

**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**

**June 20, 2018
1:02 – 3:53 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Will Jones, Vice Chair – Greeley
Dawn Anderson – Weld County
Amanda Brimmer – RAQC
Aaron Bustow – FHWA
Tim Kemp – Fort Collins
Rusty McDaniel – Larimer County
Karen Schneiders – CDOT
Joe Smith, alternate – Evans
Dennis Wagner – Windsor

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Gary Carsten – Eaton
Rick Coffin – CDPHE-APCD
John Franklin – Johnstown
Eric Fuhrman – Timnath
Jessicca McKeown – LaSalle
Katy Mason – LCOA
Mitch Nelson – Severance
Ranae Tunison – FTA
Vacant – Milliken

NFRMPO STAFF:

Ryan Dusil
Alex Gordon
Medora Kealy
Suzette Mallette
Sarah Martin

IN ATTENDANCE:

Marissa Gaughan – CDOT
Randy Graubeger – WSP
Alana Koenig – CDOT
Jake Schuch – CDOT
Kelly Smith – Loveland
Kaley Zeisel – Fort Collins/Transfort

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:02 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE MAY 16, 2018 TAC MINUTES

Kemp moved to approve the May 16, 2018 TAC minutes. The motion was seconded by Jones and approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

CDOT Transit Development Program (TDP) – Gordon stated Council preemptively approved the project list for the TDP at their June meeting, with the understanding TAC would provide a recommendation in June and the list could be revised to reflect current priorities. The list will be sent to the Transportation Commission in July and projects may be submitted to Karasko through June 29. Since the draft list was presented to TAC in May, projects have been added by GET and Transfort. Mallette noted the project list was originally intended as part of CDOT's development plan, but could also be used to identify projects for the potential transportation funding ballot initiatives this November.

Schneiders moved to approve the list including any revisions submitted by June 29. The motion was seconded by McDaniel and approved unanimously.

NoCo Bike & Ped Collaborative Request – Smith, NoCo Bike & Ped, explained NoCo had submitted a memo to CDOT in November 2017 requesting multi-use trail crossings across North I-25. She provided an overview of the ensuing discussions and meetings with TAC, Planning Council, and CDOT. NoCo is proposing to address the communication barriers unveiled during that process via a revised memo included in the TAC packet, which identified a framework for collaboration between TAC, NoCo, and other agency staff. Smith stated the revised memo replaces the November 2017 memo, and the revised memo is intended for TAC, not for CDOT. NoCo is anticipating developing a more formal process for collaboration based on the framework identified in the memo, and is requesting TAC approve the memo.

Schneiders asked if NoCo developed priorities for bike and pedestrian projects, which could be useful for SB 1. Smith stated NoCo has not developed a prioritized list due to project fluidity and the importance of project readiness; however, NoCo may develop a spreadsheet of projects that identifies project readiness and can be updated by the communities. Schneiders noted the match requirement for multimodal projects funded by SB 1 will likely be substantial.

Jones asked TAC members how to involve Planning Council with the request. Mallette stated the memo could be presented to Planning Council as how NoCo and TAC will work together moving forward. Klockeman agreed to provide the update to Council at their next meeting in August.

Schneiders moved to approve the memo. The motion was seconded by Kemp and approved unanimously.

PRESENTATION

North Front Range Regional Rail Concept Presentation – Grauberger, WSP, presented a concept discussion on commuter rail in the North Front Range region. Developers in the North Front Range raised interest in regional North Front Range commuter service, potentially using the Great Western Railway and Union Pacific Railroad branch lines between Greeley and Loveland, and Greeley and Fort Collins. The regional service could be implemented prior to the inter-regional service, and could tie into the larger system if it is ever developed. The regional service would not run on the mainline, except possibly to get to the transit centers in Fort Collins and Loveland.

Discussions are underway with key stakeholders, including OmniTRAX, Greeley, Fort Collins, Loveland, Windsor, Timnath, and CDOT. Grauberger stated future stakeholders include Chambers of Commerce, BNSF, Union Pacific (UP), the Northern Colorado Regional Airport, Larimer County, and Weld County. Grauberger added they welcome suggestions for additional stakeholders.

