

**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**

**October 17, 2018
1:01 – 3:24 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Will Jones, Vice Chair – Greeley
Dawn Anderson – Weld County
Amanda Brimmer – RAQC
Aaron Bustow – FHWA
Eric Fuhrman – Timnath
Tim Kemp – Fort Collins
Ken Martin – Evans
Rusty McDaniel – Larimer County
Mitch Nelson – Severance
Karen Schneiders – CDOT
Dennis Wagner – Windsor

NFRMPO STAFF:

Ryan Dusil
Alex Gordon
Becky Karasko
Medora Kealy
Suzette Mallette

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Gary Carsten – Eaton
Rick Coffin – CDPHE-APCD
John Franklin – Johnstown
Jennifer Gardner – Milliken
Jessicca McKeown – LaSalle
Ranae Tunison – FTA

IN ATTENDANCE:

Allison Baxter – Greeley
Candice Folkers – COLT
Marissa Gaughan – CDOT
Sara Goodwin – RAQC
Alana Koenig – CDOT
Diego Lopez – Northern Colorado Clean Cities
Sheble McConnellogue – Northern Colorado
Clean Cities
Kelly Smith – Loveland
Jeanie Vetter – Loveland
Kaley Zeisel – Fort Collins/Transfort

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:01 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE SEPTEMBER 19, 2018 TAC MINUTES

McDaniel moved to approve the September 19, 2018 TAC minutes. The motion was seconded by Jones and approved unanimously.

CONSENT AGENDA

2045 Regional Transit Element (RTE) – Schneiders moved to approve the Consent Agenda. The motion was seconded by McDaniel and approved unanimously.

ACTION ITEMS

2018 Call for Projects CMAQ Emissions Formulas – Kealy explained the purpose of CMAQ emissions formulas for the 2018 Call for Projects and recapped the previous discussions at the June and July TAC meetings. Kealy stated CDOT convened a workshop on October 9, 2018 to identify recommended CMAQ emissions formulas and promote consistency across the state. The outcomes of the workshop were discussed at the TAC Work Session on October 11, 2018. At the Work Session,

TAC discussed allowing sponsors of similar project types to review inputs to ensure they are comparable and realistic. A revised memo was sent to TAC on October 15, 2018 identifying the staff recommendation, example calculations, a comparison of benefits across tools, and two project calculations from the 2016 Call.

NFRMPO staff recommended using the tools identified at the CDOT workshop, except for the FHWA tool, which would be replaced with the MDOT form for non-motorized projects, as the FHWA tool has not been released. Brimmer noted the example included for diesel repower should have been calculated with the GREET/AFLEET tool. Kealy concurred and pointed out the example used the wrong tool, but the table of recommended tools is correct. Brimmer asked if the motion could be modified to use the FHWA tool for non-motorized projects once it is released, and Kealy said the staff recommendation is to approve tools that currently exist.

Schneiders moved to approve the staff-recommended formulas for use in the 2018 Call for Projects. The motion was seconded by Kemp and approved unanimously.

PRESENTATION

Where is the Funding and What are the Costs of Switching? – Diego Lopez, Northern Colorado Clean Cities (NCCC), explained the NCCC is part of the U.S. Department of Energy's (DOE's) Clean Cities Coalition network, which works to cut petroleum use in transportation through training, identifying funding opportunities, sharing best practices, and connecting fleet managers with fuel providers and industry partners. The NCCC is also part of the Colorado Energy Office's (CEO's) Refuel Colorado Fleet Coaching program.

The NCCC provides information on funding opportunities, such as the ALT Fuels Colorado program, which is administered by the Regional Air Quality Council (RAQC) and awards CMAQ funding for up to 80 percent of incremental cost. The program recently expanded to award the new settlement funding, which covers up to 25-40 percent of vehicle cost. Fueling stations are eligible for up to \$500K per station. The Charge Ahead Colorado program provides funding for electric vehicles and charging stations.

Mallette asked how the ALT Fuels Colorado program is addressing the lack of Buy America (BA) waivers. McConnellogue stated it is an issue, but RAQC already has waivers for a certain number of vehicles and hopefully there will be a change soon. The Transportation Energy Partners (TEP), a nonprofit that works with Clean Cities Coalition members, is advocating for reinstating BA waivers. Bustow stated there has been no update on the waivers since the April 2018 notification that stated the program is being revisited and re-established under the new administration. Currently, there is no process for submitting waivers for vehicles. Gaughan stated CDOT is not anticipating waivers to be issued and is asking entities to not award projects that require waivers. Kealy asked if the settlement funding requires a BA waiver. McConnellogue explained the settlement funding has different requirements, such as scappage, but does not require a BA waiver.

