

**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**

**February 20, 2019
1:01 – 2:50 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Everett Bacon – Weld County
Allison Baxter – Greeley
Amanda Brimmer – RAQC
Darren Davis – GET
Candice Folkers – COLT
Rusty McDaniel – Larimer County
Karen Schneiders – CDOT
Dennis Wagner – Windsor
Randy Ready – Evans

NFRMPO STAFF:

Suzette Mallette
Medora Bornhoft
Ryan Dusil
Alex Gordon
Becky Karasko
Sarah Martin

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Aaron Bustow – FHWA
Gary Carsten – Eaton
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Tim Kemp – Fort Collins
Ranae Tunison – FTA
Johnstown
LaSalle
Milliken

IN ATTENDANCE:

Marissa Gaughan – CDOT
Katie Guthrie – City of Loveland
Tamara Keefe – FHU
Katrina Kloberdanz – CDOT
Annabelle Phillips – Transfort
Jan Rowe – CDOT
Jake Schuch – CDOT
Keith Wakefield – CDOT

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 FEBRUARY 21, 2019 TAC MINUTES

Nelson moved to approve the January 16, 2019 TAC meeting minutes. The motion was seconded by McDaniel and approved unanimously.

CONSENT AGENDA

2019 Public Involvement Plan (PIP) - Schneiders moved to approve the Consent Agenda. The motion was seconded by Nelson and approved unanimously.

ACTION ITEMS

FY2019 Program of Projects (POP) - Phillips stated the City of Fort Collins/Transfort is the designated recipient of FTA Sections 5307, 5310, and 5339 apportionments for the Fort Collins Transportation Management Area (TMA). Phillips reviewed how FTA Sections 5307, 5310, and 5339 funding will be used within

the TMA for FY2019. The total project cost listed in the TAC packet was based on 2018 apportionments. The figures will be updated when the 2019 apportionments are released. Transfort held a public hearing regarding the FY2019 POP on December 21, 2018 and posted a public notice in several location two weeks prior to the meeting. No public comment was received. Schneiders moved to approve the FY2019 POP. The motion was seconded by Nelson and approved unanimously.

FY2022-2023 Call for Projects Recommendations – Karasko stated 18 projects were submitted; 11 Congestion Mitigation and Air Quality Improvement (CMAQ), six Surface Transportation Block Grant (STBG), and one Transportation Alternatives (TA) application. An analysis requested by the NFRMPO Planning Council at their February 7, 2019 meeting found, in the last three Calls, CMAQ funding was split evenly between the counties, while Larimer County communities applied for and received more in STBG funding than Weld County communities.

Malette thanked those who presented their projects at the February 7, 2019 Planning Council meeting.

Brimmer asked if the CMAQ projects not receiving funding are waitlisted like STBG projects. Karasko stated only the STBG projects are waitlisted because the remaining \$428,382 will not sufficiently fund either remaining project. If more STBG funding becomes available, the funding will be awarded.

Brimmer asked if the population difference between Larimer and Weld counties factored into the scoring process. Karasko stated population was only used to define small and large communities in setting STBG funding targets to apply scoring criteria. Malette stated suballocation of funds based on population is not allowed under federal regulations.

Karasko stated she will include the Call for Projects Recommendations Summary Tables, pages 22 and 23 of the TAC packet, in the March 7, 2019 Planning Council packet.

McDaniel moved to approve the FY2022-2023 Call for Projects Recommendations. The motion was seconded by Nelson and approved unanimously.

PRESENTATION

Owl Canyon Road Feasibility Study – Wakefield stated CDOT is studying the feasibility of Owl Canyon Road as the upper alignment for a potential reroute of US287 to divert truck traffic away from downtown areas between Longmont and Fort Collins. The Study will analyze the feasibility of bringing Owl Canyon Road up to State Highway standards. If feasible, the existing US287 alignment could be converted to a business route and eventually devolved to a locally-controlled road. CDOT will model road improvements to assess benefits and begin holding public meetings with affected residents in March or April. A decision on next steps is scheduled for July at the latest.