Funding is needed for a feasibility study, which would encompass research of “similar” commuter rail projects, right-of-way analysis, stakeholder plan, projected ridership analysis, operating plan scenarios, mode determination, cost estimates, governance, and project funding sources. Regarding governance, it could be appropriate to create a regional entity/authority. Grauberger stated two helpful documents, the BNSF railway’s commuter rail principles and Ohio’s Commuter Rail Checklist, will be sent to TAC following the meeting.

Joe Smith asked how projected ridership compared to actual ridership for RTD. Grauberger stated he would have to follow up, but most routes have been successful. In the North Front Range, there would be a limited number of trains to start out, with additional trains added based on ridership. The feasibility study would also determine when the commuter rail service would be needed, which could be sometime in the next 20 years.

Jones stated he would like to incorporate commuter service, including Park-n-Ride lots, into Greeley’s Transportation Plan; however, the mode of the service should be determined via the analysis, not just assumed to be rail.

Mallette asked if other developers are involved. Grauberger replied some have shown interest, but have been unable to attend previous meetings. He asked if others should be involved. TAC recommended involving McWhinney, Richardson, and Blue Ocean.

Grauberger noted WSP is facilitating the discussion as a volunteer, and does not own the project. Jones asked if this should be identified in the *2045 Regional Transit Element (RTE)*, and Gordon replied that it will be included. Mallette stated the central question is if there is enough interest to fund the feasibility study. Mallette asked how much the feasibility study could cost. Grauberger said the North I-25 EIS Commuter Rail Update conducted in 2014 was around \$350k, but this study could be scaled back and still answer key questions. Jones asked the cost of the study on US 36 to Boulder. Grauberger stated he was not sure, but the study included BRT analysis, phasing, and station design for the Northwest Rail Line all the way to Longmont, which is a larger scope than this study would be.

Mallette stated local governments generally apply for the Call for Projects, so a local champion would be needed to sponsor the study. Jones asked if the NFRMPO could sponsor the project. Mallette replied it would be better for a local government to sponsor, and perhaps the funding could come off the top from the Surface Transportation Block Grant (STBG) funding pool. Schneiders stated it could be appropriate for the NFRMPO to sponsor. Gordon noted the Call for Projects is for funding in 2022 and 2023. Mallette proposed projects could swap funding years to accelerate the feasibility study. Klockeman stated the project has merit, but it is up to the Planning Council to decide the policy direction. Mallette recommended Grauberger present an overview to Planning Council and a TAC member identify next steps and ask for funding. The conversation on how to present to Planning Council will continue offline.

Grauberger will set up meetings with staff from Larimer and Weld counties, along with staff from smaller communities within each county, to bring them into the discussion.

DISCUSSION ITEMS

2045 Regional Transit Element (RTE) Update – Gordon stated the *2045 RTE* was brought to TAC late last year and today's discussion provides an update. The *2045 RTE* is part of the *2045 Regional Transportation Plan (RTP)* and will identify priorities for transit investment using qualitative and quantitative data. Gordon stated the RTE is useful for grant applications, forecasting trends, and identifying corridor priorities.

Martin stated a Steering Committee is guiding the RTE, and includes members from COLT, GET, Transfort, a volunteer driver from SAINT, public health professionals from Larimer County and CSU, and representatives of the disabled community via ARC of Larimer County. Public outreach strategies include attendance at community events, conversations with transportation advisory boards, an online mapping tool called [Community Remarks](#), and a survey. The survey asked demographic questions, typical transportation modes, obstacles to riding transit, and destinations that should be served by transit. Martin presented the four goals of the RTE, which include being efficient and effective, integrating with multiple modes, enhancing mobility for all users, and remaining at the forefront of innovation. The goals support the RTE's vision of "a transit network for everyone."

Gordon identified the proposed *2045 RTE* corridors, which are based on public input. The dashed lines indicate potential routes, while the solid lines indicate routes that are further along and have had action taken. Weld County Road (WCR) 74 is identified because of the WCR 74 Access Control Plan and the potential for transit investment. Gordon noted the Poudre Express is represented from Fort Collins to Windsor to Greeley. Jones pointed out the Poudre Express will use 10th Street, not US34 Bypass, and Gordon replied the change would be incorporated. Corridors such as US287 and I-25, which currently have transit, were included due to feedback on need for additional investment. A route from Fort Morgan to Greeley is included in CDOT's Bustang Outrider plans. Anderson and Jones recommended adding a connection on US85 to Eaton, and Gordon stated the route would be added. Gordon noted the corridors are intended to represent city pairs and not exact routes.

