ▶ Revise ozone State Implementation Plan (SIP)
 - Emission reductions also occur outside the SIP



2015 NAAQS in the DMNFR



Key SIP Requirements for Colorado

Marginal Area

- Emissions Inventory

Moderate Area

- Cut VOC or NO_x 15%
- Update Reasonably Available Control Technology rules

Oil and Gas Emission Reductions



- ▶ Pneumatic controller task force

- ▶ 2014 methane rule
- ▶ 2016 Oil and Gas SIP revisions
 - Cuts 6,000 tpy VOC
- ▶ Statewide emission reduction stakeholder process



Additional Actions to Reduce Emissions

- ▶ Transportation plans
- ▶ Electric vehicle plan
- ▶ VW settlement and incentives
- ▶ Fuel study
- ▶ Electricity sector
- ▶ Emission reduction credits
- ▶ GHG targets
- ▶ Paint/consumer products study
- ▶ Lawn and garden equipment
- ▶ Voluntary reductions
- ▶ Outreach
- ▶ Individual actions



Questions?





STAC Summary – February 23rd, 2018

- 1) **Introductions & January Minutes – Vince Rogalski (STAC Chair)**
 - a) January 2018 STAC Minutes approved with two minor revisions (corrected names).
- 2) **Olympic Exploratory Committee Presentation – Tamra Ward and Taloma Partners**
 - a) A committee has been formed to investigate a potential Denver/Colorado bid for the Winter Olympic and ParaOlympic Games in 2026, 2030, or 2034.
 - b) There are two key questions to answer: *could* Colorado host the Olympics, and *should* Colorado host the Olympics.
 - c) Community concerns revolve around cost, long-term legacy, potential growth, and sustainability.
 - d) Committee is seeking to self-fund and points out that the attendance and required facilities for Winter Olympics are much less than for the Summer Olympics.
 - e) This is the start of a long (up to 9 year) process and no decisions are being made yet – just investigations.
 - f) STAC Discussion: Members expressed the sentiment that a bid should only be pursued if the legacy is one of long-term improvements to I-70 mobility and affordable housing investments – statewide benefits, not statewide costs.
- 3) **Transportation Commission Report – Vince Rogalski (STAC Chair)**
 - a) Transportation Commission
 - i) Held a workshop on FTA 5311 funding distribution, with the goal of receiving TC approval at the March meeting.
 - b) High Performance Transportation Enterprise (HPTE)
 - i) Discussed the topic of managed lanes enforcement and the safety issues of people weaving in and out of them.
 - ii) A group called Northeast Transportation Connections is coordinating in preparation of the Central I-70 project to help people get around the area using rideshare, transit, active transportation, and more.
- 4) **TPR Reports – STAC Representatives**
- 5) **Federal and State Legislative Report – Herman Stockinger & Andy Karsian (CDOT Office of Policy & Government Relations)**
 - a) Federal
 - i) The Trump Administration released a high-level infrastructure plan that proposes \$200 billion in federal funds intended to leverage \$1 - \$1.5 trillion in state, local, and private funds nationwide. This includes all infrastructure classes, not just transportation. Some elements of the proposal:
 - (1) \$40 billion would go towards a rural infrastructure grant program controlled by the Governor.
 - (2) \$130 billion for new grant programs, including \$100 million incentives program requiring an 80% match using *new* state transportation funds.
 - (3) Expanded scope and eligibility for existing federal finance programs (such as TIFIA)
 - (4) Streamlined environmental and regulatory processes.
 - (5) Much of the above funding comes out of existing federal programs such as TIGER and New Starts.
 - b) State
 - i) HB 1119, which was similar to SB 1 and would have diverted a portion of sales and use tax revenues to transportation with possible bonding if approved on the ballot, died along party lines in the House Transportation Committee.
 - ii) Another bill is under development that would clarify (but not change) local governments' ability to change speed limits.



