

**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**

**April 18, 2018
1:03 – 3:15 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Will Jones, Vice Chair – Greeley
Dawn Anderson – Weld County
Stephanie Brothers – Berthoud
Aaron Bustow – FHWA
Tim Kemp – City of Fort Collins
Pepper McClenahan – Milliken
Rusty McDaniel – Larimer County
Mitch Nelson – Severance
Karen Schneiders – CDOT
Fred Starr – Evans
Dennis Wagner – Windsor

NFRMPO STAFF:

Suzette Mallette
Ryan Dusil
Becky Karasko
Medora Kealy
Sarah Martin

TAC MEMBERS ABSENT:

Katy Mason – LCOA
Gary Carsten – Eaton
John Franklin – Johnstown
Eric Fuhrman – Timnath
Wendy Heywood – LaSalle

IN ATTENDANCE:

Marissa Gaughan – CDOT Alternate
Katrina Klobberdanz – CDOT
Alana Koenig – CDOT
Scott Logan – City of Greeley
Scott Rees – CDOT
Jake Schuch - CDOT
Ulysses Torres – GET
Wade Willis – Town of Windsor/NoCo Bike & Ped
Collaborative
Kaley Zeisel – Transfort

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:03 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE FEBRUARY 21, 2018 TAC MINUTES

Chair Klockeman requested the Loveland update from the March 21 TAC meeting reflect the Director of Public Works would be announced within a week from that meeting. Anderson moved to approve the March 21, 2018 TAC meeting minutes with that change. McDaniel seconded the motion and it was approved unanimously.

CONSENT AGENDA

There were none this month.

ACTION ITEMS

CDOT FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects – Klockeman noted there were still several unanswered questions regarding the CNG portion of the projects and proposed the item be tabled until the May 16 TAC meeting to ensure all remaining questions regarding CNG are answered prior to Action. Schneiders noted, if it is acceptable to the recipients, projects would be better listed for FY2019 to accommodate the possibility Action does not occur before July 1.

Klockeman clarified July 1 is the start of FY2019. Anderson made a motion to table the Action Item until the May 16 TAC meeting, Kemp seconded the motion and the motion was approved unanimously.

FY2018-2019 Unified Planning Work Program (UPWP) 2019 Tasks – Karasko provided a draft of the FY2019 local match and noted the amounts may change depending on rollover funds from FY18. Karasko added the NFRMPO will not ask for additional STP funding for FY2019. Karasko reported the Planning Memorandum of Agreement (MOA) with CDOT was adopted at the April 5 Council meeting. Karasko added the NFRMPO is updating the UPWP earlier in the year to ensure receipt of federal contracts and funds by October 1. Karasko reported only tasks in both FY18 and FY19, or only in FY19, were updated. Updates were primarily grammatical and the revised UPWP was made available for TAC member and public comment prior to the March 21 TAC meeting. No comments were provided, however, the item was moved from Consent to Action due to a change in the Prospectus. A table relating the UPWP tasks to the 10 planning factors outlined in the FAST Act was added upon the recommendation of FHWA following the Federal Certification site visit on March 27, 2018. Karasko added the budget portion would be discussed at the Finance Committee meeting on April 19 and Planning Council is expected to approve the UPWP Tasks and Budget at the May 3 Council Meeting. Schneiders made a motion to recommend the updated UPWP 2018-2019 Tasks for Planning Council approval. Jones seconded the motion and it was approved unanimously.

PRESENTATION

North I-25 Segments 7& 8 Project – Scott Rees, project director for the *North I-25 Express Lanes: Johnstown to Fort Collins* project, provided an overview and update on the project. Rees emphasized efforts championed by local communities were responsible for getting this \$300M project initiated 14 years ahead of schedule. Rees added local communities contributed \$50M of funding for this project and Jones noted Greeley City Council recently approved \$500,000 for this project.

The project spans from SH402 to SH14 and this phase of expansion will add a buffered express lane in each direction. Rees provided an overview of key project elements and noted project benefits, such as improved safety conditions, increased trip reliability, and improved bicycle and pedestrian connectivity.

