



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
**MEETING AGENDA**  
November 5, 2020

Call-in Number: [+1 \(872\) 240-3212](tel:+18722403212)  
Access Code: [123-628-109](tel:+18722403212)  
<https://www.gotomeet.me/NFRMPO/nfrmpo-november-planning-council-meeting>  
For assistance during the meeting, please contact Alex Gordon-[agordon@nfrmpo.org](mailto: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- October 1, 2020 (Page 7)

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

**COUNCIL REPORTS:**

	<a href="#">Est. Time</a>
3) Air Pollution Control Division (APCD) (Page 11) (Written)	
4) Regional Air Quality Council (RAQC) (Page 13) (Written)	
5) GHG Roadmap Impacts on NFRMPO <a href="#">Metropolitan Planning Organization Agenda</a> Kathleen Bracke, Will Karspeck, & Don McLeod (20 min.)	6:05

**REPORTS:**

	<a href="#">Est. Time</a>
6) Report of the Chair- • Executive Director Review Dave Clark-Council Chair- City of Loveland (5 min.)	6:25
7) Executive Director Report • MPO Boundary Update Suzette Mallette- Executive Director (5 min.)	6:30
8) TAC (page 15) (Written)	
9) Mobility (Written)	
10) Q3 TIP Modifications (Page 16) (Written)	

**ACTION ITEM:**

	<a href="#">Est. Time</a>
11) GHG Roadmap NFRMPO Comments Letter (Page 35) Suzette Mallette (15 min.)	6:35

**PRESENTATIONS:**

12) Transportation Commission Freight Regional and Interstate Mobility Committee Gary Beedy-Transportation Commissioner District 11 (10 min.)	6:50
13) Ports-to-Plains Joe Kiely-CDOT Freight Advisory Committee (10 min.)	7:00

**DISCUSSION ITEMS:**

	<a href="#">Est. Time</a>
14) Articles of Association Updates (Page 52) Suzette Mallette (5 min.)	7:10
15) Updated Federal Performance Measures: Pavement Condition (Page 106) AnnaRose Cunningham-Transportation Planner I (10 min.)	7:15
16) FY2020 TIP Delay Review (Page 113) Medora Bornhoft-Transportation Planner II (5 min.)	7:25
17) FY2021 UPWP Tasks Amendment (Page 116) Becky Karasko-Transportation Planning Director (5 min.)	7:30

**COUNCIL REPORTS:**

Transportation Commission Kathleen Bracke- Transportation Commissioner	
CDOT R4 Update (Page 121) Heather Paddock- CDOT R4 Transportation Director	
I-25 Coalition Dave Clark	
STAC (Page 122) (Written)	
Host Council Member Report Dave Clark- City of Loveland (5 min.)	7:40

**MEETING WRAP UP:**

Next Month's Agenda Topic Suggestions	7:45
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**NEXT MPO COUNCIL MEETING: December 3, 2020- Hosted by Larimer County**



## ***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, 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

<b>5303 &amp; 5304</b>	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
<b>5307</b>	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
<b>5309</b>	FTA program funding for capital investments
<b>5310</b>	FTA program funding for enhanced mobility of seniors and individuals with disabilities
<b>5311</b>	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
<b>5326</b>	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
<b>5337</b>	FTA program funding to maintain public transportation in a state of good repair
<b>5339</b>	FTA program funding for buses and bus facilities
<b>3C</b>	Continuing, Comprehensive, and Cooperative
<b>7th Pot</b>	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
<b>AASHTO</b>	American Association of State Highway & Transportation Officials
<b>ACP</b>	Access Control Plan
<b>ADA</b>	Americans with Disabilities Act of 1990
<b>ADT</b>	Average Daily Traffic (also see AWD)
<b>AIS</b>	Agenda Item Summary
<b>AMPO</b>	Association of Metropolitan Planning Organizations
<b>APCD</b>	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
<b>AQCC</b>	Air Quality Control Commission (of Colorado)
<b>ATP</b>	Active Transportation Plan
<b>AWD</b>	Average Weekday Traffic (also see ADT)
<b>BUILD</b>	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
<b>CAAA</b>	Clean Air Act Amendments of 1990 (federal)
<b>CBE</b>	Colorado Bridge Enterprise funds
<b>CDOT</b>	Colorado Department of Transportation
<b>CDPHE</b>	Colorado Department of Public Health and Environment
<b>CMAQ</b>	Congestion Mitigation and Air Quality (an FHWA funding program)
<b>CMP</b>	Congestion Management Process
<b>CNG</b>	Compressed Natural Gas
<b>CO</b>	Carbon Monoxide
<b>COLT</b>	City of Loveland Transit
<b>CPG</b>	Consolidated Planning Grant (combination of FHWA PL & FTA 5303 planning funds)
<b>CFY</b>	Calendar Fiscal Year
<b>DOT</b>	(United States) Department of Transportation
<b>DRCOG</b>	Denver Regional Council of Governments
<b>DTD</b>	CDOT Division of Transportation Development
<b>DTR</b>	CDOT Division of Transit & Rail
<b>EIS</b>	Environmental Impact Statement
<b>EJ</b>	Environmental Justice
<b>EPA</b>	Environmental Protection Agency

GLOSSARY (cont'd)

<b>FAST ACT</b>	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
<b>FASTER</b>	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
<b>FHWA</b>	Federal Highway Administration
<b>FNC</b>	Freight Northern Colorado Plan
<b>FRA</b>	Federal Railroad Administration
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
<b>FFY</b>	Federal Fiscal Year
<b>GET</b>	Greeley-Evans Transit
<b>GOPMT</b>	Goals, Objectives, Performance Measures, and Targets
<b>HOV</b>	High Occupancy Vehicle
<b>HPTE</b>	High-Performance Transportation Enterprise (Colorado)
<b>HTF</b>	Highway Trust Fund (the primary federal funding source for surface transportation)
<b>HUTF</b>	Highway Users Tax Fund (the State's primary funding source for highways)
<b>INFRA</b>	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
<b>I&amp;M or I/M</b>	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
<b>ITS</b>	Intelligent Transportation Systems
<b>LCMC</b>	Larimer County Mobility Committee
<b>LRP or LRTP</b>	Long Range Plan or Long Range Transportation Plan
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
<b>MAPG</b>	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
<b>MMOF</b>	Multimodal Options Fund (state funds allocated to MPOs and TPRs in SB18-001)
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>MVEB</b>	Motor Vehicle Emissions Budget
<b>NAA</b>	Non-Attainment Area (for certain air pollutants)
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NARC</b>	National Association of Regional Councils
<b>NEPA</b>	National Environmental Policy Act
<b>NFRT &amp; AQPC</b>	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
<b>NFRMPO</b>	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
<b>NHS</b>	National Highway System
<b>NMP</b>	Non-Motorized Plan
<b>NoCo</b>	Northern Colorado Bicycle and Pedestrian Collaborative
<b>NOx</b>	Nitrogen Oxides
<b>OBD</b>	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
<b>O<sub>3</sub></b>	Ozone
<b>PL</b>	Federal Planning (funds)

GLOSSARY (cont'd)

<b>PIP</b>	Public Involvement Plan
<b>POP</b>	Program of Projects
<b>PPP (also P3)</b>	Public Private Partnership
<b>R4 or R-4</b>	Region 4 of the Colorado Department of Transportation
<b>RAQC</b>	Regional Air Quality Council
<b>RNMC</b>	Regional Non-Motorized Corridor
<b>RPP</b>	Regional Priority Program (a funding program of the Colorado Transportation Commission)
<b>RSC</b>	Regionally Significant Corridor
<b>RTC</b>	Regional Transit Corridor
<b>RTD</b>	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
<b>RTE</b>	Regional Transit Element
<b>RTP</b>	Regional Transportation Plan
<b>SH</b>	State Highway
<b>SIP</b>	State Implementation Plan (air quality)
<b>SOV</b>	Single Occupant Vehicle
<b>SPR</b>	State Planning and Research (federal funds)
<b>SRTS (see TA)</b>	Safe Routes to School (a pre-MAP-21 FHWA funding program)
<b>STAC</b>	Statewide Transportation Advisory Committee
<b>STIP</b>	Statewide Transportation Improvement Program
<b>STBG (previously STP-Metro)</b>	Surface Transportation Block Grant (a FAST Act FHWA funding program)
<b>SWC&amp;FRPRC</b>	Southwest Chief & Front Range Passenger Rail Commission
<b>TAC</b>	Technical Advisory Committee (of the NFRMPO)
<b>TA (previously TAP)</b>	Transportation Alternatives program (an FHWA funding program)
<b>TAZ</b>	Transportation Analysis Zone (used in travel demand forecasting)
<b>TC</b>	Transportation Commission of Colorado
<b>TDM</b>	Transportation Demand Management
<b>TIGER</b>	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
<b>TIP</b>	Transportation Improvement Program
<b>Title VI</b>	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
<b>TMA</b>	Transportation Management Area (federally designated place >200,000 population)
<b>TOD</b>	Transit Oriented Development
<b>TPR</b>	Transportation Planning Region (state-designated)
<b>TRAC</b>	Transit & Rail Advisory Committee (for CDOT)
<b>UFR</b>	Upper Front Range TPR
<b>UPWP</b>	Unified Planning Work Program
<b>VMT</b>	Vehicle Miles Traveled
<b>VOC</b>	Volatile Organic Compound
<b>WCMC</b>	Weld County Mobility Committee

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

**October 1, 2020  
Hybrid Meeting  
Johnstown YMCA, 165 Settler Way  
Johnstown, CO**

**Voting Members Present:**

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

**Voting Members Absent:**

Fil Archuleta -Garden City  
Lisa Laake -Timnath  
Dena Wojtach -CDPHE

**MPO Staff:**

Suzette Mallette, Executive Director; Stuart Kurtz, Accounting Manager; Becky Karasko, Transportation Planning Director; Medora Bornhoft, Transportation Planner II; Alex Gordon, Mobility Coordinator/Transportation Planner II; and AnnaRose Cunningham, Transportation Planner I

**In Attendance:**

Dawn Anderson; Abdul Barzak; Allison Baxter; Frank Bazler; Brad Buckman; Rich Christy; James Eussen; Josie Hadley; Joel Hemsath; Myron Hora; Scott James; Will Jones; Dave Klockeman; AJ McCarthy; Mitch Nelson; Karen Schneiders; Mike Silverstein; Robin Stoneman

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:**

**Rennemeyer moved** to approve the *October 1, 2020 Meeting Agenda as Submitted*. The motion was **seconded** by Karspeck and **passed** unanimously.

**Move to Approve Minutes:**

**McLeod moved** to approve the *September 3, 2020 Council Meeting Minutes as submitted*. The motion was **seconded** by Mellon and **passed** unanimously.

**Lead Planning Agency for Air Quality Agenda**

Chair D. 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 from the RAQC outlined the information in the provided memo provided to council describing the RAQCs recent activities. He reported the Air Quality Control

Commission (AQCC) accepted the draft State Implementation Plan (SIP) for public hearing this fall, which was approved by the RAQC Board at their August meeting. Silverstein discussed the effects of emissions exceedances observed at monitors during the 2020 Ozone season. Donnelly asked how the wildfire smoke affected the Ozone monitoring data. Silverstein stated there had been exceedances at monitors prior to the beginning of the wildfires but the State will be undertaking an evaluation for the determination of exceptional events due to wildfire smoke. The determination of exceptional events should be complete by the State and by the Environmental Protection Agency (EPA) in the next six months. Donnelly asked about the decrease in VMT and other activities during the COVID-19 pandemic effect on monitoring data. Silverstein reported monitors showed decreases in air pollution early on, but summer activities showed only about a 20% decrease in VMT. The RAQC will be completing an analysis of the readings at the sites which saw exceedances to ensure accuracy. Silverstein outlined the RAQC workgroups which have convened to develop strategies for the region to come into compliance. Donnelly asked what happens when a region does come into compliance and if the Congestion Mitigation and Air Quality (CMAQ) funding would be discontinued. Silverstein and Mallette replied CMAQ funding will continue into the 20-year maintenance period. Ross asked for information on how the modeled values compared to observed values. Silverstein stated that information is in the SIP but that the modeled numbers were close to observed numbers. Mallette noted Dena Wojtach from CDPHE will report on wildfire smoke updates at the December meeting.

## **Metropolitan Planning Organization (MPO) Agenda**

Chair D. Clark opened the MPO portion of the meeting.

### **Reports:**

#### Report of the Chair:

Chair D. Clark asked council to discuss the process of assigning new work items to staff that come out of Council discussions. Mallette suggested requiring a manager report back to Council on what the work item would look like including staff time required to ensure Council approved of the workload. McLeod stated the Town of Severance does not require further approval for small work tasks, or tasks which will require less than four hours of work time. The group determined that reporting back to Council would be an appropriate plan of action.

#### Executive Director Report:

Director Mallette reported on the following:

- CDOT contracts have been received including the Consolidated Planning Grant, STP Metro, and Multimodal Options Fund (MMOF) contracts which are for the Premium Transit Study and the One Call/One Click Center Mobility Manager.
- The job for the Mobility Manager was posted on September 25 and there have been approximately 25 applicants to date.
- The NFRMPO partnered with the Cities of Loveland and Greeley for the NoCo Active Transportation Challenge during the week of September 20-26 There were 112 participants from 13 communities who reported switching 786 trip miles to an alternative mode including walking, biking, or riding transit.

#### Finance Committee:

A written report was provided.

#### TAC:

A written report was provided.

#### Mobility:

A written report was provided.

### **Action Items**

#### September 2020 TIP Amendment

Medora Bornhoft, Transportation Planner II, explained the revisions in the September 2020 TIP Amendment which includes a revision to two projects from Greeley Evans Transit. The revision will expand the scope of the projects to include expansion of fleet instead of only replacement of existing fleet. Council action is contingent on no additional public comment being submitted from October 1, 2020 through October 8, 2020.

**Donnelly moved to APPROVE RESOLUTION 2020-19 APPROVING THE SEPTEMBER 2020 TIP AMENDMENT.** The motion was **seconded** by Mellon and **passed** unanimously.

#### FY2019-FY2021 CMAQ & FY2021 STBG Additional Funding Allocations

Bornhoff explained the item is addressing additional allocations of federal funding, approving a request for toll credits, and advancing funding for one project. This item was presented and discussed at the September 3, 2020 council meeting.

**Donnelly moved to APPROVE Resolution 2020-20 APPROVING THE FY2019-FY2021 CMAQ & FY2021 STBG ADDITIONAL FUNDING ALLOCATIONS.** The motion was **seconded** by Rennemeyer and **passed** unanimously.

#### **Discussion Items:**

##### Transportation Services For Vulnerable Populations, Including Seniors

Alex Gordon, Transportation Planner II/Mobility Coordinator, outlined funding which has become available to the region by CDOT and is available to non-profit transportation providers who were not eligible for CARES Act funding. There is \$115,000 which can be used for operating or capital expenses, or ADA upgrades and requires no local match. A survey is currently out to agencies in the area which are eligible for the funding to see what needs currently exist. Gordon stated if any council members knew of other eligible agencies, he will forward the information on to them. Projects will be determined through the mobility committees and final project recommendations will be brought back to the Council for approval.

##### MPO Boundary Update

Karasko and Mallette provided an update on the progress of the MPO boundary discussions. A meeting of the MPO Boundary Committee was held on October 1, discussed several potential scenarios for boundary changes. Mallette explained the next meeting will outline how funding allocations for sources such as CMAQ and STP Metro will be affected with boundary changes. McLeod noted the 2020 Census may influence the decision. James asked how transportation patterns influence the boundaries. Mallette explained urbanized areas are influenced by transportation patterns and then determine membership in an MPO. The largest city in the MPO and 75% of the population need to agree in order to make changes to the boundaries. Mallette explained once the process is complete by the MPOs and TPRs, the scenarios will be presented to the Governor for approval. A meeting will be held in November to provide updates on procedural, financial, and political implications of the scenarios.

##### Executive Director's Evaluation

M. Clark reported the HR Committee met and discussed the 360 evaluation for the Executive Director which is consistent with the prior year will be emailed in the form of a survey to Council members, TAC members, and NFRMPO Staff.

##### GHG Roadmap:

McLeod reported the Colorado Energy Office released the GHG Roadmap for public comment. The Roadmap outlines measures to reduce GHG emissions in the region as a directive of House Bill 19-1261. Public comment will be open through November 1, 2020. Mallette noted the full document includes actions for transportation as well as other sectors such as buildings and oil and gas that member communities may be interested in. Stephens asked if the council is providing comments on the whole document or on just the transportation section. McLeod noted the focus from the Council should be on the transportation aspects of the plan. Mallette noted she will email the link for the Roadmap to the Council. Bracke asked if there was any way the deadline could be extended so the council could discuss at their next meeting prior to submitting comments. McLeod stated he would reach out to the Colorado Energy Office to see if the deadline could be extended and update the group. The group discussed the option of the Council will providing comments on the Roadmap to the Executive Committee who would submit comments on behalf of the Council to the Energy Office. McLeod proposed a motion for this decision, Karspeck seconded and there was no opposition. (Subsequent

conversation after the meeting allows NFRMPO to provide comment with a deadline of November 6<sup>th</sup>).

### **Council Reports:**

#### **Transportation Commission Report**

Bracke reported the following:

- Continuing discussion of budget impacts as the result of COVID-19.
- The Commission has been receiving updates on how the wildfires have impacted the State highway system.
- Performance Measures and targets including asset management, mobility, and transit.
- Scenic and Historic Byways Commission has their annual meeting late in September.
- State Economic Recovery Transportation working group hosted by CDOT Director Lew which discusses ongoing statewide transportation funding needs.

#### **CDOT R4 Update**

Josie Hadley, Assistant Region Planner for CDOT Region 4, reported the following:

- Reopening of the Frontage Road and County Road 20E has occurred along segments 7 and 8 of the North I-25 project
- Railroad maintenance will occur in October in two locations.
- Construction on Highway 34 is progressing over I-25, bridge work is being completed on the North side of the existing structure.
- Design is continuing on segments 4 and 5, and right of way acquisition is being finalized.

#### **I-25 Coalition**

D. Clark reported the meeting will be held on October 7<sup>th</sup>.

#### **STAC Report**

A written report for September was provided.

#### **Host Council Member Report-**

Troy Mellon of Town of Johnstown reported the current meeting is the first to be held at the new YMCA facility. Mellon presented design concepts for Highway 60 over I-25 which will be the new Gateway Bridge as well as designs for the Veterans Memorial in the roundabout on the east side of Highway 402 and I-25. Additionally, paving has been completed on WCR 50 east of I-25.

### **Meeting Wrap-Up:**

#### **Next Month's Agenda Topic Suggestions:**

- GHG Roadmap

The meeting was adjourned at 7:57 p.m.