- c) STAC Discussion: Representatives asked about the potential impact on CDOT of a proposed bill on underground utilities and CDOT staff confirmed that it is on their radar. Representatives also inquired whether the federal infrastructure program might include an increase to the gas tax as proposed by the President.
- 6) **Performance Measures Target Setting** – *William Johnson and Debra Perkins-Smith (CDOT Division of Transportation Development)*
 - a) The FAST Act requires states to set performance measure targets in three areas: Safety, Infrastructure Condition, and System Performance.
 - b) The DOT sets targets first, and then each MPO has 180 days to either support the state target or set their own instead. These targets apply within MPO boundaries, regardless of asset ownership.
 - c) Infrastructure Condition targets include: Pavement (% Good / % Poor) and Bridges (% Good / % Poor).
 - d) System Performance targets include: Travel Time Reliability, Truck Travel Time Reliability, Peak Hour of Excessive Delay (PHED) & Non-SOV Travel Summary, and On-Road Total Emissions.
 - e) CDOT staff intend to hold a March TC workshop on Infrastructure Condition and System Performance targets with hope of adoption in April. CDOT will submit targets to FHWA by May 20th.
 - f) STAC Discussion: Representatives discussed the consequence of failing to achieve targets once they are set and inquired whether CDOT staff were comfortable with the proposed targets. Staff verified that they were comfortable with the targets after working on them for many months.
- 7) **National Highway Freight Program Project Selection** – *Jason Wallis (CDOT Division of Transportation Development)*
 - a) Freight projects can be classified as either Freight Targeted (e.g. chain stations, truck ramps) or Freight Impacted (e.g. shoulders, intersections, climbing lanes).
 - b) Projects are aligned with the goals of the Statewide Transportation Plan, which are: Safety, Mobility, Maintaining the System, and Economic Vitality.
 - c) CDOT staff inquired whether the STAC members would like to be active in the project selection process or defer to the Freight Advisory Council (FAC) on that role.
 - d) STAC Discussion: Representatives expressed a preference for the FAC to take the lead on project review and inquired about the potential use of funds for the CDOT Heavy Tow program (which is an operational cost and therefore ineligible).
- 8) **Development Program Update** – *Timothy Kirby (CDOT Division of Transportation Development) and Michael Snow (CDOT Division of Transit & Rail)*
 - a) The previous STAC presentation focused on highway projects and the main takeaways from the group were: find a way to represent BRT on both lists (added), represent the Front Range Passenger Rail on the Transit Development Program, and allow more time for review of the Transit Development Program before finalizing.
 - b) When originally developed in 2016, the Transit Development Program only included rural and intercity/interregional bus services (i.e. Bustang) but it is now being expanded to account for all types of capital projects statewide, including within MPO areas.
 - i) This will help support the development of Ballot Lists and also be the first statewide compilation of transit projects ever created.
 - c) The Highway Development Program went through a process of compiling all projects, prioritizing a subset of those projects by allocating approximate percentages to CDOT Regions and TPRs (based on the RPP formula), and then creating project lists based on funding criteria of specific funding sources like SB 228, FASTLANE, FLAP, SB 267, and INFRA.
 - i) The Transit Development Program is still in the first of this process, but staff are seeking to complete it by August in order to support decisions around SB 267 and potential Ballot Lists.
 - d) The target schedule is as follows:



- i) Outreach to TPRs and MPOs from March to May
 - ii) Updates to STAC in April, June, and August
 - iii) Discussion with TRAC in March, May, and July
 - iv) Transit Town Halls in April (in Pueblo, Durango, Glenwood Springs, Denver, and Greeley)
 - v) Monthly calls with CASTA and grant recipient network.
- e) CDOT staff requesting help from the TPRs and MPOs to ensure that transit providers and stakeholders attend the upcoming meetings.
- 9) **FY19 CDOT Budget Update** – *Louie Barela (CDOT Division of Accounting & Finance)*
- a) CDOT submits a draft budget to the Governor’s Office and Joint Budget Committee (JBC) in November, receive feedback, and then revise and review with TC for their approval and resubmission in time for July 1st.
 - b) A few changes to note in this version:
 - i) The first \$380 million tranche of SB 267 for FY19 is now included on Line 63 and Line 99.
 - ii) The maximum 1st year SB 267 repayment of \$28.5 million is shown on Line 125.
 - iii) The \$148.2 million General Fund requested by the Governor for transportation is not included here since it has yet to be approved.
 - iv) There will be an increase in insurance costs passed along by DPA.
 - v) There is \$1.1 million allocated to the TC Program Reserve fund (available to support unfunded projects).
 - (1) Distinct from the TC Contingency fund (used for emergency expenses, weather incidents, etc.)
 - c) STAC Discussion: Representatives inquired about changes to the RPP amount (unchanged from FY18 at \$48.3 million on Line 48) and whether the savings from the new HQ projects is represented (the annual costs are shown in FY19, while savings occur over the 20-year life of the building).
- 10) **Model Traffic Code Update** – *Charles Meyer (CDOT Traffic & Safety Operations)*
- a) The Model Traffic Code is a restatement of Article 4 in the Colorado Revised Statutes, which translates into the county or municipal codes in each part of the state. CDOT is required to publish the MTC for the sake of uniformity.
 - b) CDOT is working with the State Attorney General to update the MTC with any changes that have taken place in the statutes since the last version was published in 2010.
 - c) CDOT staff will share a draft version with STAC members for their review and input via a survey link.
 - d) Some new elements include texting and driving laws, updated fine schedules, and connected/autonomous vehicle language.
 - e) The goal is to finalize and issue the MTC by the end of calendar year 2018.
 - f) STAC Discussion: Representatives expressed concern that items in the MTC might impose excessive costs at the county and municipal levels, while CDOT staff responded that locals have the ability to adopt the code in part rather than its entirety if that is an issue.
- 11) **Other Business** – *Vince Rogalski (STAC Chair)*
- a) The next STAC Meeting will be held on March 23rd at CDOT Headquarters in Denver.
- 12) **STAC Adjourns**

Materials for this month’s STAC Meeting can be found at the link below:

<https://www.codot.gov/programs/planning/documents/stac-archives/2018-stac>

**I-25 Funding Committee
February 28, 2018
Meeting Minutes**

1. Welcome and Introductions – see sign in sheet

- Gerry Horak
- David May
- Becky Karasko
- Medora Kealy
- Dan Betts
- Heather Paddock
- Kim Redd
- Sandra Solen
- Karen Schneiders
- Jeff Kullman
- Danielle Smith

2. Work Session Overview and Purpose

- Becky reviewed ideas that were generated from the early Feb meeting.
- Becky handed out the AMPO synopsis of the President's bill.
- Sandra reviewed potential state bill 2018-01. The bill focuses on General Funds side of the equation proposing \$300m/yr of transfer to CDOT.
- Colorado anticipates as much as \$1 billion in new revenue, which provides the ability to fund this action.
- The 'Transportation Coalition' lead by the Denver Metro Chamber and the Colorado Contractors Association submitted 4 possible ballot initiatives:
 - .5 cents
 - .5 cents + \$150m general fund
 - .62 cents
 - 1 penny

Gerry led group into a review of the AMPO handout

- Project evaluation criteria
 - Dollar value of the project or program (10%)
 - Evidence supporting how the applicant will secure and commit new, non-federal revenue to create sustainable, long-term funding for infrastructure investments (50%)
 - Evidence supporting how the applicant will secure and commit new, non-federal revenue for operations, maintenance, and rehabilitation (20%)
 - Updates to procurement policies and project delivery approaches to improve efficiency in project delivery and operations (10%)
 - Plans to incorporate new and evolving technologies (5%)
 - Evidence supporting how the project will spur economic and social returns on investment (5%)

- How will progressive states like Utah or Georgia work within the above criteria? Seems likely their representatives would not support this.
- Will Colorado benefit from finding new revenues? What % of “new” money must be included within the 80%?
- Colorado’s local agencies cannot sustain the local match
- There is significant concern about the apparent flip of federal share-
 - Prior to now, Federal share was targeting 80% and match of 20% state/local
- NOW- 20% Federal with 80% state/local
- Currently, Colorado sees \$450 M in HUTF from Washington DC. Coupled with \$300 M from the federal General Fund.
- Per Dan- possibility of using Repatriation funds for Transportation.
- The republicans are seeing transportation as a possibility to “get things done”, so there might be movement. GOP wants another “win” before mid-terms.

