



COLORADO

Department of Transportation

Nonattainment Area Air Pollution
Mitigation Enterprise

BOARD OF DIRECTORS MEETING | SEPTEMBER 28, 2023 | 3:00 PM - 4:30 PM

SCHEDULE AND AGENDA

- | | | |
|-------|--|--------------------------|
| I. | Convene Meeting & Roll Call
<i>Kristin Stephens, NAAPME Chair</i> | 3:00 PM - 3:05 PM |
| II. | Public Comments
<i>Kristin Stephens, NAAPME Chair</i> | 3:05 PM - 3:10 PM |
| III. | <i>Decision Item:</i>
Approval of Minutes from the
August 24, 2023, Board of Directors Meeting
<i>Kristin Stephens, NAAPME Chair</i> | 3:10 PM - 3:15 PM |
| IV. | Bus Rapid Transit (BRT) Program Overview
<i>Ryan Noles, CDOT Region 1</i>
<i>Nora Kern, Denver Regional Council of Governments</i> | 3:15 PM - 3:45 PM |
| V. | Evaluating Proposals and Funding Programs
<i>Darius Pakbaz, NAAPME Program Administrator</i> | 3:45 PM - 4:00 PM |
| VI. | Funding Proposal from Regional Air Quality Council (RAQC)
<i>Darius Pakbaz, NAAPME Program Administrator</i> | 4:00 PM - 4:10 PM |
| VII. | Colorado EnviroScreen
<i>Jessica Ferko, NAAPME Director</i>
<i>Rani Kumar, Colorado Department of Public Health & Environment</i> | 4:10 PM - 4:25 PM |
| VIII. | Revenue & Budget and Enterprise Program Updates
<i>Darius Pakbaz, NAAPME Program Administrator</i> | 4:25 PM - 4:30 PM |
| IX. | Adjournment
<i>Kristin Stephens, NAAPME Chair</i> | 4:30 PM |
-

Next Governing Board Meeting: Thursday, October 26, 2023, 3:00 - 4:30 PM



COLORADO

Department of Transportation

Nonattainment Area Air Pollution
Mitigation Enterprise

Nonattainment Area Air Pollution Mitigation Enterprise - Meeting Minutes

Board of Directors Meeting
August 24, 2023 3:00 PM to 4:30 PM
Location: CDOT HQ/Virtual
Recording: [YouTube](#)

Attendance

Present

Chair Kristin Stephens
Vice Chair Lynn Baca
Jessica Ferko
Yessica Holguin
Stacy Suniga
Leanne Wheeler
Herman Stockinger

Excused

Guests:

Celeste Kopperl
Division of Accounting and
Finance

Kathy Young
Attorney General's Office

Kay Hruska
Division of Accounting and
Finance

Toni Wines
Division of Accounting and
Finance

Anne Mangiardi
Attorney General's Office

Ryan Hardman
Attorney General's Office

NAAPME Staff:

Suzanna Alvarado
Darius Pakbaz
Phil von Hake

- I. Convene Meeting & Roll Call, *Chair Stephens convened the meeting and Roll Call was conducted.* ([Video 4:06](#))
- II. **Decision Item:** Approval of July 27, 2023, Board of Directors Meeting Minutes motion made by Director Baca, seconded by Director Stockinger. Motion passed, no opposition. ([4:59](#))

III. Decision Item: Revenue Update and 1st Budget Amendment for FY2024

Proposed motion to adjust to the Enterprise Program Fund by an additional \$468,899, adjusting total amount available in the Program Fund to \$15,375,062 for fiscal year 2024. Motion made by Director Holguin and seconded by Director Wheeler, all in favor with no one opposed. [\(5:42\)](#) No further questions.

IV. Enterprise Program Update, Darius Pakbaz [\(13:34\)](#)

Overview of what the next couple months will look like for the board agenda to outline the following:

Future Board of Directors Meeting Business

- **September Board of Directors Meeting**
 - Evaluating Proposals and Funding Programs
 - Bus Rapid Transit Discussion
 - Continued Discussion on Sidewalk and Multi-Use Path Program Proposal

- **October Board of Directors Meeting**
 - Funding/Grant Proposal Discussions
 - Bus Rapid Transit Discussion
 - Finalization of Sidewalk/Multi Use Path Program Proposal
 - Fiscal Year 2024-25 Initial Budget Proposal

Future topics for the board or for staff to bring forward for discussion during the next two board meetings?

Chair Stephens: Will there be more discussion about the process of how we evaluate proposals?

Darius: Correct.

Chair Stephens: How we evaluate proposals. Can we see what other funding programs and what their criteria looks like to help us develop our own criteria and how we want to score things?

Darius: Absolutely. We can bring forward some examples that we can show and the board can provide input how they would like to proceed within their statutory limits.

Chair Stephens: Are there CDOT documents around DIC (Disproportionately Impacted Communities) and Environmental Justice that we can base some of our criteria on? Scoring Matrix examples?

Darius: There is a statute definition for DIC that can be brought forward and other tools to facilitate the discussion on how the Enterprises can help DIC with their programs.

Director Wheeler: Thank you, madam. Chair and I think maybe part of my question has been answered. So thanks for asking that. And that's whether or not there's a best practice that exists within the programs for existing programs within the state, I guess, with existing programs. And with a follow up, it sounds like we do have something as we talk about disproportionately impacted communities, a framework. Is that what you mean, Darius? Or what is something that we've been operating to as a state? And I'm air quoting all along. And you're just going to bring that forward to us so that we are familiar with it.

Darius: As far as looking at best practices, we can look at other potential state agencies as well that can help with the conversation. Yes, as far as looking at potential best practices,

we can take a look at some some examples that have been happening with examples that have occurred with not only with transportation, but with other potential state agencies, as well as that have already occurred, and and take a look and and maybe able to help with the conversation. And the answer to the second part of your question, Director Wheeler. It is a definition that was approved by the State legislature, and signed by the Governor. And I think there has been work on frameworks using that definition, expanding that in order to see which areas that would qualify under those definitions we had a very high level look at the last board of directors meeting. But we can definitely take a little bit deeper dive if the board so chooses, and staff can help prepare with that as well.

Director Stockinger: In regards to the DIC, what's the application or what is the criteria, a couple of the programs we might want to look at is the Multimodal and Mitigation Options Fund (MMOF) or the Transportation Alternatives Program (TAP) to help frame how we want to create it. Examples for eligibility and how that is weighted.

Darius: Yes we can provide examples from those two programs.

Director Ferko: Using the CO Enviroscreen as part of the planning efforts we've been undertaking and other mapping tools to identify disproportionately impacted communities I would be happy to share some of the mapping tools that we put together for that effort.

Darius: That would be very helpful and will make plans after this meeting to facilitate sharing that with the board.

V. **Decision Item: NAAPME Board of Directors approval to move into Executive Session**

(27:43)- Kristin Stephens, NAAPME Board of Directors, Chair

Executive Session pursuant to CRS 24-6-402(3)(a)(II) for the purpose of receiving legal advice and litigation update on the Americans for Prosperity Lawsuit from counsel. Motion made by Director Wheeler and seconded by Director Ferko; a roll call was done: Director Suniga, Director Holguin, Director Ferko, Director Wheeler, Director Stockinger, Director Baca and Chair Stephens. All in favor with no one opposed.

VI. Adjournment **(29:21)**

**Next Governing Board Meeting: Thursday September 28, 2023 3:00PM to 4:30PM
Hybrid meeting at CDOT HQ and Virtual**



COLORADO

Department of Transportation

Nonattainment Area Air Pollution
Mitigation Enterprise

COLORADO NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE

REGISTRY OF ACTIONS

DATE OF MEETING: August 24, 2023

Action Number	Action	Decision
2023-9	Motion to approve minutes from July 27, 2023 meeting <ul style="list-style-type: none">• Motion made by Director Baca• Director Stockinger seconded the motion; it passed with no further discussion	Approved
2023-10	Proposed Motion: <ul style="list-style-type: none">• The move to adjust the Enterprise Program Fund by an additional \$468,899, adjusting total amount available in the Program Fund to \$15,375,062 for fiscal year 2024• Motion made by Director Holguin• Director Wheeler seconded the motion; all in favor with no one opposed.	Approved
2023-11	Proposed Motion: NAAAPME Board of Directors Executive Session <ul style="list-style-type: none">• Executive Session pursuant to CRS 24-6-402(3)(a)(II) for the purpose of receiving legal advice and litigation update on the Americans for Prosperity Lawsuit from counsel.• Motion made by Director Wheeler and seconded by Director Ferko• Roll call: Director Suniga, Director Holguin, Director Ferko, Director Wheeler, Director Stockinger, Director Baca and Chair Stephens.• All in favor with no one opposed.	Approved

Suzanna Alvarado

8/25/2023

Suzanna Alvarado
Nonattainment Area Air Pollution Mitigation Enterprise

Date



DECISION ITEM

Approval of Minutes from the August 24, 2023, Board of Directors Meeting

Kristin Stephens, NAAPME Chair



COLORADO

Department of Transportation

Nonattainment Area Air Pollution
Mitigation Enterprise

DATE: September 28, 2023

FROM: Ryan Noles, Bus Rapid Transit (BRT) Program Manager, CDOT Region 1
Nora Kern, Subarea and Project Planning Program Manager, DRCOG
Darius Pakbaz, NAAPME Administrator

TO: NAAPME Board of Directors

SUBJECT: Bus Rapid Transit Project Overview and Presentation in the Denver Area

OVERVIEW:

To provide the NAAPME Board of Directors an overview of current effort on bus rapid transit (BRT) Development in the Denver Metropolitan Area, status of projects and schedule, and outline potential needs of the program that could be assisted by NAAPME resources.

PROPOSAL(S) / RECOMMENDATION(S):

No recommendations at this time. Bus Rapid Transit is a top initiative of both the Colorado Department of Transportation (CDOT) and the Denver Regional Council of Governments (DRCOG), reflected in both the CDOT 10-Year Plan and the DRCOG 2050 Regional Transportation Plan (RTP). NAAPME Staff believes that a future proposal on BRT for consideration of the Board would meet the business purpose of the Enterprise and fulfill the needs outlined in the 10-Year Plan.

ACTIONS BY OTHERS:

- **SEPTEMBER 2022:** Transportation Commission approved an update to CDOT's 10-Year plan. BRT projects in the plan were allocated \$170 million in strategic funding.
- **AUGUST 2022:** DRCOG Board of Directors approved Transportation Improvement Plan, which includes investments on the East Colfax BRT Corridor,. The DRCOG RTP which has five major BRT corridors at an estimated cost of \$680 million, to be opened by 2030.

PREVIOUS DISCUSSIONS / ACTIONS:

- [SEPTEMBER 2022: Bus Rapid Transit Presentation to the NAAPME Board from DRCOG Staff](#): Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations. BRT has advanced throughout the U.S. in the last decade as congestion has increased and community leaders have sought affordable transit alternatives. Because BRT contains features similar to a light rail or subway system, it is often considered more reliable, convenient and faster than regular bus services. With the right features, BRT is able to avoid the delays that can slow regular bus services, like being stuck in traffic and queuing to pay on board.

PROPOSED MOTION(S):

Informational Only



ATTACHMENTS:

Presentation - Bus Rapid Transit (BRT) Program Overview for NAAPME Board of Directors - 09/28/23

ADDITIONAL INFORMATION:

Please contact [Darius Pakbaz](#) (720.241.8097) for further information.





COLORADO

Department of Transportation

Bus Rapid Transit (BRT) Program Overview

Nonattainment Area Air Pollution Mitigation Enterprise

September 28, 2023



Why is BRT Important to CDOT?

- Senate Bill 260
 - GHG Pollution Reduction
 - 10 Year Plan: BRT in Region 1
 - \$170m through 2030
 - Make transit more viable for commuting and daily trips
- Improve Coloradans transportation options
- Improve movement of people across system

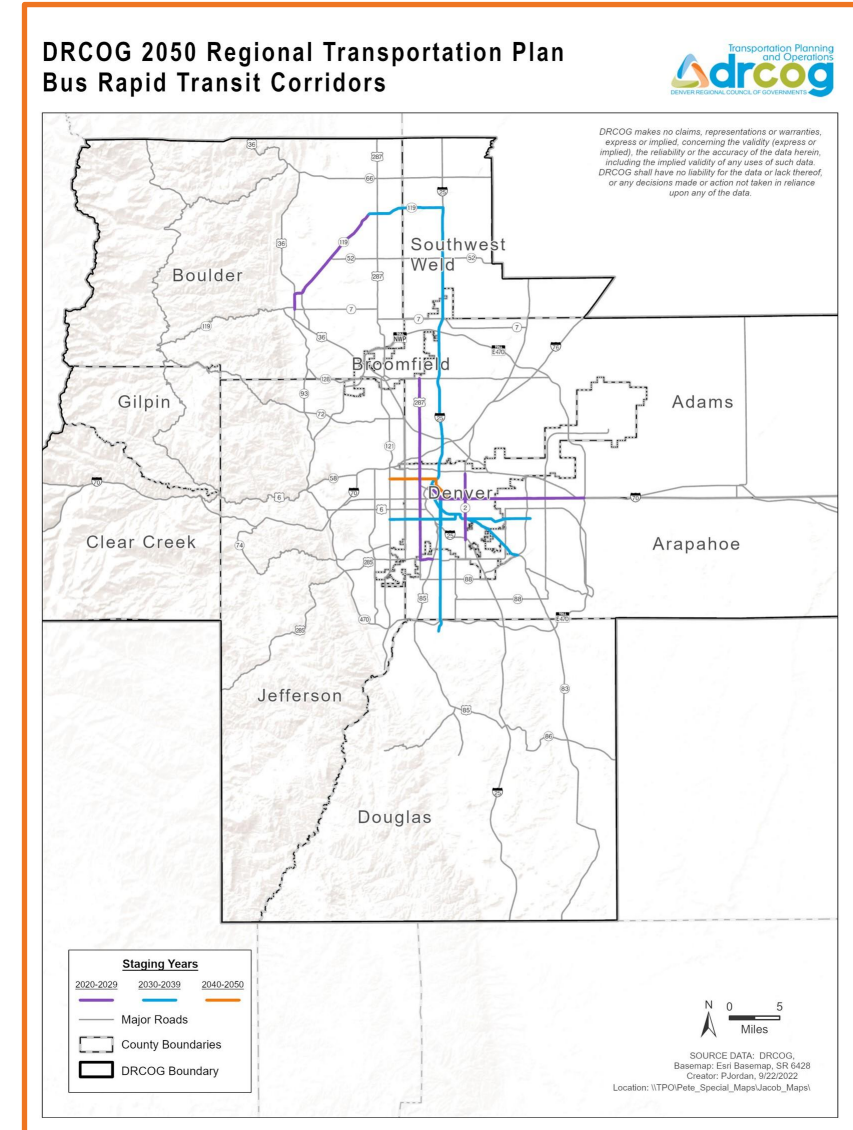


Colorado Blvd. 10/28/22 (Credit: Hart Van Denburg/CPR News)

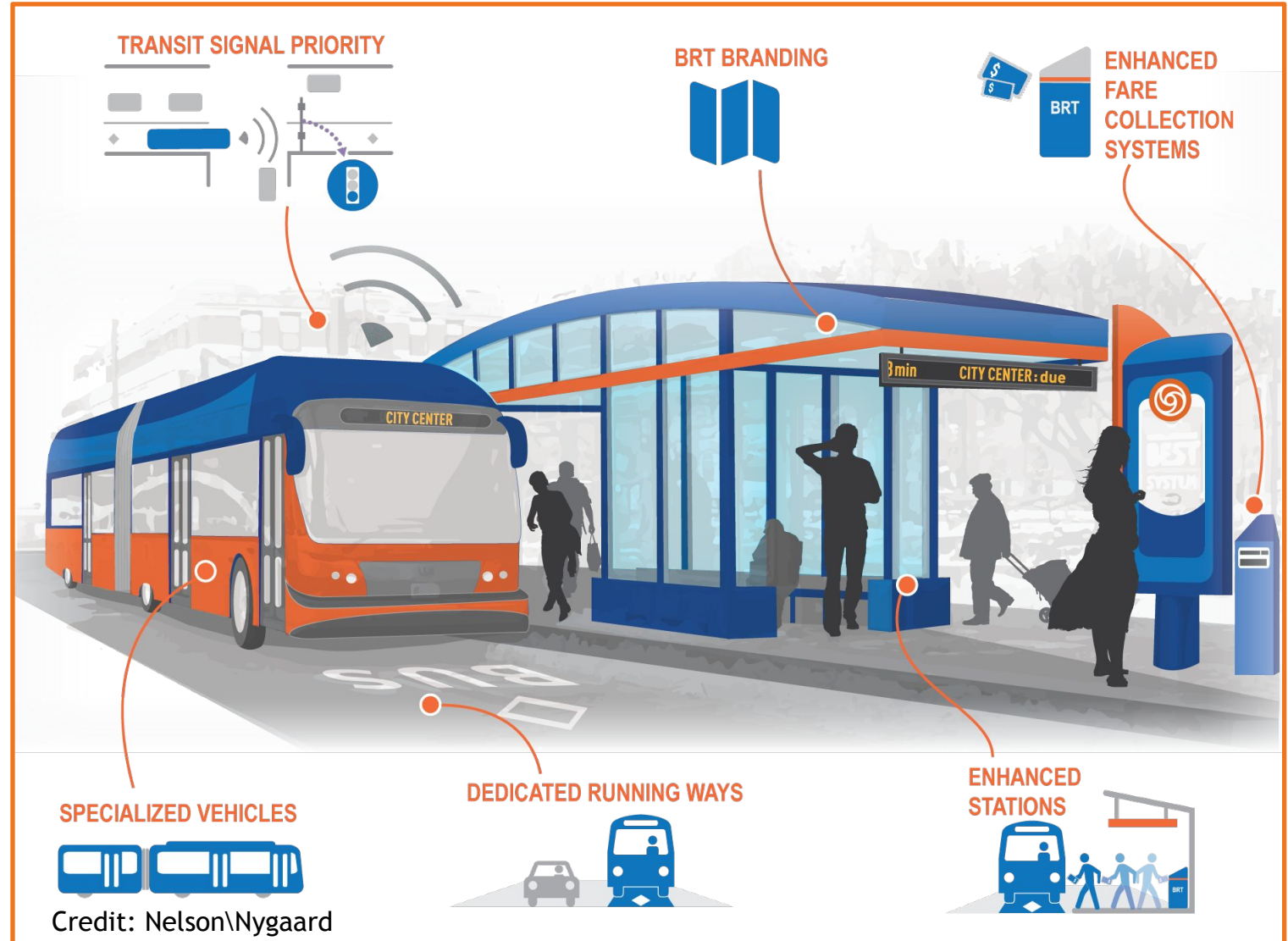


Nexus with Regional BRT Planning

- RTD BRT Feasibility Study
 - Identified 29 potential BRT lines on arterials and interstate freeways
- DRCOG Metro Vision 2050 and Denver Moves Transit
 - Federal Blvd. and Colorado Blvd.
- 2 are moving toward implementation
 - East Colfax Ave. (Denver and Aurora)
 - CO 119 (Boulder and Longmont)



- Rapid service with higher frequency (5 - 15 min)
- Rail-like operation
 - Dedicated lanes and/or signal priority
- Stations instead of stops
 - Sidewalk improvements
 - Station amenities
- Community improvement
 - Better experience than local bus service





Regional BRT Implementation Timeline

Regional BRT Corridors Implementation Timeline (Phase 1: BRT Open for Service by 2030)							
BRT Corridor	2023	2024	2025	2026	2027	2028	2029
East Colfax (Broadway to I-225)	Design		Construction				
CO-119 (Diagonal Highway)	Design		Construction				
Federal Blvd.	NEPA and Preliminary Design		Design		Construction		
	Secure Funding		Finalize Funding				
Colorado Blvd.	Corridor Study/Conceptual Design						
		NEPA and Preliminary Design		Design		Construction	
		Secure Funding		Finalize Funding			

- East Colfax Extension (east of I-225) planning started in August 2023



Federal Blvd. BRT Project



- Project Area
 - Wagon Road Park and Ride to Englewood Station
 - Core service: 120th Ave. in Westminster to Dartmouth Ave. in S. Denver
- Project Status
 - Consultant under contract, NEPA and Preliminary Design began in August



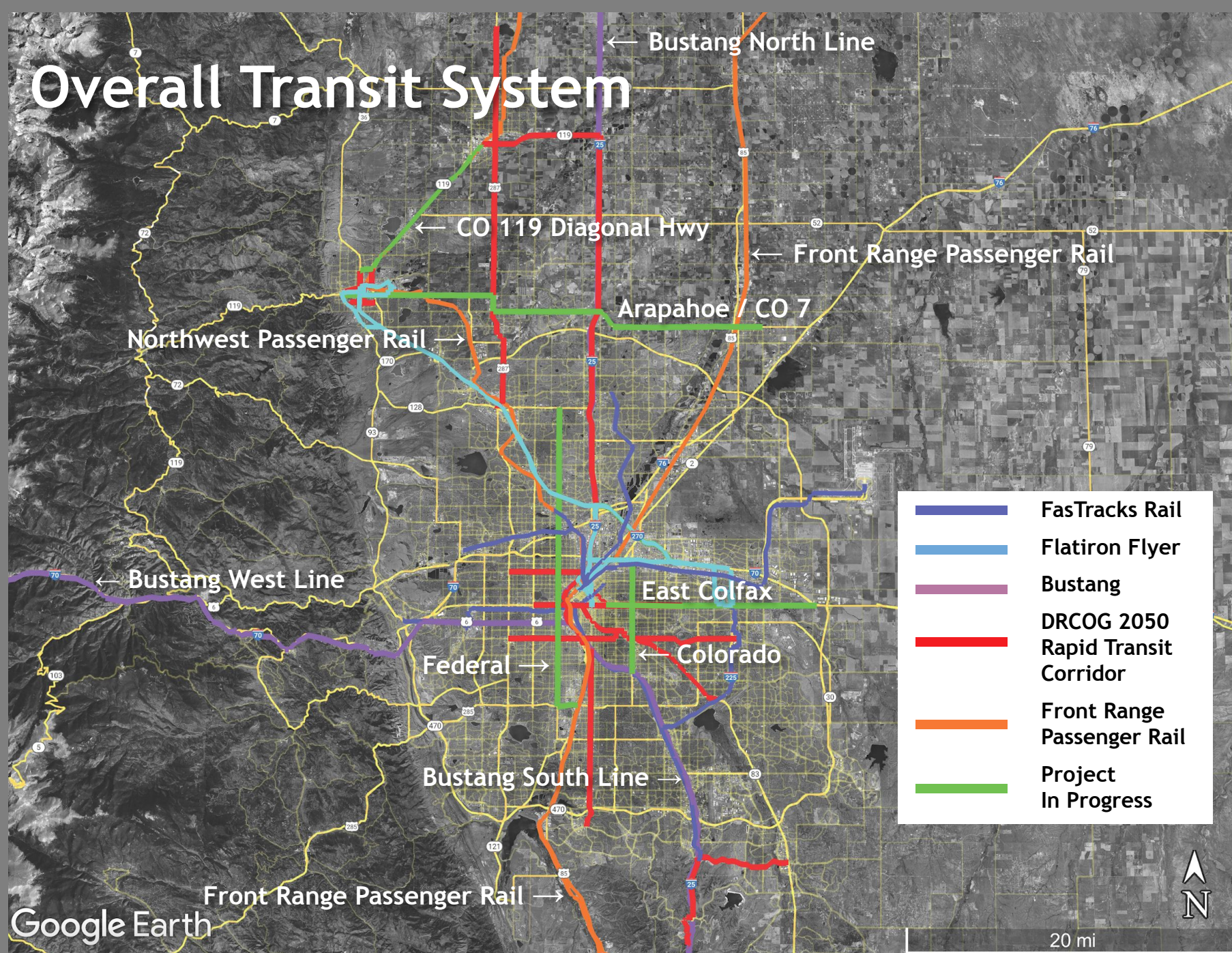
Colorado Blvd. BRT Project

- Project Area
 - I-70 to I-25, potential north and south expansion
 - Core service: 40th and Colorado Station (A-Line) to Colorado Station (E and H Lines)
- Project Status
 - Corridor study starting in August
 - Identify pedestrian and bicycle improvements
 - Develop foundation for BRT design and community engagement



Southbound bus stop at Colorado Blvd. and Martin Luther King Jr. Blvd.

