

**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**

**May 15, 2019
1:01 – 2:56 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Dawn Anderson – Weld County
Karen Schneiders – CDOT
Allison Baxter – City of Greeley
Amanda Brimmer – RAQC
Randy Ready – City of Evans
Eric Tracy – Larimer County
Dennis Wagner – Windsor

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Aaron Bustow – FHWA
Rick Coffin - APCD
Eric Fuhrman – Timnath
Pepper McClenahan – Milliken
Kim Meyer – Johnstown
Jeff Schreier – Eaton
Ranae Tunison - FTA
Town of LaSalle

NFRMPO STAFF:

Suzette Mallette
Medora Bornhoft
Ryan Dusil
Alex Gordon
Becky Karasko

IN ATTENDANCE:

Darren Davis - GET
Jessica Ferko - RAQC
Candice Folkers – COLT
Alana Koenig - CDOT
Rusty McDaniel – Larimer County
Jan Rowe – 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 APRIL 17, 2019 TAC MINUTES

Nelson moved to approve the April 17, 2019 TAC meeting minutes. The motion was seconded by Anderson and approved unanimously.

CONSENT AGENDA

FY2020-2021 Unified Planning Work Program (UPWP) Tasks - McDaniel moved to approve the Consent Agenda. The motion was seconded by Nelson and approved unanimously.

ACTION ITEMS

2045 Regionally Significant Corridors (RSCs) - Dusil stated the 2045 RSCs are an important component of the 2019 Congestion Management Process (CMP), the 2045 Regional Transportation Plan (RTP), and are the roads which are eligible for funding in the NFRMPO biennial Call for Projects. Dusil described the proposed criteria for the 2045 RSCs, changes from the 2040 RSCs, and concerns raised by Planning Council members at their May 2, 2019 meeting.

Dusil ask if the proposed realignment of RSC #16: LCR 7 / LCR 9 / Timberline Road is accurate. Klockeman responded it is.

Dusil stated the Johnstown Planning Council member is concerned with the proposed removal of a segment of RSC #19: Weld County Road (WCR) 13 and NFR staff met with Johnstown staff to discuss. Johnstown staff does not have any planned improvements to submit for inclusion in the 2045 RTP and does not plan to submit a functional classification change request with CDOT at this time. Anderson confirmed Weld County also has no such plans.

Dusil stated RSC #25: 83rd Avenue / Two Rivers Parkway was realigned to accurately reflect a project submitted by City of Greeley staff. Nelson added while the portion of the RSC #25 north of SH392 is proposed for removal, the Town may pursue a functional classification change through CDOT. NFRMPO staff will work with Nelson on next steps for WCR27.

Dusil stated the functional classification change requests submitted by the NFRMPO in January and April 2019 are still pending approval.

Dusil asked if the 2045 RSCs should return to Planning Council for Action at their June 6, 2019 meeting. TAC members agreed it should.

Nelson asked if work on WCR74 would be impacted by the removal of WCR27. Dusil stated all of WCR74 is eligible for federal aid so projects on the road would not be impacted by the removal of the segment of WCR27.

Baxter asked if a functional classification change of WCR27 north of SH392 would make the road meet the 2045 RSC criteria. Dusil stated if the change makes the road federal aid eligible, then yes.

Dusil stated he will work with Baxter and Nelson on the functional classification change request process.

Tracy moved to approve the 2045 RSCs. The motion was seconded by Wagner and approved unanimously.

May 2019 TIP Amendment - Bornhoft described five requested project revisions and one requested addition from CDOT Region 4, and one requested project addition from the NFRMPO.

Bornhoft stated three of the CDOT Region 4 project revisions involve swapping CMAQ funds awarded through the NFRMPO Call for Projects process with local funds.

There is no air quality conformity impact or Environmental Justice (EJ) Analysis required with this amendment. The 30-day Public Comment period for the May 2019 TIP Amendment began on May 8, 2019 and will conclude on June 6, 2019. The Amendment will go to Planning Council for Action at their June 6, 2019 meeting.

Baxter asked why the CMAQ funding is being swapped. Bornhoft responded the swap is in response to the suspension of Buy America waivers. Schneiders added the swap is a unique situation allowing the project sponsors to keep projects moving. Schneiders requested Loveland and Weld County TAC members brief their Planning Council members on this item before the June 6, 2019 Planning Council meeting.

Nelson moved to approve the May 2019 TIP Amendment. The motion was seconded by Schneiders and approved unanimously.