Rees explained express lanes were chosen for this project for their ability to reduce delays in the most seriously congested corridors and noted full build out will likely include tolls. Rees added the express lanes may promote carpooling and encourage transit use. Schneiders noted the new express lanes will be subject to Transportation Committee's carpooling policies, which requires three or more persons in a vehicle for the vehicle to qualify as a High Occupancy Vehicle (HOV). Mallette asked whether express lane users would require a transponder. Rees noted users may pay for the lane using an express pass, license plate tolling (for an extra charge), or a reversible transponder for HOV use if applicable.

Rees reported a contract was awarded in early March and the First Notice to Proceed was issued April 5, 2018. The Second Notice to Proceed will likely occur in June or July and construction is expected to be complete in late 2021 or early 2022.

Rees explained two lanes of traffic will remain open at all times during construction, adhering to CDOT Region 4's closure strategy. Rees added SH402 will be shut down for a period of four months with detours. Work will begin on US34 in July. Rees noted extending this expansion model south to US66 may be part of the next steps.

Schneiders asked when the Crossroads Boulevard construction would be considered complete. Rees responded he was not sure, but potentially in June. Kemp asked whether Prospect Road and I-25 construction was expected to occur from summer 2019 through spring 2021. Rees responded that was still the planned timeline, but it is subject to change. Mallette asked where construction would begin. Rees reiterated construction would begin on US34, followed by SH402 and then Crossroads.

Region 4 Local Agencies Project Closures and Contracting – Kloberdanz explained CDOT will begin implementing a new policy starting May 1 stating no new Intergovernmental Agreements (IGAs) will be initiated with agencies that have projects still open after six months of completed construction

due to outstanding documentation needs on behalf of the local sponsor agency. Once all required documentation is provided and the project is closed, new IGAs can be initiated. Kloberdanz noted the purpose of the new policy is to reduce the number of projects remaining open for extended periods of time despite final payment from CDOT. Kloberdanz added CDOT's intent is to continue to improve procedural efficiency and ensure all required documentation occurs throughout the project to prevent holding up the process at the end.

Mallette asked how local agencies would know whether they had projects missing documentation and inquired whether the CDOT inactives list should be used as a tool for identifying such projects. Schneiders responded the projects on the inactives list are still expending funds, while the projects impacted by the new policy are completed and therefore unlikely to show up on the list. Kloberdanz noted CDOT has been withholding \$50,000 of final payment for projects until final documentation is provided, so projects could show up on the inactives list. Kloberdanz added local agencies may contact Jake Schuch to determine whether they have projects missing the necessary documentation. Schneiders noted regional engineers will have reached out requesting the documentation. Schneiders added the local agency team supports the new policy. Mallette asked how "project completion" is defined. Kloberdanz responded project completion is marked by acceptance of contractor's work by the local agency. Kloberdanz added CDOT is notified 90 days prior to the FHWA end date and the project manager will notify the local agency to make sure they have time to complete the project or file for an extension.

DISCUSSION

NoCo North I-25 Memo – Willis reported the NoCo Bike and Pedestrian Collaborative (NoCo) submitted a memo to TAC in November requesting the prioritization of two crossings along North I-25 at Box Elder Creek and Big Thompson River. NoCo met with CDOT March 23 to discuss how NoCo might operate more effectively within the parameters of CDOT's planning process to ensure important crossings are considered during improvement projects. Willis added the meeting also served as a platform to discuss the feasibility of adding the preservation of the Box Elder Creek and Big Thompson River crossings to the scope of the *North I-25 Expansion Project*. Willis noted funding is pending for the replacement of the Big Thompson River Bridge. If the bridge is replaced as part of this phase, bicycle and pedestrian facilities would be included in the design. Rees confirmed when the bridge is replaced it will be made long enough and tall enough to accommodate a crossing underneath. Willis reported the Box Elder Creek crossing location presents more constraints and further discussion may be required to move the crossing forward.