Meeting minutes submitted by: AnnaRose Cunningham, 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, November 4, 2020

Air Pollution Control Division (Division) Updates:

- The Division is hosting stakeholder meetings related to the development of a fee rule to fund the Air Quality Enterprise. Additional information is available here: <https://www.colorado.gov/pacific/cdphe/air-quality-enterprise>
- The Division is commencing the oil and gas Greenhouse Gas Roadmap stakeholder process. Additional information is available here: <https://www.colorado.gov/pacific/cdphe/oil-and-gas-greenhouse-gas-roadmap-stakeholder-process>.
- The Division recently published the 2019 Leak Detection and Repair (LDAR) Annual Report Summary. The report is available here: <https://www.colorado.gov/pacific/cdphe/2019-ldar-annual-reports-regulation-7-section-xii-xvii-and-xviii>
- 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](https://www.colorado.gov/airquality/request_alerts.aspx).

October 22 & 23, 2020 Commission Meeting:

- The October 22 & 23 Commission meeting will include the following agenda items:
  - The Commission Administrator presented the 2019-2020 the Annual Report to the Public. The report is available here: <https://www.colorado.gov/pacific/cdphe/aqcc-report-public>.
  - Representatives from National Jewish provided information regarding COVID-19 and possible links to ambient air quality.
  - The Division will present the 2020 ozone monitoring data and report on any exceedances or violations of the current ozone standard.
  - The Division provided an update regarding the Rocky Mountain Park Initiative, data trends, and progress in achieving milestones.
  - The Division provided a briefing on the development of guidance in reference to the Clean Energy Plan under HB19-236.
  - The Colorado Energy Office presented on the Colorado Greenhouse Gas Roadmap. Public comments were accepted.

November 19 & 20, 2020 Commission Meeting:

- The November 19 & 20 23 Commission meeting will include the following agenda items:
  - The Commission will consider revisions to the Regional Haze SIP and Regulation Number 3 related to the control of NOx/SO2/PM emissions from certain Reasonable Progress sources identified as impacting Class I areas. The Division will propose moving Regional Haze SIP provisions currently in Regulation 3, to a new Regulation Number 23, making related revisions to Regulation Number 3. Number 3, to a new Regulation Number 23, making related revisions to Regulation Number 3. These Regional Haze SIP revisions will be followed in early 2021 with a proposal to set a hearing considering adopting Colorado's Regional Haze SIP in full.





Date: October 23, 2020

From: Mike Silverstein  
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

### **Ozone Planning**

The Colorado Air Quality Control Commission accepted for rulemaking the RAQC's Draft Serious Area Ozone State Implementation Plan for EPA's 2008 Ozone National Ambient Air Quality Standard of 75 parts per billion. The AQCC will also consider additional regulatory requirements for industrial sources and oil and gas facilities proposed by the State. Most stakeholders express support for the plan and rule proposals, though some are concerned with the plan's attainment demonstration and detailed rule language.

The public hearing will be held December 16-18.

### **RAQC's Control Strategy Committee and Work Groups**

The Control Strategy Committee's three Work Groups - Clean Air Fund, Vehicle I/M and Fuels Formulations, and Employer-Based Trip Reduction Programs - are refining draft emissions reduction measures designed to improve ozone conditions in the coming years.

- The CAF Work Group is evaluating draft "shovel ready" proposals to ensure that when grant, contract, and private sector monies become available, the RAQC is in a strong competitive position to receive and deploy funds. The efforts prioritize proven RAQC programs for expansion and long-term viability, and also advance new approaches for reducing emissions for funding consideration.
- The VIMFF Work Group is advancing a clean gasoline regulatory proposal to reduce vehicle and equipment emissions. Draft language mandating lower volatility gasoline blends for the nonattainment area is under discussion. The Work Group has also designed a rewards and recognition program for businesses, organizations and government agencies that have demonstrated exemplary efforts to reduce emissions and improve air quality. Applications for

recognition are now being accepted and the first awards will be made at the December RAQC Board meeting.

- The ETRP Work Group is developing a regulatory proposal for flexible large employer vehicle trip reduction programs. Large employers employing 250+ employees at a site (there are about 70 of these in the NFR region) will need to reduce their employees drive alone rates. The regulatory proposal is being prepared for Board consideration in early 2021.

Stakeholders and the public are invited to participate in Work Group activities, and all materials can be found at: <https://raqc.org/control-strategy-committee-information/>

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
October 21, 2020**

**APPROVAL OF THE SEPTEMBER 16, 2020 TAC MINUTES**

Buckman moved to approve the September 16, 2020 TAC minutes. Klockeman seconded the motion, which was approved unanimously.

**PRESENTATIONS**

**End of 2020 Ozone Season and Serious SIP Update** – Amanda Brimmer, RAQC, presented ozone values in 2020 and explained the schedule, requirements, and content for the Serious State Implementation Plan (SIP). Brimmer noted ozone monitors exceeded the 70 ppb and 75 ppb standards by mid-July, prior to the wildfires, so even with a successful exceptional event demonstration the region would still not have a clean data year for 2020. The Serious SIP includes new Motor Vehicle Emissions Budgets (MVEBs) which are estimated to become effective in mid- to late-2021 upon EPA’s finding of adequacy or approval. These budgets would then be used to assess conformity with the SIP for any amended or new Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) completed by the NFRMPO. The Serious SIP is currently in the public comment period. The AQCC rulemaking hearing is scheduled for December 16-18, 2020 with State legislative review scheduled to occur in January 2021, and then the Serious SIP will be submitted to the EPA for approval.

**CDOT Policy Directive 1601 Update** – Aaron Willis, CDOT, described proposed changes to CDOT’s Policy Directive (PD) 1601, which provides guiding principles and processing steps for approving a new interchange or interchange modification on the Interstate, freeway, or State Highway system. The proposed changes include several clarifications and minor updates as well as a new Transportation Demand Management (TDM) requirement for new interchanges. Local agencies would be required to develop a project-specific TDM Plan and identify TDM strategies to reduce average daily traffic (ADT) on the new interchange ramps. Within MPO areas, the target for ADT reduction is three percent. The policy applies to CDOT and local applicants, and CDOT is gathering feedback on the TDM requirement from local governments prior to bringing the proposal to the Statewide Transportation Advisory Committee (STAC) in November and the Transportation Commission (TC) in December or January.

**Poll Everywhere Demonstration** – Gordon and Cunningham demonstrated a new tool to gather feedback and increase engagement during virtual meetings.

**DISCUSSION**

**Updated Federal Performance Measures: Pavement Condition** – Cunningham presented the revised 4-year statewide targets CDOT set for the federally required pavement condition performance measures. The NFRMPO has the option of supporting the revised targets or setting targets specific to the NFRMPO region and must submit updated targets by March 30, 2021.

**FY2021 UPWP Tasks Amendment** – Karasko stated two requests for additional tasks for the FY2021 Unified Planning Work Program (UPWP) were submitted by Transfort. The tasks include *Transfort’s MAX expansion – North College Avenue BRT and Transit Oriented Development (TOD) Overlay Plan* and *Transfort’s Zero Emissions Bus Transition Plan*. Comments on the new tasks are requested by Monday, October 26, 2020.

**FY2020 TIP Delay Review** – Bornhoft stated the TIP Delay review discussion was postponed for one month to allow time for sponsors to discuss swapping funds. Six projects remain delayed, including four projects with a first delay and two projects with a second delay.

**Call for Projects – 2018 Guidebook Review** – Bornhoft reviewed the requirements, request limits, scoring criteria, and CMAQ emissions results from the 2018 Call for Projects. TAC members discussed proposed improvements related to CMAQ emissions. A survey will be sent to TAC members to gather additional feedback on how to improve the next Call for Projects, which is anticipated to open in mid- to late-2021.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
Administrative Modification #2020-M7**

Submitted to: CDOT

Prepared by: Medora Bornhoff

DATE: 7/6/2020

**Bridge - On State System**

**PREVIOUS ENTRY**

Title:	Region 4 Bridge - On System Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>STIP ID:</b>	SR46598	Federal	NHPP	956	-	483	-	1,534	548	483	<b>3,048</b>
<b>TIP ID:</b>	P-4	State	SHF	470	-	100	-	272	100	100	<b>572</b>
<b>Sponsor:</b>	CDOT Region 4	Local	LOM	54	-	-	-	-	-	-	-
<b>Type:</b>	Bridge	<b>Total</b>		<b>1,480</b>	-	<b>583</b>	-	<b>1,806</b>	<b>648</b>	<b>583</b>	<b>3,620</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Bridge - On System Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4

**REVISED ENTRY**

Title:	Region 4 Bridge - On System Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>STIP ID:</b>	SR46598	Federal	NHPP	956	-	313	-	1,704	548	483	<b>3,048</b>
<b>TIP ID:</b>	P-4	State	SHF	470	-	69	-	303	100	100	<b>572</b>
<b>Sponsor:</b>	CDOT Region 4	Local	LOM	54	-	-	-	-	-	-	-
<b>Type:</b>	Bridge	<b>Total</b>		<b>1,480</b>	-	<b>382</b>	-	<b>2,007</b>	<b>648</b>	<b>583</b>	<b>3,620</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Bridge - On System Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4

**Revision:** Shifting \$170K Federal and \$31K Local funds from FY20 to FY21.

**NFRMPO Transportation Alternatives (TA)**

**PREVIOUS ENTRY**

Title:	Little Thompson River Corridor Trail – Phase 1a	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Johnstown	Federal	TAP	-	-	250	-	-	-	-	250
STIP ID:	SNF5095.004	Local	L	-	-	63	-	-	-	-	63
TIP ID:	2020-014		<b>Total</b>	-	-	<b>313</b>	-	-	-	-	<b>313</b>

Type: Bike/Ped Facility

Air Quality: Exempt from conformity analysis

Description: 5,000 linear feet of 8' width crusher fines trail. Described in Johnstown-Milliken Parks Trails and Open Space Master Plan.

**REVISED ENTRY**

Title:	Little Thompson River Corridor Trail – Phase 1a	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Johnstown	Federal	TAP	-	-	94	156	-	-	-	250
STIP ID:	SNF5095.004	Local	L	-	-	24	39	-	-	-	63
TIP ID:	2020-014		<b>Total</b>	-	-	<b>118</b>	<b>195</b>	-	-	-	<b>313</b>

Type: Bike/Ped Facility

Air Quality: Exempt from conformity analysis

Description: 5,000 linear feet of 8' width crusher fines trail. Described in Johnstown-Milliken Parks Trails and Open Space Master Plan.

Revision: Rolling forward \$156K Federal and \$39K Local funds from FY20 to FY21.

**Congestion Mitigation & Air Quality (CMAQ)**

**PREVIOUS ENTRY**

Title:	Weld County CNG Vehicles	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Weld County	Federal	CMAQ	-	-	1,050	-	1,150	-	-	2,200
STIP ID:	SST7007.114	Local	L	-	-	218	-	239	-	-	457
TIP ID:	2020-008		<b>Total</b>	-	-	<b>1,268</b>	-	<b>1,389</b>	-	-	<b>2,657</b>

Type: Vehicle Replacement

Air Quality: Exempt from conformity analysis

Description: Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.

**REVISED ENTRY**

Title:	Weld County CNG Vehicles	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Weld County	Federal	CMAQ	-	-	1,050	-	1,150	-	-	2,200
STIP ID:	SST7007.014	Local	L	-	-	218	-	239	-	-	457
TIP ID:	2020-008		<b>Total</b>	-	-	<b>1,268</b>	-	<b>1,389</b>	-	-	<b>2,657</b>

Type: Vehicle Replacement

Air Quality: Exempt from conformity analysis

Description: Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.

Revision: Correct STIP ID from SST7007.114 to SST7007.014.

**Safety**

**PREVIOUS ENTRY**

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Various Below	Federal	HSIP	6,877	-	221	49	2,745	-	-	<b>3,015</b>
<b>STIP ID:</b>	SR46666	Local	L	1,297	-	86	-	249	-	-	<b>335</b>
<b>TIP ID:</b>	P-20	Local	LOM	-	-	-	-	54	-	-	<b>54</b>
<b>Type:</b>	Safety Improvements		<b>Total</b>	<b>8,174</b>	-	<b>307</b>	<b>49</b>	<b>3,048</b>	-	-	<b>3,404</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:

STIP ID	Title	Sponsor
SR46666.059	Loveland Left Turn Signals Various	City of Loveland
SR46666.053	US287 & Orchards Shopping Center	City of Loveland
SR46666.060	US287 (College Ave) & Trilby Rd	City of Fort Collins
SR46666.062	SH1 & CR54 Intersection Improvements	Larimer County

**REVISED ENTRY**

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Various Below	Federal	HSIP	6,505	372	221	49	2,745	-	-	<b>3,387</b>
<b>STIP ID:</b>	SR46666	Local	L	1,297	-	86	-	249	-	-	<b>335</b>
<b>TIP ID:</b>	P-20	Local	LOM	-	-	-	-	54	-	-	<b>54</b>
<b>Type:</b>	Safety Improvements		<b>Total</b>	<b>7,802</b>	<b>372</b>	<b>307</b>	<b>49</b>	<b>3,048</b>	-	-	<b>3,776</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:

STIP ID	Title	Sponsor
SR46666.059	Loveland Left Turn Signals Various	City of Loveland
SR46666.053	US287 & Orchards Shopping Center	City of Loveland
SR46666.060	US287 (College Ave) & Trilby Rd	City of Fort Collins
SR46666.062	SH1 & CR54 Intersection Improvements	Larimer County

**Revision:** Correcting Roll Forward Funding (\$372K Federal) from Previous Funding (FY19) to FY20 Rolled.

**Grants: Safe Routes to School**

**PREVIOUS ENTRY**

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Various Below	Federal	STBG	555	-	496	800	-	-	-	1,296
<b>STIP ID:</b>	SR47001	Local	L	96	-	133	200	-	-	-	333
<b>TIP ID:</b>	P-24	Local	LOM	153	-	221	-	-	-	-	221
<b>Type:</b>	Bike/Ped		<b>Total</b>	<b>277</b>	-	<b>850</b>	<b>1,000</b>	-	-	-	<b>1,850</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:

STIP ID	Title	Sponsor
SR47001.029	Hampshire Bikeway Arterial Cross	City of Fort Collins
SR47001.030	N Wilson Ave Sidewalk	City of Loveland
SR47001.031	Berthoud Safe Routes Phase 1	Town of Berthoud

**REVISED ENTRY**

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Various Below	Federal	STBG	555	-	496	800	-	-	-	1,296
<b>STIP ID:</b>	SR47001	Local	L	96	-	133	200	-	-	-	333
<b>TIP ID:</b>	P-24	Local	LOM	153	-	221	-	99	-	-	320
<b>Type:</b>	Bike/Ped		<b>Total</b>	<b>277</b>	-	<b>850</b>	<b>1,000</b>	<b>99</b>	-	-	<b>1,949</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:

STIP ID	Title	Sponsor
SR47001.029	Hampshire Bikeway Arterial Cross	City of Fort Collins
SR47001.030	N Wilson Ave Sidewalk	City of Loveland
SR47001.031	Berthoud Safe Routes Phase 1	Town of Berthoud

**Revision:** Add Local Overmatch of \$99K in FY21 for SR47001.030.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
Administrative Modification #2020-M8**

Submitted to: CDOT

Prepared by: Medora Bornhoff

DATE: 8/10/2020

**Bridge - On State System**

**PREVIOUS ENTRY**

Title:	Region 4 Bridge - On System Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
STIP ID:	SR46598	Federal	NHPP	956	-	313	-	1,704	548	483	3,048
TIP ID:	P-4	State	SHF	470	-	69	-	303	100	100	572
Sponsor:	CDOT Region 4	Local	LOM	54	-	-	-	-	-	-	-
Type:	Bridge		<b>Total</b>	<b>1,480</b>	-	<b>382</b>	-	<b>2,007</b>	<b>648</b>	<b>583</b>	<b>3,620</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Bridge - On System Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4

**REVISED ENTRY**

Title:	Region 4 Bridge - On System Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
STIP ID:	SR46598	Federal	NHPP	956	-	313	-	1,704	608	423	3,048
TIP ID:	P-4	State	SHF	470	-	69	-	303	100	100	572
Sponsor:	CDOT Region 4	Local	LOM	54	-	-	-	-	-	-	-
Type:	Bridge		<b>Total</b>	<b>1,480</b>	-	<b>382</b>	-	<b>2,007</b>	<b>708</b>	<b>523</b>	<b>3,620</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Bridge - On System Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4

**Revision:** Advancing \$60K federal NHPP funds from FY23 to FY22.

**Strategic**

**PREVIOUS ENTRY**

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	-	11,970
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	-	3,256	384	-	-	-	-	3,640
<b>Type:</b>	Highway Added Capacity	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
	Modify & Reconstruct	Federal/State	NHPP	26,888	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal/State	PWQ	4,000	-	3,347	-	-	-	-	3,347
<b>Description:</b>	One new express lane in each direction from MP253.7-270, replacement/ rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	SPT	5,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	-	-	88,800	-	-	-	-	88,800
		State	FAS	8,500	-	-	-	-	-	-	-
		State	7PT (SB267 Transit)	1,986	1,007	5,000	-	5,000	-	-	11,007
		State	7PX (SB228 or SB267)	133,030	-	-	-	77,115	77,115	-	154,230
		Local	LOM	-	-	18,000	-	32,000	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	-	20,625
		<b>Total</b>			<b>225,739</b>	<b>11,233</b>	<b>141,156</b>	<b>-</b>	<b>114,115</b>	<b>77,115</b>	<b>-</b>

**REVISED ENTRY**

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	-	11,970	
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-	
<b>TIP ID:</b>	2017-032	Federal	CMAQ	-	3,256	384	-	-	-	-	3,640	
<b>Type:</b>	Highway Added Capacity	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-	
	Modify & Reconstruct	Federal/State	NHPP	26,888	-	-	-	-	-	-	-	
<b>Air Quality:</b>	Included in conformity analysis	Federal/State	PWQ	4,000	-	3,347	-	-	-	-	3,347	
<b>Description:</b>	One new express lane in each direction from MP253.7-270, replacement/ rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	SPT	5,000	-	-	-	-	-	-	-	
		Federal/State	7TH/NHPP	-	-	88,800	-	-	-	-	-	88,800
		State	FAS	8,500	-	-	-	-	-	-	-	-
		State	PRI	-	-	-	-	65	-	-	-	65
		State	7PT (SB267 Transit)	1,986	1,007	5,000	-	5,000	-	-	-	11,007
		State	7PX (SB228 or SB267)	133,030	-	-	-	77,115	77,115	-	-	154,230
		Local	LOM	-	-	18,000	-	32,000	-	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	-	-	20,625
	<b>Total</b>			<b>225,739</b>	<b>11,233</b>	<b>141,156</b>	<b>-</b>	<b>114,180</b>	<b>77,115</b>	<b>-</b>	<b>343,684</b>	

**Revision:** Adding \$65K State Planning & Research Initiatives (PRI) funding in FY21.

**Congestion Mitigation & Air Quality (CMAQ)**

**PREVIOUS ENTRY**

Title:	Weld County CNG Vehicles	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Weld County	Federal	CMAQ	-	-	1,050	-	1,150	-	-	2,200
STIP ID:	SST7007.014	Local	L	-	-	218	-	239	-	-	457
TIP ID:	2020-008		<b>Total</b>	-	-	<b>1,268</b>	-	<b>1,389</b>	-	-	<b>2,657</b>

Type: Vehicle Replacement

Air Quality: Exempt from conformity analysis

Description: Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.