2045 Regional Transportation Plan (RTP) Plan Projects - Bornhoft stated the 2045 RTP must contain a fiscally constrained list of roadway capacity projects over its 25-year planning horizon. Bornhoft asked TAC members to review the list and corresponding maps for accuracy.

Malette asked what constitutes a capacity project. Bornhoft stated capacity projects include any additional travel lanes for any distance.

Anderson asked why intersection projects are not included. Bornhoft stated intersection improvement projects are not included in the list because the RTP is a corridor-based plan and intersection improvements cannot be modeled in the NFRMPO's 2015 Regional Travel Demand Model (RTDM); however, capacity projects must be included for air quality conformity.

Klockeman asked if intersection improvement projects should be included in the 2045 RTP to convey a more holistic representation of fiscal constraint. Bornhoft stated identifying specific intersection projects in the 2045 RTP could ultimately be more constraining on communities if plans change and a project is not shown, requiring a plan amendment. Karasko stated a systemwide total intersection improvements cost could be included under the Road Operations and Maintenance category in the 2045 Fiscally Constrained Plan.

Nelson asked if lane additions to WCR27 would be included. Bornhoft stated they would not be included in the 2045 RTP since they are not an RSC, but it will be included in the RTDM.

Schneiders moved to approve the 2045 RTP Plan Projects. The motion was seconded by Baxter and approved unanimously.

DISCUSSION ITEMS

2019 Congestion Management Process (CMP) Opportunities - Dusil stated the Planning Council raised concerns at their May 2, 2019 meeting regarding the Congested Corridor selection process for the 2019 CMP. Planning Council was concerned only one segment of I-25 is identified as congested when using Travel Time Index (TTI) and Travel Time Reliability (TTR). NFRMPO staff are proposing adding Truck Travel Time Reliability (TTTR) to the criteria since it is a federally required performance measure (PM) for the Interstate system. TTTR measures the 95th percentile speed to the 50th percentile speed for commercial vehicles across specified time periods. To remain consistent with the PM, NFRMPO staff proposes only analyzing it for the Interstate. This means including TTTR would not add new corridors to the list, rather it would identify additional segments of the I-25 corridor as congested.

Dusil asked if TAC members would like to include TTTR to identify Congested Corridors. Tracy asked if the analysis could be expanded beyond I-25. Dusil stated NFRMPO staff could try to replicate the INRIX methodology for the remaining corridors, but the sample size is lower, and staff's methodology may not match INRIX's.

Baxter asked why US85 is considered unreliable. Dusil stated the analysis can be modified if there is local knowledge to substantiate any inaccuracies or anomalies in the data.

Brimmer asked if the TTTR is a component of the TTR. Dusil stated TTTR and TTR are calculated separately and there is not a clear way to pull out passenger vehicles using the INRIX platform.

Schneiders requested the Congested Corridor Profile tables should not include TTTR if the metric is unavailable for certain corridors and/or an asterisk and explanation should be provided.

Dusil stated Planning Council members were also concerned TTI does not account for segments where the free flow speed as defined by INRIX is significantly lower than the posted speed limit or a truly free flowing roadway. Dusil asked if anything stands out in the hourly TTI by RSC chart or free flow speed map in the TAC packet.

Bornhoft added the peak travel times chosen appear to be accurate representations of peak travel across most corridors.

Dusil stated NFRMPO staff is willing to consider other data TAC members have access to.

Dusil stated NFRMPO staff is requesting TAC members provide additional feedback on the individual Congested Corridor Profiles. The opportunities section should include any considerations that might be appropriate along a corridor even if they are not currently planned. Dusil will also send them out to TAC members and is requesting feedback by Friday, May 31.

Klockeman stated opportunities such as grade separation are not appropriate for all corridors. Karasko stated even if an opportunity could warrant a feasibility study, it may help to have it identified in the CMP.

Baxter stated Bus Rapid Transit (BRT) is more likely along US34 Business than grade separation. Baxter asked how planned strategies were identified. Dusil stated they were taken from local and regional plans, TAC member feedback, and general knowledge of current or upcoming planning efforts. Dusil added strategies were included if they have major benefits to a corridor but are not located directly on that corridor, such as BRT or a shared-use path on a parallel facility.

Schneiders stated Maintenance Decisions and Support System (MDSS) should be shown as implemented on all state-owned corridors and on some local corridors.

Dusil stated the Draft 2019 CMP will return to TAC for Action at the June 19, 2019 meeting.