NoCo requested assurance from TAC the NFRMPO's *2016 Non-Motorized Plan* is considered as a guide for the planning and implementation of infrastructure projects moving forward and asked TAC support the funding of both crossings should funding become available. Schneiders asked what NoCo will do to help secure funding for these crossings and explained there exist funding sources, such as GOCO grants, the group could apply for. Willis responded the NoCo's member entities are willing to apply for funding sources as long as there is formal consensus that these crossings should be a priority. Karasko noted the *2013 Regional Bicycle Plan* was integrated with the *2040 Regional Transportation Plan (RTP)* and the *2016 Non-Motorized Plan* will be integrated with the *2045 RTP* and asked for clarification regarding the request to formally consider these plans as part of the planning process. Willis responded formalized commitment to consider these plans moving forward may serve as one of several mechanisms to prevent miscommunications from happening in the future.

Mallette noted the Record of Decision for the I-25 expansion project was completed in 2011, prior to the adoption of the *2013 Regional Bicycle Plan*, which presented a timing challenge regarding the consideration of the regional plan in the development of the project scope. Mallette added the current expansion project is only Phase I and there may be other opportunities as the corridor moves toward final build-out. Willis clarified NoCo is hoping to identify an efficient path forward to address major bicycle and pedestrian barriers like I-25. Klockeman noted the project still has \$850M of unfunded identified improvements and recommended compiling a list of the main takeaways from this discussion rather than rewriting a formal memo. Klockeman recommended including the following points: the *2016*

Non-Motorized Plan will be considered in the development of future infrastructure project scopes; NoCo will endeavor to find additional funding; as funding becomes available, and TAC would support using the funding for identified bicycle and pedestrian projects. Willis added these crossings should be considered priorities. Klockeman clarified the crossings would be included in package of priorities, not ahead of other infrastructure priorities. Schneiders asked whether there was a list of priorities in the current *Non-Motorized Plan* and recommended prioritizing identified corridors. Schneiders estimated there is approximately \$1B in identified bicycle and pedestrian facilities yet to construct in Region 4. Schneiders recommended identifying which corridors and improvements NoCo wants to focus on first.

Mallette clarified NoCo is asking TAC to support the prioritization of identified projects if funding were to become available. Willis asked if an action could be taken today to determine whether TAC would support, to Council, the application of funds toward trail connections under I-25, should funding for those projects become available. Karasko noted this was a Discussion Item and it would need to come back as an Action Item for action to be taken. Jones reminded TAC members would need to report back to Council and Mallette agreed something in writing might be easier to convey. Mallette asked if NoCo was aware of the US34 Planning and Environmental Linkages (PEL) study. Willis responded NoCo had a representative attending the meetings. Klockeman noted the representative has not attended the last several meetings. Dusil noted NoCo would reach out to Chad Hall for an update in the next few months. Klockeman noted the next meeting would be held May 9 and would be a good opportunity to have more than one NoCo representative attend. Klockeman noted NoCo would return next month with a short summary of today's discussion for TAC to take Action on.

Larimer County Road (LCR) 17 Project Update – McDaniel reported Larimer County and the Town of Berthoud jointly applied for a STP Metro grant to widen LCR 17 between LCR 16 and LCR 14. The original scope identified widening the road to the middle and providing wide shoulders for bike lanes; however, there was not enough funding to address drainage issues. The Town recently worked with developers to build two new intersections, which has significantly decreased the footage of road that needs to be improved. Additionally there is an opportunity to tie on to drainage improvements being made by developers. McDaniel and Brothers requested TAC approval to reallocate project savings toward drainage improvements. Brothers added the original solution was to allow water to pond with no final outfall, but water law dictates return flows must be provided back to the river. The proposed solution would divert the stormwater to the Berthoud Reservoir and provide legally required return flows from there. Schneiders asked whether the developers were planning to pave all the way to US287, making sure there was a logical terminus for the paving and asked whether the CDOT representatives in the room knew of proposed project; they confirmed they were aware of the plans.

