

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council**

**Windsor Recreation Center - Pine Room
250 North 11th Street
Windsor, CO**

**September 20, 2017
1:13 p.m. - 2:51 p.m.**

TAC MEMBERS PRESENT:

Dawn Anderson, Chair - Evans
Janet Bedingfield - Senior Resource Services
Amanda Brimmer - RAQC
Jim Flesher - Weld County, Alternate
Eric Fuhrman - Timnath
Tom Hellen - Greeley, Alternate
Tim Kemp - Fort Collins
Dave Klockeman - Loveland, Alternate
Rusty McDaniel - Larimer County, Alternate
Mitch Nelson - Severance, Alternate
Karen Schneiders - CDOT
Wade Willis - NoCo Bike & Ped Collaborative

NFRMPO STAFF:

Terri Blackmore
Ryan Dusil
Becky Karasko
Medora Kealy

TAC MEMBERS ABSENT:

Aaron Bustow - FHWA
Stephanie Brothers - Berthoud
Gary Carsten - Eaton
John Franklin - Johnstown
Wendy Heywood - LaSalle
Ranae Tunison - FTA
Dennis Wagner - Windsor
CDPHE - APCD
Town of Milliken

IN ATTENDANCE:

Kathy Seelhoff - CDOT
Rachel Heumann - CDOT
Jake Schuch - CDOT

CALL TO ORDER

Chair Anderson called the meeting to order at 1:13 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE AUGUST 16, 2017 TAC MINUTES

Kemp moved to approve the August 16, 2017 TAC meeting minutes. Nelson seconded the motion and it was approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

September TIP Amendment - Kealy stated the September TIP Amendment included six Amendment requests: two from CDOT Region 4 and four from the City of Fort Collins from their 2017 Program of Projects (POP). Schneiders asked why the transit projects were included in the Amendment. Kealy responded the transit projects are identified individually in the TIP, and all new projects are added to the TIP through amendments. Klockeman made a motion to recommend approval of the Amendment. Schneiders seconded the motion and it passed unanimously.

Weld County CNG Station Equipment Project Scope Change - Anderson asked TAC members if they would like to move the item from Action to Discussion, since many CMAQ recipients were not in

attendance. Flesher stated delaying the Action to November would negatively impact Weld County since the CNG Station has already gone out to bid, and a delay could require going out to bid again, which could increase the cost. Karasko recommended Flesher present during Action Items and then TAC could decide if the item should be Discussion or Action.

Flesher stated Weld County is requesting a scope change to the *CNG Vehicles and Expansion* project, which was submitted during the 2014 Call for Projects. The project received \$4,988,310 in federal Congestion Mitigation and Air Quality (CMAQ) funding to expand an existing Weld County CNG fueling station and to convert County fleet to CNG. The CMAQ application identified the station expansion cost as \$780,000; however, the low bid for the expansion is \$2.2M. In addition, the project application included the purchase of 10 Class 8 trucks (15L engines), which are no longer being manufactured and EPA is no longer allowing CNG conversion of Class 8 trucks for model years 2014 and later. Weld County has four Class 8 trucks that are eligible for conversion under the EPA rule. Since conversions cost less than purchasing a new truck and only four can be converted, some of the funds intended for Class 8 truck purchases could be put toward the station expansion. The County may be able to purchase the same number of vehicles by purchasing lighter, less expensive vehicles.

Schneiders asked how the air quality benefit and project scoring would change if Weld County purchased fewer CNG vehicles. Flesher stated the County could either attempt to get the same number of vehicles or the same emissions benefit through a different assortment of vehicles. The NFRMPO would have to recalculate the emissions benefit. Karasko stated the benefit would depend on the type of vehicles purchased, and the higher cost of the station expansion would impact the benefit/cost analysis. Anderson stated she would like information on how the recalculated scores compare to projects that were not funded or not fully funded. Karasko said the Weld County vehicles ranked second overall and the station expansion ranked fourth overall during the Call, but those scores would have to be re-evaluated.

Anderson asked about the difference between the station estimate and the bid. Flesher said the higher than anticipated cost is due in part to a high-pressure gas line that was not included in the original project cost estimation, but also due to inflation.