**REVISED ENTRY**

Title:	Weld County CNG Vehicles	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Weld County	Federal	CMAQ	-	-	-	1,050	1,150	-	-	2,200
STIP ID:	SST7007.014	Local	L	-	-	-	218	239	-	-	457
TIP ID:	2020-008		<b>Total</b>	-	-	-	<b>1,268</b>	<b>1,389</b>	-	-	<b>2,657</b>

Type: Vehicle Replacement

Air Quality: Exempt from conformity analysis

Description: Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.

Revision: Rolling forward all FY20 funding (\$1,050K federal and \$218K local) to FY21.

**PREVIOUS ENTRY**

Title:	N Taft Avenue & US 34 Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	-	-	-	-	3,331	-	3,331
STIP ID:	SNF5173.056	Local	L	-	-	-	-	-	692	-	692
TIP ID:	2022-004		<b>Total</b>	-	-	-	-	-	<b>4,023</b>	-	<b>4,023</b>

Type: Intersection Improvements

Air Quality: Exempt from conformity analysis

Description: New signals, improve geometry, install medians, dual turn lanes, lengthen turn lanes, and bicycle and pedestrian improvements.

**REVISED ENTRY**

Title:	N Taft Avenue & US 34 Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	-	-	-	-	3,331	-	3,331
STIP ID:	SNF5173.056	Local	L	-	-	-	-	-	692	-	692
TIP ID:	2022-004	Local	LOM	-	-	-	-	-	1,224	-	1,224
Type:	Intersection Improvements		<b>Total</b>	-	-	-	-	-	<b>5,247</b>	-	<b>5,247</b>

Air Quality: Exempt from conformity analysis

Description: New signals, improve geometry, install medians, dual turn lanes, lengthen turn lanes, and bicycle and pedestrian improvements.

Revision: Adding \$1,224K Local Overmatch in FY22.

**Grants: Safe Routes to School**

**PREVIOUS ENTRY**

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Various Below	Federal	STBG	555	-	496	800	-	-	-	1,296
<b>STIP ID:</b>	SR47001	Local	L	96	-	133	200	-	-	-	333
<b>TIP ID:</b>	P-24	Local	LOM	153	-	221	-	99	-	-	320
<b>Type:</b>	Bike/Ped		<b>Total</b>	<b>277</b>	-	<b>850</b>	<b>1,000</b>	<b>99</b>	-	-	<b>1,949</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:

STIP ID	Title	Sponsor
SR47001.029	Hampshire Bikeway Arterial Cross	City of Fort Collins
SR47001.030	N Wilson Ave Sidewalk	City of Loveland
SR47001.031	Berthoud Safe Routes Phase 1	Town of Berthoud

**REVISED ENTRY**

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Various Below	Federal	STBG	555	-	83	1,278	-	-	-	1,361
<b>STIP ID:</b>	SR47001	Local	L	96	-	30	319	-	-	-	349
<b>TIP ID:</b>	P-24	Local	LOM	153	-	221	-	99	-	-	320
<b>Type:</b>	Bike/Ped		<b>Total</b>	<b>277</b>	-	<b>334</b>	<b>1,597</b>	<b>99</b>	-	-	<b>2,030</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:

STIP ID	Title	Sponsor
SR47001.028	Connecting Pathways to Ponderosa	City of Loveland
SR47001.029	Hampshire Bikeway Arterial Cross	City of Fort Collins
SR47001.030	N Wilson Ave Sidewalk	City of Loveland
SR47001.031	Berthoud Safe Routes Phase 1	Town of Berthoud

**Revision:** Rolling forward STIP ID SR47001.028 from FY2018-2021 TIP and rolling \$65K Federal and \$16K Local to FY21. Rolling forward \$413K Federal and \$103K Local from FY20 to FY21 for STIP ID SR47001.029.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
Administrative Modification #2020-M9**

Submitted to: CDOT

Prepared by: Medora Bornhoft

DATE: 9/4/2020

**FASTER (North Front Range Listings of State Highway Locations)**

**PREVIOUS ENTRY**

Title:	Region 4 FASTER Safety Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	State	FAS	2,900	-	3,350	-	3,850	-	-	7,200
<b>STIP ID:</b>	SR46606	Local	L	-	-	-	-	-	-	-	-
<b>TIP ID:</b>	P-7		<b>Total</b>	<b>2,900</b>	<b>-</b>	<b>3,350</b>	<b>-</b>	<b>3,850</b>	<b>-</b>	<b>-</b>	<b>7,200</b>

**Type:** Safety

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46606.073	I-25: Fort Collins North Cable Rail	CDOT Region 4
SR46606.070	Intersection Safety Improvements Pool	CDOT Region 4
SR46606.070	US 287 and Foothills Parkway	CDOT Region 4
SR46666.060	US 287 (College Ave) & Trilby Rd	City of Fort Collins

**REVISED ENTRY**

Title:	Region 4 FASTER Safety Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	State	FAS	2,900	-	3,350	-	4,245	2,550	-	10,145
<b>STIP ID:</b>	SR46606	Local	L	-	-	-	-	-	-	-	-
<b>TIP ID:</b>	P-7		<b>Total</b>	<b>2,900</b>	<b>-</b>	<b>3,350</b>	<b>-</b>	<b>4,245</b>	<b>2,550</b>	<b>-</b>	<b>10,145</b>

**Type:** Safety

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46606.073	I-25: Fort Collins North Cable Rail	CDOT Region 4
SR46606.070	Intersection Safety Improvements Pool	CDOT Region 4
SR46606.070	US 287 and Foothills Parkway	CDOT Region 4
SR46666.060	US 287 (College Ave) & Trilby Rd	City of Fort Collins
SR46606.095	US 287 and Swallow Signal Improvements	CDOT Region 4
SR46606.097	US 85 and WCR 66 Left Turn Accel Lanes	CDOT Region 4

**Revision:** Adding two pool projects and \$2,945K in FASTER State funding: \$215K in FY21 and \$730K in FY22 for STIP ID SR46606.095 and \$180K in FY21 and \$1,820K in FY22 for STIP ID SR46606.097.

**Safety**

**PREVIOUS ENTRY**

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Various Below	Federal	HSIP	6,505	372	221	49	2,745	-	-	3,387
<b>STIP ID:</b>	SR46666	Local	L	1,297	-	86	-	249	-	-	335
<b>TIP ID:</b>	P-20	Local	LOM	-	-	-	-	54	-	-	54
<b>Type:</b>	Safety Improvements		<b>Total</b>	<b>7,802</b>	<b>372</b>	<b>307</b>	<b>49</b>	<b>3,048</b>	-	-	<b>3,776</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:

STIP ID	Title	Sponsor
SR46666.059	Loveland Left Turn Signals Various	City of Loveland
SR46666.053	US287 & Orchards Shopping Center	City of Loveland
SR46666.060	US287 (College Ave) & Trilby Rd	City of Fort Collins
SR46666.062	SH1 & CR54 Intersection Improvements	Larimer County

**REVISED ENTRY**

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Various Below	Federal	HSIP	6,505	372	221	49	2,745	1,440	2,300	7,127
<b>STIP ID:</b>	SR46666	Local	L	1,297	-	86	-	249	160	255	750
<b>TIP ID:</b>	P-20	Local	LOM	-	-	-	-	54	-	-	54
<b>Type:</b>	Safety Improvements		<b>Total</b>	<b>7,802</b>	<b>372</b>	<b>307</b>	<b>49</b>	<b>3,048</b>	<b>1,600</b>	<b>2,555</b>	<b>7,931</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:

STIP ID	Title	Sponsor
SR46666.059	Loveland Left Turn Signals Various	City of Loveland
SR46666.053	US287 & Orchards Shopping Center	City of Loveland
SR46666.060	US287 (College Ave) & Trilby Rd	City of Fort Collins
SR46666.062	SH1 & CR54 Intersection Improvements	Larimer County
SR46666.079	Lemay Ave & Drake Rd	City of Fort Collins
SR46666.081	Timberline Rd and Carpenter (SH 392)	City of Fort Collins
SR46666.085	Timberline Rd/Lincoln Ave/Mulberry St	City of Fort Collins
SR46666.086	US 34 & WCR 17 Traffic Signal Upgrades	City of Greeley
SR46666.087	US 85 Business & 8th Ave	City of Greeley
SR46666.088	CR 38E & CR 73C	Larimer County
SR46666.089	US 34 and Glade Road	Larimer County

**Revision:** Adding seven pool projects with \$3,740K federal HSIP funding and \$415K local funding across FY22 and FY23, including \$900K in FY22 for STIP ID SR46666.079, \$700K in FY22 for STIP ID SR46666.081, \$1524K in FY23 for STIP ID SR46666.085, \$126K in FY23 for STIP ID SR46666.086, \$53K in FY23 for STIP ID SR46666.087, \$240K in FY23 for STIP ID SR46666.088, and \$612K in FY23 for STIP ID SR46666.089.

**FASTER Transit**

**PREVIOUS ENTRY**

Title:	Bus Yard Concrete Maintenance	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Greeley-Evans	State	FASTER	-	160	-	-	-	-	-	160
<b>STIP ID:</b>	SR47005.018	Local	L	-	40	-	-	-	-	-	40
<b>TIP ID:</b>	2018-016		<b>Total</b>	-	<b>200</b>	-	-	-	-	-	<b>200</b>

**Type:** Capital Maintenance

**Air Quality:** Exempt from conformity analysis

**Description:** Project awarded for FASTER Local Transit Funds.

**REVISED ENTRY**

Title:	Bus Yard Concrete Maintenance	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Greeley-Evans	State	FASTER	-	-	-	160	-	-	-	160
<b>STIP ID:</b>	SR47005.018	Local	L	-	-	-	40	-	-	-	40
<b>TIP ID:</b>	2018-016		<b>Total</b>	-	-	-	<b>200</b>	-	-	-	<b>200</b>

**Type:** Capital Maintenance

**Air Quality:** Exempt from conformity analysis

**Description:** Project awarded for FASTER Local Transit Funds.

**Revision:** Rolling forward \$160K State and \$40K Local funds from FY20 rolled to FY21.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
Administrative Modification #2020-M9.2**

Submitted to: CDOT

Prepared by: Medora Bornhoff

DATE: 9/17/2020

**Congestion Mitigation & Air Quality (CMAQ)**

**PREVIOUS ENTRY**

Title:	GET Diesel Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Greeley-Evans	Federal	CMAQ	-	-	757	-	757	-	-	1,513
<b>STIP ID:</b>	SST7007.010	Local	L	-	-	157	-	157	-	-	315
<b>TIP ID:</b>	2020-002		<b>Total</b>	-	-	<b>914</b>	-	<b>914</b>	-	-	<b>1,828</b>

**Type:** Rolling Stock Replacement

**Air Quality:** Exempt from conformity analysis

**Description:** GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.

**REVISED ENTRY**

Title:	GET Diesel Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Greeley-Evans	Federal	CMAQ	-	-	-	757	757	-	-	1,513
<b>STIP ID:</b>	SST7007.010	Local	L	-	-	-	157	157	-	-	315
<b>TIP ID:</b>	2020-002		<b>Total</b>	-	-	-	<b>914</b>	<b>914</b>	-	-	<b>1,828</b>

**Type:** Rolling Stock Replacement

**Air Quality:** Exempt from conformity analysis

**Description:** GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.

**Revision:** Rolling all FY20 funding to FY21 (\$757K federal and \$157K local).

**FTA 5307 - Urbanized Area Formula Program**

**PREVIOUS ENTRY**

Title:	Paratransit Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	FTA 5307	324	-	157	-	157	101	-	415
STIP ID:	SST6741.130	Local	L	65	-	31	-	31	20	-	82
TIP ID:	2019-013	<b>Total</b>		<b>389</b>	<b>-</b>	<b>188</b>	<b>-</b>	<b>188</b>	<b>121</b>	<b>-</b>	<b>497</b>

Type: Replacement

Air Quality: Exempt from conformity analysis

Description: GET Paratransit Bus Replacement

**REVISED ENTRY**

Title:	Paratransit Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	FTA 5307	324	-	-	157	157	101	-	415
STIP ID:	SST6741.130	Local	L	65	-	-	31	31	20	-	82
TIP ID:	2019-013	<b>Total</b>		<b>389</b>	<b>-</b>	<b>-</b>	<b>188</b>	<b>188</b>	<b>121</b>	<b>-</b>	<b>497</b>

Type: Replacement

Air Quality: Exempt from conformity analysis

Description: GET Paratransit Bus Replacement

Revision: Rolling all FY20 funding to FY21 (\$157K federal and \$31K local).

**PREVIOUS ENTRY**

Title:	Greeley-GET Operating Assistance 50/50	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	FTA 5307	1,246	1,206	975	-	994	1,014	1,034	5,223
STIP ID:	SST6741.112	Local	L	1,246	1,206	975	-	994	1,014	1,034	5,223
TIP ID:	2017-023	<b>Total</b>		<b>2,492</b>	<b>2,412</b>	<b>1,950</b>	<b>-</b>	<b>1,988</b>	<b>2,028</b>	<b>2,068</b>	<b>10,446</b>

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Fixed route operations

**REVISED ENTRY**

Title:	Greeley-GET Operating Assistance 50/50	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	FTA 5307	1,246	1,206	-	975	994	1,014	1,034	5,223
STIP ID:	SST6741.112	Local	L	1,246	1,206	-	975	994	1,014	1,034	5,223
TIP ID:	2017-023	<b>Total</b>		<b>2,492</b>	<b>2,412</b>	<b>-</b>	<b>1,950</b>	<b>1,988</b>	<b>2,028</b>	<b>2,068</b>	<b>10,446</b>

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Fixed route operations

Revision: Rolling all FY20 funding to FY21 (\$975K federal and \$975K local).

**PREVIOUS ENTRY**

Title:	Greeley-GET ADA Operations 80/20	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	FTA 5307	216	250	351	-	358	365	372	1,696
STIP ID:	SST6741.113	Local	L	54	63	179	-	182	186	190	800
TIP ID:	2017-025		<b>Total</b>	<b>270</b>	<b>313</b>	<b>530</b>	<b>-</b>	<b>540</b>	<b>551</b>	<b>562</b>	<b>2,496</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	ADA operations										

**REVISED ENTRY**

Title:	Greeley-GET ADA Operations 80/20	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	FTA 5307	216	250	-	351	358	365	372	1,696
STIP ID:	SST6741.113	Local	L	54	63	-	179	182	186	190	800
TIP ID:	2017-025		<b>Total</b>	<b>270</b>	<b>313</b>	<b>-</b>	<b>530</b>	<b>540</b>	<b>551</b>	<b>562</b>	<b>2,496</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	ADA operations										
Revision:	Rolling all FY20 funding to FY21 (\$351K federal and \$179K local).										

**PREVIOUS ENTRY**

Title:	Greeley-GET Preventative Maintenance 80/20	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	FTA 5307	691	1,044	969	-	989	1,008	1,029	5,039
STIP ID:	SST6741.114	Local	L	173	264	242	-	247	252	257	1,262
TIP ID:	2017-024		<b>Total</b>	<b>864</b>	<b>1,308</b>	<b>1,211</b>	<b>-</b>	<b>1,236</b>	<b>1,260</b>	<b>1,286</b>	<b>6,301</b>
Type:	Capital										
Air Quality:	Exempt from conformity analysis										
Description:	Preventative maintenance										

**REVISED ENTRY**

Title:	Greeley-GET Preventative Maintenance 80/20	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	FTA 5307	691	1,044	-	969	989	1,008	1,029	5,039
STIP ID:	SST6741.114	Local	L	173	264	-	242	247	252	257	1,262
TIP ID:	2017-024		<b>Total</b>	<b>864</b>	<b>1,308</b>	<b>-</b>	<b>1,211</b>	<b>1,236</b>	<b>1,260</b>	<b>1,286</b>	<b>6,301</b>
Type:	Capital										
Air Quality:	Exempt from conformity analysis										
Description:	Preventative maintenance										
Revision:	Rolling all FY20 funding to FY21 (\$969K federal and \$242K local).										

**PREVIOUS ENTRY**

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5307	-	-	312	-	312	312	312	1,248
STIP ID:	SST6741.121	Local	L	-	-	312	-	312	312	312	1,248
TIP ID:	2020-033		<b>Total</b>	-	-	<b>624</b>	-	<b>624</b>	<b>624</b>	<b>624</b>	<b>2,496</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	COLT fixed route operations including security projects										

**REVISED ENTRY**

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5307	-	-	-	312	312	312	312	1,248
STIP ID:	SST6741.121	Local	L	-	-	-	312	312	312	312	1,248
TIP ID:	2020-033		<b>Total</b>	-	-	-	<b>624</b>	<b>624</b>	<b>624</b>	<b>624</b>	<b>2,496</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	COLT fixed route operations including security projects										
Revision:	Rolling all FY20 funding to FY21 (\$312K federal and \$312K local).										

**PREVIOUS ENTRY**

Title:	Capital Costs of Contracting	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5307	-	-	228	-	228	228	228	912
STIP ID:	SST6741.131	Local	L	-	-	341	-	341	341	341	1,364
TIP ID:	2020-034		<b>Total</b>	-	-	<b>569</b>	-	<b>569</b>	<b>569</b>	<b>569</b>	<b>2,276</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Capital costs of contracting for FLEX service and COLT demand response paratransit service										

**REVISED ENTRY**

Title:	Capital Costs of Contracting	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5307	-	-	-	201	228	228	228	885
STIP ID:	SST6741.131	Local	L	-	-	-	172	341	341	341	1,195
TIP ID:	2020-034		<b>Total</b>	-	-	-	<b>373</b>	<b>569</b>	<b>569</b>	<b>569</b>	<b>2,080</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Capital costs of contracting for FLEX service and COLT demand response paratransit service										
Revision:	Rolling all FY20 funding to FY21 (\$228K federal and \$341K local) and reducing rolled funding by \$27K federal and \$169K local.										