Klockeman asked whether the drainage improvements would be pipes under LCR 13 and McDaniel responded storm sewers would run adjacent to LCR 17 from the north roundabout, south under US287 to the Berthoud Reservoir. Klockeman noted the proposal seemed within the scope of the project since no additional funds were requested. Klockeman asked what the process would be to approve the requested change. Mallette noted since the funding is not changing, it would not trigger a TIP Amendment. Anderson asked if it would need to go to Planning Council. Klockeman responded since the proposed change was only technical, it does not need to go to Planning Council. Schneiders requested the inclusion of a contingency plan in case the developer does not complete the project by 2025, stating the Town and County would take responsibility for completing the remainder of the project. Klockeman asked if CDOT needed to concur with the change. Schuch stated there was no need to do an amendment for the project since the proposed change is so small, as long as TAC is in agreement. All parties agreed that applying project savings toward a permanent stormwater solution was acceptable, given the contingency plan described above.

Regionally Significant Corridor (RSC) Criteria – Dusil noted an early task of the 2045 Regional Transportation Plan (RTP) is to review and update the RSCs to ensure the regional network continues to align with regional values and to address concerns raised by Planning Council, such as the inclusion of unpaved roads as part of the RSC network. Kealy noted this would be the first of two Discussions followed by a TAC Action. Dusil explained RSCs comprise the regional roadway network and noted

each RSC has a vision included in the RTP. Dusil added all capacity projects that occur on RSCs trigger air quality conformity requirements and noted only projects on RSCs are eligible for STBG and CMAQ funding.

Mallette asked whether a road currently partially paved, such as the O Street extension in Greeley, is classified entirely as regionally significant. Kealy responded yes, under the 2040 criteria, the entire road was included and added the 2040 criteria did not specify a timeline for paving or constructing roads identified as regionally significant. Dusil noted the dashed lines on the map reflect portions of corridors currently unconstructed. Of the 27 corridors, five contain unconstructed segments.

Dusil explained the 2045 RSC criteria developed for discussion. The criteria includes all state highways, interstates, and US Highways; as well as roadways that meet three requirements: a) they go through two jurisdictions or connect employment centers in different jurisdictions by the year 2045, b) they have a functional classification of minor arterial or higher for at least 25 percent of its existing length, based on the classification by the local, county, or state agency, and c) all segments of the proposed roadway must be planned to be built and paved by 2045. With regard to the 25 percent threshold, Bustow asked about the process for requesting funding for segments of an RSC not eligible for federal aid, with ineligible roads in urban areas including local roads and in rural areas roads classified as rural minor collectors or local roads. Kealy asked whether that eligibility was based on the state classification and Bustow responded it was. Kealy responded there are differences between the way local entities, the county, and the state identify the functional class for the same roadway segment, and that federal aid eligibility will be addressed at next month's TAC discussion.

Dusil briefly reviewed other considered criteria and explained they were not chosen as the recommended criteria for the 2045 RSCs because they were difficult to quantify and would be a dramatic departure from previous criteria. Two criteria measured the percent of a corridor currently paved and currently existing. The remaining criteria were based on outputs from the land use and travel demand model, such as employment and households within a half mile of each corridor for 2012 and 2040; average daily volume per mile for 2012 and 2040; and presence of employment centers using a spatial analysis tool in GIS to identify significant clusters to identify areas with high employment.

Kealy presented a map highlighting how the proposed 2045 criteria could affect the RSC network and noted most corridors currently identified as RSCs would remain as RSCs. Kealy noted SH263 would be added given the new criteria, Jones remarked the entire highlighted segment of SH263/8th Street will be devolved to the City of Greeley. Kealy noted this change means the roadway would no longer be eligible as an RSC. Kealy noted Prospect Road would be removed because it is not going through more than one community, a criteria selected to prevent the inclusion of a large number of roads, such as those connecting Greeley and Evans. Klockeman noted the segment of Prospect Road was included in the previous iteration because it is the primary corridor connecting I-25 and Colorado State University (CSU). Kemp remarked the segment east of I-25 is currently half City of Fort Collins and half Town of Timnath Right-of-Way and it is unclear at this time who will get full ownership in the long run. Jones asked how Weld County Parkway and 8th Street fit in to the discussion and proposed even though 8th St will no longer be a State Highway, it may still be eligible on the grounds that it will pass through multiple jurisdictions in the future, pending an annexation by the Town of Kersey. Kealy noted Weld County Parkway does not go through more than one NFRMPO community and therefore does not meet the proposed criteria. The criteria would need reflect RSCs do not need to go through more than one community within the NFRMPO for the parkway to meet the criteria.