Schneiders asked how much funding Weld County is requesting moving from the vehicles to the station expansion. Flesher stated the request is to move \$1,435,755 (\$1,188,662 federal funding and \$247,093 local funding) from the vehicle conversions to the station expansion based on 17.21 percent local match. Six vehicles have already been purchased with \$228,000 in CMAQ funding.

Klockeman asked if the facility was only open to County vehicles. Flesher said it was, but the existing facility cannot accommodate the fleet of 61 vehicles. Klockeman asked if it was conceivable to provide the same air quality benefit by increasing the number of conversions and reducing the number of new vehicle purchases. Flesher said it would depend on the calculations, but it may be possible. Klockeman stated he was willing to support the request if Weld County could do more vehicle conversions to achieve the maximum air quality benefit possible with the available funding.

Anderson asked which CMAQ pool the project was scored within. Karasko stated there were three pools for the 2014 Call: CNG Equipment, Signal Timing, and CNG Bus Replacement. The project was scored as two separate projects in the CNG Equipment pool, which received 39.93 percent of the CMAQ funding. The emissions benefit will need to be recalculated and compared with other projects in the CNG Equipment pool.

Flesher asked how the air quality benefits were determined. Blackmore stated NFRMPO staff used worksheets published by the Michigan DOT with approval from a group of 10-12 TAC members and inputs provided by the project sponsors. Schneiders stated the emissions benefits are specific to the vehicle type and engine. Flesher asked why the VOC and NOx benefits are the same. Blackmore stated there has been contention with the emissions calculations, especially with accuracy for transit vehicles. The emissions formulas are under review. The emissions are reported to FHWA, so the NFRMPO is accountable for the air quality benefits from CMAQ projects.

Flesher asked if the project could move forward if similar emission benefits could be achieved. Blackmore, Klockeman, and Anderson stated emissions benefits are very important for the region and the NFRMPO, and the benefits need to be recalculated before a decision can be made. Blackmore stated the region is close to being bumped up to a Serious Nonattainment Area for ozone.

Flesher asked if there is flexibility through increasing local match. Schneiders stated the CDOT IGA specifies any overages are the local agency's responsibility. Schneiders stated Weld County has a few options, including paying for the overage, changing the project to get the same score/emissions benefit, changing the project to purchase or convert the same number of vehicles, or recalculating the emissions benefits with a new formula.

Kemp asked how many bids were accepted. Flesher stated there were three bids, and the high bid was around \$2.5M, not much higher than the low bid of \$2.2M.

Klockeman made a motion to table the item until the November TAC meeting to allow time for revised emissions calculations. Hellen seconded the motion, and the motion passed with eight votes in favor and one against.

OUTSIDE PARTNERS REPORTS (verbal)

Northern Colorado (NoCo) Bike & Ped Collaborative - Willis stated \$415k in Transportation Alternatives (TA) funding is available and NoCo is reviewing regional projects to provide TAC with a recommendation at their November meeting. Three projects were submitted to NoCo for consideration: re-routing the Poudre Trail east of College Avenue in Fort Collins, the Great Western Trail, and the Windsor #2 Ditch Trail. The Great Western Trail Authority withdrew their project; however, Willis and Nelson will be reaching out to them to discuss why. Schneiders asked if all NFRMPO members were invited to submit an application. Willis stated all NoCo members were notified through the email distribution list.

Regional Transit Agencies - Klockeman stated the Loveland City Council will hear three transportation proposals at their October 3 meeting including contracting with Fort Collins for paratransit services, contracting with Fort Collins for a new transit manager position for COLT, and contracting for a new transfer station location. Hellen stated the GET Regional Transportation Center had its grand opening on September 8. Schneiders stated there is a potential for re-prioritizing FTA \$5311 funds by CDOT's Division of Transit and Rail. Blackmore stated the VW settlement includes a transit component that will flow through CDOT, and since the funds are private they can be used to match federal or state funds. The public comment period is open for CDPHE's Proposed Beneficiary Mitigation Plan until October 13.