2045 Regional Transportation Plan (RTP) Draft Technology Section - Karasko stated the 2045 RTP Technology Section covers connected and autonomous vehicles, FAST Act Alternative Fuels Corridors, and Shared Mobility. Karasko requested TAC members provide photos from their community for the 2045 RTP Chapter covers and requested TAC feedback on Draft Technology Section by Friday, May 31, 2019.

2045 Regional Transportation Plan (RTP) Fiscally Constrained Plan – Bornhoft stated a Fiscally Constrained Plan is a federally required component of the 2045 RTP. Additional data sources were used compared to the financial plan in the 2040 RTP based on recommendations from the NFRMPO's 2018 Quadrennial Federal Certification Review. FHWA recommended identifying operations and maintenance costs and available funding over the life of the plan, including revenue from all reasonably anticipated sources, and using an inflation factor for the expenditure year.

Bornhoft used a combination of the 2040 CDOT Revenue Projection & Program Distribution and 2045 Revenue Projections. Estimates for Metro Planning, STBG, and TA programs will be updated once NFRMPO staff receives MPO-specific information from CDOT. The remaining programs, including CMAQ, will need to rely on the 2040 Program Distribution due to timing of CDOT's process.

Local revenue sources for roadways include general fund transfers, Highway Users Trust Fund (HUTF), sales tax, use tax, property tax, impact fees, and miscellaneous fees and taxes. The 2040 RTP only accounted for impact fees, general funds, and some local taxes. For the counties, funding was allocated to the NFR region

using a formula based on 50 percent on Vehicle Miles Traveled (VMT) and 50 percent on lanes miles. Because 78 percent of VMT and 43 percent of lane miles in Larimer County are in the NFRMPO region, 61 percent of the county's transportation revenue was included in the Fiscally Constrained Plan. Because 32 percent of VMT and 12 percent of lane miles in Weld County are in the NFRMPO region, 22 percent of the county's transportation revenue was included. The local revenue estimates for roadways is \$170M for Fiscal Year 2019 (FY19).

Roadway operation costs were estimated at \$27,126 per lane mile per year in 2018 dollars based on the 2012 Census of Governments. Roadway maintenance costs were estimated at \$13,175 per lane mile per year and transit operations and maintenance costs were estimated at \$6.5M per year.

Anticipated revenue is projected at \$8.5B over the 25-year time horizon of the 2045 RTP. A two percent inflation factor was used where inflation was not already accounted for.

Klockeman asked why the "Local – Highway" category is the largest. Bornhoft responded the category is very comprehensive, including staff time, planning, engineering, and other types of expenditures. Baxter suggested the funding program name be changed to "Local – Roadway" so as not to be interpreted as local funding being spent on State-owned highways.

Schneiders asked if Bustang is included. Bornhoft stated it is included but not shown in the table. Schneiders requested a more detailed explanation of what each category includes.

Bornhoft stated projected expenditures are split into four categories for a total need of \$10.8B. Anticipated revenues total \$8.5B, creating an unmet need of \$2.4B. Bornhoft stated it is up to TAC to decide how to allocate the revenue. Karasko stated Denver Regional Council of Governments (DRCOG) only allocated revenue in the roadway operations and maintenance category to 80 percent of the need to match anticipated revenue.

Bornhoft requested TAC members submit any reasonably anticipated developer contributions or other revenue sources by 5:00PM on Wednesday, May 22, along with their preference on allocating revenue to the four expenditure categories.

Schneiders suggested the transit operations, maintenance, and local system expansion category name also include capital. Bornhoft stated the definition of maintenance includes state of good repair. Schneiders stated the State of Colorado has around \$9B of need for deferred maintenance and would like to see how the total need in the NFRMPO region relates to that figure. Karasko stated the need in the Fiscally Constrained Plan is for 25 years as opposed to just one year. Mallette added the State's need is for State facilities and programs, while the NFRMPO figure is for all facilities and programs. Bornhoft stated the magnitude of the anticipated revenue estimates is consistent with DRCOG's when accounting for the size of the region.

Baxter asked if Greeley's interchange sales tax is included. Bornhoft stated it is included in operations and maintenance.

Mallette stated the unmet need is consistent with previous RTPs.

Schneiders noted the bicycle and pedestrian needs are not reflected.

Mallette asked if all projects in the RSC capacity project category are fiscally constrained. Bornhoft stated some projects are not fiscally constrained, and communities may not know how to identify fiscal constraint for projects in later horizon years.