**PREVIOUS ENTRY**

Title:	Maintain Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5307	-	-	248	-	248	248	248	992
STIP ID:	Unassigned	Local	L	-	-	62	-	62	62	62	248
TIP ID:	2020-035		<b>Total</b>	-	-	<b>310</b>	-	<b>310</b>	<b>310</b>	<b>310</b>	<b>1,240</b>

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Maintenance, repair and replacement of fleet, facilities and other assets.

**REVISED ENTRY**

Title:	Maintain Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5307	-	-	-	276	248	248	248	1,020
STIP ID:	Unassigned	Local	L	-	-	-	69	62	62	62	255
TIP ID:	2020-035		<b>Total</b>	-	-	-	<b>345</b>	<b>310</b>	<b>310</b>	<b>310</b>	<b>1,275</b>

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Maintenance, repair and replacement of fleet, facilities and other assets.

Revision: Rolling all FY20 funding (\$248K federal and \$62K local) to FY21 and increasing rolled funding by \$28K federal and \$7K local.

**FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program**

**PREVIOUS ENTRY**

Title:	Goods and Services for Seniors and Individuals with Disabilities	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5310	-	425	217	-	220	220	207	1,289
STIP ID:	SST6731.024	Local	L	-	95	54	-	55	55	52	311
TIP ID:	2017-041		<b>Total</b>	-	<b>520</b>	<b>272</b>	-	<b>275</b>	<b>275</b>	<b>259</b>	<b>1,601</b>

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility.

**REVISED ENTRY**

Title:	Goods and Services for Seniors and Individuals with Disabilities	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5310	-	425	-	226	235	245	255	1,386
STIP ID:	SST6731.024	Local	L	-	95	-	57	59	61	64	336
TIP ID:	2017-041		<b>Total</b>	-	<b>520</b>	-	<b>283</b>	<b>294</b>	<b>306</b>	<b>319</b>	<b>1,722</b>

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility.

Revision: Rolling all FY20 funding (\$217K federal and \$54K local) to FY21 and increasing rolled funds by \$9K federal and \$3K local. Increasing FY21, FY22, and FY23 federal by a total of \$88K and increasing local by a total of \$22K due to updated forecasts.

**PREVIOUS ENTRY**

Title:	NFRMPO Mobility Management	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	Federal	FTA 5310	64	-	27	-	27	27	-	81
STIP ID:	SST6732.007	Local	L	17	-	7	-	7	7	-	21
TIP ID:	2016-030		<b>Total</b>	<b>81</b>	-	<b>34</b>	-	<b>34</b>	<b>34</b>	-	<b>102</b>

Type: Capital

Air Quality: Exempt from conformity analysis

Description: Capitalized operating of the Mobility Management Program

**REVISED ENTRY**

Title:	NFRMPO Mobility Management	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	Federal	FTA 5310	64	-	-	27	27	27	-	81
STIP ID:	SST6732.007	Local	L	17	-	-	7	7	7	-	21
TIP ID:	2016-030		<b>Total</b>	<b>81</b>	-	-	<b>34</b>	<b>34</b>	<b>34</b>	-	<b>102</b>

Type: Capital

Air Quality: Exempt from conformity analysis

Description: Capitalized operating of the Mobility Management Program

Revision: Rolling all FY20 funding to FY21 (\$27K federal and \$7K local).

**PREVIOUS ENTRY**

Title:	ADA Gas MV Replacement	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	Federal	FTA 5310	39	-	-	-	-	-	-	-
STIP ID:	SST6732.021	Local	L	10	-	-	-	-	-	-	-
TIP ID:	2019-024		<b>Total</b>	<b>48</b>	-	-	-	-	-	-	-

Type: Capital

Air Quality: Exempt from conformity analysis

Description: Purchase of replacement ADA van for Greeley Center for Independence

**REVISED ENTRY**

Title:	ADA Gas MV Replacement	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	Federal	FTA 5310	-	-	-	39	-	-	-	39
STIP ID:	SST6732.021	Local	L	-	-	-	10	-	-	-	10
TIP ID:	2019-024		<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>48</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>48</b>

Type: Capital

Air Quality: Exempt from conformity analysis

Description: Purchase of replacement ADA van for Greeley Center for Independence

Revision: Rolling project from FY19-22 TIP and rolling all previous funding to FY21 (\$39K federal and \$10K local).

**FTA 5339 - Bus and Bus Facilities Program**

**PREVIOUS ENTRY**

Title:	Repair/Replace/Enhance Rolling Stock, Facilities & Technology	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5339	555	-	380	-	399	399	399	1,577
STIP ID:	SST7066.028	Local	L	138	-	95	-	100	100	100	395
TIP ID:	2019-02		<b>Total</b>	<b>693</b>	-	<b>476</b>	-	<b>499</b>	<b>499</b>	<b>499</b>	<b>1,973</b>

Type: Capital Improvements

Air Quality: Exempt from conformity analysis

Description: Funding will go toward projects to repair, replace, and/or enhance existing rolling stock, facilities and technology (hardware and software).

**REVISED ENTRY**

Title:	Repair/Replace/Enhance Rolling Stock, Facilities & Technology	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5339	555	-	-	394	399	399	399	1,591
STIP ID:	SST7066.028	Local	L	138	-	-	98	100	100	100	398
TIP ID:	2019-02		<b>Total</b>	<b>693</b>	-	-	<b>492</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>1,989</b>

Type: Capital Improvements

Air Quality: Exempt from conformity analysis

Description: Funding will go toward projects to repair, replace, and/or enhance existing rolling stock, facilities and technology (hardware and software).

Revision: Rolling all FY20 funding (\$380K federal and \$95K local) to FY21 and increasing rolled funds by \$14K federal and \$3K local.

**PREVIOUS ENTRY**

Title:	Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	FTA 5339(a)	-	-	1,043	-	-	-	-	1,043
STIP ID:	Unassigned	Local	L	-	-	261	-	-	-	-	261
TIP ID:	2020-037		<b>Total</b>	-	-	<b>1,304</b>	-	-	-	-	<b>1,304</b>

Type: Vehicle Purchase

Air Quality: Exempt from conformity analysis

Description: Two (2) 40' buses

**REVISED ENTRY**

Title:	Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	FTA 5339(a)	-	-	-	1,043	-	-	-	1,043
STIP ID:	Unassigned	Local	L	-	-	-	261	-	-	-	261
TIP ID:	2020-037		<b>Total</b>	-	-	-	<b>1,304</b>	-	-	-	<b>1,304</b>

Type: Vehicle Purchase

Air Quality: Exempt from conformity analysis

Description: Two (2) 40' buses

Revision: Rolling all FY20 funding to FY21 (\$1,043K federal and \$261K local).

**PREVIOUS ENTRY**

Title:	Repair, Replace or Purchase Rolling Stock, Facilities & Tech	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5339	-	-	92	-	92	92	92	368
STIP ID:	Unassigned	Local	L	-	-	23	-	23	23	23	92
TIP ID:	2020-038		<b>Total</b>	-	-	<b>115</b>	-	<b>115</b>	<b>115</b>	<b>115</b>	<b>460</b>

Type: Capital Improvements

Air Quality: Exempt from conformity analysis

Description: Funding will go toward projects to replace, rehabilitate or purchase buses, bus facilities and related equipment

**REVISED ENTRY**

Title:	Repair, Replace or Purchase Rolling Stock, Facilities & Tech	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5339	-	-	-	92	92	92	92	368
STIP ID:	SST7073.005	Local	L	-	-	-	23	23	23	23	92
TIP ID:	2020-038		<b>Total</b>	-	-	-	<b>115</b>	<b>115</b>	<b>115</b>	<b>115</b>	<b>460</b>

Type: Capital Improvements

Air Quality: Exempt from conformity analysis

Description: Funding will go toward projects to replace, rehabilitate or purchase buses, bus facilities and related equipment

Revision: Rolling all FY20 funding to FY21 (\$92K federal and \$23K local).

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Suzette Mallette, Executive Director**

**Date: November 5, 2020**

**Re: GHG Roadmap NFRMPO Comment Letter**

### Background

The Colorado Energy Office, following Legislative directive, has produced a Greenhouse Gas Emissions Roadmap looking at reducing greenhouse gas (GHG) emissions in the state of Colorado. The Roadmap is a comprehensive identification of areas of emissions and potential control strategies.

The attached letter, that identifies the NFRMPO concerns, focuses on the Transportation Sector of the Roadmap. The Roadmap lays the foundation for potential rulemaking through the Air Quality Control Commission in 2021. The categories discussed in the Transportation Sector are listed below. The draft letter and excerpt from the Roadmap are attached. The full Roadmap is available [here](#).

- Zero Emissions Vehicles
- Clean Trucking Strategy
- Public Investment in Clean Vehicles and Infrastructure
- VMT Reduction Strategies
- Indirect Source Rulemaking
- Clean Fuel Standard

### Action

This is an Action item as comments from the NFRMPO are due to the Colorado Energy Office by **November 6, 2020**.



November 5, 2020

Will Toor  
Executive Director  
Colorado Energy Office  
1600 Broadway, Suite 1960,  
Denver, Colorado 80202

Thank you for the opportunity to provide comment on the GHG Roadmap. The North Front Range MPO is comprised of 15 elected officials representing the urban portions of Larimer and Weld counties. This area is also part of the Denver-North Front Range 8-hour Ozone Nonattainment Area and understands the importance of clean air in our region and state.

While Greenhouse Gas (GHG) emissions are not a criterion pollutant through the Environmental Protection Agency (EPA), their control has benefits to the reduction in volatile organic compounds (VOC) and Nitrogen Oxides (NOx) which contribute to this area coming into compliance with the ozone standard. As this organization is concerned with transportation issues, the following comments are addressing the *Transportation Sector* portion of the GHG Roadmap.

#### Zero Emissions Vehicles

The NFRMPO has previously identified concerns about the implementation and effects of these strategies. As the State moves towards converting the fleet mix to Electric Vehicles (EV) the income provided by the gas tax into the Highway Users Tax Fund (HUTF) will decrease. The Roadmap should address that while converting to an electric fleet will reduce emissions, the vehicles will still cause wear to the roads while not providing the same monetary contribution to maintenance and upkeep. The Roadmap does not address how this financial deficit will be made up. The NFRMPO identified issues regarding the current HUTF funding structure during the hearings of Regulation 20 in 2018, recognizing a need for EV fees to be in parity with gas-powered vehicle revenue contributions.

The Roadmap identifies the need to increase incentives for low-income consumers and addresses the disparity in availability of affordable new or used EVs. Until there is price parity between electric vehicles and traditional gas-powered vehicles, there is a concern that low-income consumers will be unable to transition to EVs. In addition, the need for charging infrastructure in low-income homes and communities may become a hinderance in the transition. The Roadmap identifies that state agencies may help provide grants but does not identify sources of funding to address these concerns. Without an available funding source this would put a disproportionate burden on low-income consumers.

#### Clean Trucking Strategy

Strategies are identified to increase the charging infrastructure in Colorado to accommodate the increased demand. Though Colorado is committed to these infrastructure goals, it is not addressed how interstate truck travel will be impacted. Specifically, the NFRMPO region lies along I-25 and is located near I-80, I-76, and I-70, which are major cross-country trucking corridors. To ensure trucks will be able to charge outside of Colorado, there must be coordination between neighboring states.

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Additional consideration needs to be made to protect small employers or owner operators to ensure they are not pushed out of the market due to tightening restrictions. This can be addressed through grants or other support to help install charging infrastructure or purchase EVs.

#### Public Investment in Clean Vehicles and Infrastructure

The need for additional funding is discussed for several of the strategies outlined in the Roadmap. Specific funding sources or options should be tied to the proposed strategies in the Roadmap to be feasible. As the income received from the gas tax declines, and as municipalities (and the State) face budget concerns related to the COVID-19 pandemic, it is imperative for specific funding streams to be available for the strategies in the Roadmap to be implemented.

#### VMT Reduction Strategies

HB 19-1261 set the target scenario so that we must reduce 2030 VMT to 10% below the levels in the reference scenario. This reduction in VMT is largely unattainable given the reference point of 2005 where VMT in the NFRMPO was 10,637,000. Since that time, in 2020 the population and employment has increased by 49.7% and 43.4% respectively contributing to an increase in VMT to 11,800,000 in 2019. As population continues to grow, so will VMT. To attain this metric, we would need to have an 18.87% shift out of SOVs. Between 2001 and 2010 the NFRMPO region only saw a 2.3% shift away from drive alone work trips. A more achievable reduction should be considered.

The reduction in VMT has, in the past, been tied to a reduction in emissions from the transportation sector. However, as cars have gotten cleaner this is no longer the case. The Roadmap states reduction in Vehicle Miles Traveled (VMT) is critical in achieving GHG reductions over time. Current modeling for VOC and NOx indicates that while VMT is expected to increase over the next 25 years, the pollutants will decrease given technology and fuel improvements. This is the trend even though modeling performed by the NFRMPO and DRCOG does not currently account for vehicle electrification.

NFRMPO does support VMT reduction strategies to alleviate congestion.

#### *TDM:*

Clarification should be made that the VMT strategies are intended to help reduce emissions in the short term to reduce GHG emissions prior to fleet electrification being widespread. Additionally, the VMT reduction strategies include “both increasingly clean vehicles and also providing more choices to manage demand” (p. 74). This statement incorrectly makes a correlation that clean vehicle benefits result in VMT reductions.

The Roadmap also incorrectly states that if the Denver/North Front Range 8-hour Ozone Nonattainment Area is reclassified as Severe for ozone, a TDM program will be required per the Clean Air Act. As clarified by the Regional Air Quality Council (RAQC) and in [§7511a\(d\)\(1\)\(B\)](#) (p. 5799), employer trip reduction strategies are optional, not mandatory.

#### *Land use planning and land use incentives:*



Though the NFRMPO recognizes the correlation between land use and transportation, particularly regarding VMT reductions, metropolitan planning organizations (MPOs) have no regulatory authority over land use decisions. The NFRMPO has concerns on how the State intends to implement or enforce directives on land use for metropolitan planning areas.

*Integrate GHG Pollution Standards and Analysis in Regional, and Statewide Plans:*

Modeling capabilities completed by the Colorado Department of Health and Environment (CDPHE) and the NFRMPO are currently limited in how emissions are measured including no current outputs for GHG emissions, not accounting for electric vehicles in the fleet mix, and not being able to perform analysis at the project level.

The NFRMPO does not support incorporating GHG analysis as part of the federally required conformity rule. This should be a separate process as the modeling and conformity analysis performed for Ozone precursors ensures that projects which have been selected will not further contribute to air pollution. The modeling and conformity analysis at the regional level does not inform planning decisions but only ensures projects do not put the region out of conformity. The GHG Roadmap is a statewide plan yet the focus is on the nonattainment area. It does not adequately address how this process would work in MPOs that are in attainment. Additionally, MPO's should be an integral part of the development of a GHG budget process.

Additional clarification needs to be made on the inclusion and intent on social costs of carbon, what specifically is this concept, and how it would be measured.

*Enhanced Multimodal Options:*

The *Enhanced Multimodal Options* section of the Roadmap emphasizes the importance of transit investments in reducing VMT but does not discuss the intentions on converting transit to clean energy or electrification. As automobiles on the road become cleaner it is imperative that transit moves to clean energy as well for the full benefits of transit to be observed. Additionally, references to the Front Range Passenger Rail, including alignment and technology, incorrectly imply these decisions have been finalized when they are still in the development phase.

Indirect Source Rulemaking

This section is largely a land use regulation where MPO's have no regulatory authority.

Clean Fuel Standard

Agree that it is premature to move forward with Clean Fuel Standards at this time.

The NFRMPO appreciates your consideration of the comments submitted. If you have any questions please contact Suzette Mallette, Executive Director at [smallette@nfrmpo.org](mailto:smallette@nfrmpo.org).



Sincerely,

Dave Clark, NFRMPO Chair

DRAFT

of efficiency improvements that are achieved by leading electric utility programs. Modernizing the state's statutory requirements for gas efficiency and demand-side management (DSM) programs may create additional pathways to reduce carbon emissions from the natural gas distribution systems including by setting savings-based targets, incorporating the social cost of greenhouse gas emissions in cost benefit analysis (as is done for electric sector DSM) and better aligning gas DSM with the state's goal of improving building shells and increasing electrification in buildings.

### *Transportation Sector*

#### ZERO-EMISSION VEHICLES

The updated Colorado EV Plan was released in April of 2020 and establishes goals for zero-emission vehicle adoption statewide. Among these are the deployment of at least 940,000 EVs on the road by 2030 (including at least 1,000 transit vehicles), nearing the full electrification of the light-duty fleet by 2050, and a 100% zero-emission for new medium- and heavy-duty fleet by 2050. In addition, the plan identifies a number of strategies designed to increase consumer awareness, ensure user equity, and continue the build out of necessary charging and fueling infrastructure to support widespread adoption. Together, these will be critical to meeting the emissions reductions in the transportation sector.

- Goal of Near-100% Zero-Emission LDVs by 2050: The transportation sector is the single largest contributor of GHGs both nationwide and in Colorado, and nearly 60% of these emissions come from light-duty vehicles. Pursuing the near-complete electrification of these vehicles by 2050, with an interim target of nearly 1 million light-duty EVs in service by 2030, will significantly reduce the state's overall GHG emissions while saving consumers money and producing complementary benefits to the state's rapidly decarbonizing electrical grid. Importantly, light duty vehicles tend to remain in the fleet for 10 years or more, such that achieving near full electrification of all vehicles in service by 2050 will require a very high market share of EVs in new vehicle sales many years earlier. Complementary actions such as consumer incentives and building out a statewide network of charging infrastructure and accelerating turnover of

fleet vehicles including in government fleets is essential in addition to potential regulatory action.

- Consider adoption of post-2025 Clean Car Standards: In November 2018, the Colorado Air Quality Control Commission (AQCC) adopted Regulation 20 on Low Emission Vehicle (LEV) standards for new light- and medium-duty vehicles sold in Colorado beginning in model year 2022. In doing so, it joined twelve other states and the District of Columbia in adopting California's vehicle standards under Section 177 of the Federal Clean Air Act. Currently, regulations requiring improvements in vehicle efficiency or ZEV adoption beyond 2025 are not in place at either the federal or California level. It is likely that both the federal government and California will soon pursue post-2025 standards. Colorado could choose to adopt future CARB standards through Section 177 as a means of continuing its progress after 2025, and can weigh in on development of both the California and federal standards. Because this is contingent on development of another state's standards that do not yet exist, and of post 2025 federal standards, it is likely a few years out before Colorado could consider this through a regulatory process, so it is not listed in the chart summary. However, we do recommend active engagement in rulemaking proceedings to help shape federal and California standards in the near term.
- EV Incentives for Consumers, including Low-Income Consumers: Current EV tax credits in Colorado are only available for the purchase or lease of new vehicles, but many consumers, particularly those in lower-income communities, are not able to access these incentives when purchasing used vehicles or other transportation modes such as transit passes, bicycles, Transportation Network Companies such as Lyft or Uber, and micromobility services. Establishing new incentives that cut across electrification of multiple modes will help spread the benefits of transportation electrification more equitably to all Coloradans. The Colorado Energy Office is currently developing a pilot electric micromobility project to provide electric bikes and scooters to low income essential workers

who have been negatively impacted by COVID-related public transit disruptions.