Gordon stated the RTE will consider the Transit Development Program, Fort Collins City Plan Update, Loveland Transportation and Transit Master Plans Update, and WCR 74 Projects. Gordon asked if other

plans should be considered. Anderson noted there is discussion of an access control plan between Eaton and Severance, and Gordon stated that would be considered as well.

The Draft Plan will be released in August and will be brought to TAC and Planning Council for Discussion and Action starting in September.

2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) & PM2 (Pavement and Bridge Condition Measures) and PM3 (Performance of NHS, Freight, and CMAQ Measures) – Martin presented the 2040 GOPMT developed for the *2040 RTP* and explained the framework could be updated for the *2045 RTP*. When the *2040 RTP* was developed, there was basic guidance on performance-based planning, but the national performance measures had not been established. Now that the measures are established, they need to be incorporated into the GOPMT for the *2045 RTP*.

There are seven national goals which must be included, either directly or by reference, in the RTP. In the *2040 RTP*, the NFRMPO established four goals that tie to the seven national goals. There are three to four objectives under each of the four goals, and each objective is measured by at least one performance measure. Martin noted some of the objectives read as policies rather than objectives, which could be updated. The *2040 RTP* had 11 performance measures, and six of those are similar to federally-required performance measures. Martin stated TAC can decide if the remaining measures should be retained.

Mallette asked if the performance of non-federally-required measures needs to be reported if those measures are retained. Martin stated it is not required but they could be included in the RTP's system performance report.

Gordon stated the NFRMPO adopted the State's highway safety targets in January. Gordon identified the performance measures and State targets for PM2 (Pavement and Bridge Condition), and PM3 (Performance of NHS, Freight, and CMAQ). The two rulemakings include 14 performance measures. The NFRMPO must either support the State targets or set MPO-specific targets by November. For most measures, the region performs better than the State target. Gordon stated the NFRMPO is working with the transit agencies on the Transit Asset Management (TAM) targets, and the NFRMPO will adopt regional targets in 2019. Jones stated GET will join the CDOT group TAM Plan.

Klockeman stated CDOT controls their system's performance, so it makes sense to support the State's targets. Schneiders noted state highway facilities are local government's main streets. Klockeman agreed local governments work with CDOT to maintain facilities, but it does not seem beneficial to set different targets than CDOT.

Mallette asked if the targets could be changed. Gordon stated the targets could be changed in 2020. Bustow added the highway safety targets are set every year, and the remaining targets are set every 4-years or every 2 and 4-years, depending on the measure. However, resetting at the two-year mark is intended for adjusting the targets based on recent performance, not to switch between State and MPO-specific targets.

Klockeman asked if there are penalties for not meeting targets. Bustow stated there are no penalties for MPOs. At the state level, there are penalties for not meeting targets, but instead of removing funds, they impact the prioritization of funding.

Martin stated the pros to setting MPO-specific targets include increased local buy-in, ability to set targets that reflect regional performance, and reporting regional performance, rather than statewide performance, in the RTP.

Klockeman and Jones stated performance measures should be within our control, and reducing VMT per capita may be too aspirational. Mallette encouraged TAC members to review measures for ability to be controlled. Klockeman proposed supporting the State's targets for the national measures and adopting MPO-specific targets for other performance measures, and bringing the item back for Action in July.

Regarding the goals, objectives, and non-required measures, Martin suggested the framework could be retained or streamlined. Mallette stated the chart works well to show the connection between the national goals and NFRMPO goals. TAC members requested a revised GOPMT chart showing the linkage between the federally-required performance measures and the objectives in the 2040 GOPMT.