Kealy remarked some corridors were still to be determined depending on whether segments were identified for construction under fiscally constrained conditions by 2045. Klockeman noted on RSC #27, the only segment not identified in constrained funding plans is the dashed diagonal section between SH392 and Boyd Lake Ave, but a connection already exists. Karasko noted the RSC alignment of #27 will need to be adjusted to reflect current conditions. Mallette suggested getting rid of the dashed diagonal segment and drawing a solid line on the existing roadway.

Regarding the proposed extensions of RSCs based on the appropriate agency classification, the consensus of TAC members was the extensions are not necessary since those roads mostly serve local traffic. Kealy noted the eligibility of those roads may change when considering the CDOT functional classification.

Kealy stated the RSCs will be brought back to TAC for Discussion in May, Planning Council for Discussion in June, with TAC Action in June and Council Action in July. These RSCs could then be used for the 2018 Call for Projects that will be held later this year.

Kealy explained the last two charts show the values for all considered criteria and rankings for each RSC. Schneiders asked why the RSCs were ranked and Kealy responded they wanted to make sure they were considering the right criteria. Dusil stated the rankings are for use in today's discussion of criteria, but will not be included in the Action. Kealy asked if there were other criteria that should be considered, and TAC members indicated there was not.

OUTSIDE PARTNERS REPORTS (verbal)

Regional Air Quality Council – Brimmer reported EPA decided to roll back greenhouse gas standards for passenger vehicles for model years 2022 to 2025. The current administration cited limited technology and higher cost to consumers as reasons for reevaluating the standards. Impact on criteria pollutants is uncertain at this time. Brimmer also highlighted RAQC's Mow Down Pollution event on May 12 at the Ranch in Loveland; noting the event will provide the opportunity to replace gas mowers with electric models. Those interested can sign up for the event at mowdownpollution.org. There will be two additional events in Denver, one on May 6 and another on June 2.

NoCo Bike & Ped Collaborative – Dusil noted a written report of the April 11 NoCo meeting was provided in the packet and TAC will receive a written request for Action from NoCo at the May 16 TAC meeting, as discussed earlier. Dusil added the May NoCo meeting will have a strong transit focus, including a presentation about the *2045 RTE* and a presentation about the *Regional Route Study* connecting Greeley, Windsor, and Fort Collins.

Regional Transit Agencies – Zeisel reported Transfort closed the Parking Director Services position and interview activities will begin the first full week in May. New Flyer, a bus manufacturer, visited the previous week and conducted a three day demo on the MAX guideway to gather performance data to evaluate the feasibility of a possible electric bus pilot route.

Torres reported the CASTA Spring Conference will come to Greeley in May.

Klockeman stated COLT switched from providing paratransit to being part of Fort Collins's Dial-a-Ride contract with Yellow Cab on April 2. This transition provided an opportunity to reallocate resources and COLT launched a pilot express route on US34, from Group Publishing to Centerra on April 12. The cities of Fort Collins and Loveland entered into an IGA, which allowed COLT to contract a full-time transit manager through Transfort. The City of Loveland completed the purchase of property for their permanent transit center.

Schneiders noted Bustang was approached by leadership from Division of Transit and Rail and added Region 4 will kick-off a study and design for passenger amenities at SH119 and I-25. This would be an additional stop and since buses running along this route are already full, additional vehicles may be necessary to address current capacity constraints.

Senior Transit Items – Karasko stated Larimer County and the Partnership for Age Friendly Communities (PAFC) completed a grant application for a business plan to implement senior transportation in Larimer County. Karasko added the Senior Transportation Coalition will continue looking into Bustang travel trainings.

REPORTS

Transportation Ballot Initiatives Update – Klockeman stated the Loveland Community Task Force developed a list of potential projects and is currently polling the community to ensure the list reflects the community's priorities. Polling is also being conducted to determine the level of sales tax the community

would support. The Task Force will make a recommendation to the Loveland City Council within the next 60 days to potentially get the sales tax on the November ballot.