Lastly, Lopez stated local businesses can apply for charging stations and "group buys" can be used to receive discounted pricing on vehicles.

Regional Ozone Planning and Outreach Update – Brimmer presented the ozone trends in the Denver Metro/North Front Range Nonattainment Area. The Clean Air Act (CAA) requires the U.S. Environmental Protection Agency (EPA) to revisit air quality standards at least every five years. The test of attainment is the design value, which is the three-year average of the fourth highest value each year. The Nonattainment area attained the 1997 ozone standard of 85 parts per billion (ppb). Now there are two standards in effect. The area is classified as Moderate Nonattainment under the 2008 ozone standard of 75 ppb and was supposed to attain the standard by 2017. The area is also classified as Marginal Nonattainment under the 2015 ozone standard of 70 ppb with an attainment year of 2020.

One-year extensions are available if all monitors are at or below the standard. For 2017, a one-year extension was received in conjunction with an exceptional event demonstration due to wildfire events. However, another one-year extension is not feasible due to the number of high ozone days in 2018. Previously, it was thought the 2008 ozone standard would be revoked, but the South Coast Air Quality

Management District v. EPA federal court decision found the EPA did not have adequate anti-backsliding measures in place when it revoked the 1997 ozone standard. Due to the ruling, even if the 2008 ozone standard is revoked, the classification would stay in place. The Nonattainment Area will be bumped up to Serious for the 2008 ozone standard unless a 179B Demonstration is conducted and approved, which would show the region would have attained the standard but for international emissions. If the Area does not attain the 2015 ozone standard by 2020, the Area would be bumped up to Moderate in 2022 with an attainment year of 2023. Brimmer explained the next steps include modeling, emissions inventory development, and strategy analyses to prepare for two State Implementation Plans (SIPs) that may be required. Mallette asked if there is enough time for proposed strategies to contribute to attaining the standards by the deadlines. Brimmer noted RAQC is starting the analysis now since it will take time to implement strategies and achieve an impact.

Sara Goodwin, Regional Air Quality Council (RAQC), presented ozone outreach strategies used in summer 2018, including paid media, earned media, stakeholder partnerships, and community outreach and sponsorships. The public education and outreach campaign was rebranded as “Simple Steps. Better Air.” (SSBA) in 2017. The TV Meteorologist Advisory Group uses RAQC materials to communicate on ozone. The ozone action alert is one of the most visible outreach programs and is distributed through email and CDOT highway signs. The RAQC is test piloting a text alert service. The NFRMPO has shared SSBA materials at outreach events, and communities can request outreach materials including the digital toolkit, social media assets, graphics, and more.

2018 Call for Projects – Kealy reported Planning Council approved the Call for Projects process at their October meeting with extended deadlines to accommodate the November 6, 2018 election. Kealy reviewed the changes to the process as compared with the 2016 Call, identified the Call timeline, and explained the application forms. Schneiders stated agencies should notify CDOT in the next few days if they will be requesting funding for their project. Only projects that are in line with identified funding sources, such as bridge funds, will be eligible for state funding.

The primary resource for applicants is the Guidebook, which is available on the NFRMPO website at <https://nfrmpo.org/tip/call-for-projects/>. Applicants can receive application assistance and data from NFRMPO staff. The estimated federal funding amounts were updated to more closely match the anticipated 2045 program distribution, and the presentation showing the updated funding amounts will be emailed to TAC. Each application must include a project location map, a detailed cost estimate, and a letter of support from the project sponsor to show financial commitment to the project. Kealy described the current TIP project delay procedure and encouraged sponsors to consider the policy when developing their project applications.

Schneiders stated the role of CDOT is to ensure sponsors are complying with all requirements for receiving federal funds. Federalizing a project impacts the cost, scope, and schedule of a project. CDOT staff can provide guidance on creating a realistic project schedule, such as allowing two to six months for an IGA. Dollars spent before the IGA and Notice to Proceed are not reimbursable, and bills received after the FHWA end date will not be paid. Applicants are encouraged to contact CDOT early and often. To receive federal fund reimbursement for design consultant costs, check with CDOT before issuing the RFP to ensure all requirements are met.