Overall Transit System



Google Earth

20 mi



Regional Bus Rapid Transit Partnership

NAAPME

September 28, 2023

Nora Kern - Subarea and Project Planning Program Manager

Regional Bus Rapid Transit Partnership Members



COLORADO
Department of Transportation
Region 1



CITY OF AURORA
Colorado



DENVER
THE MILE HIGH CITY



Regional Bus Rapid Transit Network context

- Started with RTD NW Area Mobility Study & Regional BRT Study
- DRCOG 2050 Regional Transportation Plan includes 11 BRT corridors (and new bus maintenance facility)
 - Updated 2050 RTP **advanced implementation timeframe** of several BRT corridors as part of overall GHG Planning Standard compliance strategy
- CDOT 10-Year Plan also includes BRT corridors (GHG compliance)
 - CDOT Regionwide Arterial BRT & Transit Improvements (\$170 m)



Framework to meet GHG planning standard



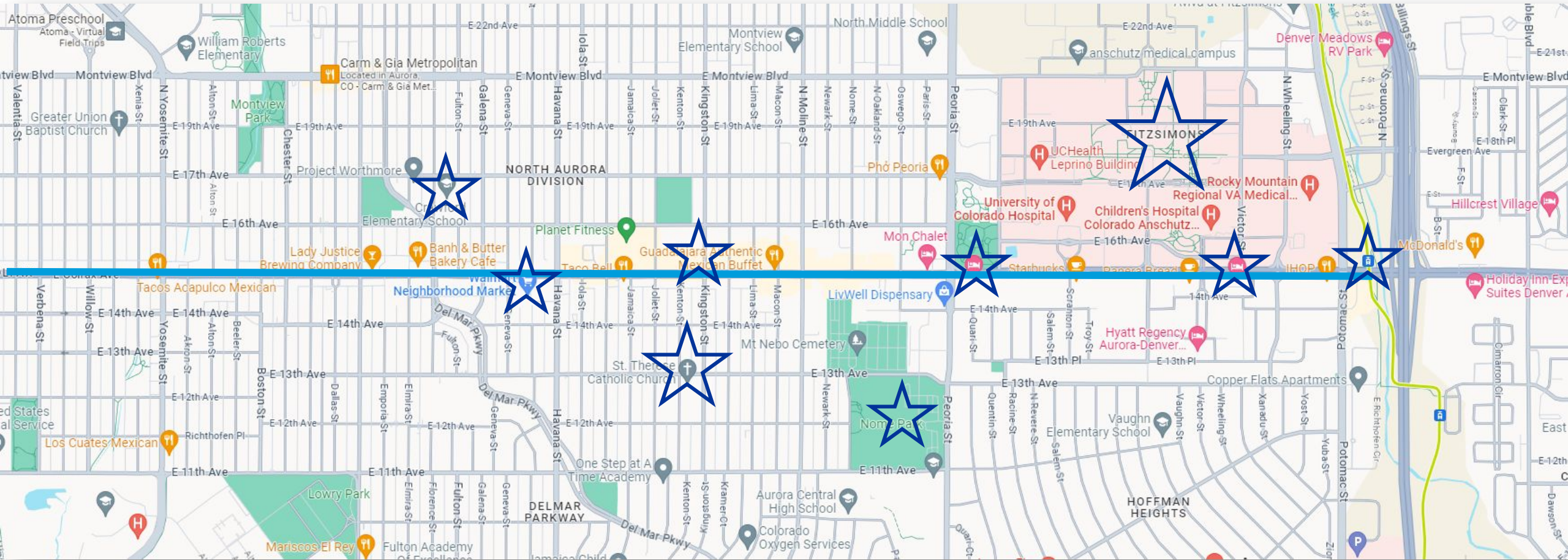
Regional BRT importance

- BRT is important part of regional strategy to help address:
 - Regional air quality and greenhouse gas emissions
 - Access to employment & economic/workforce development
 - Affordable housing
 - Connecting key activity centers and destinations
 - Equity, safety, and mobility
 - Community vitality and mobility
 - Others



Example: East Colfax BRT in Aurora

- Medical, grocery, restaurants, retail, lodging, schools, churches, neighborhoods, light rail, local bus



Implementation timeframe

2020-2030 (5 corridors)

- Colorado Blvd.
- East Colfax
- East Colfax Extension
- Federal Blvd.
- CO-119

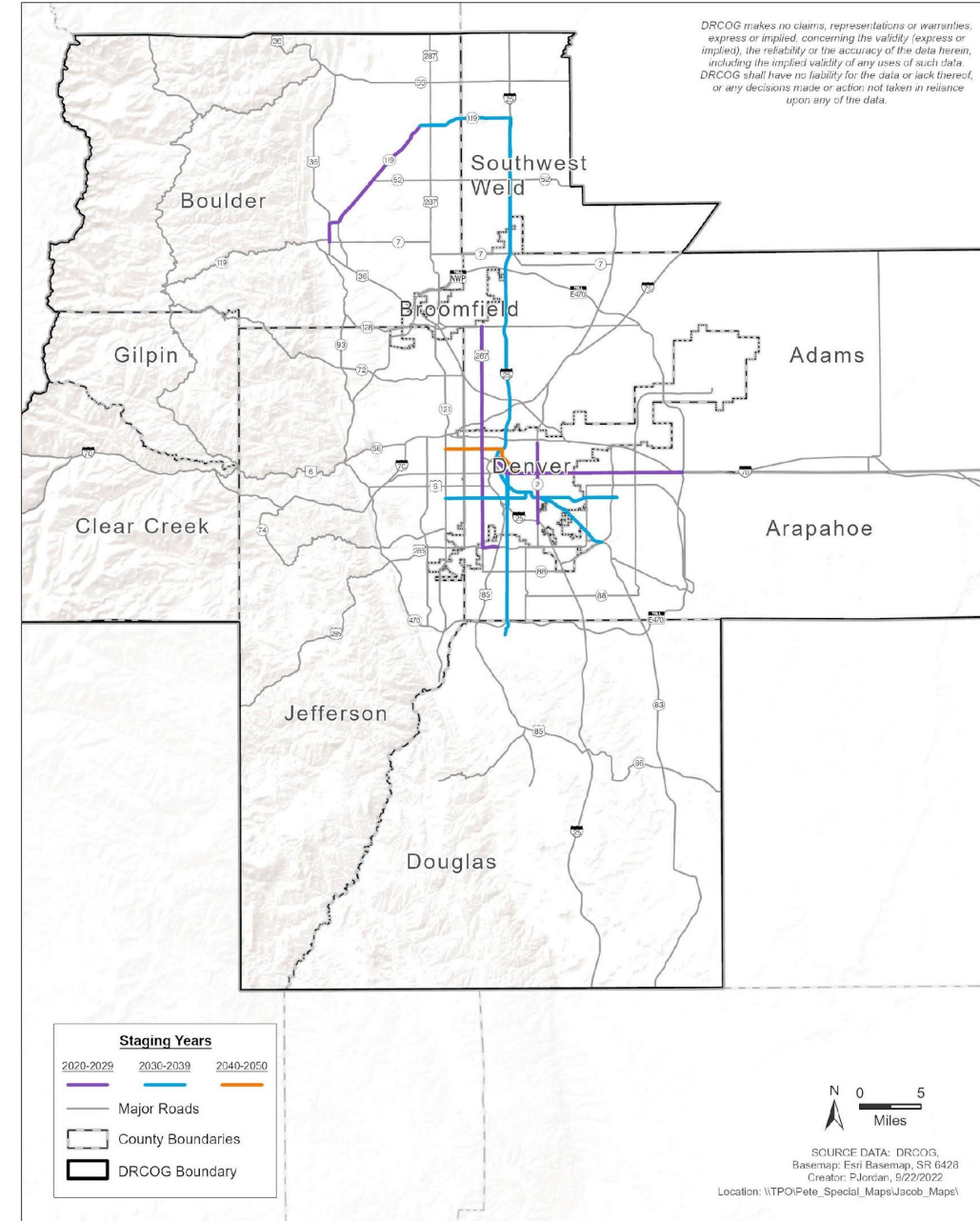
2030-2040 (5 corridors)

- Alameda Ave.
- Broadway/Lincoln
- I-25 North
- Speer/Leetsdale/Parker
- CO-119 Ext.

2040-2050

- 38th Ave./Park Ave.

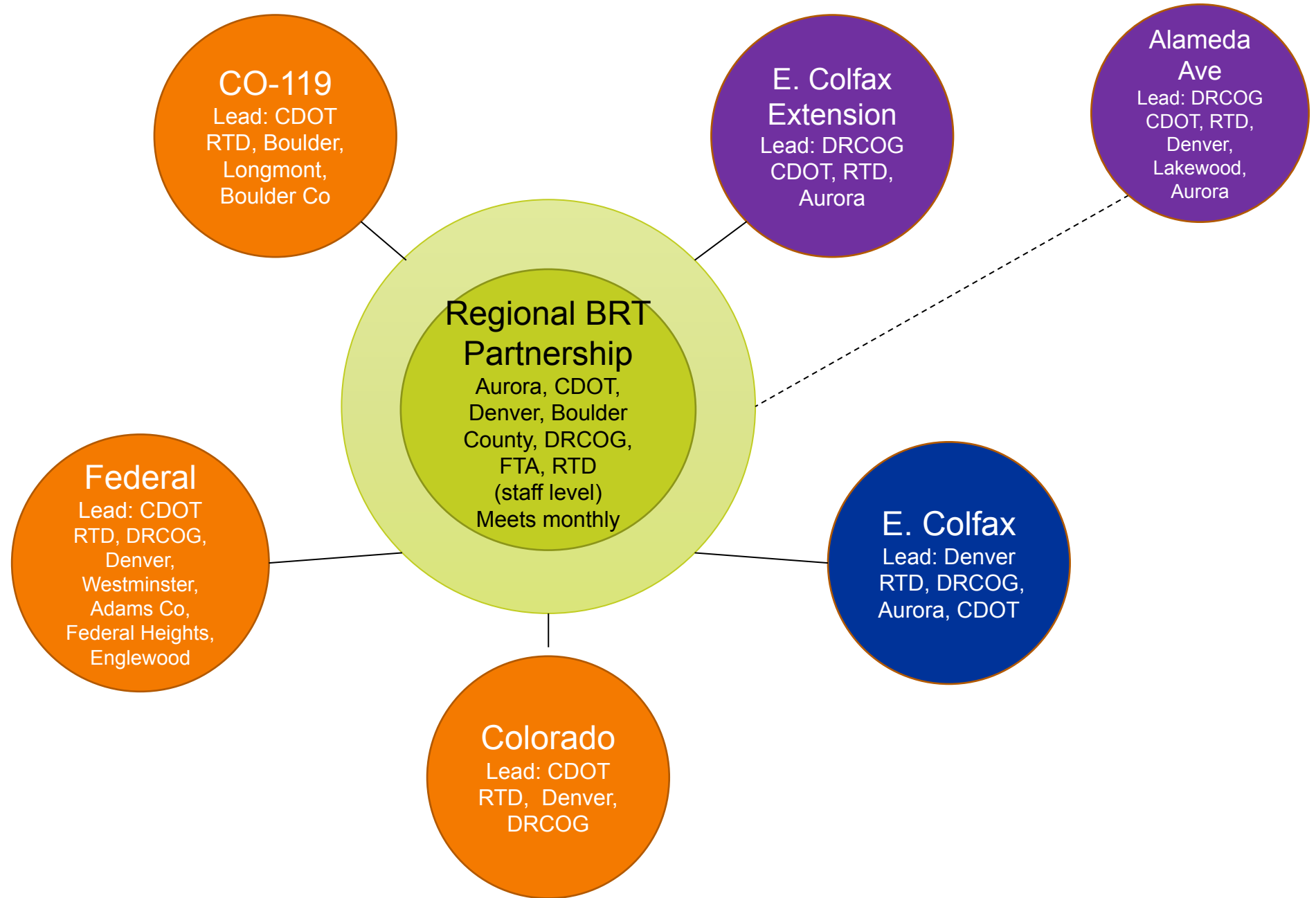
Bus Maintenance Facility



Regional BRT Partnership framework & purpose

- Multi-agency planning, funding & implementation partnership
 - More work (esp. by 2030) than any single agency could lead or do alone
- Collaborate and assist multiple BRT corridors simultaneously
 - Coordinate/monitor corridor work, issues, schedules, resources
 - Systemwide efficiencies and consistency (project development, financing, operations, branding, etc.)
- Initial focus: AA, NEPA, planning and design work on:
 - Colorado Blvd., CO-119, Federal Blvd. (CDOT lead, Denver, others)
 - East Colfax (Denver/Aurora, others)
 - East Colfax Ext. (DRCOG lead, Aurora, CDOT)
- Also begin work on next priority corridors
 - Alameda (DRCOG study with CDOT, Aurora, Denver, Lakewood, RTD)
 - Broadway/Lincoln, I-25 North, Speer/Leetsdale/Parker, CO-119 Ext.





BRT financial analysis (in progress)

- Potential costs (rounded):

Corridor	Design, Environmental Costs, ROW	Capital Costs (2023\$)
2020-2029 Staging Period		
Colfax		\$275,000,000
Federal	\$40,000,000	\$264,000,000
Colorado	\$5,000,000	\$125 - \$185 Million
SH 119	\$45,000,000	\$115,000,000
Colfax Extension	TBD	\$40,000,000
2030-2039 Staging Period		
Alameda	\$8,300,000	\$120-165 Million
Broadway Lincoln	\$7,600,000	\$140 -\$200 million
Speer/ Leetsdale/ Parker	\$15,600,000	\$200-\$300 Million
N I-25	\$13,500,000	\$67,300,000
SH 119 Extension	TBD	TBD
2040-2050 Staging Period		
Park Ave / 38th Ave	\$5,700,000	\$28,600,000



Potential funding sources

- **FTA Capital Investment Grants Program**
 - Small Starts: up to \$150 million per project
 - Competitive grant; not all corridors may be eligible
- **Other federal competitive grants**
- **CDOT BRT Program (\$170 million)**
- **DRCOG Transportation Improvement Program**
 - Funds already awarded to Federal, CO-119, Colfax
 - New funding available in 2028-2031
- **Local Funding: bonds, capital funds, others**
- **NAAPME?**





Department of Transportation



Thank You!

- For questions or comments, please contact:

Ryan Noles

Bus Rapid Transit (BRT) Program Manager, CDOT Region 1

Ryan.Noles@state.co.us

Nora Kern

Subarea and Project Planning Program Manager, DRCOG

nkern@drcog.org



COLORADO

Department of Transportation

Nonattainment Area Air Pollution
Mitigation Enterprise

DATE: September 28, 2023

FROM: Darius Pakbaz, NAAPME Program Administrator

TO: NAAPME Board of Directors

SUBJECT: Evaluating Proposals and Funding Programs Workshop

OVERVIEW:

At the request of the NAAPME Board of Directors, this workshop will focus on continued discussion on how the Enterprise should evaluate funding programs that meet its business purpose, and how to evaluate specific proposals in authorized funding programs. An additional workshop on identification of Disproportionately Impacted Communities will be presented to the Board at the September 2023 meeting.

PROPOSAL(S) / RECOMMENDATION(S):

No recommendations at this time. The workshop will review previously discussed information from past Board meetings and provide examples from other similar programs that could be helpful in determining how the board wishes to evaluate programs and proposals.

ACTIONS BY OTHERS:

N/A

PREVIOUS DISCUSSIONS / ACTIONS:

- [JULY 2023: Enterprise Program Discussion](#): In review of a potential funding proposal, the Board of Directors have requested that a further discussion on evaluation criteria would be helpful and for NAAPME staff to provide examples of similar programs that could help with this discussion.
- [MAY 2023: Enterprise Program Discussion](#): A proposed funding program proposal was brought forward for review by the Board of Directors. Initial evaluation criteria was presented as possible options for evaluating the specific proposal during the discussion.
- [JUNE 2022: NAAPME 10-Year Plan](#): The NAAPME 10-Year Plan, adopted by the Board of Directors in June 2022, outlined funding focus areas that meet the business purpose of the Enterprise and specifically notes that all funding needs to be allocated to areas within the ozone nonattainment area.

PROPOSED MOTION(S):

Informational Only

ATTACHMENTS:

Presentation - Evaluating Proposals and Funding Programs - 09/28/23
Attachment A - Transportation Alternatives Program Guidelines - March 2023
Attachment B - Multimodal Options Fund State Funding Fact Sheet - April 2022

ADDITIONAL INFORMATION:

Please contact [Darius Pakbaz](#) (720.241.8097) for further information.

2829 W. Howard Place Denver, CO 80204-2305 P 303.757.9011 codot.gov





Evaluating Proposals and Funding Programs

Darius Pakbaz, NAAPME Program Administrator



Evaluating Proposals and Funding Programs

Enterprise Business Purpose:

The business purpose of the enterprise is to **mitigate the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas** that results from the rapid and continuing growth in retail deliveries made by motor vehicles and in prearranged rides provided by transportation network companies by providing funding for **eligible projects that reduce traffic, including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution, such as retrofitting of construction equipment, construction of roadside vegetation barriers, and planting trees along medians.**



Evaluating Proposals and Funding Programs

NAAPME 10-Year Plan Funding Focus Areas

As part of its 10 Year Plan development (2022), the NAAPME Board identified three funding focus areas:



Sustainably reduce traffic congestion



Reduce the environmental and health impacts of transportation



Improve neighborhood connectivity for communities adjacent to highways



Evaluating Proposals and Funding Programs

Sustainably Reduce Traffic Congestion Focus Area



Sustainably Reduce Traffic Congestion

Photo Credit: RFTA

Reducing traffic congestion is one of the key provisions within the enterprise's purpose. However, to fulfill the objectives of other funding focus areas, this must be done in a sustainable manner.

Within this funding category, the enterprise will focus on projects that provide alternatives to single occupancy travel including transit services, active transportation alternatives, and carpool alternatives, as well as roadway operations improvements that sustainably reduce congestion, such as traffic incident management.

Examples include:



- Expanding interregional transit services, like Bustang;
- Development and expansion of bus rapid transit services;
- Construction of Mobility Hubs, destinations for transit services that connect interregional and local services, including first and last miles services, electric vehicle charging, and bike parking;
- New and expanded sidewalks and bike paths; and
- New and expanded vanpool, carpool, and other services for commuter travel.



Evaluating Proposals and Funding Programs

Reduce Environmental & Health Impacts Focus Area



Reduce Environmental & Health Impacts of Transportation

As noted previously in this plan, transportation is one of the main contributors to ozone pollution. Additionally, transportation is the largest contributor of greenhouse gas emissions in both Colorado and nationwide.

This funding focus area focuses on reducing impacts from the construction and ongoing operation of transportation projects.

Examples include:



- Measures that would reduce the impact of large highway construction projects;
- Retrofitting construction equipment for highway projects;
- Air quality monitoring for larger highway construction projects; and
- Roadside vegetation barriers.





Evaluating Proposals and Funding Programs

Improving Neighborhood Connectivity Focus Area

Improve Neighborhood Connectivity of Communities Adjacent to Highways



The purpose of this funding focus area is to fund mitigation measures that help reconnect communities and provide multimodal options to move along and across large urban corridors.

Examples would include:



- More sidewalks and bike paths along major corridors and local roads;
- Safer bike and pedestrian connectivity along busy urban streets; and
- Projects that reduce traffic speeds along busy urban streets.





Evaluating Proposals and Funding Programs

The NAAPME 10-Year Plan states that

“at a minimum, projects funded by the Nonattainment Enterprise ... must be located within the nine-county ozone nonattainment area” (i.e., anywhere in Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, or Weld Counties, or in the southern half of Larimer County).

The NAAPME Board has identified the following additional parameters:

- Project should be located in a Disproportionately Impacted Community (DIC);
- Project should demonstrate both *usage* (e.g., no “sidewalks to nowhere”) and *ozone pollution reductions*



Sidewalk/Multimodal Projects Example

Potential Reductions in Ozone Causing Emissions

Increasing the connectivity of sidewalks and multimodal paths has shown a potential reduction in ozone causing emissions. Here is an example of modeled reductions from FHWA's [“Congestion Mitigation and Air Quality Improvement \(CMAQ\)” program](#):

Colorado “Bicycle and Pedestrian Facilities” Projects funded by CMAQ, FY 2014-2021	Modeled Pollution Reductions (all in kg/day):			
	VOC *	CO	NOx *	PM10
Separate Path	0.5	1.18	2.01	0.5
Separate Path	1.0	16.0	1.0	1.0
CONSTRUCT 2 BIKE/PED UNDERPASSES ...	1.34	18.04	1.56	0.05
CONSTRUCT BIKE/PED TRAIL AND AMENITIES ...	1.08	14.65	1.26	0.04
MULTIMODAL IMPROVEMENTS, ROADWAY & DRAINAGE IMP., LANDSCAPING	0.84	1.98	3.36	0.01
CONSTRUCT BICYCLE / PEDESTRIAN FACILITY	0.96		1.28	
Passenger Facilities	0.96		1.28	
Passenger Facilities		2		
CONSTRUCT BIKE/PED UNDERPASS AND AMENITIES		2		
10 FT WIDE TRAIL AND TWO PEDESTRIAN BRIDGES		1		
Passenger Facilities		2		
OVERPASS CONSTRUCTION, TRAIL CONNECTIONS ...	0.042	1.4	0.044	0.003
TRAIL CONSTRUCTION ...	0.074	2.477	0.078	0.005
CONSTRUCT 10' BIKE/PED TRAIL, WALLS, BIKE RAILING ...	0.301	10.058	0.318	0.022
CONSTRUCT TRAIL AND PEDESTRIAN BRIDGE	0.062	2.087	0.066	0.004
CONSTRUCT BIKE/PED UNDERPASS	.0056	1.14	0.123	0.009
CONSTRUCT NEW 10' SIDEWALK AND INSTALL WAYFINDING SIGNAGE	0.067	1.055	0.098	0.013
REMOVE EXISTING STAIRS AND REPLACE WITH ADA COMPLIANT RAMP, WIDEN SIDEWALK, ...	0.3	4.79	0.45	0.06
CONSTRUCT 10' MULTI-USE BIKE/PED TRAIL, RETAINING WALLS, BIKE RAILING	0.0630	0.9100	0.0780	0.0080
TOTALS	7.589	82.767	13.005	1.724
* 365 = kg of pollutants reduced each year	<u>2,769.98</u>	<u>30,209.96</u>	<u>4,746.83</u>	<u>629.26</u>

* Volatile Organic Compounds (VOCs) and Oxides of Nitrogen (NOx) are “ozone precursors,” which combine with sunlight to produce ground-level ozone.