- Incentivizing EV Charging Infrastructure: Colorado has supported the build-out of publicly-accessible EV charging infrastructure at workplaces, public buildings, and along major travel corridors for years through the Charge Ahead Colorado and Alt Fuels Colorado programs and must continue to do so as the adoption of EVs grows statewide. Particular emphasis must be placed on filling gaps on the state highway network to allow for longer-distance travel, installing chargers at multi-family housing to allow renters and lower-income individuals to transition to EVs, and addressing the needs of medium and heavy duty vehicles.
- Local EV Planning: While state efforts to plan for and deploy zero emission vehicles and infrastructure are vital, local action by counties and municipalities will also be needed. Some Colorado communities have taken the lead in developing electrification plans and investing in their implementation, but many others lack the roadmap needed to begin making progress. State agencies can help local governments in taking this critical first step by providing grants, tools, and technical assistance for transportation electrification planning, multiplying impacts and spreading benefits more broadly across the state.

#### CLEAN TRUCKING STRATEGY, ADVANCED CLEAN TRUCK STANDARD AND FLEET RULES

In July 2020, the state joined a multistate memorandum of understanding on zero emissions trucks, and CDOT, CDPHE, and CEO announced plans to develop an all-of-the-above strategy to reduce pollution from medium and heavy duty transportation. With transportation now the largest source of air pollution in Colorado -- and with our economy increasingly reliant on freight, as exemplified during the COVID-19 crisis -- it is critical that we develop a thoughtful and balanced approach that provides a pathway for emissions reductions in this critical area. The draft strategy includes a suite of ideas that will be evaluated comprehensively (including

stakeholder input and in depth technical evaluation) to determine the most impactful and reasonable actions:

- Accelerating opportunities for fleet turnover within the conventional truck fleet, including diesel emissions reduction strategies: As motor carriers have noted, decades-old diesel trucks, manufactured prior to the enactment of more recent federal emissions standards for medium and heavy duty trucks, play an outsized role in current fleet emissions of particulates and nitrogen oxides. These federal standards were strengthened beginning in Model Year 2014, with a second set of stronger federal standards beginning in Model Years 2018 or 2021, depending on the class of vehicles. Continuing to pursue a variety of strategies to ensure that the diesel fleet is as clean as possible should be an important component of a clean truck strategy. Colorado is exploring a number of opportunities to design and support a public-private partnership program that focuses on displacing high emitting diesel trucks with cleaner models. This could be structured to increasingly reward models that meet the most rigorous emissions standards.
- Developing infrastructure to support zero emission vehicles in medium and heavy duty fleets: As zero emission vehicle truck technologies including electrification and hydrogen fuel cells proliferate, their success will depend on a robust network of charging and fueling infrastructure. The state is working with utilities and other industry partners to identify a strategy for supporting this sector with charging and fueling infrastructure.
- Incorporating clean technologies into key freight corridors and highway projects and developing a strategy for medium/heavy duty ZEV fueling infrastructure along these critical routes. As we consider the future of Colorado's infrastructure, it is critical that we support trucking along corridors that are important to our freight network. This includes features such as runaway truck ramps and signage to designate steep grades and other safety

concerns, and it should also incorporate improvements that facilitate cleaner trucking -- be it fueling infrastructure or elements that can help reduce pollution along those corridors, including a careful look at the siting for charging and hydrogen fueling infrastructure, working with utilities and other industry partners.

- Exploring opportunities for cleaner fleets: Across the country, major fleets such as UPS and Amazon are leading by example through planning large scale procurement of electric trucks. State agencies are engaging with major fleet owners to discuss how best to support large scale transition to ZEV fleets, including identifying what vehicle classes work best for early adoption, and what complementary policies can support fleet transition. The state is also working with shippers and carriers to explore acquisition of refrigerated trailers with electric standby units as well as having the necessary charging system to support those units at distribution or receiving sites.
- Exploring potential adoption of Advanced Clean Truck standards for medium and heavy trucks: As manufacturers introduce new ZEV technologies into the market, we must explore all options to ensure that Colorado truck consumers have access to innovations that are being made available elsewhere in the country. Thus, as other states explore Advanced Clean Truck regulations, Colorado is beginning an analysis of its own to evaluate the pros and cons of joining the program, as well as potential regulatory flexibilities that may be allowable under the Clean Air Act should Colorado pursue rulemaking. The California Advanced Clean Trucks Rule would require vehicle manufacturers to sell an increasing percentage of zero-emission trucks between 2024 and 2030 and for fleet owners of a certain size to track and report on their purchase and use of such vehicles. By 2030, 50% of Class 4-8 straight truck sales and 15% of all other truck sales would need to be zero-emissions to avoid penalties. The State of Colorado could choose to adopt this rule under Section 177 of the Federal Clean Air Act. CDOT, in collaboration with CDPHE and CEO, will engage

in stakeholder discussions and technical analysis to inform the decision on whether to pursue a formal rulemaking process at the AQCC. This could also be paired with potential fleet rules requiring fleets above certain size thresholds to transition to ZEV, in order to address both the supply side and the demand side.

- Exploring Emission Reductions for Last Mile Freight Delivery and Pickup and Deployment of Sustainable Options: Both locally and on the internet, home and business deliveries have increased substantially. Downtown business areas have been affected. As we seek to reduce emissions in those areas, diminish congestion and make those areas more pedestrian-friendly, it is important that we work with logistics companies and businesses on a series of strategies to achieve those objectives. These include the greater adoption of cleaner and zero emission vehicles, use of routing optimization software, providing advanced parking solutions for deliveries, establishing freight consolidation centers, encouraging off-peak deliveries, and creating strategies to reduce dwell time and idling.
- Working with and Assisting Truck Dealerships and Private Maintenance Shops in Supporting Workforce Development and ZEV Vehicle Implementation: Moving toward ZEV vehicles will require investments on the part of truck dealers, private repair shops, and fleets with their own on-site maintenance. These groups will need to retrofit and upgrade their facilities to perform maintenance on these vehicles, as well as train mechanics and other personnel to service them. This could be part of a larger workforce development effort targeted at increasing the number of mechanics and technicians. It is critical that the state work with these different maintenance operations on how we can better support the movement toward more ZEV trucks.
- Encouraging Private Fleets to Become Partners in the Voluntary EPA SmartWay Program: The SmartWay Transport Partnership is a collaborative program

among logistics companies and the EPA. It helps companies to adopt and implement technologies and strategies that will reduce emissions and improve fuel efficiency.

- Leading by example through green procurement: The state is committed to “walking the walk” and will take a leading role toward reducing emissions from medium and heavy-duty trucks, both in its own fleet and with those private fleets with which it conducts business. The state is already working to turn over its light duty fleet to ZEV and more efficient fleet vehicles - including reducing the footprint of vehicles, where possible, to categories that are available in more efficient models. As more ZEV and hybrid options become available in the medium and heavy duty market, state procurement targets should look to these vehicle classes as well. Further, the state will explore whether there are options to improve air quality performance on its projects during construction.

#### PUBLIC INVESTMENT IN CLEAN VEHICLES AND INFRASTRUCTURE

Significant public investment will be needed to support electrification of medium and heavy duty vehicles. These include investment in infrastructure as well as vehicle purchase incentives. In addition, investment will be needed to both accelerate light duty vehicle electrification and to make it equitable, through mechanisms that could allow lower-income Coloradans with old and inefficient cars to upgrade to electric vehicles or other zero emission vehicles. The level of funding that will be required to achieve the transition to high levels of zero emissions vehicles is unlikely to be available through the state general fund, and instead would need bondable and sustained long term revenue mechanisms that could be considered either as a standalone clean transportation measure or as part of a broader transportation funding package.

#### VMT REDUCTION STRATEGIES

In addition to transforming the fleet towards zero emissions, reducing the growth in vehicle miles traveled (VMT) is a critical element of reducing pollution from

the transportation sector. In the HB19-1261 Target scenario, we must reduce 2030 VMT 10% below the levels in the reference scenario. Providing more options to travelers is important to reducing the emissions impacts of driving. This includes both increasingly clean vehicles and also providing more choices to manage demand, and associated pollution, on the roadways over time. The HB19-1261 Target scenario assumes a 10% VMT reduction relative to the 2030 pre-COVID forecast - a number that is based on current driving patterns. Notably, VMT during the “Stay at Home” period of the COVID-19 pandemic was much further reduced; reductions have hovered closer to 10% during the summer and during a period of months when economic activity has been much stronger. Thus, this number is included based on the assumption that shifts in behavior over a meaningful period of time may make this level sustainable, given a range of policies both to help manage demand and to help ensure that the Colorado economy remains in the top tier of the nation. This will likely require a suite of policy solutions, such as:

- Transportation demand management (TDM): Utilizing incentives, marketing, and other creative tools to encourage non-SOV travel, is a core strategy to reducing VMT. Traditionally, this has meant working with employers to provide transit passes, etc. to make multimodal options more appealing. In light of COVID-19, a specialized focus on making teleworking more permanent will be essential in promoting a longer-term shift towards alternatives to driving. This must be a concerted effort to support and encourage employees, employers, and local communities in reshaping the work commute. One strategy we recommend is a trip reduction requirement for large employers, which would require employers over a size threshold to develop TDM programs for their employees. This could be incorporated into a 2020 transportation GHG rulemaking by the AQCC. If the Denver/North Front Range Nonattainment Area is re-designated as Severe for ozone, TDM requirements will be required under the federal Clean Air Act.

- Land use planning and land use incentives: VMT is driven in part by the land-use planning decisions made at local and regional levels. Designing and building communities that allow for and encourage the use of biking, walking, transit, and other low-carbon modes of transportation will decrease emissions. Local governments often make decisions that have the effect of separating housing at long distances from employment, as well as often placing major trip destinations such as grocery stores, schools, colleges and hospitals far away from where people live, and often far from public transit access. In many cases, limited state transportation funds are then used to try to address the high levels of traffic that come from these land use decisions. These land use patterns negatively impact the state budget, often lead to racial and social inequities as low income workers are forced into very long commutes, and worsen air pollution and GHG pollution. State agencies must work with local governments and metropolitan planning organizations to develop strategies to promote more sustainable land use, and should develop criteria to use state investment to incentivize smart land use decisions. It should also be noted that land use planning strategies can have a beneficial multiplier effect on other transportation policies. For example, pairing land use planning policies or incentives with vehicle electrification will result in higher GHG reductions than doing either policy in isolation.
- Integrate GHG Pollution Standards and Analysis in Regional, and Statewide Plans: The transportation planning process in Colorado does not fully account for the impacts of GHG emissions when identifying and selecting projects for funding and construction. The Statewide Transportation Plan, Regional Transportation Plans, and Statewide Transportation Improvement Program (STIP) are key documents that establish funding priorities for future years and decades but do not meaningfully factor estimated increases or decreases in GHG emissions into cost-benefit analyses of specific projects or entire funding programs. Establishing GHG budgets for projects, programs, and future plans and requiring the inclusion of the social cost of carbon in benefit-cost analyses

will more accurately reflect the trade-offs between projects and allow for planners, decision-makers, and the public to evaluate them accordingly. For regional and state plans, a possible model is the existing air quality conformity process, in which CDOT would work with the AQCC to establish emissions budgets which would serve as constraints on regional and state plans, as is done today for ozone and other criteria pollutants. The state can also more fully incorporate GHG emissions in project level environmental review. The specifics of such policies must be developed through close collaboration between CDPHE, CDOT and major metropolitan planning areas - especially those that are currently situated in nonattainment areas, which is where policies should be most focused, in order to maximize the co-benefits of reduced ozone pollution.

- Enhanced multimodal options: Increased transit and active transportation options are critical to reducing VMT. This could include more investment in physical infrastructure such as mobility hubs or light or commuter rail (e.g., the proposed Front Range Passenger Rail project, along I-25). It could also include more regular and reliable service along existing routes, such as more frequent and expansive bus rapid transit (BRT) along congested corridors. Increased investment in transit and multimodal infrastructure can yield the behavior change required to get people out of their cars, as evidenced in Seattle, where a large ballot measure to fund light rail, enhanced bus services, and congestion mitigation, all contributed to a drop in VMT.<sup>25</sup> This will require incorporating such elements into future transportation funding packages, and prioritizing multimodal options in programming existing revenue streams.

#### INDIRECT SOURCE RULEMAKING

Indirect sources are recognized by the federal Clean Air Act as sources which generate or attract motor vehicle activity, such as shopping malls, developments, office buildings, warehouses or industrial sites. In California, regulation has been used to mitigate the impacts of these sources' vehicular activity on air quality more directly than motor vehicle emissions standards. This can be done through the NEPA

process for some federally-funded or approved projects. For all or some categories of projects, indirect source rules could supplement local land use authority to ensure the impacts from large attractors of mobile sources are evaluated and mitigated. Implementation of this type of regulation could help encourage more sustainable, multimodal and transit-oriented development, and could generate mitigation measures that support electrification.

#### CLEAN FUELS STANDARD

A Clean Fuel Standard (CFS) is designed to decrease the carbon intensity of the state's transportation fuels and provide an increasing range of low-carbon and renewable fuel alternatives. A CFS functions by establishing carbon intensity (CI) ratings for different fuel types based on their lifecycle emissions impact and then establishing CI benchmarks that increase in stringency over time. Fuels that are below the CI benchmark generate credits while those above the benchmark generate deficits, and thereby a market is created that encourages greater investment in low carbon fuels and discourages continued production and use of high-carbon alternatives. A CFS could serve as a mechanism for continued progress towards reducing the emissions generated by the transportation system. CEO conducted a feasibility study in FY 19-20 that examined a range of clean fuel standard scenarios that would achieve reductions in carbon intensity of 10, 15 or 20% over 10 years. While the study concluded that a CFS was feasible, a number of questions remain unanswered. One is the level of overlap or double counting between emissions reductions from other light and heavy duty electrification efforts and from a CFS. A more significant issue is that the modeling indicated that, at least for the first decade, the bulk of emissions reductions would come through replacement of gasoline and diesel fuel with conventional biofuels. The state has not had a comprehensive analysis or public process examining the tradeoffs involved with large scale use of conventional biofuels, so it seems premature to move forward with a CFS. In addition, the compliance cost for a CFS would likely be passed along to consumers of high carbon fuels such as gasoline and diesel. It may be more appropriate in the near term to look at revenue mechanisms that directly support adoption of zero emissions

vehicles. Thus, we are not recommending that a CFS be part of the near term action agenda for the state, but instead should be further evaluated.

### ***Built Environment***

#### COMMERCIAL BUILDING BENCHMARKING AND PERFORMANCE STANDARDS

Buildings are a major source of GHG emissions in Colorado. While state and local governments and utilities are seeking to decarbonize their building stock, it is challenging to set energy or emissions reduction targets without an understanding of how buildings are performing currently.

The Colorado Energy Office is in the process of launching a commercial building benchmarking program. The program, when fully developed, will enable building owners to report energy use data to a statewide database. The program will work to modernize utility data protocols to improve customer access to building level energy data. Making whole building energy use data more transparent will help identify cost-effective opportunities for energy efficiency and beneficial electrification upgrades.

Going forward, the administration is considering a benchmarking requirement and building performance standard for commercial buildings that would collect needed data about the built energy use. Under a performance standard, covered buildings would be required to meet energy or emissions intensity targets, which could drive investment in cost-effective building upgrades. Once the program requirements are in place, fee for service and fines for non-compliance could fund this program and provide additional dollars to dedicate to building decarbonization work.

#### BUILDING ELECTRIFICATION REQUIREMENTS FOR UTILITIES

A Colorado Energy Office funded study of beneficial electrification (BE) potential estimated the technical, economic, and achievable potentials for BE in buildings in Colorado over the next ten years. As shown in Figure 23, the report concluded electrification in Colorado provides substantial opportunities to reduce GHG emissions in the built environment. The report found a high potential adoption of residential space and water heating, concluding that with the right policy support

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Suzette Mallette, Executive Director**

**Date: November 5, 2020**

**Re: Articles of Association Updates**

### Background

The Articles of Association, originally adopted on January 27, 1988 and last amended September 6, 2018, are being recommended for update to include procedures for virtual and hybrid meetings. This need to update the Articles has become apparent with the move to virtual meetings due to COVID-19 and the current version of the Articles of Association only address in-person meeting procedures. In addition to this major revision, there are a few minor sections for Council to consider and are outlined below.

The following pages reflect the inclusion/modification of hybrid and virtual meetings:

- Pages 9-11 address the Council procedures and are the template that is copied into other sections of the document.
- Council Committees – pages 15 and 18
- TAC – pages 24 -26
- Mobility Committees – pages 30 – 32

Additional items needing Council's discussion include:

- Role of Alternates - pages 8 and 9
- Addition of the RAQC appointment - page 14
- Finance Committee vote – page 16
- Charging Statement – page 18

### Action:

This is a discussion item and Council's input will be sought at the meeting.

# ARTICLES OF ASSOCIATION

AMENDED ARTICLES OF ASSOCIATION NORTH FRONT RANGE  
TRANSPORTATION AND AIR QUALITY PLANNING COUNCIL



**ADOPTED**

January 27, 1988

**AMENDED**

December 4, 2020

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- e. Develop and approve regional transportation and transportation-related air quality plans in accordance with relevant federal, state and local regulations and policies.
- f. Represent the members as a whole on matters of regional and mutual transportation and transportation-related air quality concerns; except that members shall not be limited in expressing contrary views should they determine that an overriding local interest exists.
- g. Encourage action and implementation of regional plans and policies for transportation improvement by local, state and federal agencies.
- h. Coordinate transportation-related air quality planning issues.
- i. Identify and promote effective alternative transportation modes to the automobile.
- j. Develop Resolutions as necessary that establish or modify the regional planning process.
- k. Recognize the linkages between transportation and land use and work to ensure greater coordination between the two.