Schneiders requested some of the assumptions be clarified. Bornhoft stated she will provide the detailed assumptions to TAC members.

Klockeman asked how the maintenance costs were calculated. Bornhoft stated it is based on the State highway cost per lane mile per year. Klockeman stated the local maintenance and operations costs in Loveland

are substantially lower than the State estimate. Bornhoft stated she will email TAC members requesting local maintenance and operations costs.

Freight Northern Colorado (FNC) Plan - Dusil stated FNC is the first regionwide freight plan for the NFRMPO region. Creating a regional freight plan was a recommended action by the Federal Highway Administration (FHWA) in the NFRMPO's Quadrennial Review in 2014. Dusil stated a lot of freight-specific data is proprietary and expensive, so the NFRMPO procured as much data as it could from existing efforts and partnerships.

FNC is organized into five chapters and NFRMPO staff are requesting TAC members provide feedback mainly on Chapters three through five. Chapter three includes concerns from local and state plans. Chapter four highlights emerging trends and opportunities that could have significant implications for the future of freight movement. Chapter five provides guidance, resources, and recommendations for improving freight transportation in the region. Dusil stated the recommendations in FNC are process-oriented emphasizing performance-based planning, strengthening partnerships, and supporting existing planning efforts.

Dusil stated NFRMPO staff is waiting on data from planning partners for some components of FNC. Dusil asked if TAC members would like to see FNC for Discussion or Action in June. TAC members agreed they would like to see FNC for Discussion again in June before Planning Council Discussion, so TAC members have time to review the document.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Dusil stated the next NoCo Bike & Ped Collaborative meeting will be another facilitated discussion building on conclusions from the facilitated discussion in April. The focus of the discussion will be to build consensus on the group's role in the region.

Regional Air Quality Council – Brimmer stated the Air Quality Control Commission (AQCC) has agreed to hold a hearing on the Zero Emission Vehicle (ZEV) rulemaking in August. It will likely be a four-day hearing and details are out now. There is a coordinated effort between CDOT, the Colorado Energy Office, and automobile manufacturers to create a voluntary zero emission vehicle agreement without having a rulemaking. There will also be a rulemaking on July 18, 2019 on Volatile Organic Compounds (VOCs).

Brimmer stated the RAQC staff would be happy to present to any local boards or commissions on the role of the RAQC, Simple Steps, Better Air, messaging, and other air quality topics.

Regional Transit Agencies – Zeisel stated the City of Fort Collins held a MAX five-year anniversary celebration on Saturday. The City just placed an order for three Compressed Natural Gas (CNG) buses and is working with Greeley and Loveland on fare reciprocity to create a discounted pass to be used on all three transit systems.

Zeisel stated Transfort has funding for two 35-foot electric buses and recently submitted a Low or No Emission (Low-No) Vehicle Program application for two additional electric buses and will hear back in August. The request is for a 40-foot and 60-foot bus. Transfort partnered with CTE, a non-profit consulting firm, to analyze fleet electrification opportunities as part of the Low-No application.

Davis stated the buses for the Poudre Express regional route are due to arrive in August and GET has been testing the route. The route is expected to start January 2020.

Senior Transit Items – Gordon stated he met with the Rural Alternative for Transportation (RAFT), a volunteer transportation service outside Berthoud, about potentially expanding service into Weld County given the many medical services along US34.

The first consultant meeting for the Larimer County Senior Transportation Implementation Plan is at the end of May with the Larimer County Mobility Committee. Gordon stated the first ride was given today as part of the National Aging and Disability Transportation Center (NATDC) grant using the call center at Via Mobility.

REPORTS

Roundtable – Karasko stated the NFRMPO has a Planner I job posting open until Friday and will be holding intern interviews next week. Karasko stated the August 21, 2019 TAC meeting must be held at a different location. Anyone interested in hosting should contact Karasko.

Schneiders stated CDOT is approaching year end which could affect the timing for processing some financial transactions.

Koenig stated she will be working with local agency staff to identify what funding needs to be rolled forward to FY2020.

Nelson stated Severance has hired an intern.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko stated the Safety, Security, and Resiliency Section and the Implementation Section of the 2045 RTP, and Freight Northern Colorado will be Discussion Items.

Meeting adjourned at 2:56 p.m.

Meeting minutes submitted by:

Ryan Dusil, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, June 19, 2019 at the Windsor Recreation Center, Pine Room.