Evaluating Proposals and Funding Programs

NAAPME Staff identified the following additional parameters:

- Project should be in the Construction phase (instead of Study, Design, etc.);
- Project is already part of State, DRCOG, NFRMPO, and/or UFR Approved Transportation Plans;
- Project passes CDOT Engineering Feasibility Assessment(s);
- Project is completed and available within a timeframe acceptable to the Board.
- Projects that have multimodal elements may apply to funds to support these elements as long as they meet the provisions as outlined by the Board of Directors.

Any other criteria that the Board of Directors want to consider for Holistic Evaluation Criteria?



Transportation Alternatives Program (TAP)

TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.



Programs

[Home](#) | [Programs](#) | [Planning](#) | [Grants](#) | Transportation Alternatives Program

Resources

[Planning Process](#)

[Planning & Environmental Linkages \(PEL\)](#)

[Committees, Boards & Councils](#)

Transportation Alternatives Program

Transportation Alternatives Program (TAP) Guidelines and Application:

Federal funds are allocated under the TAP program to transportation improvement projects that expand travel choice, strengthen the local economy, improve quality of life, and protect the environment. Many TAP projects enhance non-motorized forms of transportation like biking and walking. TAP was authorized in 2012 by federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), and is now continued under the current federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA).

codot.gov/programs/planning/grants/tap-fiscal-years-2024-26



Transportation Alternatives Program (TAP)

Application and Scoring Criteria

- Applicant is an eligible entity to receive TAP funding and has the authority to enter into a contract with the State.
- The applicant demonstrates how the project is eligible and falls into one or more of the Transportation Alternatives project categories.
- Project must demonstrate a relationship to surface transportation.
- The application meets the project match requirements.
- The application must document a commitment for long-term maintenance of the completed project.
- Applicant does not currently have any other projects with CDOT that are on the FHWA inactive projects report.
- The completed project is open to the general public and meets the accessibility standards of the Americans with Disabilities Act.
- The completed application meets applicable federal, state, and local requirements.
- The application demonstrates that the completed project fulfills a public need or benefit related to the State's transportation system.



Transportation Alternatives Program (TAP)

Application and Scoring Criteria (cont'd.)

Applicants who meet the threshold criteria will then be scored and ranked according to the following criteria:

- Enhance safety.
- Maximize transportation investment / improve network connectivity / encourage active transportation / reduce GHG emissions.
- Improve or expand state & regional economy, recreation, quality of life, and public health.
- Enhanced transportation equity.
- Project readiness.
- Integration with plans, initiatives, and documented community support.
- Built environment / community development policies.



Multimodal Transportation and Mitigation Options Fund (MMOF)

The Multimodal Transportation and Mitigation Options Fund (MMOF) was created by the State Legislature in 2018 and provided a one-time allocation of state funding. In 2021, Senate Bill 2021-260 dedicated a significant portion of the State's COVID Fiscal Recovery Funds (ARPA-SLFRF) to MMOF, in addition to generating annual state revenues for the program for the next ten years. These funds have made multimodal accessibility and safety improvements possible for the first time in decades for many Colorado communities. Additional program information is provided below.

Programs

[Home](#) | [Programs](#) | [Planning](#) | [Grants](#) | Multimodal Transportation and Mitigation Options Fund (MMOF)

Multimodal Transportation and Mitigation Options Fund (MMOF)

Program Overview

The Multimodal Transportation and Mitigation Options Fund (MMOF) was created by the State Legislature in 2018 and provided a one-time allocation of state funding. In 2021, Senate Bill 2021-260 dedicated a significant portion of the State's COVID Fiscal Recovery Funds (ARPA-SLFRF) to MMOF, in addition to generating annual state revenues for the program for the next ten years. These funds have made multimodal accessibility and safety improvements possible for the first time in decades for many Colorado communities. Additional program information is provided below.

MMOF funds are distributed by formula among the 15 Transportation Planning Regions (TPR) of the state. Project funding is awarded within each Region by its Regional Planning Committee (RPC), which is comprised of representatives from each city and county in those respective regions.

Resources

- [Planning Process](#)
- [Planning & Environmental Linkages \(PEL\)](#)
- [Committees, Boards & Councils](#)
- [Departments & Programs](#)
- [Freight Planning](#)
- [Transportation Plans](#)
- [Grants](#)

codot.gov/programs/planning/grants/mmof-local



Multimodal Transportation and Mitigation Options Fund (MMOF)

Project Application and Selection

Project selections for Local MMOF Program awards are conducted individually by the Regional Planning Commissions (RPC) in each TPR. Contact your RPC (also referred to as an MPO or TPR) for their respective application form.

MPO/TPR project selections for funds allocated in January 2022 have concluded. Subsequent application opportunities for future years' allocations will be determined by your MPO/TPR.

Project Applicants should contact their respective RPCs to engage in their selection processes. A guide to the MPOs/TPRs and their contact information may be found on CDOT's planning website.

Please see Attachment B in the packet for administrative, technical and program delivery requirements of the MMOF Program.

codot.gov/programs/planning/grants/mmof-local



Evaluating Proposals and Funding Programs

Discussion Questions:

- Is there any other criteria that the Board would like to consider in particular when looking at requests for funding and projects?
- Any ideas from the two examples from other grant programs that were presented today?
- Does the Board feel that they can make a decision on a specific group of criteria if a proposal is brought forth at a future meeting?
- The Board has heard about Bus Rapid Transit, Sidewalk and Multimodal Paths, and Regional Air Quality Program Projects. Are there any other potential funding areas that the Board would like to know more about, within the Business Purpose of the Enterprise and the three funding focus areas?



COLORADO

Department of Transportation

Nonattainment Area Air Pollution
Mitigation Enterprise

DATE: September 28, 2023

FROM: Darius Pakbaz, NAAPME Program Administrator

TO: NAAPME Board of Directors

SUBJECT: Funding Proposal Request from the Regional Air Quality Council

OVERVIEW:

Regional Air Quality Council (RAQC) has sent a funding proposal for consideration by the Board of Directors. Specifically, it requests NAAPME funding for the following:

DRCOG/CMAQ Affiliated Programming:

Public Education and Engagement	\$792,750
Employer Micro-Grants & Clean Air Champion Company Recognition Program	\$147,000
Anti-Idling & Idling Alternative Program	\$168,000
Auto Maintenance Program & Outreach	\$352,800

Independent “Mow Down Pollution” Program \$600,000

Total Request \$2,060,550

PROPOSAL(S) / RECOMMENDATION(S):

With a potential proposal submitted for funding, NAAPME staff is bringing the proposal forward for consideration by the Board of Directors. This workshop will allow Board members to review the proposal, propose potential questions, and decide if the proposal meets the business purpose of the Enterprise and meets one or more of the funding focus areas identified in the 10-Year Plan.

Additionally, the Enterprise has not yet determined specific funding programs, notification of funding publicly posted, nor has a potential evaluation criteria established. This proposal, if funded, should be reviewed by counsel before a final vote for approval and final approval is given to the agency.

Finally, consideration should be given to other potential entities who may be interested in enterprise funding. Approval of this proposal may cause complications without an open and competitive call for funding.

ACTIONS BY OTHERS:

- N/A

PREVIOUS DISCUSSIONS / ACTIONS:

- [The CDOT DTD Environmental Programs Branch had prepared a potential “Air Quality Monitoring Proposal for Regionally Significant Projects” at the NAAPME Board Meeting scheduled for March 30, 2023.](#)

That meeting was canceled due to lack of a quorum, and this proposal was withdrawn



after consultation from counsel.

- [RAQC Executive Director Silverstein presented on “Air Quality Issues and Perspectives” at the NAAPME Board Meeting on May 25, 2023.](#)

Mr. Silverstein presented to the Board an overview of the ozone pollution status within Colorado, an overview of the role of the Regional Air Quality Council, and programs provided by the RAQC to help reduce ozone pollution. Many of the RAQC’s programs can only be applied in the southern portion of the ozone nonattainment area.

PROPOSED MOTION(S):

Informational Only

ATTACHMENTS:

Presentation - Overview of RAQC Funding Proposal - September 2023

Attachment D - Regional Air Quality Council (RAQC) Funding Proposal to the NAAPME Board of Directors - August 18, 2023

ADDITIONAL INFORMATION:

Please contact [Darius Pakbaz](#) (720.241.8097) for further information.





Funding Proposal from the Regional Air Quality Council (RAQC)

Darius Pakbaz, NAAPME Program Administrator



Funding Proposal from the Regional Air Quality Council (RAQC)

Regional Air Quality Council (RAQC) has sent a funding proposal for consideration by the Board of Directors. Specifically, it requests NAAPME funding for the following:

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Auto Maintenance Program & Outreach	\$352,800
Independent “Mow Down Pollution” Program	\$600,000
Total Request	\$2,060,550



Funding Proposal from the Regional Air Quality Council (RAQC)

Simple Steps. Better Air. (SSBA)

Formerly OzoneAware - is a program that, through increased outreach and public awareness about ground-level ozone pollution, aims to create behavior change around air quality issues, and in doing so, motivate more Coloradans to take action in reducing ozone-causing emissions.

Our outreach and educational campaign also includes radio, outdoor and digital advertising, social media outreach, community event sponsorships, stakeholder partnerships and outreach to media and local governments. Find more simple steps to decrease ozone pollution, sign up for ozone alerts, or log your vehicle trips and ozone-cutting actions in our unique tracking system at www.SimpleStepsBetterAir.org.

New Localized Community-Based Social Marketing

Starting in 2024, the program adds a new hyperlocal program that drills down into front range communities to give localized information in conjunction with local governments.

REQUEST - \$792,750



Funding Proposal from the Regional Air Quality Council (RAQC)

Employer Micro-Grants

In collaboration with local Transportation Management Associations and Transportation Management Organizations, including DRCOG's Way to Go program, and building upon its strong and established partnerships, the RAQC will work with large employers in the ozone nonattainment area to provide micro-grants that assist them in implementing proven measures that reduce vehicle miles travelled (VMT) in single-occupancy vehicle (SOV) commute trips. Grants will help fund programs to increase bicycle commuting and create a bicycle-friendly workplace, in addition to expanding other program offerings that encourage reductions of SOV trips by employees.

Clean Air Champion Company Recognition Program

As the lead air quality planning agency for the Metro Denver/North Front Range Ozone Nonattainment Area - and in alignment with its mission to "improve air quality and protect Colorado's health, environment and economy" - the RAQC created the *Clean Air Champions* Recognition Program to recognize entities, including public, private and nonprofit organizations, local governments and municipalities, that demonstrate a commitment to improving the region's air quality. The RAQC has identified the following categories as being of particular interest:

- Diesel: Recognizing entities that are working towards reducing emissions from medium and heavy-duty diesel engines - both on and off road.
- Electrification: Recognizing entities that are working towards reducing emissions through supporting electrification efforts.
- Transit and Outreach Options: Recognizing entities that are promoting programs and projects that encourage low/no emission transit options.

REQUEST - \$147,000



Funding Proposal from the Regional Air Quality Council (RAQC)

Fleet and Individual Vehicle Anti-Idling and Idling Alternatives Program

- Idling vehicles continue to be a major source of ozone precursors as well as other air quality problems. These programs build on previous, successful RAQC programs and incorporate new efforts as well.
 - Creation of model legislation for local governments. Cities and counties across the nonattainment area are seeking ways to curb idling, and RAQC staff have experience drafting and passing legislation at the local level. In most cases, local ordinances focus on commercial vehicles.
 - School-based passenger vehicle anti-idling efforts. Idling vehicles, often sitting in areas like student pickup locations next to playgrounds, have an impact on children who are more susceptible to particulate matter, ozone, and other air pollutants.
 - Local government and fleet modernization for idling alternatives. Many public sector vehicles, such as police cars, are currently forced to idle for hours each day to power onboard systems such as computers. New technologies, already available, can provide alternative, clean energy sources to power secondary systems. The RAQC is creating a grant program, including educational components, for fleet vehicles.

REQUEST - \$168,000



Funding Proposal from the Regional Air Quality Council (RAQC)

Auto Maintenance Program & Outreach

- The RAQC is developing an auto maintenance program to assist drivers with older high emission vehicles and those who may be financially inclined to forgo routine vehicle maintenance, which will lead to reduced emissions. Through a voucher program focused on vehicle owners in marginalized and disadvantaged communities and those with older vehicles known to have higher emission rates, the RAQC would offer financial assistance to support personal vehicle maintenance, in partnership with participating auto repair shops.

REQUEST - \$352,800



Funding Proposal from the Regional Air Quality Council (RAQC)

Independent Mow Down Pollution Program

- Gasoline-powered lawn and garden equipment is by far the largest consumer of gasoline in the “non-highway” group, which includes recreational vehicles, agricultural, and construction. Lawn and garden equipment is the fourth largest local contributor to summertime ozone pollution and VOC emissions from L&G equipment are equivalent to those from all on-road mobile sources. By partnering with local retailers for lawn and garden equipment, the RAQC distributes vouchers for residents, public agencies, and landscaping businesses to trade in their gas-powered equipment for electric equipment. RAQC understands that lawn and garden equipment may not be directly associated with on-road mobile source emissions and could be considered beyond the Enterprise’s funding scope, but due the fact that both use the same fuels (gasoline and diesel), and much of the equipment is used to maintain road rights-of-way and urban landscaping along roadways.

REQUEST - \$600,000



COLORADO

Department of Transportation

Questions & Discussion

Regional Air Quality Council (RAQC) has sent a funding proposal for consideration by the Board of Directors. Specifically, it requests NAAPME funding for the following:

DRCOG/CMAQ Affiliated Programming:

Public Education and Engagement	\$792,750
Employer Micro-Grants & Clean Air Champion Company Recognition Program	\$147,000
Anti-Idling & Idling Alternative Program	\$168,000
Auto Maintenance Program & Outreach	\$352,800

Independent “Mow Down Pollution” Program **\$600,000**

Total Request **\$2,060,550**



COLORADO

Department of Transportation

Nonattainment Area Air Pollution
Mitigation Enterprise

DATE: September 28, 2023

FROM: Rani Kumar, Colorado Department of Public Health and Environment
Darius Pakbaz, NAAPME Program Administrator

TO: NAAPME Board of Directors

SUBJECT: Colorado EnviroScreen Tool Overview & Definition of DI Communities

OVERVIEW:

As part of the effort to help identify the criteria for evaluating programs and projects, this workshop will provide an overview of the Colorado EnviroScreen tool, to help with identification and mapping of disproportionately impacted communities to direct enterprise funding and projects, as required in statute. Additionally, NAAPME staff will provide the official definition of disproportionate impacted communities, as identified by HB23-1233.

PROPOSAL(S) / RECOMMENDATION(S):

No recommendations at this time. The workshop will provide an overview of the EnviroScreen tool, what information is provided through the tool, and usage of the tool. Colorado EnviroScreen is an interactive environmental justice mapping tool. Version 1.0 of Colorado EnviroScreen launched on June 28, 2022. The tool enables users to identify disproportionately impacted communities based on the definition in Colorado's so that communities directly benefit from:

- Money and other resources.
- Enhanced opportunities to participate in Air Quality Control Commission rulemaking and permitting decisions.
- Priority for enforcement and compliance initiatives under an agreement between CDPHE and the U.S. Environmental Protection Agency.

ACTIONS BY OTHERS:

N/A

PREVIOUS DISCUSSIONS / ACTIONS:

- [JULY 2023: Enterprise Program Discussion](#): In review of a potential funding proposal, the Board of Directors have requested that a further discussion on evaluation criteria would be helpful. The Board had indicated a particular interest in further discussions in regards to disproportionately impacted communities.

PROPOSED MOTION(S):

Informational Only

ATTACHMENTS:

Presentation - Colorado EnviroScreen Tool Overview - 09/28/23

ADDITIONAL INFORMATION:

Please contact [Darius Pakbaz](#) (720.241.8097) for further information.





Colorado EnviroScreen Tool Overview

Jessica Ferko, NAAPME Director

Rani Kumar, Colorado Department of Public Health and Environment



Definition of DI Communities

HB23-1233 Standardized Definition

Section 14 of HB23-1233 defines the phrase "disproportionately impacted community" for state government to include communities in which:

- The proportion of households that are below 200% of the federal poverty level is greater than 40%;
- The proportion of households that spend more than 30% of household income on housing is greater than 50%;
- The proportion of the population that identifies as people of color is greater than 40%;
- The proportion of the population that is linguistically isolated is greater than 20%;
- The population has a history of being subject to environmental racism perpetuated through redlining or through anti-indigenous, anti-immigrant, anti-Latino, or anti-Black laws, policies, or practices and that present-day demographic factors and data demonstrate that the community currently faces environmental health disparities;
- The community is identified by a statewide agency as being one where multiple factors, including socioeconomic stressors, vulnerable populations, disproportionate environmental burdens, vulnerability to environmental degradation or climate change, and lack of public participation, may act cumulatively to affect health and the environment and may contribute to persistent disparities;
- The community is a mobile home park; or
- The community is located on the Southern Ute or Ute Mountain Ute Indian reservation.

All statewide agencies are required to use the definition of disproportionately impacted community, but the agencies are given flexibility in applying the definition.

HB23-1233 “Disproportionately Impacted Community” Definition & Colorado EnviroScreen

Rani Kumar

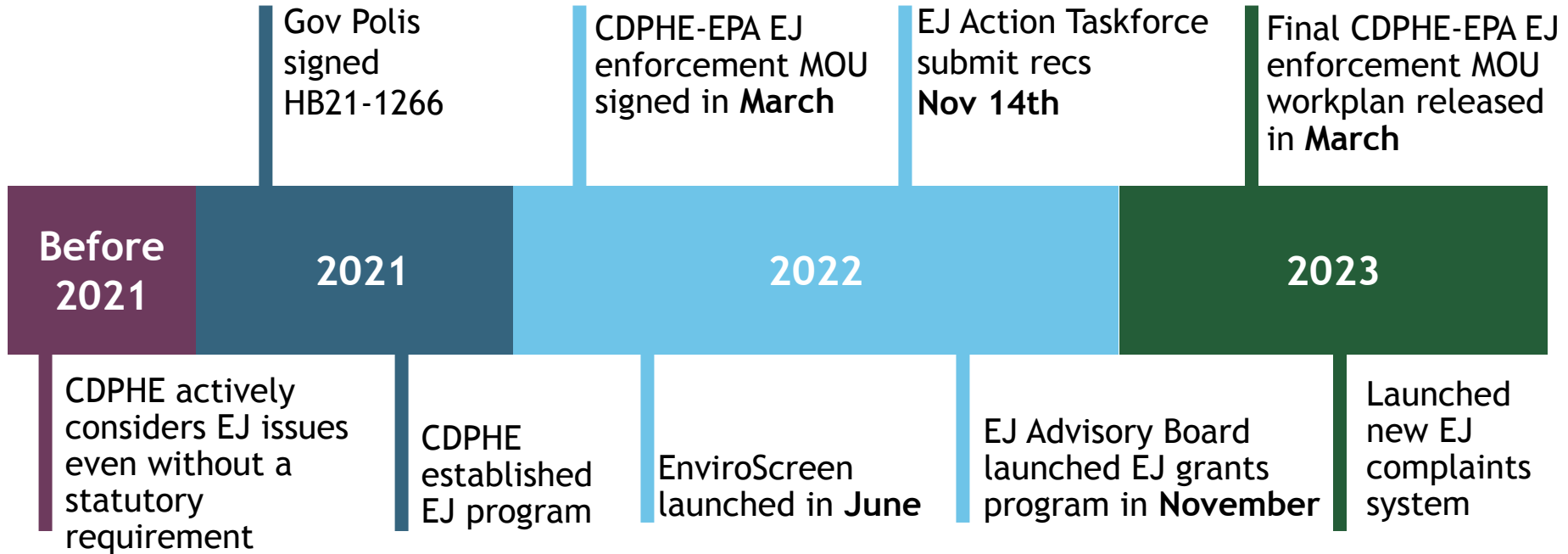
Environmental Justice Research & GIS Analyst