Sponsors should plan for right-of-way acquisition and utility agreements, including the 811 legislation. Federal funds trigger the National Environmental Policy Act (NEPA) including Section 4(f) Historic for buildings over 50 years old and Section 4(f) Parks & Recreation. Additional requirements apply to CDOT roadways including noise analysis, air analysis, archaeo/paleo, and hazardous materials. Local agencies must have a soils/materials engineer to complete required testing. Sponsors should ensure they can allocate sufficient local agency staff and resources to manage and document the project.

DISCUSSION

2045 Regional Transportation Plan (RTP) Scenarios – Kealy stated model scenarios are used to inform policy choices and represent alternative future conditions caused by external factors. Travel model scenarios were included in the *2040 Regional Transportation Plan (RTP)* to assess impacts of

programming funds toward I-25 or toward transit. Kealy presented the land use and travel model scenarios discussed by the Model Steering Team (MST) for use in the 2045 RTP. Kealy asked if any scenarios should be removed or added, and no suggestions were made. Martin asked if all the scenarios will be fiscally constrained. Kealy stated there may be some unconstrained scenarios to demonstrate the impacts of completing all illustrative projects. Mallette stated it may be interesting to look at increased prices in water, gas, or construction materials. Schneiders requested the regional land use maps from the 2045 land use model be shared.

Staff are proposing to narrow the number of scenarios to six. NFRMPO staff will send an online survey to TAC members to identify their preferred scenarios. Public outreach on proposed scenarios will be conducted and the scenarios will be brought to Planning Council as an information item.

Regional Rail Concept – Jones provided an update to the June 2018 TAC presentation by Randy Grauberger, WSP, concerning the Great Western Railway alignment from Greeley to Fort Collins and Loveland. Jones asked for TAC feedback on whether and how to move forward with the concept. TAC discussed which entity could champion the project if it moves forward. TAC members suggested postponing the conversation until after the November 2018 elections or after the Poudre Express launches in January 2020.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – A written report was included in the TAC packet.

Regional Transit Agencies – Schneiders stated the Bustang schedule has changed due to contractor driver issues. The updated schedule is available on the Bustang website. Zeisel reported Transfort received a \$1.5M grant for ADA bus stop upgrades. Jones reported the City of Greeley's first reading of the 2019/2020 budget was approved, including Greeley's portion of the Poudre Express. Additionally, CDOT awarded a grant for the route. Folkers reported route adjustments for COLT will take effect November 5, 2018 and is the first route adjustment in 10 years.

Senior Transit Items – Gordon reported the Bustang travel training held October 4, 2018 had 40 participants and was successful. The first meeting was held for the one-call one-click center and an expert panel will be developed. An RFP is under development for the \$5304 grant.

REPORTS

Mobility Committee Updates – A written report was included in the TAC packet.

Public Involvement 2018 Summary – A written report was included in the TAC packet.

TIP Modification Updates – A written report was included in the TAC packet.

Federal Inactives Report – A written report was included in the TAC packet.

Transportation Ballot Initiatives Update – Jones reported Greeley's Quality of Life Tax renewal is on the ballot.

ROUNDTABLE

Dusil stated the NoCo Bike & Ped Collaborative held the 2018 NoCo Leaders' Ride on October 12, 2018. There were 40 participants and the event was successful.

Karasko reported there is no November TAC meeting. The next TAC meeting is December 19, 2018 starting at 12:30 p.m. with lunch. The next Model Steering Team meeting is October 25, 2018 at 10:00 a.m.

Schneiders reported the Safe Routes to School (SRTS) Call for Projects is open. Leslie Feuerborn, CDOT, is retiring at the end of this month. Schneiders is providing application reviews. Mallette stated the MPO needs to receive the short description of the project so the MPO can report to CDOT awareness of the project and intent to include the project in the TIP if awarded.

Wagner stated Harmony Road between County Line Road and WCR15 will be closed for a week starting October 22, 2018.

Klockeman reported Loveland hired Fehr & Peers to update the Transportation Plan, Bicycle and Pedestrian Plan, and Transit Master Plan.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month’s Agenda Topic Suggestions – Election of 2019 TAC Officers

Meeting adjourned at 3:24 p.m.

Meeting minutes submitted by:

Medora Kealy, NFRMPO Staff

The next meeting will be held at 12:30 p.m. on Wednesday, December 19, 2018 at the Windsor Recreation Center, Pine Room.