Senior Transportation - Bedingfield stated volunteer recruitment and retention remains a challenge for Senior Resource Services, along with service near the County's borders. The *2017 Coordinated Plan* is under review by both mobility committees.

Regional Air Quality Council (RAQC) - Brimmer stated the region did not attain the 2008 ozone standard in 2017. This summer's wildfires will likely qualify as exceptional events, which may allow the region to meet the standard for 2017 and provide an opportunity for a one-year extension to meet the standard over a three-year period (2016-2018). The monitors in Greeley and Fort Collins are attaining for the three-year period. A commercial lawn and garden event will be held October 17 at Adams County Fairgrounds. A grant will open for electric handheld equipment following the event, and more information is available at <http://www.mowdownpollution.org/commercial/>. A fuel study is underway to evaluate the viability of lower volatility fuels, and the Air Quality Control Commission (AQCC) is holding an Oil and Gas Rulemaking on October 19 and 20.

PRESENTATIONS

NFRMPO UrbanCanvas Model Update - Dusil provided an introduction to the UrbanCanvas Land Use Model including the purpose of land use modeling, features of UrbanCanvas, and model inputs. The UrbanCanvas platform is built for mid-sized regions and simulates the decision-making process of

residents and businesses based on observed development choices and local data inputs. NFRMPO staff are developing the Traffic Analysis Zone (TAZ) layer and the Department of Local Affairs (DOLA) State Demographer's office is developing the control total estimates for population and employment. Next steps include collecting zoning and development information from member communities and developing planning scenarios with the Model Steering Team.

ROUNDTABLE

Anderson stated the NFRMPO had a team at the Growing Water Smart conference on Integrating Land Use and Water in Planning for Development. The conference was sponsored by the Sonoran Institute, Lincoln Institute of Land Policy, Keystone Policy Center, DOLA, and Gates Family Foundation. The NFRMPO team included Anderson, Kim Frick with Loveland Water, Tom Parko with Weld County, and four NFRMPO staff. The NFRMPO team developed an action plan, whose first steps include briefing TAC on the workshop, including an article in the newsletter on the conference, continuing discussions as a team, and meeting with the Fort Collins team, who also attended the conference. Karasko stated Elizabeth Garner from DOLA suggested including water supply in population projections. The NFRMPO action plan includes adding water supply as a RTP scenario by providing population estimates to communities and asking if their water supply in 2045 will support that population. For communities whose water supply cannot accommodate the projected population, the model scenario would adjust population totals and re-run to reflect the impact of water supply on land use and transportation. Additional funding for implementation will be available from the Sonoran Institute in three to six months. Water will also be included in the Environmental chapter of the 2045 RTP.

Karasko reminded members the October TAC meeting is cancelled.

Kemp stated the North College/US 287 pedestrian project from Lake Canal to SH 1 received ROW acquisition approval from the Fort Collins City Council. Design for the *Horsetooth and College Intersection* project is underway with construction anticipated to begin in summer 2018.

Dusil sent an email to TAC members last week regarding collecting posted speed limit data for the travel model. Klockeman stated Loveland has a map with the information and asked Dusil to send him a reminder.

Klockeman stated Loveland Public Works Director Leah Browder is leaving and the job opening was posted September 15. Jeff Bailey will serve as Interim Public Works Director.

Schneiders stated the FHWA financial system is on lockdown due to the end of the fiscal year. It is expected to open in the second week of October, meaning all bills are currently on hold. She also stated the work zone attenuator driverless truck is on site at CDOT Region 4 today.

MEETING WRAP-UP

Final Public Comment - There was no final public comment.

Next Month's Agenda Topic Suggestions - Action items include the November 2017 TIP Amendment and Weld County Project Scope Change; Discussion items include the Goals, Objectives, Performance Measures, and Targets for the 2045 RTP and Safety Targets data; and Presentations include the Bustang Outrider program, CDOT Roadway Usage Charge, and the *2017 Coordinated Plan*.

Meeting adjourned at 2:51 p.m.

Meeting minutes submitted by- Medora Kealy, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, November 15, 2017 at the Windsor Recreation Center, Pine Room.