September 28, 2023

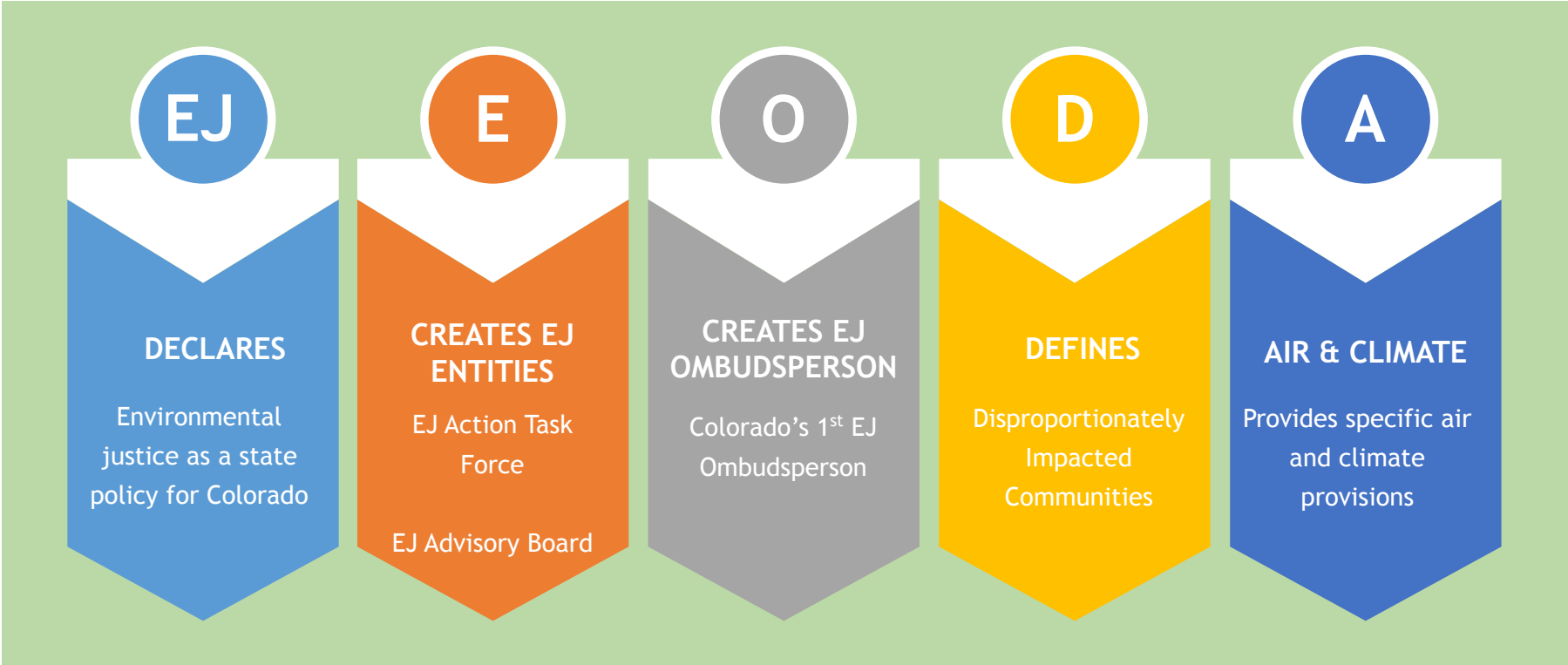


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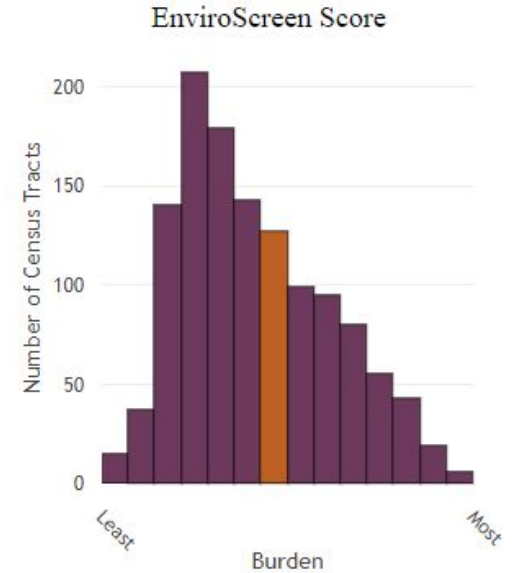
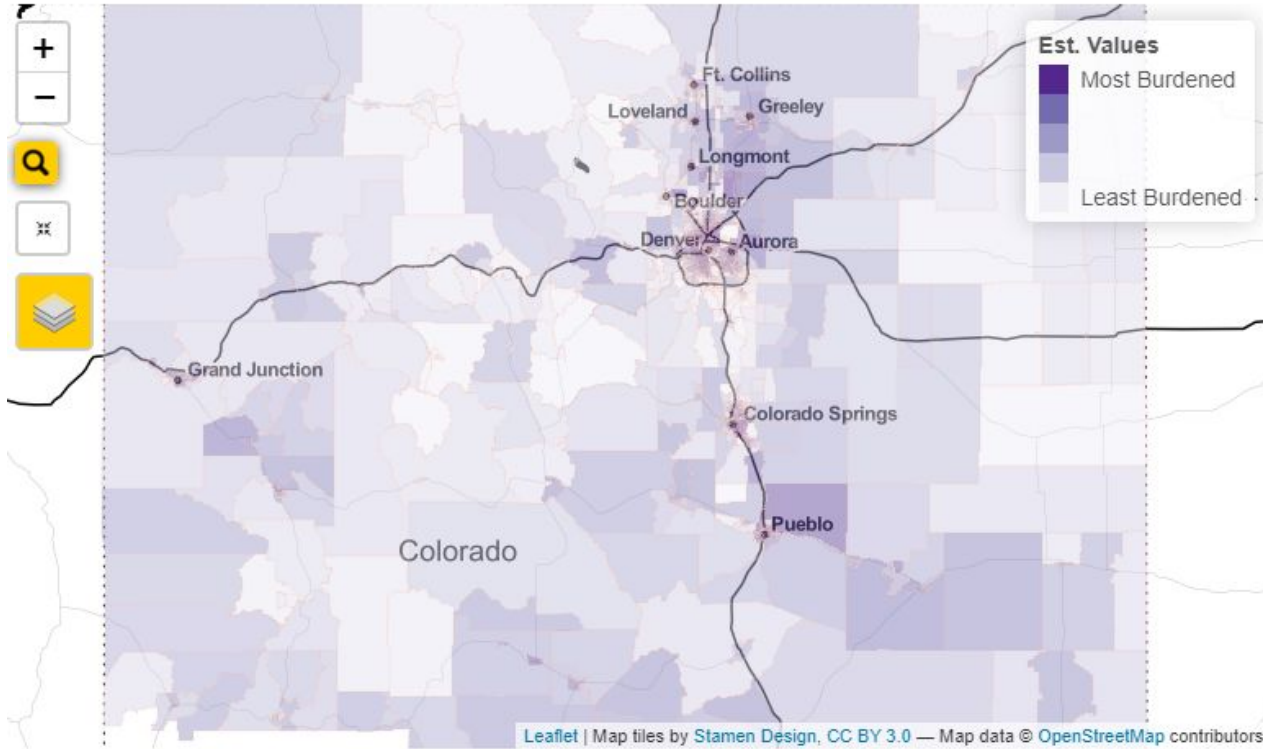
Environmental Justice at CDPHE



House Bill 21-1266: Colorado Environmental Justice Act



CO EnviroScreen



Using CO EnviroScreen as a community member:

- Have increased access to environmental, health, and socioeconomic data for your community
- Locate areas identified as “disproportionately impacted communities” by the Environmental Justice Act in Colorado



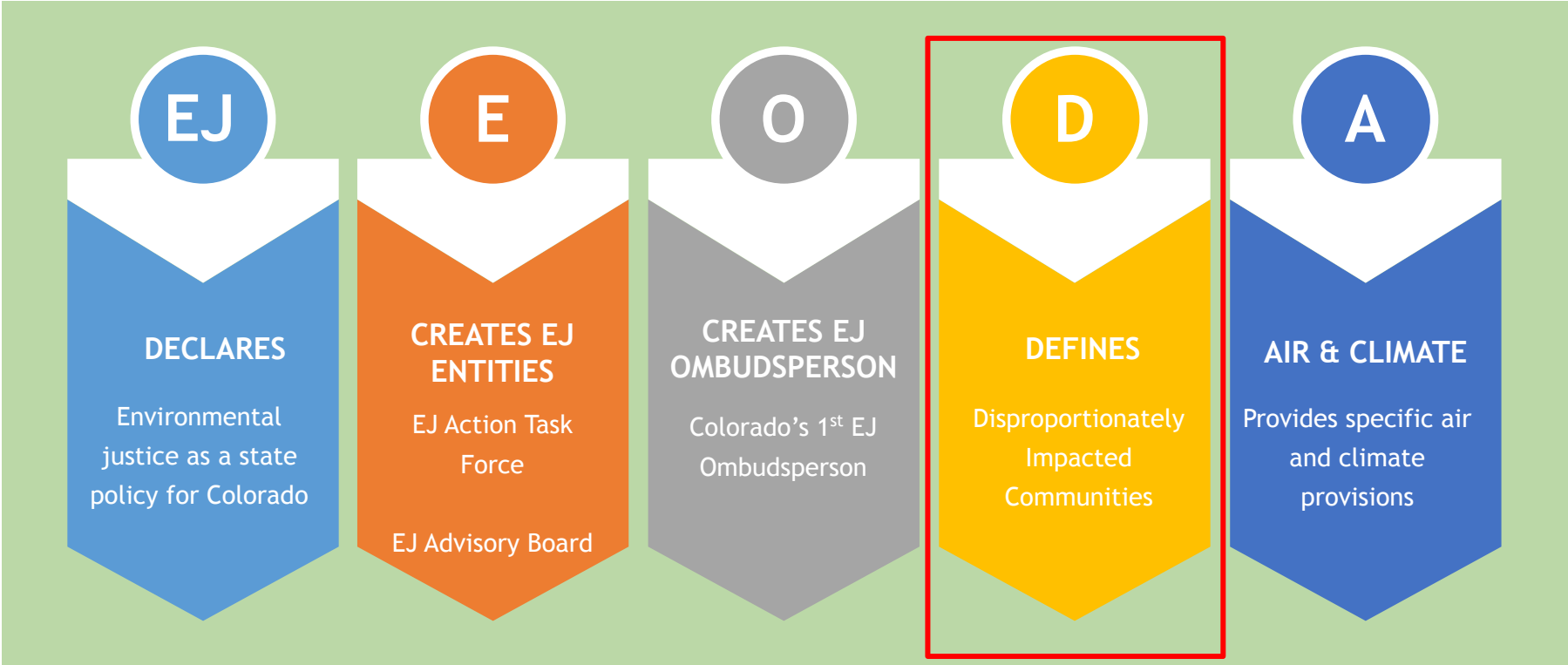
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CO's Disproportionately Impacted Community Definition & CO EnviroScreen



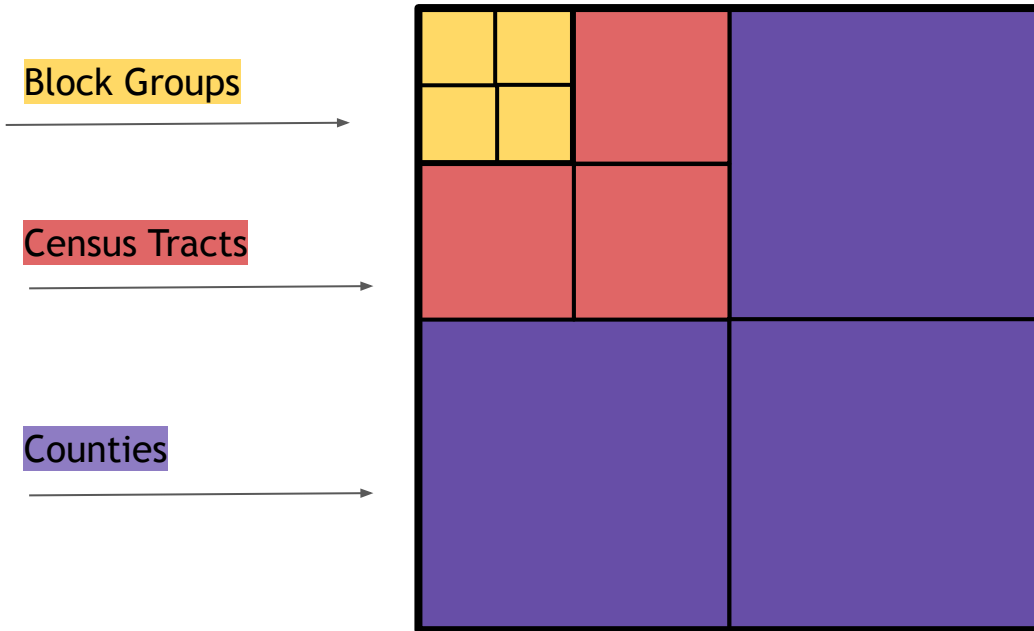
COLORADO
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Health & Environment

House Bill 21-1266: Colorado Environmental Justice Act



Disproportionately Impacted Communities *as defined by the Environmental Justice Act*

Census block groups that meet any of the following criteria:



Statutory Definition of Disproportionately Impacted Community

- § 24-4-109(2)(b)(II), C.R.S.
- Adopted in HB21-1266
- Revised by HB23-1233 to implement the recommendations of the Environmental Justice Action Task Force
- Census Block Group scale
- Agencies may prioritize or target certain criteria of the definition or certain subsets of communities that meet the definition through a public rulemaking process



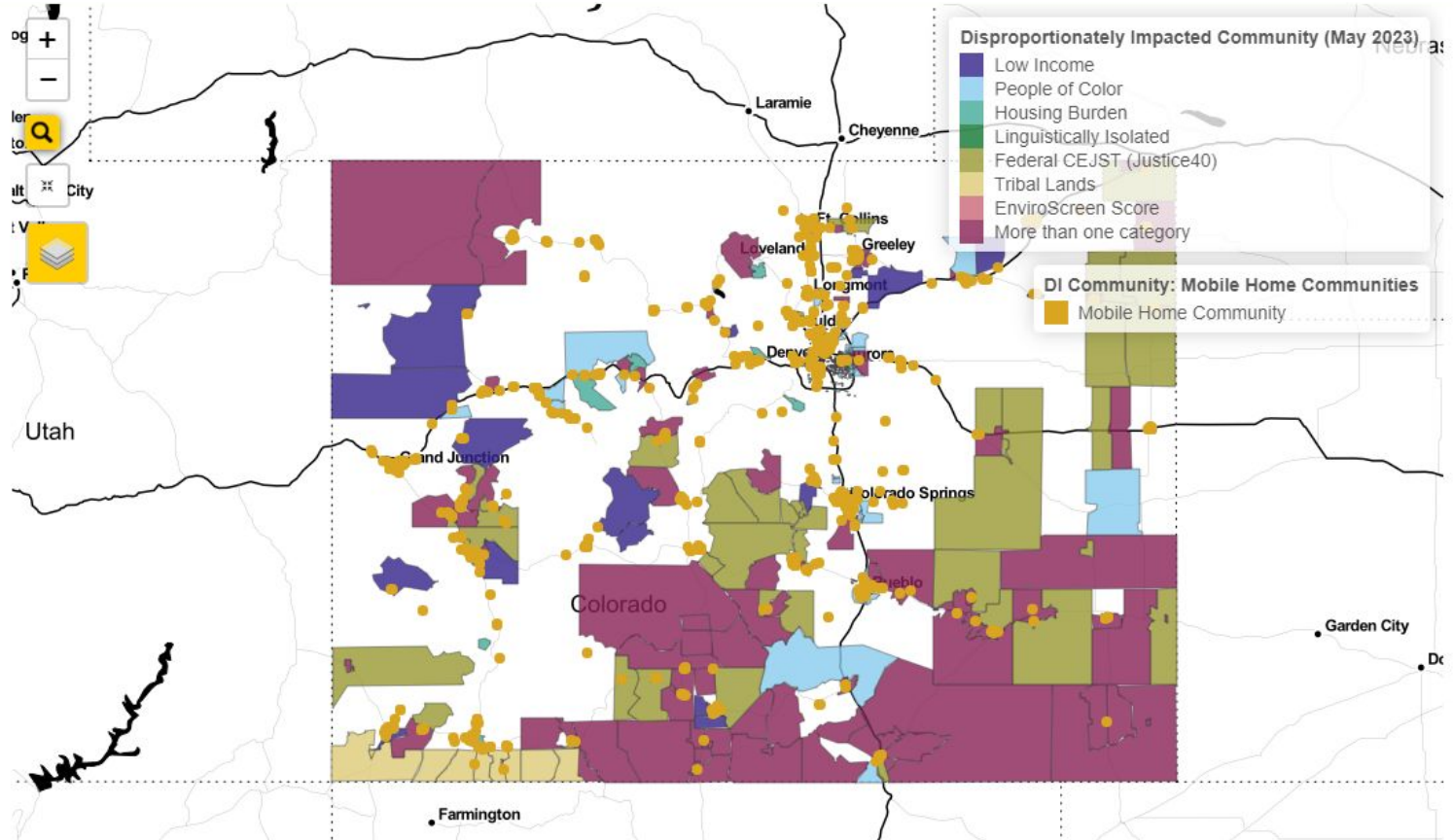
What is in the New Statutory Definition?

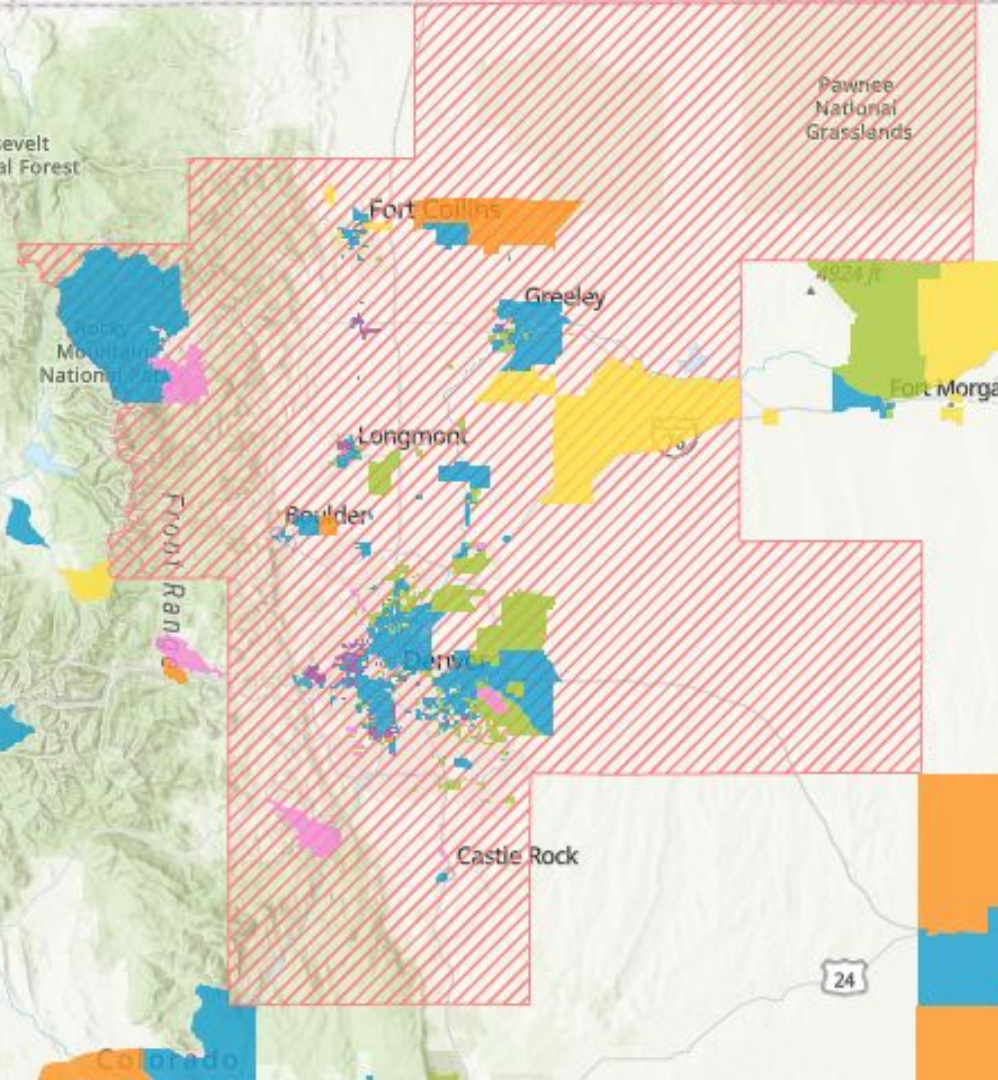
- **Demographic criteria**
 - Over 40% low-income households (at or below 200% of the federal poverty level)
 - Over 40% of the population identifies as people of color
 - Over 50% housing cost burdened households (spend more than 30% of monthly income on housing costs)
 - Over 20% linguistically isolated (limited English speaking households)
- **Cumulative impacts criteria**
 - Above the 80th percentile Colorado EnviroScreen score
 - Within a census tract identified as disadvantaged by the federal Council on Environmental Quality's Climate and Economic Justice Screening Tool (aka "Justice 40")
- **Other criteria**
 - History prong (community with a history of discriminatory laws, policies, or practices, identified through opt-in provision of community bringing forward evidence in relevant proceeding)
 - Southern Ute and Ute Mountain Ute reservations
 - Mobile Home Parks












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Department of Public
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CO EnviroScreen DI Communities Layer





DI Community May 2023 Census Block Groups

-  N/A
-  More than one category
-  POC population above 40%
-  EnviroScreen Percentile Score above 80
-  Within a Justice 40 Census Tract
-  Low-Income population above 40%
-  Housing Cost Burdened population above 50%
-  Area under Tribal Jurisdiction
-  LEP population above 20%

APCD Ozone 8 Hour NAA 2015

APCD_Ozone8HourNAA2015



DI Community Type (May 2023)	Count of Census Block Groups in Ozone NAA 2015
More than one category	612
Housing Cost Burdened population above 50%	35
Low-Income population above 40%	23
POC population above 40%	196
LEP population above 20%	1
EnviroScreen Percentile Score above 80	80
Within a Justice 40 Census Tract	15
Total	962

Thank You!