Schneiders stated if Owl Canyon is deemed a feasible State Highway route, devolution of the existing US287 alignment would be a long, phased process. The current US287 alignment acts as a Main Street through several communities, who have expressed desire to have more access control. Schneiders added the Glade Reservoir Northern Integrated Supply Project (NISP) may factor into the decision. Bacon asked what the timeline is for the Glade Reservoir NISP project. Wakefield stated the affected portion of US287 has to be vacated by January 1, 2024 and a Record of Decision (ROD) will be released this year.

Bacon asked if the goal is to divert truck traffic away from the Mulberry Street and Riverside Avenue portions of SH14 within Fort Collins city limits. Schneiders stated the project would not divert all truck traffic but would provide another option for drivers.

McDaniel stated some necessary improvements to Owl Canyon Road were identified in a 2008 study by Larimer County and some improvements will be made to Owl Canyon Road regardless of CDOT's decision.

Schneiders asked what stakeholders CDOT has identified thus far. Wakefield stated the initial list includes the jurisdictions and residents along the affected corridors. Additional stakeholders will be identified at the kickoff meeting.

Region 4 Intersection Prioritization Study - Kloberdanz presented a map of 15 intersections identified in Phase 2 of the Study located within the NFRMPO region. CDOT Region 4 staff identified a total of 40 intersections: 15 in the NFRMPO region, 15 in the Denver Regional Council of Governments (DRCOG) region, five in the Eastern Transportation Planning Region (TPR), and five in the Upper Front Range TPR.

Intersections were ranked based on expected crash values, the Do Not Cull List, and whether problems would be exacerbated by future growth or higher truck percentages. Projects with recently completed or planned improvements were not considered.

Phase 3 will involve data collection and analysis at the 40 locations identified in Region 4. CDOT will categorize projects as safety improvements or operations improvements (signal retiming, reflective backplates, safety improvements achieved through operations, etc.). Phase 3 is scheduled to be completed by April, with a draft report released in mid-April.

Baxter asked if the list is part of the Highway Safety Improvement Program (HSIP). Kloberdanz stated it is not, but the list may be used to apply for HSIP or Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) funding.

Bacon asked why the intersection of WCR 66 and US85 was identified. Kloberdanz responded it was primarily due to the rate of observed crashes compared with expected crashes, an identifiable crash pattern, and the expected performance improvement.

Malette asked what the list helps CDOT Region 4 do. Kloberdanz responded it is primarily used as a prioritization tool, stating 24 of the 25 projects identified through this process in 2016 have either been completed or are planned. Kloberdanz added ramps and interchanges were included this time, but not in 2016.

McDaniel asked what intersection project #7 is. Kloberdanz stated it is US34 and Glade Road/LCR 23 H.

Davis asked what years are included in the crash history. Kloberdanz stated it is 2013-2017 data.

Klockeman requested a one-page summary with more background information on the identified locations and the methodology used to identify locations. Kloberdanz stated she will provide more details on how locations were selected and ranked to Karasko for distribution to TAC members.

Larimer County Senior Transportation Project - Mallette stated the One Call/One Click Center project was generated from a *2013 Larimer County Strategic Plan* goal and is consistent with recommendations from the *Larimer County Senior Transportation Needs Assessment* completed in 2017.

Gordon stated the Larimer County Senior Transportation Work Group wants to improve communication and build relationships between providers and expand coordination efforts beyond Larimer County. NFRMPO is taking on project management of this effort. The project has received two grants: \$20,000 from the National Aging and Disability Transportation Center (NADTC) Getting Ready to Innovate grant to create an expert panel and \$40,000 in FTA Section 5304 funding for an Implementation Plan. Larimer County provided local funding for both grants. NFRMPO staff are waiting to hear back about a third grant for \$70,000 from the NADTC Innovations in Accessible Mobility Implementation grant to subsidize expansion of Via Mobility's Call Center and rides for south Larimer County (Estes Park and Berthoud).

Bacon asked if the Work Group has discussed the possibilities of Uber and Lyft or autonomous vehicles covering certain senior transportation needs. Gordon stated the density of demand in the region isn't feasible for Uber and Lyft and there have not yet been discussions autonomous vehicles. Gordon stated the more

immediate concern is collecting empirical data to support anecdotal accounts of needs in rural Larimer County.

Mallette stated service providers all operate independently. The goal of the project is to keep existing providers intact but improve communication and better meet needs. Mallette state Via partnered with another company to provide referrals of each other's services and saw their ridership increase by 33 percent.