Call for Projects Congestion Mitigation and Air Quality (CMAQ) Emissions Formulas – Kealy stated the upcoming Call for Projects will be held this fall. Emissions formulas will be used to assess total emissions reduced and cost effectiveness for CMAQ project applications. In the last two Calls, CMAQ projects were scored based on short-term emissions benefits, long-term emissions benefits, and cost effectiveness. Emissions were calculated for those Calls using the Michigan DOT forms for non-vehicle projects and the EPA’s Diesel Emissions Quantifier (DEQ) for vehicle projects. The DEQ does not estimate VOC reductions and does not have CNG-specific emission rates. Since 2016, the FHWA has developed a new tool, the CMAQ Emissions Calculator Toolkit, which covers nine project types. Three additional modules are expected to be released by FHWA in 2018. Kealy stated the packet includes a table of the supported project types for each tool, along with the required data inputs.

A variety of project types are eligible for CMAQ funds. The most cost effective projects according to FHWA include diesel engine retrofits, diesel vehicle repowers, idle reduction strategies, park and rides, and incident management. Mallette stated there are many categories of eligible projects, and there are opportunities to submit more cost-effective projects.

Staff estimated CMAQ emissions for six project types to compare tool formulas and project performance, including CNG vehicle replacement, clean diesel vehicle replacement, transit CNG bus replacement, diesel engine retrofit, traffic signal synchronization, and bicycle/pedestrian trail. Kealy identified the data inputs, emissions reduced, and cost effectiveness for each project as shown in the presentation. Mallette pointed out whichever tool is used, all projects of a particular type would be scored using the same system and would be on an even playing field. Klockeman asked if FHWA has a preference for which tool to use. Bustow stated there is no stated preference, although FHWA has invested in the toolkit and it would be great to have more entities using it. The toolkit could also provide a more consistent analysis for the CMAQ emissions performance measure. Gaughan noted FHWA, CDOT, and DRCOG met recently and learned DRCOG is evaluating how to measure emissions. She recommended NFRMPO and DRCOG work together to discuss formulas. Kealy stated she would reach out to DRCOG. Gaughan stated it might be a good idea to bring in Upper Front Range as well.

Mallette noted the bus replacement formulas do not take into account ridership. Kealy stated the new transit operation formula considers ridership since that type of project would provide new service and take cars off the road, but the bus replacement formulas consider VMT, not person miles traveled. However, the scoring and weighting system could be adjusted to account for the national performance measures, which include measures of transit asset management, bolstering the score of bus replacement projects. Jones stated he thinks adjusting the scoring would be beneficial because the CMAQ program has been an important source of maintenance funds for Transfort and GET.

Klockeman noted there has been discussion about fueling stations versus vehicles, and in some cases alternative fuel vehicles cannot be purchased unless there is a station available. Klockeman asked how stations are evaluated. Kealy stated the FHWA toolkit assesses emissions reductions based on the location of the new station in comparison to the previous fueling station, and does not consider the fuel type dispensed. Klockeman asked how DRCOG scores stations, and Kealy stated she would inquire.

Kemp stated auxiliary turn lanes have scored well in the past, but not as well in recent years, and asked if staff could develop an example. Kealy stated she would send that out to TAC.

Kealy identified the proposed schedule for the Call. The Call would open in August, with applications due in September, the scoring meeting in October, and TAC and Planning Council Discussion and Action in October through January. The schedule accounts for the cancellation of the November TAC meeting.

Klockeman asked how the scoring committee would be set up. Kealy stated it could run as before, with TAC members volunteering to score at a scoring meeting the morning of TAC. Klockeman asked to get the extra meeting on calendars as soon as possible.

Klockeman asked if projects need to be scored twice if the state chooses another formula system. Kealy stated the national performance measure for CMAQ emissions reductions relies on whichever formulas each entity uses, so the emissions only need to be calculated once.

Brimmer stated RAQC uses AFLEET, which is an input for the FHWA toolkit, and asked if there is any difference between the two tools. Kealy stated there are some differences, some of which can be explained by the geographic scope, since the FHWA toolkit uses national factors and AFLEET is state-specific. However, some of the differences are very large, especially for transit buses. NFRMPO staff reached out to the FHWA contact person on this issue and are awaiting a response.

Mallette noted there are only three project types with options in each tool, based on the table in the TAC packet, and the rest only have one tool option. Mallette proposed project types covered by one tool only should be calculated using the available tool, and TAC can decide between the two tools for the remaining three project types.