cdphe.colorado.gov/enviroscreen

cdphe.colorado.gov/enviroscreen-es

rani.kumar@state.co.us

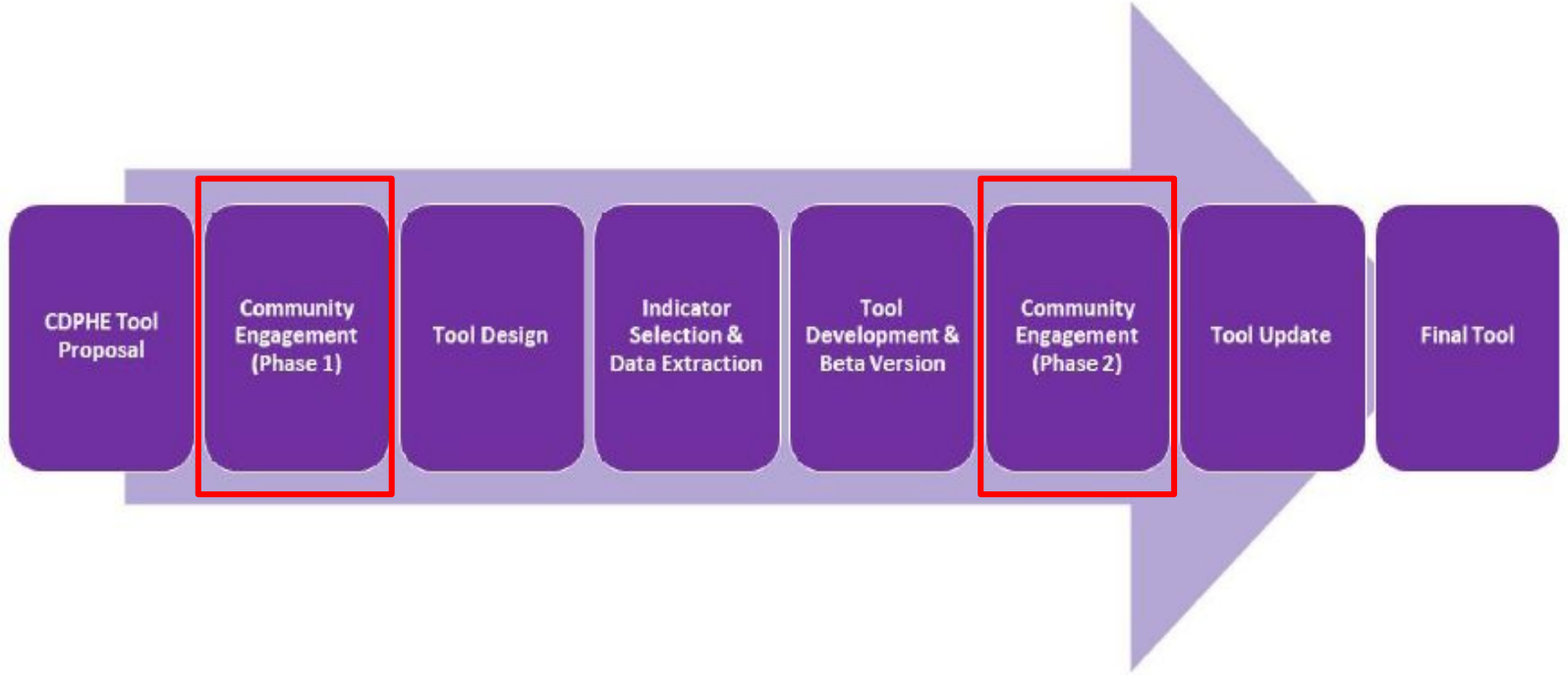
joel.minor@state.co.us

CO EnviroScreen Background

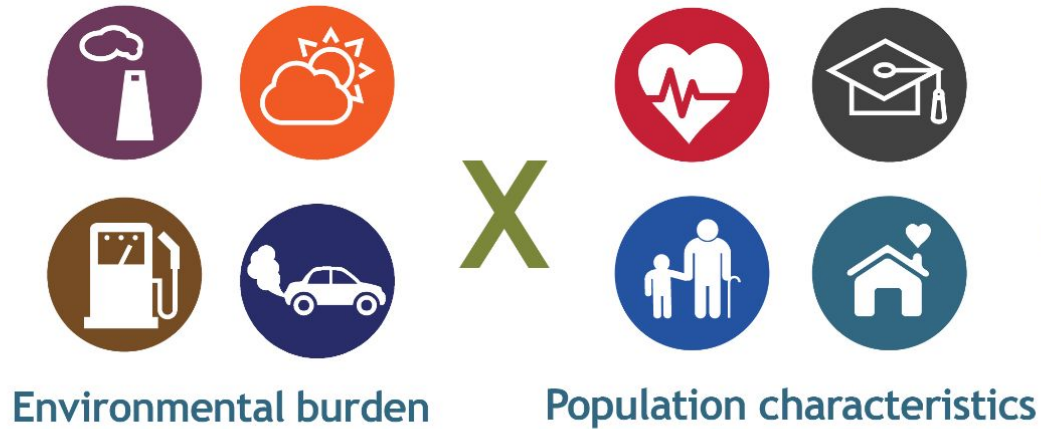


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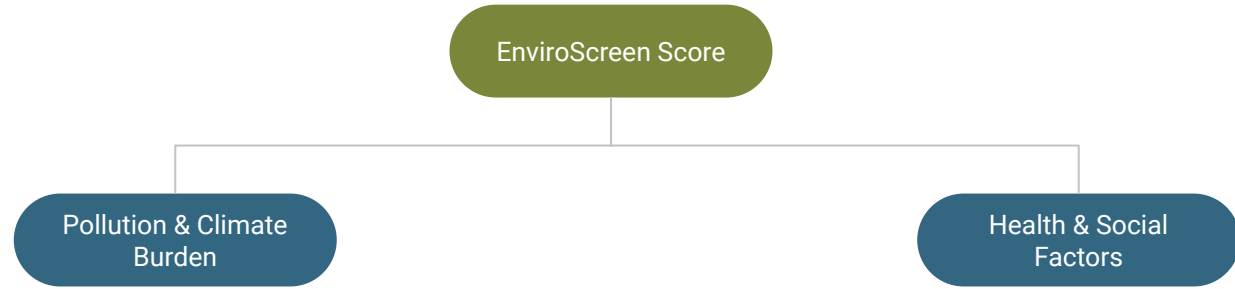
Tool Development



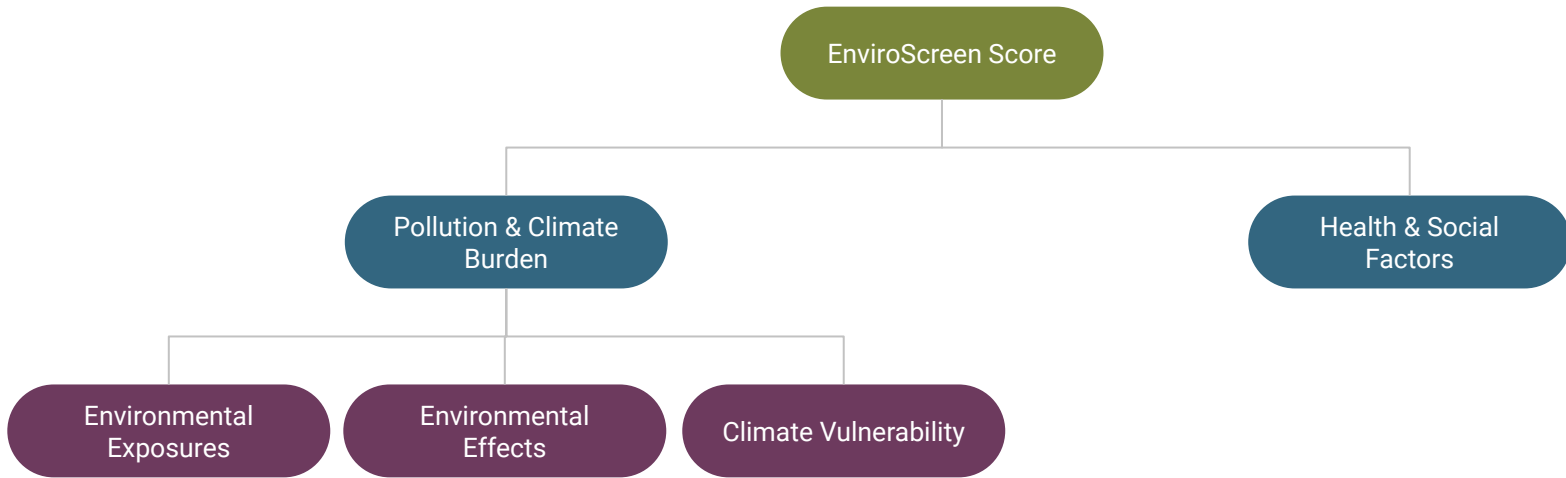
The EnviroScreen Score



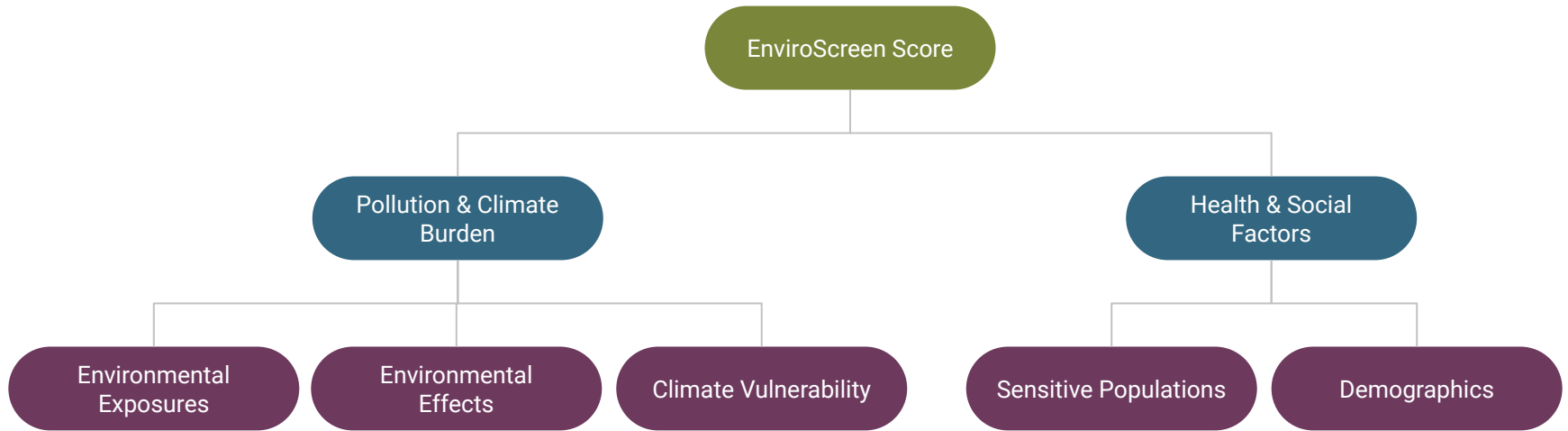
The EnviroScreen Score



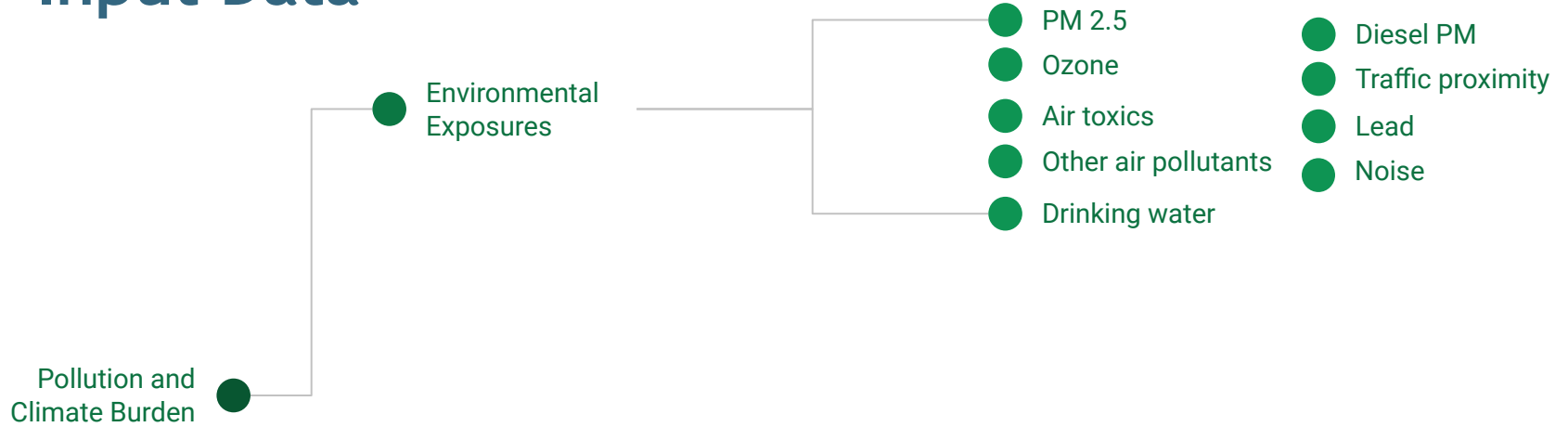
The EnviroScreen Score



The EnviroScreen Score (Percentile)



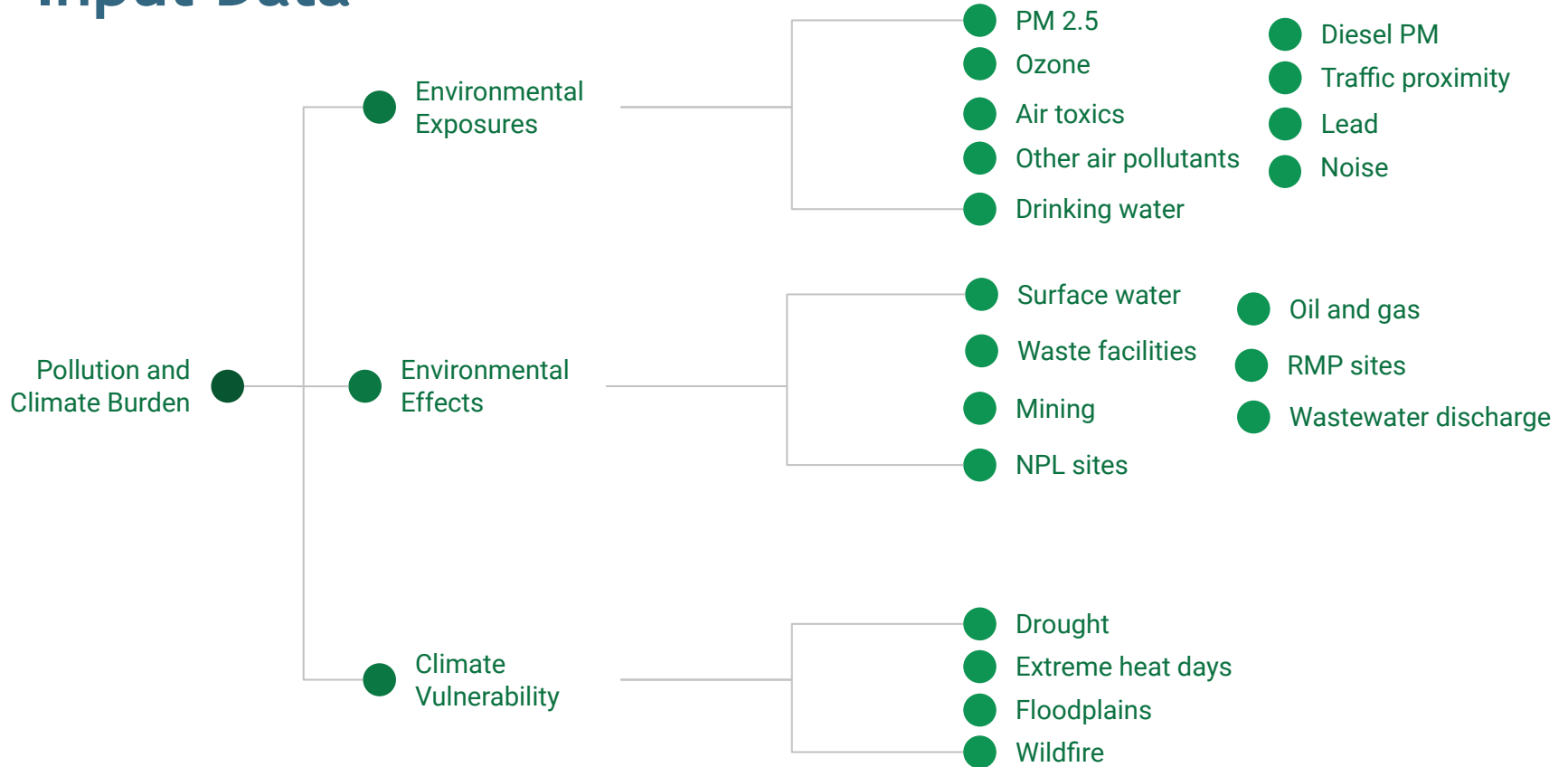
Input Data



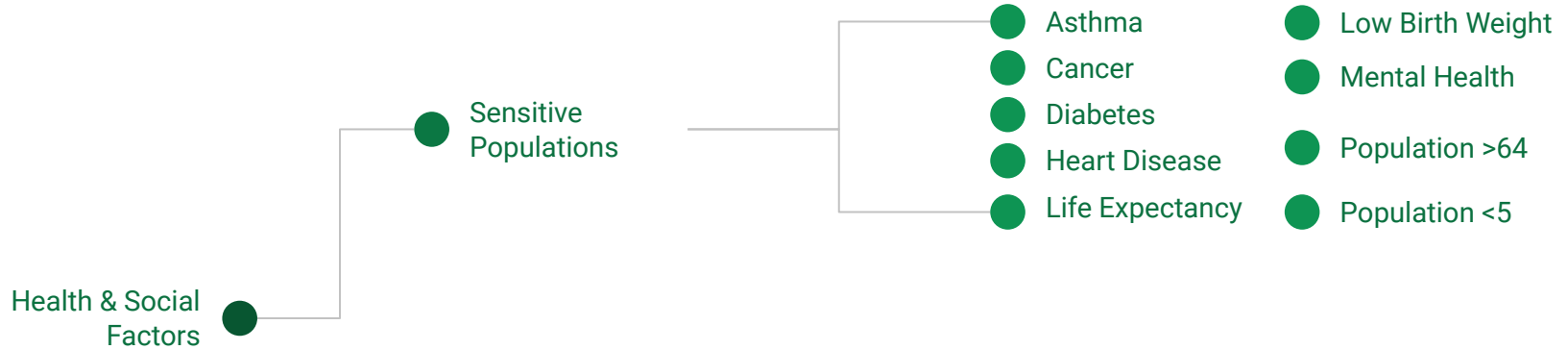
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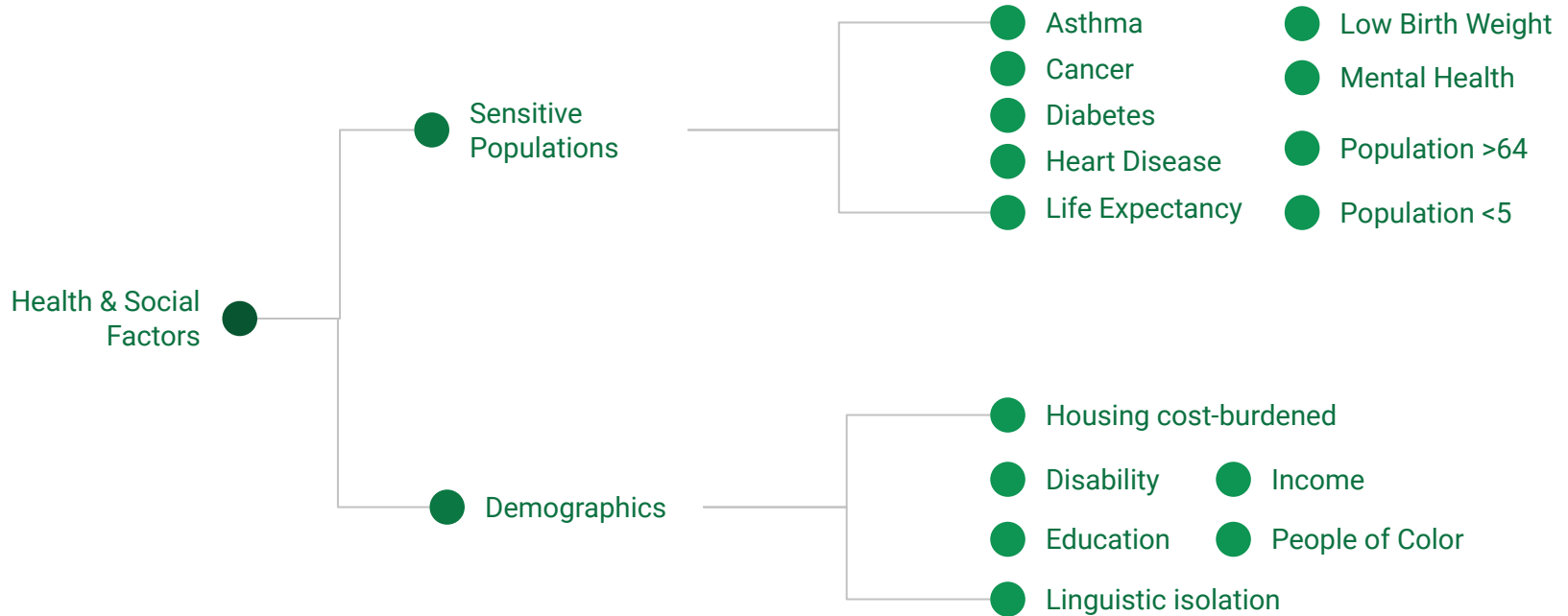
Input Data



Input Data



Input Data



Data sources

Content Area	Data Sources
Environmental data	<ul style="list-style-type: none">● CDPHE Air Pollution Control Division● CDPHE Water Quality Control Division● CDPHE Hazardous Materials and Waste Management Division● Environmental Protection Agency● Colorado Oil and Gas Conservation Commission● Colorado Department of Reclamation, Mining and Safety
Climate	<ul style="list-style-type: none">● Colorado Department of Natural Resources● Colorado State Forest Service● Federal Emergency Management Agency
Health	<ul style="list-style-type: none">● CDPHE Center for Health and Environmental Data via the..<ul style="list-style-type: none">○ Colorado Hospital Association○ Vital Statistics Unit○ Behavioral Risk Factor Surveillance Survey○ Colorado Cancer Registry
Demographics	<ul style="list-style-type: none">● U.S. Census Bureau, American Community Survey



What else do you need to know?

- EnviroScreen does not...
 - Define all areas that might be affected by environmental injustice or specific environmental burdens.
 - Take all environmental exposures into account.
 - Tell us about smaller areas within a county, census tract, or census block groups that may be more vulnerable to environmental exposures.
- Each version will be documented and archived
- Version 2.0 planned for early 2024 release



CO EnviroScreen 2.0 and beyond



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Colorado EnviroScreen 1.0: Areas for Review

Versión 1.0 de Colorado EnviroScreen: aspectos a revisar



Tool functionality and design
Funcionalidad y diseño de la herramienta



Communication of the data
Comunicación de los datos



Datasets
Conjuntos de datos



Methodology
Metodología



Including community voice and experience

Inclusión de la voz y experiencias de la comunidad



Community engagement
Participación comunitaria

Update process will prioritize transparency and accessibility
El nuevo proceso dará prioridad a la transparencia y la accesibilidad

How will EnviroScreen be used?

At CDPHE

- Permits
- Programs
- Funding
- Public input on environmental regulations

At other state agencies

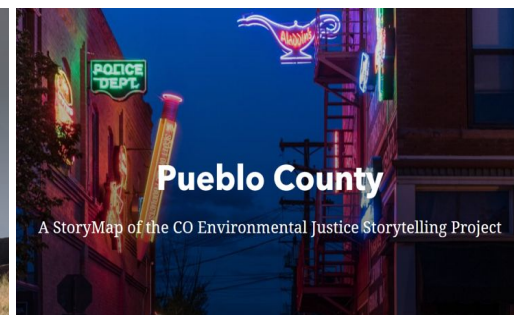
- Identifying disproportionately impacted communities
- Prioritizing grants and incentives

Beyond...