DISCUSSION

2045 Regional Transportation Plan (RTP) Draft Environmental Profile and NFRMPO System Sections -

Karasko summarized the contents of the draft sections up for review by TAC. Karasko requested comments on these sections by March 8, 2019. The Regionally Significant Corridors (RSCs) within the Existing Conditions section will be updated once the functional classification request submitted by the NFRMPO and member communities is completed by CDOT. The freight section will be updated once *Freight Northern Colorado* is completed in Spring 2019. Karasko requested TAC members pay careful attention to the Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) lists. The Environmental section has been streamlined from the *2040 RTP*.

Baxter stated non-motorized facility data is missing for Greeley. Dusil stated the figures presented are placeholders until the non-motorized facility inventory is updated. Dusil will reach out to communities for updated data.

Klockeman requested Karasko send out calendar invitations for *2045 RTP* section review dates. Karasko stated she will send them out.

Mallette stated TAC members saw some of the content in 2018 during the discussion and approval of the *2045 RTP* Goals, Objectives, Performance Measures, and Targets (GOPMT).

NFRMPO staff plans to bring draft sections to TAC according to the schedule provided in the TAC packet. Content that is new or significantly different from the *2040 RTP* will be introduced with a staff presentation.

Mallette asked what sections Planning Council will see and when. Karasko stated Planning Council will see the Plan Scenarios as a presentation. They will see the Fiscally-Constrained Plan for discussion in June and approval in July once the NFRMPO has received its 2045 funding projections from CDOT. TAC will see the full *RTP* for discussion in July and for recommendation to Planning Council in August.

FY2018 TIP Project Delay Review - Bornhoft stated three projects from the City of Greeley, City of Loveland, and Weld County must receive a second project delay review because they have not met the advertisement date or notice to proceed dates. These projects were first discussed at the September 19, 2018 TAC meeting, but further discussion was delayed due to the suspension of the Buy America (BA) waiver process. NFRMPO policy is to send second delay requests to Planning Council for approval.

Bacon asked for clarification on the single BA waiver approval for Weld County. Bornhoft stated the Federal Highway Administration's (FHWA) records show a BA waiver for only one vehicle. Bacon stated he will provide Bornhoft with more information on the status of the remaining vehicles.

Klockeman stated the Loveland project is being moved up and he will provide Bornhoft with more information.

Schuch stated the Greeley project should be approved for advertisement next week.

Schneiders stated the North US287 project Phase I is done and Phase II will begin soon.

Ready asked what the next steps are. Bornhoft stated first and second delays will come back to TAC in March for Action. The second delay projects will go to Planning Council in March for Discussion.

Malette requested more information on second delays be sent to Bornhoft by Friday, February 22, 2019 to be included in the Planning Council packet.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Dusil stated a six-member team representing the NFRMPO region was accepted to the 2019 Walkability Action Institute (WAI) in Decatur, Georgia in late April. The WAI is a multi-day workshop where teams develop an Action Plan for increasing walking and improving walkability in their region. The NFRMPO team consists of staff from the City of Loveland, Colorado State University (CSU), Weld County, the NFRMPO and the Mayor of Berthoud. The team's travel and lodging are fully paid for through the Centers for Disease Control and Prevention (CDC) and the National Association of Chronic Disease Directors (NACDD). Upon their return, the team will work with the NoCo Bike & Ped Collaborative to finalize and implement their Action Plan.

The Collaborative has spent the past few months revising its Vision, Mission, Goals and Objectives and developing its 2019 Work Plan. Once finalized, the Collaborative will bring the frameworks to TAC.

The Collaborative is having a facilitated meeting on April 10, 2019 to discuss its organizational structure moving forward. The facilitators, from Larimer County, will help the group choose the structure that best serves its Vision and Mission. Potential structures the group has discussed have included pursuing 501(c)(3) non-profit organization status or trying to become an official committee or subcommittee of the NFRMPO. The Collaborative would like to have NFRMPO leadership, TAC leadership, and potentially a Planning Council member at the April 10 meeting.

Regional Transit Agencies – Davis stated GET has been having meetings regarding the Poudre Express regional bus route. GET plans to have the route operational by January 2020.

Phillips stated Transfort recently received six new Compressed Natural Gas (CNG) buses. Transfort is kicking off a project to implement zero emission tailpipe buses and is looking at a variety of funding sources. Mallette asked what routes the buses would operate on. Phillips stated the initial buses would go on the HORN route until their range is known.