Kealy asked if TAC would like to use the project scoring system, pool structure, and applicant request limit from the previous Call or revisit those policies. Klockeman stated the CMAQ formulas could be an Action item for next month after gathering additional formula information, and the Call policies worked well so there is no need to change them. Kealy stated the scoring could be revisited to tie more directly to the required national performance measures.

FY2018 TIP Roll Forwards to FY2019 – Kealy stated six projects have been submitted for roll forwards by CDOT Region 4. Roll forwards are required if a project has not yet had its funding obligated via an Intergovernmental Agreement (IGA). Instructions for submitting a roll forward request will be emailed to project sponsors.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Written report.

Regional Transit Agencies – Jones stated Greeley submitted their supplemental request for the regional transit route. Fort Collins is working through their process for funding. Greeley, at the request of Windsor staff, sent a letter to the Mayor of Windsor with a request for operation funding. In addition, an application was submitted for CDOT FASTER funding. Zeisel stated the new Director of Transfort and Parking Services will be Drew Brooks. Transfort submitted a Low-No grant application for electric buses, the award for which will be announced in early fall. Klockeman stated design for the north transit center is progressing.

Senior Transit Items – Gordon stated the CDOT 5304 grant will be announced by the end of June. The Senior Transportation Coalition applied for an AARP grant for a regional travel training bringing together Transfort, COLT, Bustang, and RTD.

Regional Air Quality Council – Brimmer stated the EPA designations under the 2015 ozone standard will be effective August 3, 2018. The Denver-North Front Range region, with the same boundary as before, is designated as marginal nonattainment which does not require a State Implementation Plan (SIP). However, RAQC is planning for a potential bump up to a moderate designation. RAQC released an RFP for modeling and is reviewing control strategies which would need to be implemented by 2023.

The Mow Down Pollution program concluded with three events and over 300 mowers sold, 250 gasoline mowers recycled, and over 200 tools purchased.

Yesterday the governor issued an executive order for Colorado to adopt the California clean car standards. CDPHE will issue a rulemaking to adopt the standards. The standards primarily impact GHGs, not criteria pollutants. Anderson stated Commissioner Cozad is the NFRMPO representative on RAQC and asked TAC members to contact their elected officials about the executive order, since there will not be a Planning Council meeting in July. Mallette asked for more details on the executive order.

Brimmer explained the national and California standards were supposed to converge in 2021 to 2025, but the auto industry lobbied against this convergence; in response, the administration rolled back fuel economy standards. 12 other states have adopted the California standards. Colorado may not support the zero emissions vehicle (ZEV) component. Adopting the California standard will increase options for low emissions vehicles in Colorado. At the last RAQC meeting, members voted to send a letter to Governor Hickenlooper asking him to consider the California standards. Anderson stated she will follow up with Commissioner Cozad, because it is unclear if there will be another vote.

Brimmer reported RAQC's Executive Director Ken Lloyd's last day is July 27.

REPORTS

Transportation Ballot Initiatives Update – Schneiders stated the Transportation Commission is discussing the final ballot list this week.

ROUNDTABLE

Schneiders stated the dollar amounts are known for SB1, but the process for distributing funds is still to be determined by the Transportation Commission. In addition, the full extent of funding will not be known until after the November election. There will be discussion on SB267 on June 22 at the Statewide Transportation Advisory Committee (STAC).

Kealy stated the functional classification process will be discussed at the June 22 Statewide MPO (SWMPO) meeting and asked which communities are interested in requesting classification changes. Jones and Anderson indicated interest, and Kealy stated she would follow up with them.

Kemp stated Fort Collins received clearance to begin Right of Way (ROW) acquisition for the Jefferson project. Funding is available for a majority of the project, but not the southern end. A request was submitted for additional funding for the southern end.

Martin stated NFRMPO staff have been revamping social media accounts, and encouraged TAC members to follow the NFRMPO on Facebook, Twitter, and Instagram.

Klockeman stated the first part of the I-25 widening project will soon be starting with the expansion of US34. The North I-25 public meeting will take place on June 27 at the Ranch in Loveland.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Next month's topics were not addressed.

Meeting adjourned at 3:53 p.m.

Meeting minutes submitted by:

Medora Kealy, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, July 18, 2018 at the Windsor Recreation Center, Pine Room.