- Community-based work
- Local Public Health Authorities
- Academic research
- Policy analysis

CO EnviroScreen Program First Year Highlights

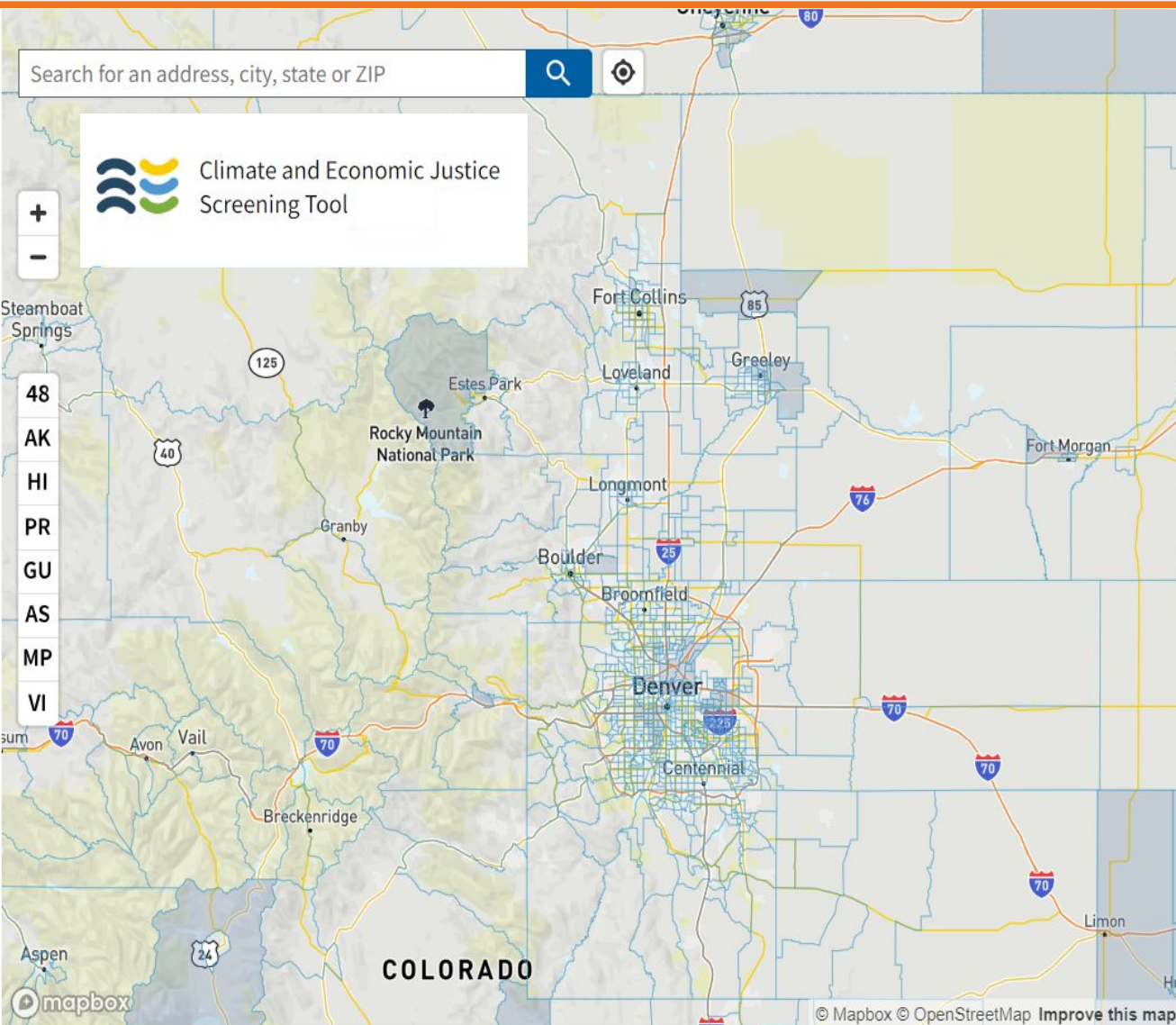
- Community Events
- StoryMap Project
- Collaboration with partner agencies, local governments, and Colorado academic institutions
 - 40 presentations in the past year
- Inspection and Compliance efforts
- Public Health Improvement Plan
- Partnership with Western states EJ tool coalition
- Updates to the Disproportionately Impacted Community definition
- Air Quality Regulation 3 EJ Report Tool



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Climate and Economic Justice Screening Tool



How to use the map:

Zoom in + , search 🔍 , or locate yourself 📍 and select to see information about any census tract.

Things to know:

The tool uses census tracts 🗺️ . Census tracts are a small unit of geography. They generally have populations 👤 of between 1,200 - 8,000 people.

Communities that are disadvantaged live in tracts that experience burdens. These tracts are highlighted 🟦 on the map.

The tool ranks most of the burdens using percentiles 📊 . Percentiles show how much burden each tract experiences when compared to other tracts.

What is the Climate and Economic Justice Screening Tool? The **Climate and Economic Justice Screening Tool (CEJST)** is a geospatial mapping tool designed to identify disadvantaged communities that are marginalized and overburdened by pollution and underinvestment. The CEJST features a user-friendly, searchable map that identifies disadvantaged communities across all 50 states, the District of Columbia, and the U.S. territories, to the extent data are available for the U.S. territories.



Colorado EnviroScreen

Discussion Questions:

- Are there any questions on the usage or specific features of the Colorado EnviroScreen tool?
- Do you believe the Colorado EnviroScreen tool is an appropriate method to help with identifying DI communities and ensuring that NAAPME funds benefit those communities?
- Any thoughts on some other tools (such as Climate and Economic Justice tool from the federal government), that could help the Board make decisions?



COLORADO
Department of Transportation
Nonattainment Area Air Pollution
Mitigation Enterprise

DATE: September 28, 2023
FROM: Darius Pakbaz, NAAPME Program Administrator
TO: NAAPME Board of Directors
SUBJECT: Program Administrator Update

OVERVIEW:

This workshop provides an update to the Board on the current status of the Enterprise's fiscal year 2023-24 budget and expenditures. Additionally, the Program Administrator will provide the Board an update on future discussion items and other notable items related to the Enterprise.

PROPOSAL(S) / RECOMMENDATION(S):

No recommendations at this time. .

ACTIONS BY OTHERS:

N/A

PREVIOUS DISCUSSIONS / ACTIONS:

- N/A

PROPOSED MOTION(S):

Informational Only

ATTACHMENTS:

Presentation - Program Administrator Update - 09/28/23

Attachment C - NAAPME Budget to Actual Report - August 2023

ADDITIONAL INFORMATION:

Please contact [Darius Pakbaz](mailto:Darius.Pakbaz@cdot.gov) (720.241.8097) for further information.





Revenue and Budget Update

Darius Pakbaz, NAAPME Program Administrator

**Fiscal Year 2024-25 Budget to Actual for Fund 542-Ongoing
Nonattainment Area Air Pollution Mitigation Enterprise**

Line Item		Approved Budget	July 2023	August 2023	Total	Remaining Funds
1	Fiscal Year Revenues					
2	NAAPME Retail Delivery Fee	\$ 14,898,163	\$ 116,781	\$ 205,296	\$ 322,076	
3	NAAPME Rideshare Fee	-	1,630,668	10,271	1,640,939	
4	Interest Income	-	-	20,314	20,314.00	
5	Total FY 2023-24 Revenue	\$ 14,898,163	\$ 1,747,449	\$ 235,880	\$ 1,983,329	\$ 12,914,834
6	Fiscal Year Allocations					
7	Administration & Agency Operations					
8	Staff Salaries	\$ 75,068	\$ -	\$ 612	\$ 612	\$ 74,456
9	State Agency Support	\$ 75,068	\$ -	\$ 612	\$ 612	\$ 74,456
10	Attorney General Fees	\$ 1,000	\$ 67	\$ 627	\$ 693	\$ 307
11	Office of the State Audit-Annual Financial Audit	\$ 2,000	-	-	-	2,000
12	Total State Agency Support	\$ 3,000	\$ 67	\$ 627	\$ 693	\$ 2,307
13	Enterprise Support Initiatives					
14	Language Translation Services	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000
15	Consultant Services	150,000	-	-	-	150,000
16	Total Enterprise Support Initiatives	\$ 225,000	\$ -	\$ -	\$ -	\$ 225,000
17	Board Meeting Expenses					
18	Board Travel	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
19	Board Meeting Expenses	\$ 500	-	-	-	500
20	Presentation Support	\$ 350	-	-	-	350
21	Total Board Meeting Expenses	\$ 5,850	\$ -	\$ -	\$ -	\$ 5,850
22	Total Administration and Agency Operations	\$ 308,918	\$ 67	\$ 1,238	\$ 1,305	\$ 307,613
26	Contingency Reserve					
27	Enterprise Reserve Fund (>\$200,000.01)	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
28	Total Contingency Reserve	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
29	Total FY 2023-24 Allocations	\$ 508,918				

NAAPME Budget to Actual Report

August 2023



Enterprise Program Update

Darius Pakbaz, NAAPME Program Administrator



Program Administrator Update

Future Board of Directors Meeting Business

- **October Board of Directors Meeting**
 - Funding/Grant Proposal Discussions
 - Bus Rapid Transit Discussion
 - Finalization of Sidewalk/Multi Use Path Program Proposal
 - Fiscal Year 2024-25 Initial Budget Proposal
- **November Board of Directors Meeting**
 - Review draft of NAAPME 2023 Annual Report
 - Discuss NAAPME Dashboard



Board Meeting Schedule

Upcoming Board of Directors Meeting Dates (held virtually and at 3:00 - 4:30 PM, unless otherwise noted):

- Thursday, October 26, 2023 - Virtual through the Zoom Platform
- Thursday, November 30, 2023 - Virtual through the Zoom Platform
- No NAAPME Board Meeting in December 2023
- January 25, 2024 - Virtual through the Zoom Platform



COLORADO

Department of Transportation

Transportation Alternatives Program Guidelines and Application

For Funding Period Fiscal Years 2024-2026

Updated as of January 28, 2023

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Introduction

Infrastructure Investment and Jobs Act

The **Infrastructure Investment and Jobs Act (IIJA)**, commonly referred to as the **Bipartisan Infrastructure Bill**,^[1] and originally in the House as the **INVEST in America Act (H.R. 3684)**, is a [United States federal statute](#) enacted by the [117th United States Congress](#) and signed into law on November 15, 2021.

[The Infrastructure Investment and Jobs Act \(IIJA\)](#) - commonly referred to as the **Bipartisan Infrastructure Bill**, and originally in the House as the **INVEST in America Act (H.R. 3684)** - is a United States federal statute enacted by the 117th United States Congress and signed into law on November 15, 2021.

[The Transportation Alternatives Program \(TAP\)](#) was first established in 2012 under the previous federal transportation legislation Moving Ahead for Progress in the 21st Century (MAP-21) and has been redefined under the FAST Act of 2015. In the FAST Act and IIJA, this program falls under the Surface Transportation Block Grant (STBG) Program, and TAP has become a set aside of this block grant.¹

IIJA maintains the eligibility requirements for TAP, and provides funding for programs and projects defined as transportation alternatives, including:

- On- and off-road pedestrian and bicycle facilities
- Safe routes for non-drivers
- Vulnerable road user safety assessments
- Conversion of abandoned railway corridors to trails
- Scenic turnouts and overlooks
- Outdoor advertising management
- Historic preservation & rehabilitation of historic transportation facilities
- Vegetation management
- Archaeological activities
- Stormwater mitigation
- Wildlife management
- Projects for planning, designing, or constructing boulevards and other roadways largely in the right-of- way of former Interstate System routes or other divided highways

¹ For this document, CDOT will continue to refer to the TAP program as “TAP” instead of “Surface Transportation Block Grant Set-Aside,” which is how TAP is renamed in the FAST Act of 2015.

Where and When Do I Submit My Application?

While no two state Transportation Alternatives Programs are exactly alike, each state's program has several characteristics with which you will want to be familiar. [The Colorado Department of Transportation \(CDOT\)](#) addresses these characteristics as they apply to Colorado in the following sections:

- 1) Eligibility
- 2) Evaluation process
- 3) Project implementation
- 4) Financing

CDOT is prepared to assist all applicants in understanding the federal requirements of TAP.

[CDOT is divided into five engineering regions throughout the state.](#) A Regional Transportation Director (RTD) oversees each Region and has planning staff that will work with you throughout the application process. **Appendix B** shows a map of the five CDOT Regions and identifies the CDOT contact for TAP in your region. Per the TAP Application Schedule below, there are three important steps in bold that applicants will need to work with their CDOT Region to complete:

1. Attend a mandatory pre-application meeting with your CDOT Region.
2. Submit a draft application to your CDOT Region by March 24th, 2023.
 - This is an opportunity to flag and address any immediate scope and feasibility issues before the final application deadline.
 - Note that **Attachment F** of the application form requires attachment of a cost estimate and a project schedule that has been reviewed and signed by your CDOT region staff.
3. Submit final application to your CDOT Region contact by April 21st.

Communicating with your CDOT Region early and often is crucial in developing and submitting your application.

Please note that if an applicant has received TAP funding in a prior funding cycle, they are still eligible to submit an application for a new project or project phase in this funding cycle.

TAP Application Schedule

February 2023	March 2023		April 2023	May 2023	June 2023	Summer 2023
<p>Call-for-Projects open following the February STAC meeting.</p> <p>Attend mandatory pre-application meeting with your CDOT Region.</p>	<p>Draft application deadline:</p> <p><u>March 24</u></p>	<p>Engineer review/ feedback period:</p> <p><u>March 24- April 7</u></p>	<p>Final application deadline:</p> <p><u>April 21</u></p>	<p>Projects scored</p>	<p>Projects awarded</p>	<p>Projects programmed in TIP/STIP</p>

Section 1: Eligibility

Who May Apply for Transportation Alternatives Funds

The following entities are eligible to receive TAP funds:

- **Local governments:** Any unit of local government below a State government agency, except for MPOs. Examples include city, town, or county agencies.
- **Regional transportation authorities:** A regional transportation authority is a governmental authority formed to address transportation needs within a specific geographic region.
- **Transit agencies:** Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration (FTA).
- **Natural resource or public land agencies:** Any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include state or local park or forest agencies; state or local fish and game or wildlife agencies; Department of the Interior Land Management Agencies; U.S. Forest Service.
- **School districts, local education agencies, or schools:** These may include any public or nonprofit private school.
- **Tribal governments:** There are two federally recognized Tribes in Colorado, the Southern Ute Indian Tribe and the Ute Mountain Ute Tribe.
- **Nonprofit organizations: Nonprofit organizations must apply through a local government agency or quasi-governmental agency for contracting purposes.**
- **Metropolitan Planning Organizations** that represent an area with a population of 200,000 or under.
- **Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails** that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23, or at the request of another eligible entity.
- **CDOT, Metropolitan Planning Organizations that represent an area with a population of over 200,000, and/or rural Transportation Planning Regions** may also partner with an eligible entity project sponsor to carry out a project at the request of another eligible entity.

Eligible Transportation Alternative Activities and Project Categories

Under [23 U.S.C. 133\(h\)\(3\)](#), eligible activities under the TAP consist of the following categories:

1. Bicycle/pedestrian, non-motorized forms of transportation activities:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, shared micro-mobility, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).

Examples of these projects can include the following:

- New or reconstructed sidewalks, walkways, or curb ramps;
 - Bike lane striping;
 - Wide paved shoulders;
 - Bike parking and bus racks;
 - New or reconstructed off-road trails; and
 - Bike and pedestrian bridges and underpasses.
- Infrastructure related projects to provide safe routes for non-drivers. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. Communities applying for TAP funding in this category should consider ways to improve the ability of non-drivers to access daily needs, such as schools, clinics, libraries, markets, and public transportation.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

Examples of these projects can include the following:

- Planning, designing, and constructing multi-use trails along a railroad right-of-way;
- Major reconstructions of multi-use trails along a railroad right-of-way;
- Developing rail-with-trail projects; and
- Purchasing unused railroad property for reuse.

2. Environmental mitigation transportation activities:

- Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in [Sections 133\(b\)\(11\), 328\(a\), and 329 of Title 23](#).

Examples of these projects can include the following:

- Detention and sediment basins;
 - Stream channel stabilization; and
 - Storm drain stenciling and river clean-ups.
- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats. Examples of these projects can include the following:
 - Wetlands acquisition and restoration;

- Stream channel stabilization;
 - Wildlife underpasses or overpasses which may include bridge extensions to provide or improve wildlife passage and wildlife habitat connectivity; and
 - Monitoring and data collection on habitat fragmentation and vehicle-caused wildlife mortality.
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide erosion control.
Examples of these projects can include the following:
 - Clearing of low-hanging branches or other vegetation encroaching on a travel corridor;
 - Landscaping to improve sightlines or other safety considerations;
 - Planting grasses or wildflowers to manage erosion along transportation corridors; and
 - Note TAP funds cannot be used for scenic beautification projects.
- Archaeological activities relating to impacts from implementation of transportation projects eligible under Title 23. Examples of these projects can include the following:
 - Research, preservation planning, and interpretation;
 - Developing interpretive signs, exhibits, and guides;
 - Inventories and surveys; and
 - Note only projects related to the impacts of implementing a transportation project are eligible for TAP funding under this category.

3. Historic/Scenic transportation activities

- Construction of turnouts, overlooks, and viewing areas.
Note: TAP funds may not be used for the construction of visitor centers. Additionally, funds cannot be used for marketing or promotion not related to the scenic or historic highway program, nor can they be used for the staffing, operating, or maintenance costs of facilities. TAP funds also cannot be used for tourist and welcome centers.
- Inventory, control, or removal of outdoor advertising:
 - Billboard inventories, including those done with GIS/GPS; and
 - Removal of illegal and non-conforming billboards. Non-conforming signs are those signs that were lawfully erected but do not now comply with the Highway Beautification Act of 1965. Please visit http://www.fhwa.dot.gov/real_estate/oac/zoningop.cfm for more information.
- Historic preservation and rehabilitation of historic transportation facilities:
 - Restoration and reuse of historic buildings with strong link to transportation history;
 - Restoration and reuse of historic buildings for transportation-related purposes;
 - Interpretive displays at historic sites;
 - Access improvements to historic sites and buildings;
 - Restoration of railroad depots, bus stations, and lighthouses; and
 - Rehabilitation of rail trestles, tunnels, bridges, and canals.
 Note: TAP funds may not be used for the sole purpose of replicating a historic building and cannot be used for the operation of historic sites.

4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways:

Converting an Interstate or Divided Highway to a walkable, low-speed, divided arterial thoroughfare in urban environments designed to carry both through and local traffic. See [Boulevards from Divided Highways](#) for examples.

Eligible "boulevard" projects should demonstrate some of the following elements:

- Traffic calming measures;
- Context-sensitive bicycle and pedestrian facilities;
- Compliance with accessibility requirements and guidelines;
- Promotion of transit corridor through additional protected stops and routes;
- Environmentally efficient lighting, landscaping, and water-saving systems; and
- Vulnerable Road user safety assessments.

Note: CDOT does not anticipate any projects related to the construction of boulevards from divided highways or former interstates. To this end, if a proposed boulevard project is submitted, CDOT staff will determine the merits of that application on a case-by-case basis.

TAP funds cannot be used for:

- State or MPO administrative purposes
- Grant administration
- Promotional activities
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas, and pavilions, etc.
- Routine maintenance and operations (except trail maintenance as [permitted under the Recreational Trails Program](#))
- Safety and educational activities for pedestrians and bicyclists. Note that safety and educational activities for K-8 children to safely walk and bike to school are eligible under the CDOT Safe Routes to School Program, which is funded separately from TAP. For more information about the CDOT Safe Routes to School Program, please visit: www.codot.gov/programs/bikeped/safe-routes
- Acquisition of scenic easements and scenic or historic sites (including historic battlefields), and scenic or historic highway programs (including tourist and welcome center facilities).
Exceptions: A few specific activities under this category are eligible for funding as TAP projects, including the construction of turnouts, overlooks, and viewing areas; historic preservation and

rehabilitation of historic transportation facilities; and bicycle and pedestrian facilities.

- Landscaping and other scenic beautification. However, under the "community improvement activities" category, projects such as streetscaping and corridor landscaping may be eligible under TAP if selected through the required competitive process. States may use TAP funds to meet junkyard screening and removal requirements under 23 U.S.C. 136 if selected through the competitive process. Landscaping and scenic enhancement features, including junkyard removal and screening, may be eligible as part of the construction of any Federal-aid highway project under 23 U.S.C. 319, including TAP-funded projects.
- Historic preservation, and rehabilitation and operation of historic buildings, structures, or facilities (including historic railroad facilities and canals) that are NOT defined as a historic transportation facility. The operation of historic transportation facilities is also not eligible under TAP.
- Archaeological planning and research. Under TAP, archaeological activities must relate to impacts from the implementation of a transportation project eligible under title 23.
- Establishment of transportation museums. There is no eligibility for this activity under TAP.

Careful consideration should be given to whether an activity falls within TAP eligibility criteria. For more information on eligible TAP activities, please refer to the Federal Highway Administration TAP Guidance (see **Appendix C**) or contact your CDOT Region Contact (see **Appendix B**).

Section 2 – Evaluation Process

Application and Scoring Criteria

CDOT uses a two-step evaluation method to determine if projects qualify under the TAP. Applications must first meet all of the following *threshold* criteria:

- Applicant is an eligible entity to receive TAP funding and has the authority to enter into a contract with the State.
- The application form is filled out correctly and includes all required attachments.
- The application is received by CDOT or the agency designated by your CDOT Region prior to the application deadline.
- The applicant demonstrates how the project is eligible and falls into one or more of the Transportation Alternatives project categories.
- Project must demonstrate a relationship to surface transportation.
- The application meets the project match requirements.
- The application must document a commitment for long-term maintenance of the completed project.
- Applicant does not currently have any other projects with CDOT that are on the FHWA inactive projects report.
- The completed project is open to the general public and meets the accessibility standards of the Americans with Disabilities Act.
- The completed application meets applicable federal, state, and local requirements.
- The application demonstrates that the completed project fulfills a public need or benefit related to the State's transportation system.

Applicants who meet the threshold criteria will then be scored and ranked according to the following criteria:

- Enhance safety
- Maximize transportation investment / improve network connectivity / encourage active transportation / reduce greenhouse gas emissions
- Improve or expand state & regional economy, recreation, quality of life, and public health

- Enhanced transportation equity
- Project readiness
- Integration with plans, initiatives, and documented community support
- Built environment / community development policies

Project sponsors are encouraged to submit their applications as soon as possible. Early application submission allows for the expeditious completion of the application evaluation process and provides an opportunity for the Region to resolve any issues discovered during their review.