Folkers stated COLT is working on signing a contract for its new public-facing website and automatic passenger counting (APC).

Schneiders stated the Bustang west route is back to normal schedule following Glenwood Canyon rockslide.

Senior Transit Items – no update was provided

Regional Air Quality Council – Brimmer stated Governor Polis' Executive Order (EO) B-2019-002 focuses on electric vehicles and corridors. The EO will rewrite the Volkswagen Settlement Plan with a focus on Zero Emission Vehicles (ZEVs). All funds for the next four years will likely go to electric vehicles with the exception of propane-fueled public school buses. In April, the Air Quality Control Commission (AQCC) will have a request for a hearing in July on the low-VOC Industrial Coatings and Consumer Products Rule to adopt California standards. In May, the AQCC will have a request for a ZEV hearing in August to discuss whether Colorado will add the ZEV component to the California Low Emission Vehicle (LEV) standard adopted by Colorado in 2018. RAQC Strategy Committees are meeting monthly with the RAQC board. An environmental group has submitted an intent to sue on the one-year extension of the attainment year for the 2008 Ozone standard. There is also a petition to the court on the 2015 Ozone standard Implementation Rule and a challenge of the non-attainment boundary for the 2015 Ozone standard, claiming all of Weld County should be included.

Baxter asked if the Clean Energy Plan is about switching to more solar and wind power and if charging ZEVs will be part of the discussion. Brimmer affirmed the Plan, which was completed by Xcel Energy, is about transitioning to wind and solar. The connection between ZEVs and wind and solar are part of the discussion,

but ZEVs likely won't be a big part of the discussion at the Stationary / Area Sources Committee Meeting on Friday, February 22, 2019.

Malette stated Planning Council raised concerns that ZEVs do not currently pay into the Highway User Tax Fund (HUTF) while EO B-2019-002 calls for 940,000 additional ZEVs on the road by 2030. Brimmer stated funding is part of the discussion and CDOT will be on the working group charged with implementing the EO.

REPORTS

No reports were provided

ROUNDTABLE

Schneiders stated CDOT's new Executive Director, Shoshana Lew, is on board. Lew required senior executives reapply for their positions. So far, three positions have been retained. All CDOT Regional Directors were exempt from this process, but Region 4 Director Johnny Olson has accepted the CDOT Deputy Director position and will be acting in both capacities for at least two weeks. The Region 4 Director position will open soon and is expected to be filled by April. The Interim Regional Transportation District (RTD) Director is undetermined.

Klockeman asked when Shoshana Lew will come to the Upper Front Range TPR and NFRMPO Planning Council. Schneiders stated she is scheduled to be at both meetings in March.

Malette stated Johnny Olson was instrumental in advocating for \$250M from Transportation Commission (TC) to build North I-25 Segments 7 and 8 to the full Environmental Impact Statement (EIS) alignment. Heather Paddock will discuss her plan for the \$250M at the I-25 Coalition meeting on Wednesday, March 6, 2019 at the Southwest Weld County Service Center in Longmont. TC loaned \$88M from Segments 7 and 8 to the South I-25 Gap Project. Paddock is confident the money will come back to Segments 7 and 8. Paddock is also applying for at least \$100M Infrastructure for Rebuilding America (INFRA) grant for Segments 7 and 8, due Monday, March 4, 2019. The grant would cover components such as the LCR 20 bridge replacement, replacing railroad bridges, moving the Port of Entry, and building North I-25 Segments 7 and 8 to the full EIS alignment.

Martin requested high-quality community photos from TAC members for the *2045 RTP*. Martin stated the NFRMPO quarterly newsletter format is changing to a primarily online format and will contain a construction project spotlight.

Ready asked if the Call for Projects recommendations will be voted on at the March 7, 2019 Planning Council meeting. Klockeman responded they will and no presentation is required of projects sponsors.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Discussion: more *2045 RTP* chapters, FY 2019-2022 TIP amendments, FY 2020-2023 Draft TIP; Action: FY2018 TIP Delay Review

Meeting adjourned at 2:50 p.m.

Meeting minutes submitted by:

Ryan Dusil, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, March 20, 2019 at the Windsor Recreation Center, Pine Room.