- **What criteria would NFRMPO like to see added or considered in Federal Infrastructure**

- **Selection criteria:**

- Reward projects that are ready to go
- The environmental permitting from the federal side does not account for the State permitting.
- ROW ready should be a consideration
- Credit for major Federal facilities
 - Should type of facility be considered? Especially for Interstates which is a federal owned facility, international freight rails, waterways. Etc. Some type of hierarchy of facilities?
 - Could the economic and social returns consider these criteria – with the facility type?
- Benefit of the system connectivity
 - Connecting intramodal facilities, airports, freight corridors
- Reduce the 50% criteria for revenue to 20% to allow for new relevant criteria
- What constitutes as “New” revenue
- Criteria 1 – new more definition is needed
 - Differentiate urban projects by sizes (very large vs. large vs small etc.)
 - How large is project vs the total budget of an entity such as CDOT.
 - Could be some comparison – cost/benefit per user
 - Per capita contributions
 - Managed Lanes
 - Credit for HOV/Transit choice for uses
 - Resiliency (disaster prevention)
 - Setting up DSRC (dedicated short-range communication) in current roadways
 - Setting up for the future of technology
 - Connected vehicles will move into the managed lanes

- Broadband collaboration – working with them to be able to get the funding to get the percentage
 - Collaboration/support – financial support within a region. Not just one State agency
- Other topics/discussions:
 - This is the time to give input to these criteria
 - Have the MPOs and each entity send a letter to the local representatives.
 - Dig once – put in the broadband while you will put in the highway systems.
 - Leverage the Administrative Bill to encourage our legislature to move on state contributions

3. Next Steps

Funding Committee, Friday March 2, 2018 at 12:30pm at Mimi's café in Loveland
Full I-25 Coalition next Wednesday, March 7, 2018

I-25 Funding Committee
February 28, 2018
Criteria Additions/Clarifications

- **What criteria would NFRMPO like to see added or considered in Federal Infrastructure Selection criteria:**
 - Criteria 1 – Dollar Value (more definition is needed)
 - Differentiate urban projects by sizes (very large vs. large vs small etc)
 - How large is project vs the total budget of an entity?
 - Could be some comparison – cost/benefit per user
 - Per capita contributions
 - Criteria 2 - Funding
 - Reduce the 50% criteria for revenue to 20% to allow for new relevant criteria
 - What constitutes as “New” revenue?
 - What are the proposed target percentages for new revenue that is 1-3 years old?
 - Reward projects that are ready to go
 - NEPA clearance completed
 - ROW ready
 - Utilities cleared (not said in meeting, but a good add-on)
 - Criteria 3 - Procurement
 - Are innovative procurement paths still innovative?
 - Design/Build
 - CMGC – Construction Manager/General Contractor
 - Progressive Design/Build
 - Criteria 4 - Technologies
 - Managed Lanes
 - Credit for HOV/Transit choice for uses
 - Connected vehicles will move into the managed lanes as they become prevalent.
 - Setting up DSRC (dedicated short-range communication) in current roadways
 - Setting up for the future of technology
 - Criteria 5 – Economies
 - Consider the economic and social returns consider the facility type and the impact on the social and economic benefits of a project.
 - New Proposed Criteria
 - Credit for major Federal facilities, such as interstates.
 - Benefit of the system connectivity
 - Connecting intramodal facilities, airports, and freight corridors
 - Resiliency (disaster prevention)
 - Broadband collaboration – working with them to be able to get the funding to get the percentage
 - Collaboration/support – financial support within a region. Not just one State agency