Application Screening and Scoring Process

There are two key steps in the application screening and scoring process:

1. Initial Region engineer review for fatal flaws/feedback to provide an opportunity to flag and address any immediate scope and feasibility issues before the final application deadline.
2. Projects are scored by five regional interdisciplinary review committees, one for each CDOT Region, and would include:
 - Up to three CDOT regional representatives (e.g. planners, engineers, safety representatives) selected by the CDOT Region Transportation Director;
 - A CDOT Division of Transportation Development (DTD) representative (e.g. bike/ped planner) selected by DTD Director;
 - A CDOT Division of Transit and Rail (DTR) representative (e.g. transit planners) selected by DTR Director;
 - The Transportation Planning Region (TPR) Chair (or designee) from each TPR

Section 3 – Project Implementation

There are two phases involved in project implementation: 1) the project development / engineering phase; and 2) the project construction / completion phase. After a TAP project is approved for funding and incorporated in the Statewide Transportation Improvement Program (STIP), CDOT and the local agency initiate a detailed sequence of events to complete the project. CDOT's main objective is to assist project applicants in successfully completing their project with minimal administrative oversight, while ensuring they satisfy all federal and state requirements. **Please refer to the CDOT Local Agency Manual and contact your CDOT Region (see [Appendix B](#)) for detailed information on this process.**

Local Agency Manual

The main purpose of the CDOT Local Agency Manual is to assist Local Agency personnel (a public agency, local public agency, established public-owned organization, or private interest that can legally enter into an agreement with CDOT for a transportation project) involved in the design, construction and management of State and Federally funded projects. The Manual is also recommended for CDOT personnel who manage Local Agency projects. Please see the [Local Agency Desk Reference](#) web page.

Section 4 – Financing

Funding Available

The next Call-for-Projects will cover fiscal years 2024-2026. Please contact the CDOT representative for your region for application minimums. The maximum request is the **Total Pool Funding limit** for each Region.

CDOT Engineering Region	FY 2023-24	FY 2024-25	FY 2025-26	Total Pool Funding (2023-2026)
Region 1	\$3,718,208	\$3,736,800	\$3,755,483	\$11,210,491
Region 2	\$2,709,185	\$2,722,731	\$2,736,345	\$8,168,261
Region 3	\$2,577,901	\$2,590,791	\$2,603,744	\$7,772,436
Region 4	\$3,921,933	\$3,941,543	\$3,961,251	\$11,824,727
Region 5	\$1,226,532	\$1,232,665	\$1,238,828	\$3,698,025

Federal Funding & Local Match Requirements

TAP is federal funding and requires a 20% local match. The match must be cash or cash equivalent (i.e. design, right of way, and materials). Cash equivalent must be as defined by FHWA and approved by FHWA. CDOT Regions are responsible for the efficient use of TAP funding at the program level, to that end, at the discretion of the regions, project award timing might be adjusted based on project readiness.

Combining TAP with the Multimodal Transportation & Mitigation Options Fund (MMOF), Highway Safety Infrastructure Program (HSIP), and Revitalizing Main Streets (RMS) Funding:

The main project type that is eligible for both TAP and MMOF is the design, planning, and construction of pedestrian or bike facilities. MMOF has different [match requirements](#) based on jurisdiction. TAP funds may be used to satisfy the match requirements of MMOF and vice versa. MMOF is a competitive grant process awarded by Transportation Planning Regions (TPRs). More details are available on the TAP web page <https://codot.gov/programs/planning/grants/tap-fiscal-years-2023-25>.

TAP also allows HSIP funds to be used toward non-Federal shares, and allows the non-Federal share requirements to be met on an aggregate basis instead of by project basis.

For the [Revitalizing Main Street \(RMS\) Opportunity 2 grant program](#), any state or local grants can be used as a match for. Federal funds are not permitted, as they trigger additional requirements outside of the RMS Opportunity 2 process. TAP is federal funding and may not be used as a match. Some MMOF funding is federal and some is state, so applicants should be sure their MMOF funding is state dollars to use it for a match. If the community has received CARES Act or ARPA direct distribution funding, that can count toward the local match requirement. These funds may be used for the match as they are considered local, not federal.

Section 5 – Application Instructions and Form

Application Instructions

Please be sure to fill out the Transportation Alternatives Program Application form completely. Incomplete applications will be returned to the applicant and not considered in the selection process. One digital copy must be submitted with the application. Please indicate if you would like any materials returned at the conclusion of the selection process.

Please note that all applicants are required to submit an initial draft project application by March 24, 2023, prior to submitting a final application. This draft application allows CDOT staff to identify any proposed project issues prior to an application moving forward in the process.

Applicant Information:

1. Indicate whether your agency is part of a Municipality, County, State Agency, Federal Agency, or “Other (*e.g., tribal government, etc.*)”
2. The name of your agency
3. List any other agencies or individuals who are sponsoring/co-sponsoring the project
4. Indicate the name, title, and telephone number of the contact person from your agency who is responsible for overseeing this project
5. Your agency’s mailing address, including city, state, and ZIP code

Project Description:

6. The project name
7. The project location and physical address (*if applicable*)
8. Include information about the project limits (*e.g., mileposts, intersecting roadways, rivers, other*)
9. Name of the county in which the project is located
10. Name of the municipality in which the project is located (*if applicable*)
11. Indicate the project length (*distance, if applicable*)
12. A brief description of this project (*1-2 sentences*)

Eligibility:

13. This project must fall into at least one of the eligible project categories listed

(see Application Section 1: Eligibility)

Funding:

14. Indicate if the project is defined in a regional plan. If yes, please identify the plan.
15. Indicate if the project is defined in a local plan. If yes, please identify the plan.
16. Indicate the total amount of Federal TAP funds requested. Provide the fiscal year for when you are requesting TAP funding in the appropriate fiscal year column. *Note: All TAP projects must pay Davis-Bacon wages regardless of location and proximity to CDOT right-of-way. Please be sure to factor in these costs in the total project cost.*
17. Indicate the total amount of other funding secured (e.g. local match). Provide the fiscal year for when these other funds will be available in the appropriate fiscal year column. Provide the name of the agency or entity that will provide these other funds.
18. Indicate the total project cost.
19. Indicate if your agency has been awarded TAP or Transportation Enhancement (*Transportation Enhancement was the old name for TAP identified in TEA-21 - Transportation Equity Act for the 21st Century*) funds previously. If yes, please provide the award dates and project details.

Required Attachments:

20. Attach all items listed in this section, and label the attachments accordingly. If a particular attachment is not applicable to the project, we recommend attaching an appropriately labeled page and writing "Not Applicable" on the page. This will provide consistency in the application process and ensure there are no missing pages in the application package.

Signature:

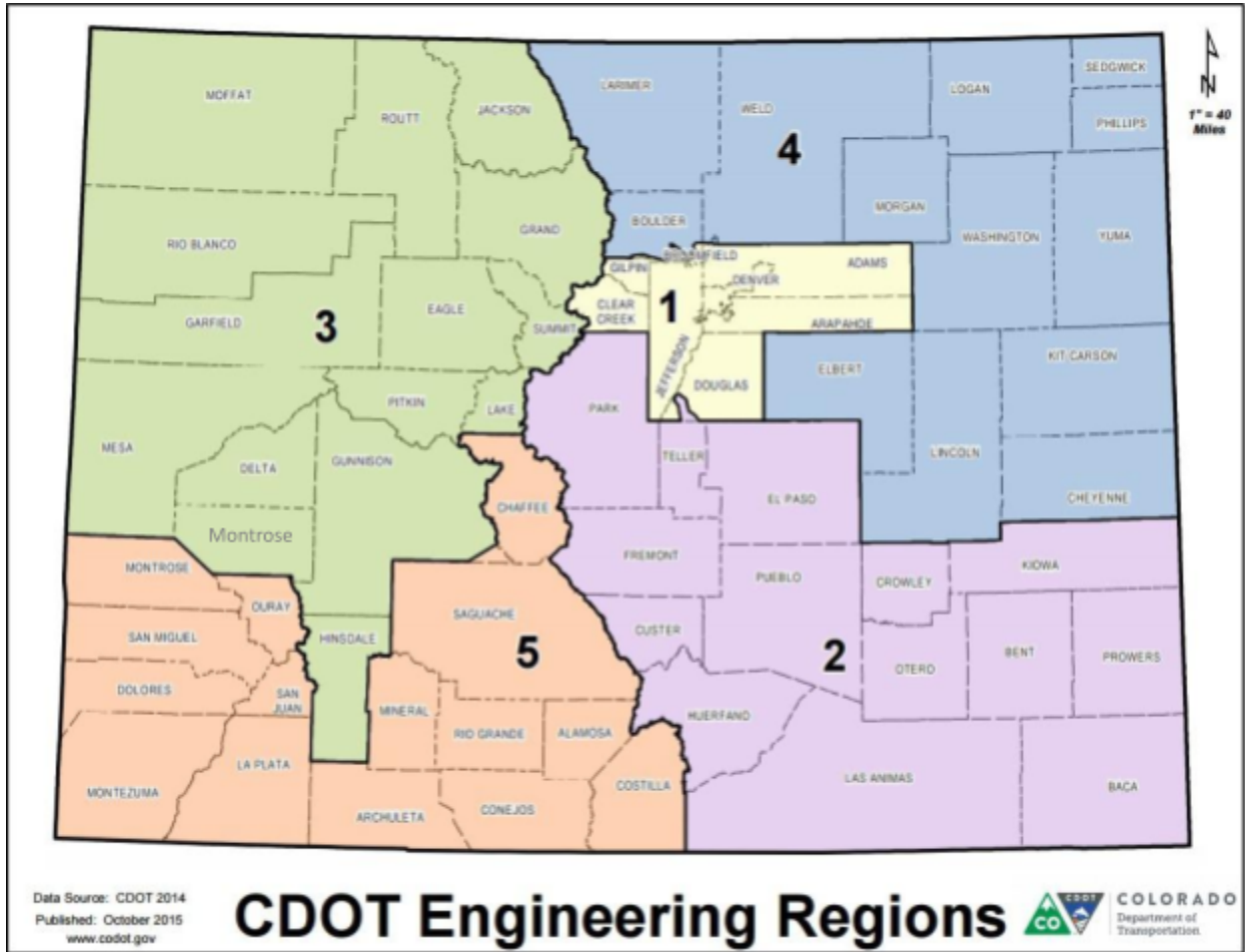
21. Indicate the name and title of the Authorized Representative of your agency who is responsible or authorized to implement the activities of the project.
22. The Authorized Representative must sign and date the application in these fields.

Appendix A – Scoring Criteria

	Points Possible	Score
Project Readiness	PASS / FAIL	
<p>Applicant has worked with CDOT Region on developing an acceptable implementation schedule, project budget and risk assessment. (See #20 of application, Attachment F). <i>This is pass/fail. If an application does not pass the project readiness criteria, it will score an automatic zero and will not advance to be scored according to the subsequent scoring criteria categories below.</i></p>		
Enhance Safety	30	
<p>Consider the following factors when scoring:</p> <ul style="list-style-type: none"> ● Provides a shared use path or enhanced separation from motorized vehicles; ● Provides safe crossing at intersection, railroad, roadway, or waterway; ● Eliminates or mitigates roadway hazards (drainage system, pavement edge drop, etc.); ● Project is in a high pedestrian and/or bike crash area (Three or more incidents in last five years; "Area" is defined as an intersection or corridor segment not exceeding a quarter mile in length); ● Project reduces wildlife-vehicle crashes where patterns exist, addresses public health and environmental safety by improving water quality related to highway construction or due to highway runoff, and/or uses vegetation management practices that improve safety by eliminating obstructions to a driver's view of traffic control devices, approaching vehicles, wildlife and livestock, and/or pedestrians and bicycles ● Project constructs turnouts, overlooks, viewing areas, utilizes signage and/or removes non-conforming billboards so the traveling public is directed to safe areas to pull off the road, preventing illegal parking or blockage of roadway facilities and minimizes distracted driving; ● Project includes important safety features such as access improvements to historic sites and buildings; ● Other substantive safety issues identified by the applicant that are mitigated by the proposed project. 		
Maximize Transportation Investment / Improve Network Connectivity / Encourage Active Transportation / Reduce Greenhouse Gas Emissions	25	
<p>Consider the following factors when scoring:</p> <ul style="list-style-type: none"> ● Closes gap between two existing facilities or extends existing facility; ● Project will include installation of bike/ped counting device; ● Increases access to school, or existing activity center such as employment locations, parks, library, transit station, park and ride, etc.; ● Enhances wayfinding (e.g., signage/systems to convey location and directions to non-motorized transportation users; ● Project addresses multiple active transportation modes (e.g., bicycle & pedestrian facilities) with "complete streets"; ● Project encourages alternative transportation, improves air quality, and reduces Greenhouse Gas emissions; ● This project would bring an existing facility into compliance with the Americans with Disabilities Act. 		

Improve State & Regional Economy, Recreation, Quality of Life, and Public Health	20	
<p>Consider the following factors when scoring:</p> <ul style="list-style-type: none"> ● Supports tourism activities by improving the travel experience (i.e., constructing turnouts, overlooks, viewing areas, restores or preserves historic buildings or facilities with a strong link to transportation history); ● Provides access to public lands (owned by a government entity) and/or is located on or connects to a Scenic Byway; ● Project is located in defined downtown or "Main Street" area (preserves or enhances downtown character); ● Considers the environment by minimizing transportation system impacts by resorting/ maintaining connectivity among terrestrial or aquatic habitats, addressing sediment control or providing slope stabilization related to stormwater management, and/or through archaeological activities (i.e. interpretive signs, exhibits and guides; research, preservation planning, and interpretation; inventories and surveys). 		
Provide Transportation Equity	10	
<p>Points in this category will be awarded as follows:</p> <ul style="list-style-type: none"> ● Project is located in a Disproportionately Impacted Community: <ul style="list-style-type: none"> ○ <u>6 Points</u> if the project is located in a Disproportionately Impacted Community for one more categories (People of Color, Housing Burden, Low Income); ○ <u>0 Points</u> if the project is not located in a Disproportionately Impacted Community. Applicants can use CDOT's Disproportionately Impacted Communities ArcGIS mapping application to check the location for the proposed project. ● Project is located in a county where a high share of the population is 65 years and older: <ul style="list-style-type: none"> ○ <u>4 Points</u> if the project is located in an area with > 28.9% of the population 65 years and older; ○ <u>3 Points</u> if the project is located in an area with 18.4% to 28.9% of the population 65 years and older; ○ <u>2 Points</u> if the project is located in an area with 10.2% to 18.4% of the population 65 years and older; ○ <u>0 Points</u> if the project is located in an area with less than 10.2% of the population 65 years and older. Applicants can use CDPHE's EnviroScreen mapping application to check the location for the proposed project. 		
Integration With Plans, Initiatives, and Documented Community Support	5	
<p>Is the project included in a regional plan (see #14 of the application) or a local plan (see #15 of the application)?</p>		
Built Environment/Community Development Policies	10	
<p>The applicant has implemented, or intends to implement, one or more of the following <u>best practices</u> (list has been developed with DOLA, CEO, CDOT staff and is attached to this guidance). If applicant does not have land use authority, this section is not required and other point categories will be pro-rated to equalize points.</p>		
Total Points:	100	

Appendix B – CDOT Region Map and TAP Contacts



CDOT Contacts:

<p>CDOT Region 1 JoAnn Mattson (303) 757-9866 2829 W. Howard Pl. Denver, CO 80204 joann.mattson@state.co.us</p>	<p>CDOT Region 2 Lachelle Davis (719) 562-5516 5615 Wills Blvd Pueblo, CO 81008 lachelle.davis@state.co.us</p>	<p>CDOT Region 3 Mark Rogers (970) 683-6252 222 S. 6th Street, Room 317 Grand Junction, CO 81501 mark.rogers@state.co.us</p>
<p>CDOT Region 4 Josie Thomas (970) 888-4006 10601 West 10th St Greeley, CO 80634 josie.thomas@state.co.us</p>	<p>CDOT Region 5 Tony Cady (970) 385-1433 3803 N. Main Avenue, Suite 300 Durango, CO 81301 tony.cady@state.co.us</p>	<p>CDOT Headquarters, DTD Aaron Willis (303) 512-4019 2829 W. Howard Ave Denver, CO 80222 2829 aaron.willis@state.co.us</p>

Appendix C – Reference and Source Guides for the Transportation Alternatives Program

US Department of Transportation, FHWA Bipartisan Infrastructure Law

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

US Department of Transportation, FHWA TAP Guidance

https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf

US Department of Transportation, FHWA TAP Fact Sheet

<https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

US Department of Transportation, FHWA TAP Questions & Answers

https://www.fhwa.dot.gov/environment/transportation_alternatives/

Colorado Department of Transportation Website

<http://www.codot.gov>

CDOT Transportation Alternatives Program

Built Environment and Community Development Best Practices

OVERVIEW

The Transportation Alternatives Program includes grant criteria for built environment and community development best practices. The following list of best practices are intended as a guide for communities in providing an answer to the grant criteria question. These criteria were developed jointly between the Department of Local Affairs (DOLA), the Colorado Energy Office (CEO), and the Colorado Department of Transportation (CDOT). If applicants have any questions on how to apply these best practices to the TAP application, please contact Nathan Lindquist, CDOT Senior Land Use Planner at nathan.lindquist@state.co.us

Applicants are recommended to consider either **one or both** of the following options when providing answers to this question:

1. **Consider if the proposed TAP project is a benefit to the built environment and community development goals of your community.** For example: a new sidewalk may be part of a downtown revitalization initiative. Or, a bike lane may connect an area with new affordable housing to a school or park. Any information like this can be submitted to provide an answer for this criteria.
2. **If your proposed TAP project is not connected to built environment or community development goals, there are other options to receive points in this category.** For example, a proposal for a wildlife study may be difficult to connect to the guidelines mentioned above. For these kinds of projects, the applicant is recommended to discuss with their community development or planning office whether the jurisdiction is currently involved with, or has an intention to consider, any of the best practices listed below. The applicant may also submit related best practices that are not on the list.

SUGGESTED BEST PRACTICES

INFILL DEVELOPMENT

1. **Higher density mixed use development in core areas.**
Establish higher minimum density mixed use development (by-right) in downtown areas, workforce centers, and around multimodal transportation nodes (or other walkable areas);

RURAL OPTION Higher density near service areas.

Establish higher densities in areas close to jobs and services that are served by public water and sewer. In areas served by well and/or septic systems, reduce allowed densities;

2. **Density bonus program.**

Establish a density bonus program to increase construction of units that meet affordable housing needs within the local community;

3. **Minimum lot size requirements.**

Reduce or eliminate minimum lot size requirements and permit development of small residential unit sizes (e.g. 500–1000 square feet of living space) to increase options for affordable housing development;

RURAL OPTION Minimum lot size.

Increase minimum lot size to avoid and mitigate impacts from development in prime agricultural lands, critical habitat corridors or spaces, and hazard areas in counties (e.g. 70 or 120 acres);

HOUSING TYPES

4. **Multi-family housing options.**

Permit duplexes, triplexes, or other appropriate multi-family housing options as a use by right in single-family residential zoning districts;

5. **Accessory Dwelling Units (ADUs).**

Permit ADUs as a use by right in residential zoning districts;

6. **Alternative building options.**

Remove barriers and/or update zoning to permit alternative housing options, including but not limited to, modular, manufactured, and prefabricated homes;

DISTRICTS & SUBDIVISIONS

7. **Planned Unit Developments (PUDs).**

Require PUDs to include and/or increase percentage of integrated affordable housing units;

8. **Urban Growth Areas/Boundaries.**

Establish Urban Growth area/boundary agreements between neighboring municipalities and/or counties to coordinate future development by directing development toward existing communities. Jurisdictions determine together where it is cost effective to grow, guiding growth where most needed (e.g., infill areas) and away from areas where it can create problems (e.g., high hazard areas, wildlife habitat, prime agricultural land);

9. **Infill incentive district.**

In areas designated as infill, create an infill incentive district that allows mixed uses and prioritizes inclusion of affordable housing units, including the possible use of a property tax abatement program for infill locations;

10. **RURAL OPTION Mixed-use zoning districts.**

Establish flexible, by-right, mixed-use zone districts adjacent to towns and in town influence/growth areas to accommodate large developments that are in accord with town and/or county comprehensive plans;

11. **RURAL OPTION Cluster/conservation subdivisions.**

- a. Require cluster subdivisions at a community's edge to transition to rural areas;
- b. Require conservation subdivisions in rural areas (residential subdivision that devotes at least half of its potentially buildable land area to undivided, permanently protected open space);

MOBILITY

12. **Minimum Parking Standards.**
Reduce minimum parking requirements and/or create parking maximums, principally focused near active transportation nodes and areas in, or adjacent to, job centers and services;
13. **Multi-modal road standards.**
Adopt pedestrian and multi-modal road standards that allow for minimum width roads/streets to reduce construction and maintenance costs, increasing connectivity, multi-modality and walkability (e.g., ADA access, bike lanes, sidewalks, etc.);

AFFORDABLE HOUSING

14. **Affordable housing development as a use by right.**
Classification of affordable housing developments as a use by right;
15. **Inclusionary Zoning Ordinance (IZ).**
IZ programs vary in structure; they can be mandatory or voluntary and have different set-aside requirements, affordability levels, and control periods. Most offer developers incentives such as density bonuses, expedited approval, and fee waivers to offset some of the costs with providing the affordable units. Many programs also include developer opt-outs or alternatives, such as allowing developers to pay fees or donate land in lieu of building affordable units; (C.R.S. 29-20-104(1))
16. **RURAL OPTION—Affordable housing subsidies and/or incentives.**
Create subsidy and/or incentive tools to support affordable housing development (served by public water and sewer) near jobs and services (e.g., fee waivers or reductions, funding source to buy down costs, use of vacant publicly owned land, reduced parking, etc.);

UTILITIES & RESOURCES

17. **Development fee schedule.**
Codify development policies to reduce or remove local development fee/deposit schedules, including but not limited to, building permit fees, planning fees, and water/sewer tap fees for affordable housing developments;
18. **Water conservation.**
Adopt water conservation standards, such as permitting recycled water irrigation systems or providing stormwater management credits to protect agricultural land and greenspaces;
19. **Water rate structure reduction.**
Codify water rate structures with cost percentage reductions for affordable and denser housing;
20. **Energy efficiency codes.**
Adopt energy efficient building codes and design standards that substantially exceed the standards required by HB 22-1362 to ensure lower household utility costs long term;

LAND USE & CONSERVATION

21. **High risk and environmentally sensitive areas.**
Restrict development in high risk, hazard, and environmentally sensitive areas (e.g., floodplains, wildfire, protected wildlife habitat areas, etc.), using overlays and other tools that require mitigation measures;
22. **Land donation, acquisition, banking program, or land trust program.**
Create a land donation, land acquisition, land banking or land trust program for developing affordable housing or create incentives (e.g., reduced property tax) to support such programs;
23. **RURAL OPTION Transfer of Development Rights (TDRs) and Purchase of Development Rights (PDRs).**
Use TDRs and PDRs to incentivize housing development in municipalities while allowing some cost recapture/return on investment for agricultural or other large lot land owners;

GOVERNMENT POLICIES

24. **Update annexation policies.**
Update annexation policies to require or incentivize mixed use development that includes affordable housing and ensures connectivity with roads, transit, trails, parks and schools;
25. **RURAL OPTION—Intergovernmental Agreements (IGAs).**
Use IGAs with municipalities that designate tiers/growth areas where urban and suburban-level growth will be built only if annexed by the municipality and low level density will occur only in the unincorporated county. These IGAs may require development in areas of municipal interest (i.e., likely to be annexed in the future) to develop to the municipality's infrastructure standards in order to reduce future costs.