The Council shall be a body politic and corporate, and as such, shall have the powers necessary to accomplish its purposes. Because its activities are of a regional and multi- governmental nature, it may constitute the entity to perform those regional functions which are authorized by the 2015 Fixing America's Surface Transportation (FAST) Act (FASTAct - 23 USC Section 134) and its successor legislation, the Clean Air Act Amendments of 1990, (42 USC Section 7401), as amended, State Legislation requiring a State Transportation Plan, or any other Federal or State legislation that is applicable. To implement such powers, the Council will:

- l. Undertake comprehensive, regional transportation and transportation-related air quality planning; and
- m. Be the designated entity for the purpose of receiving local, state and federal assistance for the purposes of undertaking transportation planning, air quality planning or for such purposes the Council deems related to those purposes stated above in *Article 1, Part 2*.
- n. Contract for services as the Council may determine.

ARTICLE II – MPO COUNCIL

MEMBERSHIP

1. Each MPO that serves a Transportation Management Area (TMA), as defined by the U.S. Census, shall consist of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan planning area, and appropriate State transportation officials. At a minimum one elected official from each of the local governments within the MPO boundary are included as members.

The MPO may increase the representation, with voting or non-voting members. Non-voting memberships may be granted to any public or private entity involved in transportation or air quality with conditions for such memberships to be determined by the Council. The appointment of primary and alternate members will be communicated to the MPO staff in writing. Appointed members will serve on the committee, so long as their member entity (government or organization, as appropriate) sustains the appointments.

2. The Council may impose such conditions upon membership as it deems necessary to preserve the structure and integrity of the Council, including, but not limited to, requiring financial support for its continued operation.

Current members of the Council:

Government Entity	Membership Date
Air Pollution Control Division	8/1993
Berthoud	8/1993
Eaton	7/2007
Evans	1/1988
Fort Collins	1/1988
Garden City	1/1988
Greeley	1/1988
Johnstown	12/1997
Larimer County	1/1988
LaSalle	1/1988
Loveland	1/1988
Milliken	12/2001
Severance	7/2007
Timnath	4/1994
Transportation Commission	1/1988
Weld County	1/1988
Windsor	1/1988

## REPRESENTATION

1. The business of the Council shall be conducted by representatives of the members, determined as follows:
  - a. One (1) representative and a designated alternate, respectively, of each county or municipal corporation, who shall be a member of the governing body of the county or municipal corporation represented. Alternates are encouraged to attend MPO meetings to learn procedures, issues, etc. Alternates are not intended to give two voices to a jurisdiction. Alternates may serve on committees of the Planning Council.
  - b. Voting memberships may be granted to state or federal entities at the discretion of the Council. Such memberships shall not be conditioned upon contribution to the Council and may be summarily terminated by the Council at its discretion.
2. Non-voting memberships may be granted to any public or private entity involved in transportation or air quality with conditions for such memberships to be determined by the Council. Such memberships may be summarily terminated by the Council at its discretion.
3. Each representative serving on the Council shall serve at the direction of the organization they represent. Vacancies occurring on the Council shall be filled in the same manner as is provided for in the original designations.

Commented [SM1]: My interpretation would be that Alternates can serve on the Finance or HR Committee.

## OFFICERS

1. The officers of the Council shall consist of a Chair, the Vice Chair and immediate Past Chair. The Chair and Vice Chair will not be representatives of government entities from the same county. Members will represent the county in which the entities' Town Hall is located. The Executive Committee is responsible for direct guidance to the Executive Director and speaks for the entire Planning Council on specific issues/direction with consensus from the Council.
2. Each officer will serve a term of one (1) year, with the term to run from January 1 through December 31. Nominations and elections will be held during the last meeting of the previous calendar year. The current Chair will run the meeting at which the election is held with a change in Chair occurring at the next meeting.
3. Vacancies in any office shall be filled by the Council as soon as practical.
4. The duties of the officers shall be as follows:

- a) The Chair shall preside at all meetings of the Council. No Chair shall serve in this capacity no more than two (2) consecutive years.
- b) The Vice Chair shall serve in the absence of the Chair, and, in addition, shall assist the Chair and perform other duties as may be assigned by the Council. The Vice Chair shall serve no more than two (2) consecutive years.
- c) The Chair, or their representative, will represent the Council on the State Transportation Advisory Committee (STAC) to review Regional and State Transportation plans, amendments, and updates to the State Plan, and to advise the Colorado Department of Transportation on the needs of transportation systems in Colorado.

Commented [SM2]: Would this include Alternates?

## MEETINGS AND VOTING

### HYBRID MEETING

A Hybrid Meeting is attended both in person and virtually and is the typical meeting format.

1. The Council shall meet at least quarterly, at a time and place set forth by the Council, and at such other times as the Chair may direct. However, meeting monthly is generally expected. These meetings will be hybrid meetings, allowing attendees and participants to attend in person or virtually.
2. All meetings are subject to the Colorado Open Meetings Law, as defined for a State Body.
3. All Hybrid Council meetings will be open to the public virtually and in person. The Public will be able to access and attend the Council meeting via the link provided in the Agenda Packet and on the NFRMPO website, and the public will be able to speak at a designated time during the meetings. Regular monthly meetings will be announced at least seven (7) days in advance by email to the full Council membership including notification on the NFRMPO website.
4. During the public comment portion of the meeting, members of the public who are not able to attend in person will be asked to identify themselves and that they wish to make public comment in the chat box feature. For those who are attending only via phone, they may email MPO staff at [staff@nfrmpo.org](mailto:staff@nfrmpo.org) up to 30 minutes prior to the meeting to indicate they will have a comment or may speak up when the Chair indicates Public Comment is being accepted. Commenters will be called on in the order they received.
5. In the event of a Special or Emergency meeting, the meeting notices will be made public as soon as practical and follow the Colorado Open Meetings law, as defined for a State Body.
6. Hybrid Council meetings will be electronically recorded, and minutes prepared by MPO staff. Minutes are approved at the next Council meeting and posted on the NFRMPO website.

7. Prior to Hybrid meetings, the MPO staff will provide a packet of background materials to the Council at least seven (7) days in advance via e-mail, post office mailing when requested, and the NFRMPO website.
8. Agendas for the Council meetings will be reviewed and approved by the Executive Committee prior to preparation of materials
9. After the Executive Committee, the agenda is sent to the whole Council to allow for the request of additional items or corrections.
10. Meetings are conducted in accordance with Robert's Rules of Order, <http://www.rulesonline.com>
11. Councilmembers either in person or virtually will be identified for the public record, meeting participation and voting. All Councilmember discussions must be in the public portion of the chat feature during the meeting.
12. Voting will be based on the preference of the Chair. Options include, but are not limited to: voice vote, identification of only opposed positions and roll call.

---

#### VIRTUAL MEETINGS

In the event weather, natural disaster, State or Local stay at home orders, etc. prevent the Council from meeting in person, Virtual meetings will be held.

1. The Council shall meet at least quarterly, at a time and place set forth by the Council, and at such other times as the Chair may direct. However, meeting monthly is generally expected. These meetings will be virtual meetings, allowing attendees and participants to attend virtually.
2. All meetings are subject to the Colorado Open Meetings Law, as defined for a State Body.
3. All Virtual Council meetings will be open to the public to attend via a virtual meeting platform provided in the Agenda Packet and on the NFRMPO website. The public will be able to speak at a designated time during the meetings and as identified on the Agenda. Regular monthly meetings will be announced at least seven (7) days in advance by email to the full Council membership including notification on the NFRMPO website.



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## VOTING

The voting structure will be as follows:

1. Each voting member of the Council shall receive one (1) vote.
  - a. The State Transportation Commissioner is not eligible to vote on the Call for Projects that awards funding in the Transportation Improvement Program (TIP).
  - b. The State Transportation Commissioner is eligible to vote on amendments to the Call for Projects.
  - c. The Air Pollution Control Division member votes on air quality related items only.
2. Three of the five members of the principal local units of governments (Fort Collins, Greeley, Loveland, Larimer County, and Weld County) shall constitute a quorum, or a majority of the voting membership shall also constitute a quorum.
  - a. A quorum may need to be reestablished on the Call for Projects as the State Members are not eligible to vote on this item.
3. All votes must be done in person by the representative or by an alternate, and there shall be no voting proxy.
4. The Council may vote to go into executive session for the purpose of discussing personnel matters and meeting with attorneys representing the Council in an advisory situation, and for any other purpose authorized by and consistent with the Colorado Open Meetings Law.

---

## WEIGHTED VOTE

Any member of the Council, that is eligible to vote on a given item, can call for a weighted vote.

A weighted vote cannot be used on matters related to changing the Articles of Association or on personnel matters regarding the executive director.

Should a weighted vote be called, the item under consideration shall immediately be tabled and a weighted vote carried out at the next regular meeting of the MPO Council. This allows Council members to consult with their local governments prior to a weighted vote being cast.

Determination of the weighted votes is based on the Decennial Census numbers and updated annually to reflect the State Demographer's estimates.

- a. Weighted votes will be adjusted when a new member government joins the Council.
- b. Weighted votes will be reviewed and adjusted annually in conjunction with the release of the State Demographer's estimates and/or the American Communities Survey from the U.S. Census Bureau, generally in the fall.

Revised population estimates will be released with the adoption of the Unified Planning Work Program (UPWP) that serves to update the Local Match contribution as well as the weighted vote.

- c. Population for the cities and towns is either based on the Decennial Census, once every ten (10) years, or the State Demographer's estimates.
- d. Population for the Counties within the Area is calculated as follows:
  - i. Decennial Census: Total the Census Blocks which are within the MPO boundary, minus the cities and towns within the boundary.
  - ii. Adjusted annually by the U.S. Census Bureau's American Communities Survey using the same method as above.
- e. State Members, the Transportation Commissioner and the Air Pollution Control Division have a weighted vote of one.

The number of votes is based on where the population falls within the following increments:

Population Increments*	Number of Votes
Less than 10,000	1
10,001-20,000	2
20,001-30,000	3
30,001-40,000	4
40,001-50,000	5
50,001-60,000	6
60,001-70,000	7
70,001-80,000	8
80,001-90,000	9
90,001-100,000	10
100,001-110,000	11
110,001-120,000	12

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## ARTICLE IV – HUMAN RESOURCES (HR) COMMITTEE

The Human Resources (HR) Committee makes recommendations to the Council concerning HR matters that include but are not limited to the Executive Director annual evaluation and modifications to the MPO Personnel Policies.

### GENERAL RESPONSIBILITIES

The committee may assist the MPO staff/consultant(s) and make a recommendation to the Planning Council with the following tasks:

- A. Working with the HR Consultant to select and carry out the annual evaluation for the Executive Director as laid out in the Executive Director's contract.
- B. Work with the HR Consultant on issues that may be outside of the MPO staff purview
- C. Approve mandated amendments to the Personnel Policies
- D. Refer any specific HR items to the Council's attention
- E. Make recommendation to Council on any substantive changes to the Personnel Policies

### STRUCTURE AND MEMBERSHIP

#### MEMBERSHIP

Annually the Planning Council Chair shall review and appoint members to the HR Committee to ensure representation from both counties and from large and small community members, three (3) to five (5) members. The Planning Council Chair shall appoint members to the HR Committee with the Current Past Chair serving as the Chair.

#### MEMBERSHIP VACANCIES

In the event of a vacancy or resignation, the Council Chair will appoint a new member of the HR Committee

### MEETINGS

#### OPEN MEETINGS WITH ADVANCE NOTICE

All committee meetings will be open to the public, and the public will be able to speak at a designated time during the meetings. Meetings will be announced at least seven (7) days in advance by email to the HR committee membership and notification on the NFRMPO website.

1. In the event of a Special or Emergency meeting, the meeting notices will be made public as soon as practical and follow the Colorado Open Meetings law, as defined for a State Body.

---

## MEETING LOCATION AND FREQUENCY

- A. The location of meetings is to be determined by committee members. Meetings will either be in one location within the region or will rotate around the region to better accommodate attendance by representatives. Meeting locations will be recorded on the meeting agenda and in the meeting minutes. Virtual or Hybrid meetings may also be held.
- B. The committee will meet at least annually in September in conjunction with the HR Consultant to determine the Executive Director performance evaluation plan. The committee chair, or their representative, will make a recommendation to the Council at their October meeting. Mandated amendments to the Personnel Policies may be handled electronically.

---

## CONDUCT OF MEETINGS

The HR Committee Chair will facilitate meetings following a previously distributed prepared agenda. Committee members may request agenda items up to at least ten (10) days in advance of an upcoming meeting.

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## CONSENSUS APPROACH

The HR committee will strive to reach consensus on issues rather than vote.

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## MEETING MINUTES

The MPO staff will prepare minutes for each HR committee meeting. The minutes will accurately reflect the conduct of the meeting, note all activity and discussion relevant to the agenda items, and record all outcomes. The MPO Council will receive an accurate summary of the minutes identifying discussion items and any recommendations to Council.

---

## MEETING MATERIALS

Prior to meetings, the MPO staff will provide background materials to the committee via email.

## OTHER COMMITTEES OF THE COUNCIL

The MPO Council may agree to establish a Committee of the Council to work on specific items in more detail than time allows at regular Council meetings. The Chair will appoint the members of the Committee and identify the specific charge or the Committee. A Charging Statement will be written up based on the discussion and direction of the Council that specifies the charge of the Committee. The Council will approve the Charging Statement prior to Committee work beginning. If during the course of the Committee work it is determined that the Charging Statement needs to be modified, a revised Charging Statement will be presented to the whole Council for approval. *Appendix D* contains a

Charging Statement template that can be prepared during the Council meeting and approved at the same meeting.

Commented [SM4]: Have we ever used this and do you think it is helpful?

The MPO Chair will also appoint a Chair of the Committee. The Committee Chair will be responsible for conducting meetings, directing MPO staff on work items, and reporting back to the MPO Council with recommendations.

Committees are intended to make recommendations to the Council as a whole for their consideration. Any recommended action from Committees must be approved by the Council as a whole following the normal deliberative procedure. This procedure calls for discussion of the item in one month followed by either taking action or further discussion in subsequent month(s). If the Council as a whole does not agree with the Committee recommendation, the Council would need to determine the most appropriate next step.























9. LCMC and WCMC members, either in person or virtually, will be identified for the public record, meeting participation and voting.
10. Voting will be based on the preference of the Chair. Options include, but are not limited to: voice vote, identification of only opposed positions and roll call.

---

## VIRTUAL MEETINGS

In the event weather, natural disaster, State or Local stay at home orders, etc. that prevent the LCMC and WCMC from meeting in person, Virtual meetings will be held.

1. All meetings are subject to the Colorado Open Meetings Law, as defined for a State Body.
2. All Virtual LCMC and WCMC meetings will be open to the public to attend via the virtual link or other virtual meeting platform provided in the Agenda Packet and on the NFRMPO website. The public will be able to speak at a designated time during the meetings and as identified on the Agenda. Regular monthly meetings will be announced at least seven (7) days in advance by email to the full LCMC and WCMC membership including notification on the NFRMPO website.
3. During the public comment portion of the meeting, members of the public who are not able to attend in person will be asked to identify themselves and that they wish to make public comment in the chat box feature. Commenters will be called on in the order they received.
4. In the event of a Special or Emergency meeting, the meeting notices will be made public as soon as practical and follow the Colorado Open Meetings law, as defined for a State Body.
5. Virtual LCMC and WCMC meetings will be electronically recorded, and minutes prepared by MPO staff. Minutes are approved at the next Mobility Committee meeting and posted on the NFRMPO website.
6. Prior to Virtual meetings, the MPO staff will provide a packet of background materials to the LCMC and WCMC at least seven (7) days in advance via e-mail, post office mailing when requested, and the NFRMPO website.
7. LCMC and WCMC members may request agenda items at least 10 days in advance of an upcoming meeting. Agenda items need to be generally consistent with the mission of the NFRMPO and the priorities of an overall schedule and/or work plan as defined by the Unified Planning Work Program (UPWP) or MPO Council priorities.
8. LCMC and WCMC members, either in person or virtually, will be identified for the public record, meeting participation and voting.
9. Voting will be based on the preference of the Chair. Options include, but are not limited to: voice vote, identification of only opposed positions and roll call.

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## ARTICLE VII –FINANCIAL

Each year the TAC and Finance Committee shall recommend to the Council, and the Council shall adopt, a UPWP budget required for the operation of the NFRMPO during the ensuing fiscal year.

For purposes of local match contribution, there are two types of projects in the UPWP. The first are projects and programs that benefit all of the MPO members and the second are projects and programs that benefit one or more of the members.

### PROJECTS/PROGRAMS THAT BENEFIT ALL OF THE MPO MEMBERS

Costs related to NFRMPO operations for activities shown below shall be clearly separate from technical studies or activities which benefit particular members. Any such costs shall be funded jointly by the members of the NFRMPO, as established and approved by the Council. Appropriate federal or state grants will be given priority for these expenses. The following activities are examples of costs benefitting all members, although the listing is not exclusive:

1. Make necessary meeting arrangements for Council and TAC meetings, such as obtaining adequate meeting space, preparation and publication of notices, preparation, sending and distribution of agendas and relevant information, refreshments or meals provided as part of meetings.
2. Maintain adequate minutes of Council and TAC meetings, including written documentation of the meetings.
3. Prepare contracts related to passing through federal and/or state grants except for VanGo™ Program.
4. Prepare billings for federal or state grants.
5. Conduct audits as required by federal or state grants.
6. Maintain financial records adequate to sustain such audits.
7. Provide administrative support for the Council and TAC in their roles as MPO and air quality planning agency.
8. Coordinate information exchange between the member's staffs, the Colorado Department of Transportation, the State Legislature, the Federal Highway Administration, the Colorado Department of Health, Federal Transit Administration, and the United States Environmental Protection Agency.
9. Development of required planning documents and supporting information
10. Other such administrative costs as may be approved by Council.

### PROJECTS/PROGRAMS THAT BENEFIT LIMITED NUMBER OF MEMBERS

All project/program costs not deemed to be of benefit to the whole of the NFRMPO shall be paid for by the members benefiting from the projects/programs. Where such projects/programs are eligible for state or federal grants, the benefiting members shall be responsible for any required local match.