Mallette reported Larimer County is undertaking a transportation funding option study based on infrastructure. A kick-off meeting was held with the regional task force, which included elected officials, community leaders, and technical staff. The task force will have its first technical meeting with staff from each community on May 10.

Mallette added the statewide ballot initiative being forwarded by the Colorado Metro Mayors Caucus was narrowed down to a ½ cent sales tax.

Jones updated Greeley is considering a tax renewal for their Quality of Life tax. Mobility and safety, police, and fire are the current priorities for the tax. The City is currently identifying projects that could be added to the list, including the interchanges at 35th and 47th and various transit projects.

Mobility Committee Updates – A written update was provided.

TIP Modification Updates – Kealy noted there were only modifications for the month of March.

Federal Inactives Report – Schneiders noted all projects with the abbreviation “ER” or “PR” are flood recovery projects. Schneiders asked about the status of the Front Range Trail project. Kemp responded it was pretty much closed and Schuch noted it was missing paperwork that needed to be submitted. Anderson noted the Weld County project listed was substantially completed. Mallette noted it was a flood project and Schneiders recommended contacting the Weld County flood project manager to coordinate the return of \$4,000 of un-used Right-of-Way funding. Schneiders added, any flood project questions should be directed to the appropriate contact at the flood office. Kemp noted confusion about the gap project and asked why \$810,000 is assigned only to the Right-of-Way Phase. Schuch reported that was the estimate provided to CDOT for that Phase. Kemp added Pitkin is officially closed out and can be removed from the list.

Schneiders asked about the Transfort network management system and Zeisel responded she would check on it.

ROUNDTABLE

Karasko reported the Model Steering Team will meet April 25 and anyone is welcome to attend. Persons interested in attending this meeting or joining the Model Steering Team should contact her. The FHWA and FTA Federal Certification public meeting will be held at 4:00 p.m. prior to the May 3 Planning Council meeting in Milliken.

Schneiders updated the Ransomware attack has been largely dealt with, but not everything is fully operational. Schneiders added OTIS is accessible again.

Gaughan noted CDOT’s headquarters is moving to Colfax and Federal, but the move has been delayed slightly, so the April STAC and Statewide MPO meetings will be held in the auditorium of current CDOT headquarters.

Martin requested communities send representative photos of their communities for RTP chapter covers. If communities choose to use the same photo from the 2040 RTP, this must be reflected via email.

Bustow updated Buy America Waivers for vehicles were approved April 17, 2018 and published in the Federal Register on Monday, April 16. Bustow noted the approval was a bundle including the 3rd and 4th quarter of 2016 and 1st quarter of 2017. However, the quarterly mechanism for approving vehicles for Buy America has been suspended until further notice. The Federal Register states the new administration needs to revisit the process to ensure everything is in compliance.

Kemp thanked CDOT for their collaboration on the Horsetooth and College project and noted the Right-of-Way Phase will wrap up in the next two weeks and will be delivering the project with a Construction Manager/General Contractor (CM/GC) contract. Construction is expected to start in early June with approximately three months of significant impacts and an additional month of minor impacts. Klockeman

requested renderings and Kemp responded he would send out renderings. Kemp reported Myers Construction won the contract.

Malette reported the Grant project on Greenfields Court and SH14 began paving on the north end of realignment of the Frontage Road.

Jones announced Scott Logan is the new Traffic Engineer for the City of Greeley and added the City will hire a new transportation planner by May 3.

Klockeman announced the new Public Works Director for the City of Loveland, Mark Jackson, will start Monday, April 23.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko reported the May 16 TAC meeting agenda will include the FY2019-2022 TIP; FY2018 Program of Projects; May TIP amendments if any; NoCo request; FY2019 Additional Allocation; CDOT TDM presentation; a work session with TDR about the Transit Development program; continued RSC discussion; RTE update, and a Land Use Model Development Pipeline update.

Meeting adjourned at 3:15 p.m.

Meeting minutes submitted by:

Sarah Martin, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, May 16, 2018 at the Windsor Recreation Center, Pine Room.