RESOURCES

Strategies from HB 22-1304
Strategies from HB 21-1271
MT Task Force - Montana Task Force
SDC - Sustainable Development Code
Smart Growth Principles
EPA's Essential Smart Growth Fixes
[Sustainable OKC](#)



COLORADO Department of Transportation

2829 W. Howard Place
Denver, CO 80204-2305

Multimodal Transportation and Mitigation Options Fund (MMOF) State General Funds Fact Sheet – April 12, 2022 Senate Bill 2021-260 (SB 260)

This fact sheet provides information specific to MMOF infrastructure projects funded solely with state general funds provided under SB 260.

Program Overview

The Multimodal Transportation and Mitigation Options Fund (MMOF), established in the State Treasury in 2018 and governed by Colorado Revised Statutes 43-4-1103, seeks to promote a “complete and integrated multimodal system.” Changes implemented in Senate Bill 2021- 260 expanded the program’s focus and directed general state funds and Federal Recovery funds received under the Coronavirus State & Local Fiscal Recovery Funds (SLFRF) under Section 9901 of Title IX, Subtitle M of the Federal “American Rescue Plan Act of 2021” (ARPA), Pub.L. 117-2 to the program.

Comprehensive information on the MMOF program and its funding requirements may be found on the [MMOF Program webpage](#).

Program features

Combo Project Requirements

- Local Agency “combo” projects (those with multiple sources of awarded funds) must comply with the most stringent requirements of each funding program and apply those requirements to the entire project. An example is a project containing Federal-aid Highway program funds (such as TAP, HSIP, SRTS, etc.) and MMOF program state general funds.

Match Requirements

- MMOF match funding may come from any other source, including other federal, state or local programs. For instance, MMOF funding may be matched with funds from another federal program (TAP, FTA 5339, etc.), other state program funds (e.g., RMS), or local funding. Refer to the [Local MMOF Program Guide](#) for additional information on matching requirements under different funding scenarios.

Technical Requirements for MMOF projects funded solely with state funds (with or without local funds, but not combined with any federal funds)

- Administrative Requirements of each project:
 - Compliance with applicable requirements in the Intergovernmental Agreement (IGA) and the Exhibits contained in the IGA. Funding expiration dates will coincide with the term of the IGA, typically 10 years.
 - Record Retention: Under this program, records must be retained in accordance with CDOT Procedural Directive 21.1, *Requirements for Capital Engineering Program Records*. For most Local Agency projects, records are required to be maintained for 3.5



- years from the Form 950 project closure date. Your CDOT Project Manager will provide a copy of the Form 950 at project close.
- Designation of a Local Agency administrative “Employee in Responsible Charge” for each project, including projects that employ consultants. This must be a full-time employee of the local agency, although the person does not have to be an engineer nor dedicated full time to a project. The person in responsible charge must do the following:
 - Supervise all project administration activities and coordinate with CDOT based on the assignment of responsibilities
 - Maintain familiarity with day-to-day project operations, including safety issues
 - Approve contract changes based on the IGA with CDOT
 - Perform field reviews with a frequency appropriate to the project size and complexity, including a final inspection to compare against the plans and specifications
 - Review project financials to ensure that safeguards are in place to minimize fraud, waste, and abuse, and
 - Direct staff to carry out project administration and ensure it is done satisfactorily.
 - Use of designated Compliance Software System B2GNow on contracts advertised on or after July 1, 2022. Projects funded with only state general funds and local funds are not required to use LCPtracker.
 - For Infrastructure projects, Professional Services Consultant Selection requirements must follow the documented procedures in Chapter 5 of the Local Agency Manual, or with the prior approval of CDOT’s Engineering Contract Services, the Local Agency may use its own consultant selection process. In order to obtain this prior approval, the Local Agency must have its attorney certify that the Local Agency Request for Proposals (RFP) and Consultant Selection Process is in conformance with federal and state laws. The DBE program will not apply to the RFP unless the project is combined with Federal-aid Highway program funds. Prompt Payment requirements will apply to professional service contracts.
 - Project Development Requirements: As applicable, compliance with the following:
 - Standard project delivery processes, [CDOT Manuals](#) and other guidance documents
 - ROW Clearance: Uniform Relocation Assistance (Uniform Act) requirements per the [CDOT Right of Way Manual](#)
 - Environmental Clearance: Environmental requirements per the [CDOT NEPA Manual](#) (including State Historical Clearance). Interim requirements per SB 260 / C.R.S. 43-1-128 are under development and are anticipated to be issued before 7/1/2022. If a project is a regionally significant transportation capacity project, additional air monitoring and modeling may be required. Attention to greenhouse gas reduction mitigations should be considered.
 - Utility Clearance: Utility requirements per the [CDOT Utility Manual](#), including Subsurface Underground Engineering requirements found at C.R.S. 9-1.5-101, et seq.
 - Compliance with Americans with Disability Act (ADA) requirements
 - Compliance with ITS System Engineering Analysis (SEA) requirements for Local Agencies per CDOT policy which requires Local Agencies to follow CDOT procedures in certain instances (on CDOT’s right of way, will be owned, operated or maintained by CDOT, impacts CDOT devices, uses CDOT’s network or involves multiple local agencies)
 - Construction Requirements: As applicable, compliance with the following:
 - Standard project delivery processes, [CDOT Manuals](#) and other guidance documents



- Designation of a Local Agency Professional Engineer in-responsible-charge of construction supervision per the Colorado AES Board Rules (4 CCR 730-1) and C.R.S. 12-120-202(8). The name of the Professional Engineer is shown on the CDOT Form 1243, Local Agency Contract Administration Checklist. The full-time Local Agency employee and the Professional Engineer in-responsible-charge of construction supervision may be the same person but only if the Professional Engineer is an employee of the Local Agency.
- Prompt Payment requirements found in C.R.S. 24-91-103
- [Equal Employment Opportunity](#) (Executive Order 11246, as amended)
- Permit requirements, as applicable (e.g., Special use, erosion control, landscape, 404, CDPS stormwater construction permit, dewatering, license agreements, etc.)
- Environmental / Greenhouse Gas mitigations found at C.R.S.43-1-128 and 2 CCR 601-22
- Project-specific documentation as indicated on CDOT's construction checklists, including the latest version of the Construction Oversight Checklist
- Project elements that are **NOT** required (unless the MMOF project is combined with Federal-aid Highway program or other federal funding):
 - Disadvantaged Business Enterprise (DBE) Regulations, 49 CFR Part 26
 - On-the-Job Training (OJT) Requirements, 23 CFR Part 230
 - Davis-Bacon and Related Acts Provisions
 - Buy America requirements
 - 2 CFR 200 requirements and compliance



ATTACHMENT C

Fiscal Year 2024-25 Budget to Actual for Fund 542-Ongoing Nonattainment Area Air Pollution Mitigation Enterprise						
Line Item		Approved Budget	July 2023	August 2023	Total	Remaining Funds
1	Fiscal Year Revenues					
2	NAAPME Retail Delivery Fee	\$ 14,898,163	\$ 116,781	\$ 205,296	\$ 322,076	
3	NAAPME Rideshare Fee	-	1,630,668	10,271	1,640,939	
4	Interest Income	-	-	20,314	20,314.00	
5	Total FY 2023-24 Revenue	\$ 14,898,163	\$ 1,747,449	\$ 235,880	\$ 1,983,329	\$ 12,914,834
6	Fiscal Year Allocations					
7	Administration & Agency Operations					
8	Staff Salaries	\$ 75,068	\$ -	\$ 612	\$ 612	\$ 74,456
9	State Agency Support	\$ 75,068	\$ -	\$ 612	\$ 612	\$ 74,456
10	Attorney General Fees	\$ 1,000	\$ 67	\$ 627	\$ 693	\$ 307
11	Office of the State Audit-Annual Financial Audit	\$ 2,000	-	-	-	2,000
12	Total State Agency Support	\$ 3,000	\$ 67	\$ 627	\$ 693	\$ 2,307
13	Enterprise Support Initiatives					
14	Language Translation Services	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000
15	Consultant Services	150,000	-	-	-	150,000
16	Total Enterprise Support Initiatives	\$ 225,000	\$ -	\$ -	\$ -	\$ 225,000
17	Board Meeting Expenses					
18	Board Travel	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
19	Board Meeting Expenses	\$ 500	-	-	-	500
20	Presentation Support	\$ 350	-	-	-	350
21	Total Board Meeting Expenses	\$ 5,850	\$ -	\$ -	\$ -	\$ 5,850
22	Total Administration and Agency Operations	\$ 308,918	\$ 67	\$ 1,238	\$ 1,305	\$ 307,613
26	Contingency Reserve					
27	Enterprise Reserve Fund (>\$200,000.01)	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
28	Total Contingency Reserve	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
29	Total FY 2023-24 Allocations	\$ 508,918				

August 17, 2023

Kristen Stephens, Chair
Darius Pakbaz, Program Administrator
Nonattainment Area Air Pollution Mitigation Enterprise
Colorado Department of Transportation
cdot_nonattainmententerprise@state.co.us


Chair Stephens, Administrator Pakbaz, and all Board Members:

The Regional Air Quality Council (RAQC) respectfully submits this request for funding to the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME).

Although air quality has greatly improved over the past several decades, the region continues to struggle to meet increasingly stringent federal standards for ozone. As the RAQC and its partners continue to develop ground-breaking emission reduction approaches to bring the region into full compliance by 2027, it is increasingly important to rapidly develop, *fund*, and implement voluntary and incentive programs that compliment regulatory measures. The RAQC is in a strong position to do just that, but limited financial resources hinder a full deployment of proven voluntary and incentive measures.

RAQC requests assistance from, and partnership with, the NAAPME. Consideration of the attached funding proposal would be appreciated.

We would be pleased to provide additional information to support this request. Thank you.



Mike Silverstein, Executive Director



August 2023

The Regional Air Quality Council (RAQC) was established in 1989 to serve as the lead air quality planning agency for the Denver metropolitan area. In 2019, Governor Jared Polis extended and amended the RAQC as the lead air quality planning agency for the Denver metropolitan area and the Denver Metro/North Front Range Ozone Nonattainment Area. RAQC collaborates to improve air quality and protect Colorado's health, environment, and economy through planning, policy development, and program implementation.

By statute, the NAAPME's goal is to mitigate the environmental and health impacts of increased air pollution from motor vehicle emissions in the Denver Metro/North Front Range nine county nonattainment area. As authorized in SB2021-260, the NAAPME was created to manage new sources of dedicated funding and disburse those funds to preserve, improve, and expand existing transportation infrastructure and mitigate environmental and health impacts of transportation system use.

The RAQC is currently developing and improving programs to reduce emissions to meet federal ozone standards. The programs to run from 2024 –2027 include education and outreach about ozone pollution reduction strategies, vehicle maintenance improvements, incentives for commuting on bikes and public transit, and reducing air pollution from lawn and garden equipment. Some of these projects are funded by the Denver Regional Council of Government's Transportation Improvement Program (DRCOG's TIP) and can only be implemented in the seven county Denver Metro Region. The RAQC is requesting funding from the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) to further fund these efforts and to expand these air quality improvement programs into Weld and Larimer County, which are located within the region's ozone nonattainment area.

To enhance the RAQC's transportation system-related emissions reduction programs and expand them from the Denver Metro Area to the North Front Range, we are proposing to utilize \$1,460,550 of funds from NAAPME. We are requesting \$1,460,550 because it is 21% of the RAQC's DRCOG TIP funding allocation for programs and outreach, and the combined populations of Larimer and Weld counties is about 21% of the DRCOG region population. Each program can then be expanded into Larimer and Weld counties with NAAPME funding proportional to the amount of funding spent in the DRCOG region, per capita.

Additionally, The RAQC's Mow Down Pollution Program, which has annually reduced an estimated 882 lbs. of NOx, 8,661 lbs. of VOCs, 47,464 lbs. of CO and 939,604 lbs. of GHG emissions, presently has limited funding and the RAQC is proposing to utilize an additional \$600,000 of funding from NAAPME to expand their outreach and implementation efforts throughout the nine-county ozone nonattainment area.



In total, the RAQC is proposing to use \$2,060,550 of NAAPME funding. The table below summarizes the RAQC’s 2024-2027 programming and the request levels. Approximately \$7 million is already secured for programs and outreach in the 7 county DRCOG region, and the table lists the additional amounts sought to serve the entire nonattainment area. Funding requests are proportional to the current funding for each individual program. Additional project details are included after the table.

DRCOG/CMAQ Affiliated Programming	Budget Request
Public Education and Engagement	\$792,750
Employer Micro-Grants & Clean Air Champion Company Recognition Program	\$147,000
Anti-Idling & Idling Alternative Program	\$168,000
Auto Maintenance Program & Outreach	\$352,800
Total	\$1,460,550

Independent Program	
Mow Down Pollution	\$600,000
Total Request	\$2,060,550

Public Education and Engagement

- **Expansion of *Simple Steps. Better Air.* (SSBA) Outreach & Education Program**
- **New Localized Community-Based Social Marketing.**

Simple Steps. Better Air. (formerly OzoneAware) is RAQC’s signature public education campaign. RAQC modeling data shows that industry and the public are each approximately half of the front range’s ozone problem and this program focuses on how the public can reduce their impact. RAQC runs a paid and earned media campaign, speaks and tables at public events, and directly engages the public about the dangers and causes of ozone.

Starting in 2024, the program adds a new hyperlocal program that drills down into front range communities to give localized information in conjunction with local governments.

Since the program began, it has increased awareness of our region’s air quality challenges, along with actions to address them, from 26% in 2016 to 42% in 2019. SSBA program messaging and communication assets have increasingly been used by stakeholder partners, including local governments, city, county and state agencies, advocacy organizations and consumer media.

Budget Request: \$792,750

Business Community Efforts:

- **Employer Micro-Grants**
- **Clean Air Champion Company Recognition Program**

In collaboration with local Transportation Management Associations and Transportation Management Organizations, including DRCOG's Way to Go program, and building upon its strong and established partnerships, the RAQC will work with large employers in the ozone nonattainment area to provide micro-grants that assist them in implementing proven measures that reduce vehicle miles travelled (VMT) in single-occupancy vehicle (SOV) commute trips. Grants will help fund programs to increase bicycle commuting and create a bicycle-friendly workplace, in addition to expanding other program offerings that encourage reductions of SOV trips by employees.

As an added reward to employers who make commitments to address air quality and climate issues, the RAQC will implement a Clean Air Champion Company recognition program. Employers who receive this recognition and offer these SOV-reducing programs will experience a variety of benefits, including financial savings, reduced overhead costs, enhanced employee recruitment and retention, and greater equity among employees. These employer experiences and stories will be amplified and promoted through the RAQC's communication channels.

Emission Reductions: As an example, emissions reductions for bicycle commuting is based on previous project data as well as previous reported data and national surveys. The RAQC assumed 200 new bike commuters. Projecting average bike commuter rates provides an emissions reduction of 2.6 lbs. PM₁₀, 2.3 lbs. PM_{2.5}, 63.3 lbs. VOCs, 58.5 lbs. NO_x and 151,064 lbs. GHGs annually. RAQC has assumed a conservative baseline, actual numbers are likely to be higher yielding a greater emissions benefit. Similar emission reduction benefits can be calculated for any alternative to SOV commuting.

Budget Request: \$147,000

Fleet and Individual Vehicle Anti-Idling and Idling Alternatives Program

Idling vehicles continue to be a major source of ozone precursors as well as other air quality problems. These programs build on previous, successful RAQC programs and incorporate new efforts as well.

- Creation of model legislation for local governments. Cities and counties across the nonattainment area are seeking ways to curb idling, and RAQC staff have experience drafting and passing legislation at the local level. In most cases, local ordinances focus on commercial vehicles.

- School-based passenger vehicle anti-idling efforts. Idling vehicles, often sitting in areas like student pickup locations next to playgrounds, have an impact on children who are more susceptible to particulate matter, ozone, and other air pollutants.
- Local government and fleet modernization for idling alternatives. Many public sector vehicles, such as police cars, are currently forced to idle for hours each day to power onboard systems such as computers. New technologies, already available, can provide alternative, clean energy sources to power secondary systems. The RAQC is creating a grant program, including educational components, for fleet vehicles.

Emission Reductions: This three-pronged approach tackles commercial, personal, and public sector idling utilizing positive educational and grant opportunities as well as legal enforcement. Once the program is expanded and outreach impact is tracked, the RAQC can estimate emissions benefits through both the Mobility Labs calculator and the Argonne labs idle reduction calculator.

Budget Request: \$168,000

Individual High Polluting Vehicle Efforts:

- **Pre-emptive Auto Maintenance**
- **Hardship Repair**

While the push to switch to EVs is crucial, internal combustion engine (ICE) vehicles will continue to be the primary vehicles on the road for years to come. Low-income families especially will continue to operate ICE vehicles and those vehicles can be granted hardship waivers that allow the vehicles to continue to pollute. While that practice on its own is admirable from an economic social equity lens, it means low-income communities may suffer more unneeded pollution. The RAQC operates one current program and is expanding to a second, both of which will address economic and environmental equity.

- Department of Revenue has a hardship waiver program that allows those that fail an emissions test and receive public assistance to get a waiver where they do not need to repair their vehicle and continue to be a high emitter. In partnership with CDPHE and DOR, the RAQC provides automobile repair assistance for motorists whose vehicles fail state emissions tests, and who are unable to afford the required repairs to their automobiles. As part of this program, RAQC will work with CDPHE to investigate improvements to the Inspection and Maintenance program and to provide Colorado with data to validate testing methodologies and model air quality benefits. RAQC, CDPHE and Department of Revenue have identified the hardship waiver program as a priority to identify opportunities to increase vehicle repair participation and advance equity and environmental justice.
- The RAQC is developing an auto maintenance program to assist drivers with older high emission vehicles and those who may be financially inclined to forgo routine vehicle maintenance, which will lead to reduced emissions. Through a voucher program focused on vehicle owners in marginalized and disadvantaged communities and those with older vehicles

known to have higher emission rates, the RAQC would offer financial assistance to support personal vehicle maintenance, in partnership with participating auto repair shops.

Emission Reductions:

- Repairing 119 vehicles led to the following emissions reductions: HC: 2.052 grams per mile (gpm) (83%), CO: 25.44 gpm (86%), NOx: 1.3867 gpm (59%). In previous work conducted at the AEL pre- and post- repair emissions data has shown an air quality benefit in both exhaust and evaporative emissions. Evaporative emissions repair to 136 vehicles resulted in the following emissions reductions: HC: 99.053 gpm, CO: 1,447.857 gpm; NOx 126.951 gpm. Another repair program of 47 vehicles yielded a 755.075 gpm reduction in HC.
- Based on information provided by previous projects and the APCD, the RAQC estimates we can repair around 2,000 vehicles under the new program. This can potentially yield an annual emissions benefit of 101,745 lbs. VOC, 75,810 lbs. of NOx and 905,730 lbs. of CO. Greenhouse gas benefits can also be estimated.

Budget Request: \$352,800

Mow Down Pollution

Gasoline-powered lawn and garden equipment is by far the largest consumer of gasoline in the “non-highway” group, which includes recreational vehicles, agricultural, and construction. Lawn and garden equipment is the fourth largest local contributor to summertime ozone pollution and VOC emissions from L&G equipment are equivalent to those from all on-road mobile sources. By partnering with local retailers for lawn and garden equipment, the RAQC distributes vouchers for residents, public agencies, and landscaping businesses to trade in their gas-powered equipment for electric equipment. RAQC understands that lawn and garden equipment may not be directly associated with on-road mobile source emissions and could be considered beyond the Enterprise’s funding scope, but due the fact that both use the same fuels (gasoline and diesel), and much of the equipment is used to maintain road rights-of-way and urban landscaping along roadways, RAQC hopes that the NAAPME finds it appropriate to fund this successful, closely related, and proven emission reduction program.

- Residential: The RAQC’s residential program is one of the best known publicly. RAQC provides \$75 - \$150 vouchers to front range residents who switch from gas to electric equipment. This program is over 20 years old, highly successful, and funding comes largely from local government contributions. Nearly every year has ended with a waiting list. This funding would allow a large expansion to meet the demand and the ozone needs.
- Local Government: The RAQC operates a grant program for local government to electrify parks and similar equipment. That program operates with separate funding and would not utilize funding from this proposal, but is included for completeness.
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- Commercial Operators: The RAQC is currently running a pilot program to help small businesses electrify. Small businesses can switch from gas-powered small equipment to electric for a reasonable sum: often only a few thousand dollars. As they are operating equipment for multiple hours each day, investment in this area can have a meaningful impact on ozone precursors while supporting small businesses.

Emissions Reductions:

- Residential: Assuming 1 hour per week of lawn mower use, replacing 1,000 gasoline-powered mowers with electric-powered mowers can lead to a reduction of 2.25 tons of ozone precursors annually.

	Equip. Count	Annual Pollution Reduction Lbs					Annual Pollution Reduction Short Tons				
		VOCs (HC)	NOx	CO	Ozone Precursors	GHGs	VOCs (HC)	NOx	CO	Ozone Precursors	GHGs
Mowers Residential	1000	2,280	234.0	12,500	2,514	245,000	1.1	0.12	6.3	1.26	122.5
Trimmers/Edgers/Cutters Residential	1000	533	30	2,812	563	88,200	0.3	0.01	1.4	0.28	44.1
Leaf Blowers Residential	1000	592	33	3,124	625	98,000	0.3	0.02	1.6	0.31	49.0
Chainsaws Residential	1000	745	43	4,062	788	127,400	0.4	0.02	2.0	0.39	63.7
Total Benefit		4,151	339	22,498	4,490	558,600	2.08	0.17	11	2.25	279

- Commercial: For every 1000 pieces of each common gasoline powered equipment type replaced out of the commercial fleet, there is an annual reduction of 43.84 tons of ozone precursors. Eliminating all small push and hand-held gas-powered equipment used by commercial operators and public agencies can yield 18 tons of VOCs and 5 tons of NOx per summer day.

	Equip. Count	Annual Pollution Reduction Lbs					Annual Pollution Reduction Short Tons				
		VOCs (HC)	NOx	Ozone Precursors	GHGs	VOCs (HC)	NOx	Ozone Precursors	GHGs		
Mowers Commercial (Push)	1000	11,390	1,950	13,340	9,800,000	5.7	0.98	6.67	4,900.0		
Trimmers/Edgers/Cutters Commercial	1000	8,117	450	8,567	1,342,600	4.1	0.23	4.28	671.3		
Leaf Blowers Commercial	1000	16,708	926	17,635	2,763,600	8.4	0.46	8.82	1,381.8		
Chainsaws Commercial	1000	17,952	995	18,948	2,969,400	9.0	0.50	9.47	1,484.7		
Total Benefit		76,667	11,012	87,679	38,435,600	38.33	5.51	43.84	19,218		

Budget Request: \$600,000