### OTHER FINANCIAL ITEMS

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1. The final UPWP budget shall be approved through the adoption of the Unified Planning Work Program document, by resolution of the Council. The budgetary year of the Council shall follow timelines required by federal and state contracts.
2. The Council is specifically empowered to contract or otherwise participate in and to accept grants, funds, gifts or services from any federal, state or local government or its agencies or instrumentalities thereof, and from private and civic sources, and to expend funds received therefrom, under provisions as may be required and agreed to by the Council, in connection with any program or purpose of which the Council exists.
3. The Council shall arrange for a systematic and continuous documentation of the Council's financial affairs and transactions and shall obtain an annual audit of its financial transactions and expenditures, or as otherwise required by law.
4. The Council may authorize through Resolution or other written and approved document any officer or officers, agent or agents, to enter into any contract, or execute and deliver any instrument, in the name of or on behalf of the Council and such authority may be general or confined to special instances. Authority is generally authorized to the Executive Director.
5. No loan shall be contracted on behalf of the Council and no evidence of indebtedness issued in the name of the Council shall be signed by such officer or officers, agent or agents, of the Council.
6. All funds of the Council not otherwise employed shall be deposited from time to time to the credit of the Council in such banks, trust companies or other depositories according to the Council approved Investment Policy.

## ARTICLE VIII – STAFFING AND SUPPORT

1. The administration and coordination needs of the Council shall be provided by the NFRMPO staff.
2. To provide for the operation of the Council activities, the Council shall appoint an Executive Director. The Executive Director shall hire and assign titles and duties to the staff for the completion of the activities of the Council.
3. The Council shall review the performance of the Executive Director on an annual basis using the guidelines in the Executive Director's contract

## ARTILE IX – ARTICLES OF ASSOCIATION AMENDMENTS

These Articles may be amended by an affirmative vote of a majority of the representatives present and voting according to the vote system described In *Article V*, hereof. Such amendments may be accomplished at any regular meeting of the Council, provided at least twenty-one (21) days written notice of the proposed amendment has been given to the members.

## ARTICLE X – RE-DESIGNATION

An existing MPO may be re-designated only by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population (including the largest incorporated city, based on population, as named by the Bureau of the Census), 23 CFR 450.310. See *Appendix C*.

ARTICLE XI – ADOPTION AND EFFECTIVE DATE

These Articles, first signed on January 27, 1988, have been amended by the affirmative vote of the representatives, in accordance with *Article IX*, at a regular meeting of the Council held on the 4<sup>th</sup> day of December, 2020.

NORTH FRONT RANGE TRANSPORTATION  
AND AIR QUALITY PLANNING COUNCIL

By: \_\_\_\_\_

Dave Clark, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Executive Director

Affirmed:	Name:	Vote Tally:
Air Pollution Control Div.	Dena Wojtach	
Berthoud	William Karspeck	
Eaton	Lanie Isbell	
Evans	Mark Clark	
Fort Collins	Kristen Stephens	
Garden City	Fil Archuleta	
Greeley	Brett Payton	
Johnstown	Troy Mellon	
Larimer County	Tom Donnelly	
LaSalle	Paula Cochran	
Loveland	Dave Clark	
Milliken	Elizabeth Austin	
Severance	Don McLeod	
Timnath	Lisa Laake	
Transportation Comm.	Kathleen Bracke	
Weld County	Kevin Ross	
Windsor	Paul Rennemeyer	
<b>Total:</b>		

As of December 4, 2020

APPENDIX A- RESOLUTIONS

<b>Resolution Number</b>	<b>Date Signed</b>	<b>Change</b>
2020-XX	XX/XX/XX	Insert Virtual and Hybrid meetings procedures
2018-16	9/6/18	Clarify the formation of (sub) committees and responsibility of the Chair; Created a standing HR committee, Open Meetings requirements with Special or Emergency meetings; Removed Annual review of Executive Director.
2015-09	07/9/15	Changes to Article XI – Staffing and Support, added section 3 outlining the procedure for the annual review of the Executive Director
2014-08	05/1/14	Clarify Council elections, update TAC officers, elections and responsibilities, delete Air Quality Technical Committee, add Finance Committee and Mobility Councils, updated Budget and Finance Section, update supporting documents to reflect Census, updated meeting conduct and renumber articles.
2012-09	5/3/12	Add Meeting Conduct, Subcommittees of Council, Appendices, and remove State Member voting on Call for Projects
2012-01	1/5/12	TAG dissolution
2011-10	6/2/11	Weighted Vote & AQTC
2007-08	6/7/07	Add members (Severance & Eaton)
2007-07	6/7/07	Add Severance
2007-06	6/7/07	Add Eaton

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2004-27	10/7/04	Weighted Vote
2004-20	7/1/04	Weighted Vote

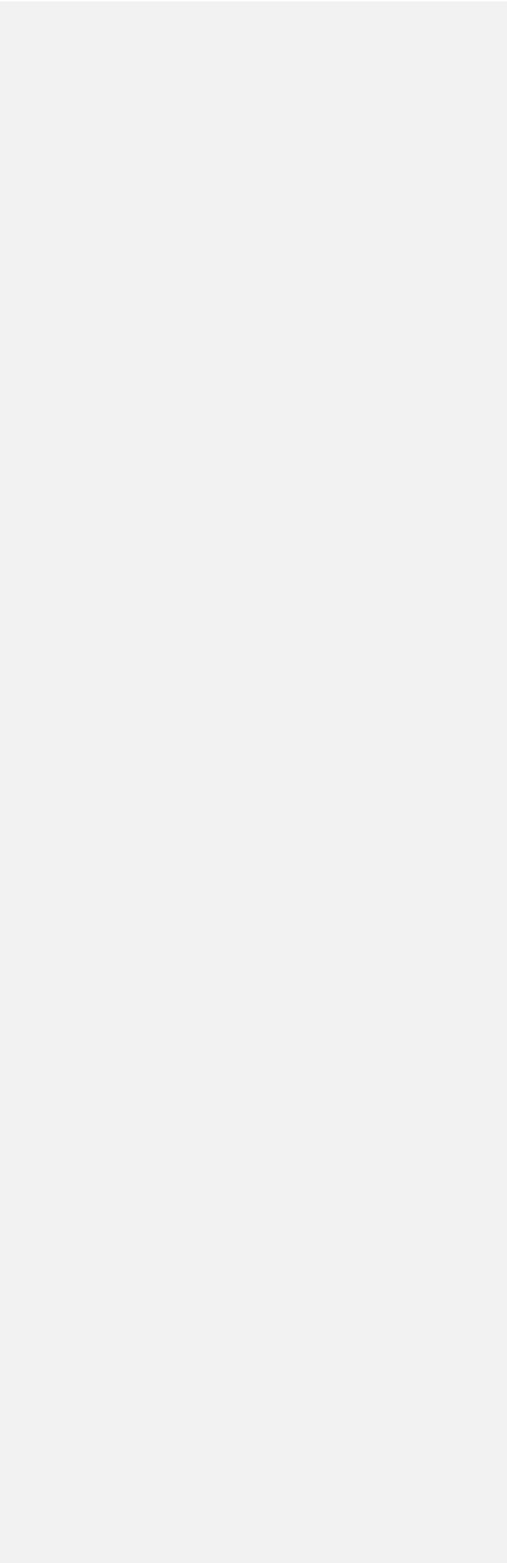








29—THENCE SOUTHERLY FROM SAID QUARTERSECTION TO THE POINT OF BEGINNING.



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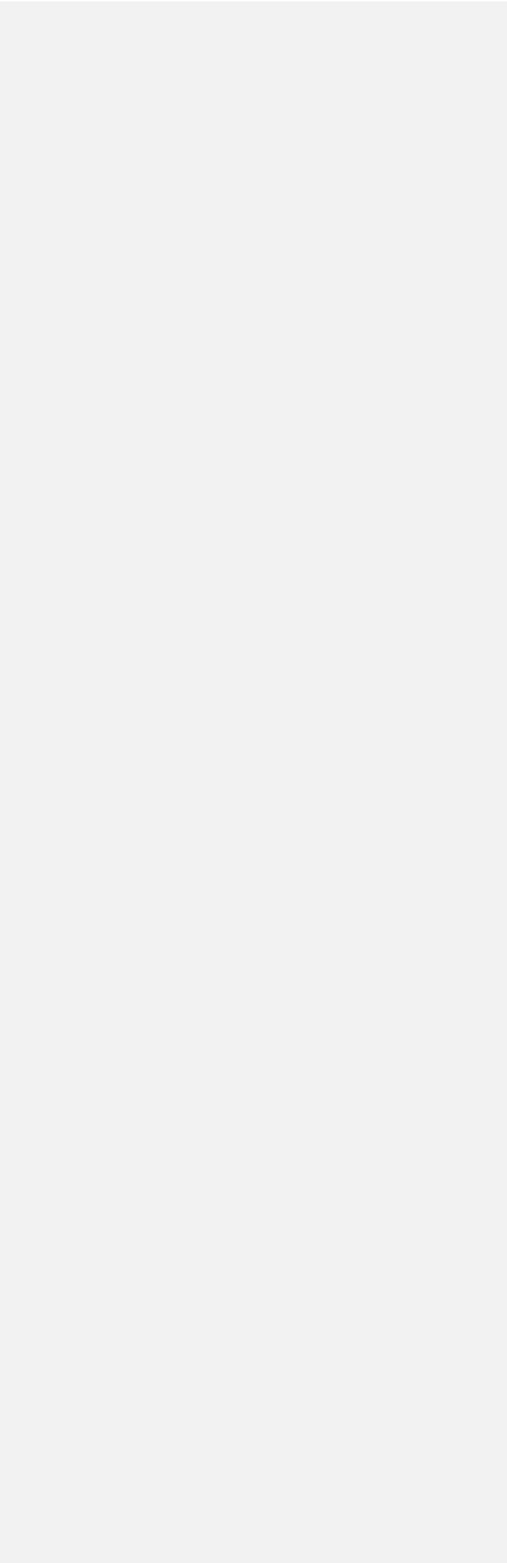








APPENDIX E – OPEN MEETING REQUIREMENTS OF THE COLORADO SUNSHINE LAW



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**OPEN MEETING REQUIREMENTS OF THE COLORADO SUNSHINE LAW<sup>1</sup>**

The Open Meetings Law (OML),<sup>2</sup> which is part of the Colorado Sunshine Law, generally requires any state or local governmental body to discuss public business or to take formal action in meetings that are open to the public. A "meeting" refers to any kind of gathering, convened to discuss public business, whether in person, by telephone, electronically, or by other means of communication. The Colorado Supreme Court has held that "a meeting must be part of the policy-making process to be subject to the requirements of the OML."<sup>3</sup> Therefore, for example, emails can be considered "meetings", but the term does not include chance meetings or social occasions where public business is not the central purpose of the meeting. For additional information on the OML, please see the OLLS FAQ on "Open Meetings Law – State Public Body" located under the Legal Topics, "Memos of Interest" link on the OLLS webpage.<sup>4</sup>

	State Body	Local Body
DEFINITIONS:	Any board, commission, or other advisory decision-making body of the state; state college or university board; the General Assembly; or any entity that has been delegated the governmental decision-making	Any board, commission, or other advisory decision-making body of a political subdivision of the state; or any entity that has been delegated the governmental decision-making function.

<sup>1</sup> This summary contains information commonly requested from the Office of Legislative Legal Services. It does not represent an official legal opinion of the General Assembly or the state of Colorado and does not bind the members of the General Assembly. It is intended to provide a general overview of Colorado law as of the date of its preparation. Any person needing legal advice should consult his or her own lawyer and should not rely on the information in this memorandum.

<sup>2</sup> Section 24-6-401 and 24-6-402, C.R.S.

<sup>3</sup> *Bd. County Comm'rs v. Costilla County Conservancy*, 88 P.3d 1188, 1194 (Colo. 2004).

<sup>4</sup> [http://tornado.state.co.us/gov\\_dir/leg\\_dir/olls/legal\\_topics.htm](http://tornado.state.co.us/gov_dir/leg_dir/olls/legal_topics.htm)

	State Body	Local Body
	function.	
MEMBERS:	Two or more members of the body conducting business are subject to this law.	Three or more members of the body (or two members if two constitutes a quorum) conducting business are subject to this law.
NOTICE:	The statute requires full and timely notice, posted in its designated place within a reasonable time prior to the meeting.	The statute requires full and timely notice, posted in its designated place within a reasonable time prior to the meeting. A local body may comply by posting notice at least 24 hours prior to the meeting.
MINUTES:	Minutes of meetings must be taken and promptly recorded and are open to public inspection.	Minutes of meetings must be taken and promptly recorded and are open to public inspection.
EXECUTIVE SESSION:	<p>Requires announcement of topic for discussion, citation to authorizing law, and a two-thirds vote of all members.</p> <p>Discussions held in an executive session must be electronically recorded.</p> <p>No record or electronic recording is required to be kept of the portion of a discussion by the governing board of a state institution of higher education held in executive session that constitutes a privileged attorney-client communication.</p>	<p>Requires announcement of topic for discussion, citation to authorizing law, and a two-thirds vote of the members present.</p> <p>Discussions held in an executive session must be electronically recorded.</p> <p>No record or electronic recording is required to be kept of the portion of a discussion in executive session that constitutes a privileged attorney-client communication.</p>

REVISED: August 5, 2016  
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# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
November 5, 2020 Loveland	Updated Federal Performance Measures: Pavement Condition	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To discuss supporting the Revised 4-Year (2022) statewide targets set by the Colorado Department of Transportation (CDOT) for the four federally required Pavement Condition Performance Measures.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<p>The Fixing America’s Surface Transportation Act (FAST Act) required State DOTs and MPOs to report pavement condition in Good/Fair/Poor. State DOTs and MPOs were required to set four-year targets in 2018 with the option to update the targets at the midpoint, in 2020. Pavement performance metrics include the following: performance of the interstate system in good and poor condition, and performance of the non-Interstate National Highway System (NHS) in good or poor condition. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> <li>A. Support the CDOT statewide Targets</li> <li>B. Set Targets specific to the NFRMPO region</li> </ul> <p>The Revised 4-Year (2022) Targets are:</p> <ul style="list-style-type: none"> <li>• Percent of pavements on the Interstate System Rated Good: <b>40%</b></li> <li>• Percent of pavements on the Interstate System Rated Poor: <b>5%</b></li> <li>• Percent of pavements on the non-Interstate NHS Rated Good: <b>40%</b></li> <li>• Percent of Pavements on the non-Interstate NHS Rated Poor: <b>5%</b></li> </ul>		
<b>Committee Discussion</b>		
This is the first time Planning Council is discussing the Revised 4-Year (2022) Pavement Targets.		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• The targets set in 2018 and current conditions can be found in the <b>Pavement Targets and Conditions Table</b>.</li> <li>• Under the FAST Act there is a minimum performance level for Interstate System pavement in poor condition, no more than five percent. If a State exceeds minimum condition, they lose flexibility of a portion of Federal funds.</li> <li>• Under Policy Directive (PD) 14, CDOT currently reports drivability life as the primary pavement asset management performance metric.</li> <li>• Targets are being updated to reflect actual condition using more up-to-date data than was available at the time of the original target setting.</li> </ul>		
<b>Advantages</b>		
Pavement targets are only for Interstate and NHS roads which are maintained by CDOT, targets are not being set for roads within the jurisdiction of NFRMPO entities.		
<b>Disadvantages</b>		
None.		
<b>Analysis/Recommendation</b>		
Staff recommends setting Targets by supporting the CDOT Revised 4-Year (2022) Pavement Targets.		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>• Pavement Targets and Conditions Table</li> <li>• Updated Federal Performance Measures: Pavement Condition Presentation</li> </ul>		

### Pavement Targets and Conditions Table

Target	2018 Targets	Current Condition	Revised Midpoint Targets
% Interstate – Good Condition	47%	46.5%	40%
% Interstate – Poor Condition	1%	2.7%	5%
% Non-Interstate – Good Condition	51%	41.5%	40%
% Non-Interstate – Poor Condition	2%	3.1%	5%

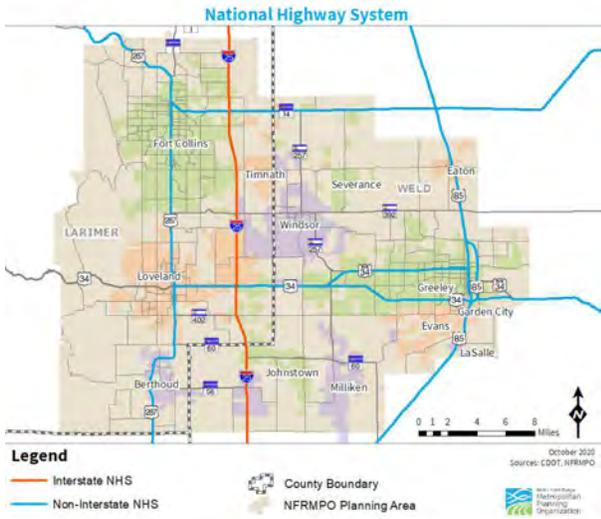


1

## PM2: Pavement Condition



- **Pavement performance metrics include:**
  - Performance on the interstate system
  - Performance of the non-Interstate National Highway System



**Legend**

- Interstate NHS
- Non-Interstate NHS
- County Boundary
- NFRMPO Planning Area

October 2020  
Sources: CDOT, NFRMPO



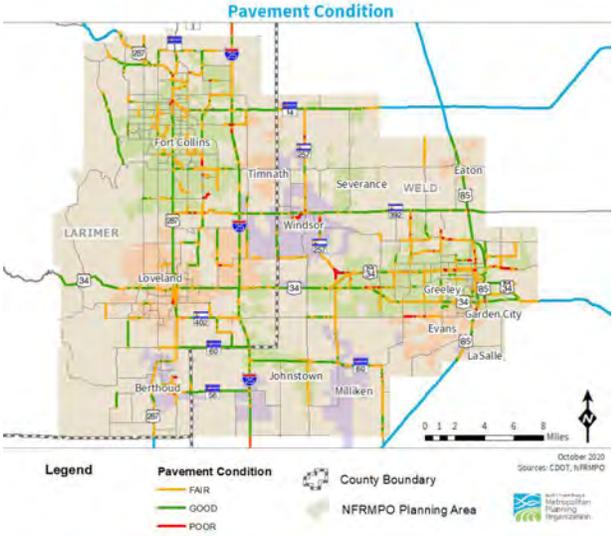
Performance Measure Targets Updates

2

PM2: Pavement Condition



- **Measures**
  - Percent of Interstate Pavement in Good Condition
  - Percent of Interstate Pavement in Poor Condition
  - Percent of Non-Interstate Pavement in Good Condition
  - Percent of Non-Interstate Pavement in Poor Condition



3
Performance Measure Targets Updates

3

PM2: Pavement Condition



- **Condition measures**
  - International Roughness Index
  - Cracking percentage
  - Rutting or Faulting
- **Midpoint Performance Review**
  - CDOT set 4-year targets in 2018
  - DOTs have the opportunity to revise the targets after two years
  - CDOT decided to revise targets for PM2: Pavement Condition
    - Improved collection of pavement distress data
    - Updated condition data became available

4
Performance Measure Targets Updates

4

## PM2: Pavement Condition – Targets



Target	2018 Targets	Current Condition	Revised Midpoint Targets
% Interstate – Good Condition	47%	46.5%	40%
% Interstate – Poor Condition	1%	2.7%	5%
% Non-Interstate – Good Condition	51%	41.5%	40%
% Non-Interstate – Poor Condition	2%	3.1%	5%

5

Performance Measure Targets Updates

5

## Additional Information



- Under the FAST Act there is a minimum performance level for Interstate System pavement in poor condition, no more than five percent. If a State exceeds minimum condition, they lose flexibility of a portion of Federal funds.
- In 2018, the NFRMPO agreed to support CDOT's Targets
- Pavement targets are only for Interstate and NHS roads which are maintained by CDOT, targets are not being set for roads within the jurisdiction of NFRMPO entities.

6

Performance Measure Targets Updates

6

NFRMPO Options



**1. Support the CDOT Statewide Targets**

**2. Set Targets specific to the NFRMPO region**

7

[Performance Measure Targets Updates](#)

7

Next Steps & Schedule



**Next Steps**

- State DOTs reported 2-year midpoint performance period progress and adjusted 4-year targets to FHWA on October 1, 2020
- **MPOs must submit updated targets by March 30, 2021**

**Schedule**

- **TAC Recommendation – November 18, 2020**
- **Planning Council Action – December 3, 2020**
- Submission to CDOT – December 4, 2020

8

[Performance Measure Targets Updates](#)

8

**Questions?**



**AnnaRose Cunningham**  
**Transportation Planner I**  
[arcunningham@nfrmpo.org](mailto:arcunningham@nfrmpo.org)  
**(970) 818-9497**

9

Performance Measure Targets Updates

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
November 5, 2020	FY2020 TIP Project Delay Review	Medora Bornhoft
<b>Objective/Request Action</b>		
<ul style="list-style-type: none"> <li>To discuss providing an extension through June 30, 2021 (the end of State FY2021) for TIP projects with a second delay.</li> </ul>		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>Two projects awarded through NFRMPO Calls for Projects with milestone deadlines of FY2020 or earlier are delayed for the second time:             <ul style="list-style-type: none"> <li>Loveland – <i>CNG Station</i> project with \$828K in federal funding.</li> <li>Transfort – <i>eBus &amp; Charger Purchase</i> project with \$776K in federal funding.</li> </ul> </li> <li>Sponsors of both projects anticipate meeting the milestone prior to June 30, 2021.</li> </ul>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>TAC discussed the FY2020 TIP Project Delay Review at their September 16, 2020 meeting and October 21, 2020 meeting. At their meeting on November 18, 2020, TAC will provide a recommendation to Planning Council.</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>The TIP delay procedure, as identified in the <i>FY2020-2023 Transportation Improvement Program</i> (TIP), applies to projects awarded by the NFRMPO Planning Council and funded through the federal CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation).</li> <li>The Delay Procedure states projects are considered delayed if they do not meet the deadline for the relevant milestone. The milestone is the advertisement date for construction projects, the “Notice to Proceed” for non-construction projects, and the order date for bus projects.</li> <li>The milestone deadline is the Fiscal Year identified in the project application for the relevant milestone adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded.</li> <li>Construction projects that have more than one advertisement date and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project.</li> <li>TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year. Four projects have a first delay.</li> <li>TAC may recommend Planning Council approve a second one-year extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted a second one-year extension if extenuating circumstances exist outside the project sponsor’s control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on second extensions.</li> </ul>		

### Advantages

- The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress.

### Disadvantages

- None noted.

### Analysis/Recommendation

- Staff requests Planning Council discuss providing an extension through June 30, 2021 to the two projects with second delays.

### Attachment

- **Table 1. FY2020 Delay Review – Projects Requesting 2<sup>nd</sup> Extensions from Planning Council**

**Table 1. FY2020 Delay Review – Projects Requesting 2<sup>nd</sup> Extensions from Planning Council**

PROJECT NAME	SPONSOR	FUNDING PROGRAM	MILESTONE DEADLINE	ANTICIPATED MILESTONE	2020 PROJECT STATUS COMMENTS	2019 Review Outcome	2020 DELAY STATUS	Federal Funds in TIP
CNG Fast Fill Stations	Loveland	CMAQ	FY19	Anticipated Ad Dates: Phase 1 (Tank Removal) - October 2020 Phase 2 (Design-Build for CNG Station) - November 2020	CDOT IGA fully executed. Preliminary Scoping Meeting held with City and CDOT Staff. Draft Phase 1 Documents for Removal of Storage Tank being Finalized; Ad date anticipated for October 2020. Phase 2 Documents for CNG Station Construction Design-Build Contact expected to follow immediately with Ad date anticipated in November 2020.	1 <sup>st</sup> Extension	<b>2<sup>nd</sup> Delay</b>	<b>\$828K</b>
eBus & Charger Purchase	Transfort	CMAQ	FY19	Anticipated Order Date: 12/1/2020	Project was delayed due to COVID. Currently working on executing an agreement and pre-award documentation is complete.	1 <sup>st</sup> Extension	<b>2<sup>nd</sup> Delay</b>	<b>\$776K</b>

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Becky Karasko**

**Date: November 5, 2020**

**Re: FY2020-2021 Unified Planning Work Program (UPWP) FY2021 Tasks  
Amendment**

### Background

The NFRMPO staff has received two requests for additional Tasks and Products for FY2021 the *FY2020-2021 Unified Planning Work Program (UPWP)*. The FY2020-2021 UPWP Amendments will go to Planning Council for their approval at their December 3, 2020 meeting.

The new FY2021 UPWP Tasks, which were not included in the FY2020-2021 UPWP when it was readopted on June 4, 2020, are:

- ***Task 2.15: Transfort—MAX Expansion—North College Avenue BRT and Transit Oriented Development (TOD) Overlay Plan***
- ***Task 2.16: Transfort—Zero Emissions Bus Transition Plan***

These Tasks are also attached to this Memo. Comments from TAC members were requested by Monday, October 26, 2020.

### Action

TAC requests Planning Council members review the new FY2021 UPWP Tasks and provide comments at the November Planning Council Meeting.

## **2.15 TRANSFORT – MAX EXPANSION - NORTH COLLEGE AVENUE BRT AND TRANSIT ORIENTED DEVELOPMENT (TOD) OVERLAY PLAN**

### **OBJECTIVE:**

Complete a Corridor Master Plan for North College to include a feasibility study of implementing Bus Rapid Transit (BRT) and a Transit-Oriented Development (TOD) Overlay in the corridor.

### **METHOD:**

The City of Fort Collins-Transfort/Parking Services will contract a third-party consulting firm in 2021 to complete a comprehensive planning study of the North College Corridor area resulting in a Corridor Master Plan.

### **OVERALL IMPACT/INTENT:**

A major element of the City of Fort Collins' recently adopted Transit Master Plan (TMP) identifies expansion of Bus Rapid Transit (BRT) service to North College. This would extend Transfort's existing BRT (MAX – a Small Starts project implemented in 2014) from its current terminus at the Downtown Transit Center (DTC) further north approximately 2 miles. At this time Transfort is unsure whether North College would be better suited to a Fixed Guideway or Corridor-based BRT service, this question will be addressed through a study of the corridor. The incorporation of multi-modal accessibility and connectivity, especially for vulnerable users will be central to the Plan. The vision should include establishing a corridor that is safe and comfortable for all users, especially for active transportation.

In addition to determining the feasibility of BRT, the plan will include the process for establishing a Transit Oriented Development (TOD) Overlay. This, coupled with BRT and multi-modal options, will provide needed resources to this rapidly redeveloping, older corridor. Routes serving North College have the fastest growing ridership with approximately 25,000 passenger boardings/month; increasing 10% from 2017 to 2018.

The North College corridor is currently identified as a Targeted Redevelopment Area, an Urban Renewal Area (URA), a Tax Increment Financing District, and a State Enterprise Zone. The plan would establish transforming the study area to a TOD Overlay. A significant amount of infrastructure work was recently completed as part of large multi-modal roadway improvement project. The Plan's preferred alternative will help identify what additional infrastructure needs remain. The North Fort Collins Business Association has been advocating for more robust transit service for the past five years. The study area is home to many social service agencies advocating for improved transit and accessibility. Also, a centralized homeless services campus is being considered on North College.

The final report completed through this study would include elements such as the preferred master plan, alternative development, implementation plan, cost estimates to implement the plan, and performance measures.

**PRODUCTS:**

1. North College Corridor Master Plan (Q4 2020)

FY 2021

PERSON/WEEKS: 0

2021 BUDGET:

Personnel	\$0
Other Direct (consultant)	\$350,000
Training	<u>0</u>
Indirect	<u>0</u>
<b>Total</b>	<b>\$350,000</b>

2021 DISTRIBUTION:

Federal	
TOD PILOT (80.0%)	\$280,000
LOCAL (20.0%)	\$70,000
<b>Total</b>	<b>\$350,000</b>

2021 OTHER DIRECT:

Out of State Travel	0
Consultant	\$350,000
Other	<u>0</u>
<b>Total</b>	<b>\$350,000</b>

## **2.16 TRANSFORT – ZERO EMISSIONS BUS TRANSITION PLAN**

### **OBJECTIVE:**

This study will develop a recommended Zero Emissions Bus mode and provide a Fleet Electrification Plan for Transfort’s fixed-route revenue fleet conversion by 2040 (with associated infrastructure and operating plan). The study findings will support this plan by identifying a comprehensive and sustainable plan for Transfort which meets the goals of the City’s Climate Action Plan.

### **METHOD:**

The City of Fort Collins-Transfort/Parking Services will contract with a third-party to conduct the study and prepare the ZEB planning documents.

### **OVERALL IMPACT/INTENT:**

The overall goal of the project is to provide Transfort with a Zero Emission Bus Rollout Plan. Goals of the analysis are four-fold: (1) determine the most capital cost- effective approach to a 100% bus fleet with zero emission propulsion; (2) determine capital improvements required to achieve the 100% ZEB fleet and operation; (3) provide a financing and purchasing strategy that allows Transfort to sustainably meet internal ZEB deadlines; and (4) develop a comprehensive understanding – positives and negatives – of how compliance with this the CAP objectives will impact Transfort in the future, and how federal legislation may impact the plan.

The initial project will include two major phases. The first phase will include a thorough study of available technologies and their specific potential in relationship to the Transfort service area. These potential technologies include:

- Battery Electric Buses with depot-only chargers
- Battery Electric Buses with depot and on-route chargers
- Fuel Cell Electric Buses
- Combination of Fuel Cell and Battery Electric Buses

The second phase of the project will conduct a more detailed analysis of the appropriate technology and will provide Transfort with specific, actionable, implementation items.

Transfort may also request the contractor conduct additional services such as ZEB Request for Proposal (RFP) specification development and technical evaluation; Buy America audits; ZEB Benefits Assessment and Deployment Validation; Periodic QA/QC Audits and Inspections.

### **2021 PRODUCTS:**

1. Technology Analysis and Recommendation
2. Detailed Analysis and Implementation Plan
3. Optional Deliverables such as: RFP specification development, Buy America Audits, ZEB Benefits Assessment, Deployment Validation, QA/QC Audits and Inspections.

FY2021

PERSON/WEEKS: 10

2021 BUDGET:

Personnel	\$0
Other Direct (consultant)	\$287,000
Training	\$0
Indirect	<u>\$ 0</u>
<b>Total</b>	<b>\$287,000</b>

2021 DISTRIBUTION:

Federal	
5307 (80.0%)	\$229,600
LOCAL (20.0%)	<u>\$57,400</u>
<b>Total</b>	<b>\$287,000</b>

2021 OTHER DIRECT:

Out of State Travel	0
Consultant	\$287,000
Other	<u>0</u>
<b>Total</b>	<b>\$287,000</b>

## North Front Range MPO Area - Project Status Updates (Nov 2020)

<b><u>Roadway / Segment</u></b>	<b><u>Status</u></b>
<b>SH14</b>	
SH14 Safety work west of Ted's Place	<i>Re-advertising project</i>
<b>I-25</b>	
Design /Build (SH402 to SH14)	<i>Construction is underway. Several closures and lane shifts happening for bridge and culvert work</i>
Mulberry to WYO Cable Rail	<i>Finishing up construction</i>
Segment 6 (SH56 to SH402) (CMGC)	<i>Construction is underway. Additional construction work will start later in 2020/2021.</i>
I25 Sign Replacement Fort Collins to WYO	<i>Reviewing bids. May re-advertise</i>
<b>US34</b>	
US34 & US85 Interchange	<i>In design</i>
US34 & Weld County Rd 17 Interchange	<i>In design</i>
US34 & 35 <sup>th</sup> Ave Interchange	<i>In design</i>
US34 & 47 <sup>th</sup> St Interchange	<i>In design</i>
<b>US85</b>	
US85 Drainage and Irrigation Ditch Repair	<i>In design</i>
O Street Intersection Improvements	<i>Possible ROW delay. Ad Early 2021</i>
<b>SH257</b>	
Windsor Resurfacing	<i>In design</i>
Windsor Resurfacing- Eastman Pwky to US34	<i>In design</i>
Signals at US34	<i>In design</i>
<b>US287</b>	
Swallow Signal Improvements Fort Collins	<i>In design</i>
<b>ADA Ramp Projects</b>	
Fort Collins	<i>In design</i>



## **STAC Summary – October 9, 2020**

1) **Welcome & Introductions – Vince Rogalski (STAC Chair)**

- a) September 2020 STAC Minutes approved without changes.

2) **Update on Current Events – Herman Stockinger**

- a) Congress approved a 1-year extension on the FAST Act.  
b) Colorado's Greenhouse Gas Reduction Roadmap is out for public comment; stakeholders are encouraged to review and provide comments  
c) TC will vote on RPP formula next week; the last formula was related to last plan; staff are recommending TC continue using the current formula  
d) Staff changes: Keith Stefanik has been hired as the new Deputy Chief Engineer

STAC Discussion: None.

3) **FY21 and FY22 Budget Overview - Jeff Sudmeier, Chief Financial Officer**

- a) FY2020 HUTF revenues are \$37 million below original forecasts, which is slightly lower still than what was projected in June this year;  
b) Meanwhile, FY21 and FY22 projected HUTF revenues are slightly higher than projected in June; Three year combined revenue shortfalls in FY20-FY22 are projected at \$117 million.  
c) Combined FY20 and FY21 revenue shortfalls of \$71.3 million must be balanced in the FY2021 budget.  
d) Despite revenue shortfalls due to COVID-19 pandemic, CDOT expects to be able to maintain core program funding levels through FY2022.  
e) CDOT's FY2022 budget draft will be reviewed by the TC in November, must be submitted to the OSPB in December, but not finalized until March, 2021.

STAC Discussion: Questions arose as to whether and/or how revenue forecasts account for impacts to revenue as electric vehicles increase according to the State's EV Plan and the Greenhouse Gas Reduction Roadmap; Jeff Sudmeier explained that long-term forecasts do account for expected increase in EVs; However, current forecasts were drawn previous to the GHG Roadmap, nor can they account for possible future policy impacts.

4) **Front Range Passenger Rail Study Update – Randy Grauberger, Project Director, Southwest Chief & Front Range Passenger Rail Commission**

- a) STAC was presented an update on the Front Range Passenger Rail Study which examined potential rail alignments from Pueblo to Ft. Collins;  
b) Reviewed components of the study and planning outreach, including agency coordination, environmental, engineering, operations (travel modeling), stakeholder engagement, and legislative proposals for creation of authority or district(s);  
c) Three alternative rail routes are considered and evaluated, all of which are technically feasible and whose segments can be mixed and matched to find the best combined components and minimize impacts;  
d) Future steps include comparative analysis of alternatives; NEPA scoping package, which includes public involvement, existing conditions, coordination, and decisions on rail technology used, station locations, phasing of segments and service characteristics  
e) Travel Demand Modeling, using the most advanced modeling techniques available, shows significant demand for rail transit on all alignments, with projected ridership falling approximately in the middle of the list of the most successful passenger rail routes in the US.  
f) Future TDM will consider TOD development around stations, scenarios with fewer trains, different sets of stations, and lower fares;  
g) Special events ridership also modeled, as are GHG reduction projections.  
h) Amtrak's Network Modernization Program puts Colorado's Front Range Rail as its number one priority with potential for \$2.1 Billion federal investment.

STAC comments:



- STAC members expressed concern for the misconception that rail would eliminate congestion and take away the need to invest in the roadways; Members acknowledged that future solutions to transportation cannot succeed without investment in all modes.
- STAC members feel the controversy and resistance to rail is because of the high cost; people want to ride it, but won't likely want to pay for its implementation; Some members feel it should be paid for mostly by riders/users and not by public subsidy.
- South Central portion of the state is expected to be very against the alternatives proposed, which would route the Southwest Chief from La Junta to Pueblo, eliminating a direct route from Pueblo to Trinidad.

**5) STAC Bylaws Revision – John Liosatos, Pikes Peak Area Council of Governments:**

STAC discussion:

- a) STAC members debated at length whether to amend the Bylaws to put in place two, 2-year term limits for officers;
  - b) Proponents argued that it would be valuable for other STAC members to have experience in the Chair/vice-chair position to build and expand the breadth of knowledge among its members;
  - c) Opponents felt it unnecessary to force the STAC to elect new Chair/Vice-chair and would prefer to have that as a choice.
  - d) A motion to draft term limits into the Bylaws ultimately failed 6 to 7;
  - e) Amended Bylaws would be drafted to require meeting materials be delivered one week prior to meetings with the ability of the STAC to approve emergency items on the agenda;
  - f) Draft Bylaws will be considered for adoption in November and Officer elections to follow.
- 6) 1601 Interchange Process Outreach Update - Rebecca White, Director, Division of Transportation Development**
- a) Aaron Willis provided STAC an update on outreach for input on proposed changes to the Policy Directive 1601;
  - b) Input has been obtained from MPOs; Next week additional input will be obtained from Local Governments and Colorado Transportation Management Agencies (TMAs);
  - c) Draft PD1601 to be presented in November will incorporate this broad input
  - d) Members are encouraged to reach out if they have additional input.

STAC Discussion: D

- 7) Multimodal Options Fund Update - Rebecca White, Director, Division of Transportation Development**
- a) Michael Snow provided a summary update on the progress of MMOF projects
  - b) CDOT staff are closely tracking progress and status of projects to ensure MMOF funds are not at risk of expiring before projects complete;
  - c) STAC members are encouraged to obtain regular input from Local Agencies awarded MMOF funding and to be prepared for TPR/MPO decisions to be made should any projects be at risk of pandemic revenue impacts.
- 8) Next STAC meeting will be November 13, 2020 (virtual attendance only).**