

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council**

Virtual Meeting

July 15, 2020

1:00 – 2:56 p.m.

TAC MEMBERS PRESENT:

Mitch Nelson, Chair – Severance
Eric Tracy, Vice Chair – Larimer County
Dawn Anderson – Weld County
Allison Baxter – Greeley
Amanda Brimmer – RAQC
Brad Buckman – Fort Collins
Aaron Bustow – FHWA
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Omar Herrera – Windsor
Dave Klockeman – Loveland
Mark Oberschmidt – Evans
Karen Schneiders – CDOT

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Ryan Dusil
Alex Gordon
Becky Karasko
Sophia Maes
Suzette Mallette

TAC MEMBERS ABSENT:

Marco Carani – Johnstown
Stephanie Brothers – Berthoud
Pepper McClenahan – Milliken
Jeff Schreier – Eaton
Ranae Tunison – FTA
Town of LaSalle

IN ATTENDANCE:

Abdul Barzak – Severance
Darren Davis – GET
Aaron Fodge – CSU
Candice Folkers – COLT
Katie Guthrie – Loveland
Myron Hora – WSP
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Katrina Kloberdanz – CDOT
Josie Langhorst – CDOT
Annabelle Phillips – Transfort
Jake Schuch – CDOT
Liz Young Winne – LCDHE

CALL TO ORDER

Chair Nelson called the meeting to order at 1:00 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE MAY 20, 2020 TAC MINUTES

Klockeman moved to approve the May 20, 2020 TAC minutes. Oberschmidt seconded the motion, which was approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

No items this month.

PRESENTATIONS

CDOT COVID-19 Response Funding Opportunities – Dusil explained the two grants CDOT created in response to COVID-19, Revitalizing Main Streets, and the CanDo Community Telework Program. Revitalizing Main Streets grants are for repurposing streets for biking and walking, sidewalk conversion and expansion, one-way street conversions facilitating additional pedestrian space, and other similar project types. The grant requires a 10 percent local match. The CanDo Community Telework Program provides microgrants to local governments and nonprofits to promote teleworking and other active transportation, and other transportation options. That facilitate social distancing Eligible project types include coordination with large employers and sharing best practices, marketing materials and training to encourage effective telework, and additional staff capacity to promote teleworking and other active transportation options, especially for at-risk populations. Local match is not required but is encouraged. Applications for both grant programs are reviewed on a rolling basis, and Dusil recommended applying early.

Dusil asked if any TAC members are interested in applying for either program. Baxter stated Greeley is considering applying to the Revitalizing Main Streets program for 16th St between 9th Ave and 10th Ave to temporarily increase seating area and pedestrian space. Schneiders stated the application process is not for prior projects or reimbursement, only for projects going forward. Nelson said Severance may consider applying for funds. Dusil stated the NFRMPO staff is available to help with applications.

DISCUSSION

NoCo Bike & Ped Collaborative Future Call for Projects Recommendations – Guthrie introduced a memo approved by NoCo recommending changes to the NFRMPO Call for Projects process to increase the competitiveness of non-single occupancy vehicle (SOV) projects. NoCo began discussing this collaborative effort in January. The key recommendation is to establish a competitive Bicycle & Pedestrian Project Percentages Allocation Program set-aside made up of 100 percent of the region's Transportation Alternatives (TA) funds, five to 12 percent of Congestion Mitigation & Air Quality (CMAQ) funds, and five percent of Surface Transportation Block Grant (STBG) funds. Guthrie noted NoCo's recommendation is allowable per the federal requirements for each funding source. Guthrie noted there is a mismatch of project funding to non-SOV projects and what the region's goals are. Guthrie stated the City of Loveland's Transportation Master Plan has three scenarios which need more regional funding to achieve. The NoCo Leadership Team supports this shift and noted it could benefit both small and large communities. COVID-19 has forced changes in mobility, which is supported by trail counts which are up 75 percent this year compared to last year.

Young Winne noted the Larimer County Department of Health and Environment's (LCDHE) Built Environment Program is working to include stronger language for health and equity. The Built Environment's Leadership Team supports the NoCo recommendation as shown by the letter of support included in the TAC packet. She highlighted chronic diseases are related to activity and obesity. Access to bicycle and pedestrian infrastructure eases the burden on safety and access. Young Winne also highlighted the connection to air quality.

Fodge noted TAC has flexibility for project scoring. MPOs around the country can set criteria on how projects are awarded. For example, Denver Regional Council of Governments (DRCOG) dedicates a portion of CMAQ to Transportation Demand Management (TDM) programs and staffs Transportation Management Associations (TMAs) around the Denver region.

Barzak stated the allocation could help small communities get funding that otherwise may be difficult to receive. Nelson noted the regional need for bicycle and pedestrian funding. Dusil stated the timeline for the next Call for Projects has not been established but NoCo wanted to give TAC the opportunity to review and

comment on the recommendations ahead of the next Call. Karasko noted changes to the Call for Projects process must meet FHWA requirements and be approved by Planning Council, and TAC would need to make a recommendation to Council prior to implementing changes. Bustow responded FHWA is fine with this approach because bicycle and pedestrian projects are eligible to receive funding. Bustow mentioned CMAQ has program restrictions that must be taken into account.

Klockeman asked if a roadway project with bicycle and pedestrian amenities would be eligible for this set-aside. Guthrie noted many roadway projects have bicycle and pedestrian investments, but these investments are not occurring at a rate that will help the NFRMPO region reach its non-SOV target. Investing in roads has led to a slow buildout of Regional Non-Motorized Corridors (RNMCS) because they are off-street. Non-SOV investments are needed in addition to improvements made as part of roadway projects. Fodge noted intersection improvements, which have been funded through CMAQ, have short term benefits but lead to more SOVs over time because of induced demand. Karasko asked if the percentages were solely focused on bicycle and pedestrian projects or could be used for bicycle and pedestrian infrastructure in larger infrastructure projects. Nelson responded it would go toward building out RNMCS. Dusil added that NoCo discussed a 10-year Project List at their April meeting. There were 28 projects and \$33M in need on that list of bicycle- and pedestrian-specific projects. Dusil noted if there are remaining funds in the set-aside, the funds would be put back into the regional Call for Projects pool.

Schneiders asked how setting aside funding for bicycle and pedestrian projects that might not provide as much emissions benefits would impact the NFRMPO region's reclassification to Serious. Bustow said the reclassification does not require a stricter CMAQ project selection process, but cost/benefit analysis of projects becomes more important. Fodge recommended not funding projects that induce future demand for cars. Baxter acknowledged induced demand with capacity projects but noted bicycle infrastructure is often used for recreation and not for commuting. Brimmer noted FHWA has a tool on their website comparing cost/benefit ratios by project type.

Oberschmidt asked if the development community has been brought up to speed on the RNMCS. Nelson said Severance plans around the RNMCS that passes through the Town. Dusil noted this will be a conversation during the Regional Active Transportation Plan (ATP) development process.

NFRMPO Local Match Assistance Process – Bornhoft recapped the May TAC discussion about local match impacts, which covered some of the options available to communities unable to provide local match for their approved projects. At that meeting, Bornhoft requested TAC members interested in these options contact her. No communities are currently pursuing these strategies. Bornhoft noted the process discussed at this meeting focus on NFRMPO-selected and approved projects (CMAQ, STBG, TA, and MMOF). Projects selected by other agencies will need to check with those funders. Bornhoft reviewed the five strategies included in the TAC packet: the State Infrastructure Bank, which provides low-interest loans; Toll Credits, which would potentially require a reduction in scope or an infusion of additional federal funds; Tapered Match, which delays local match to a later fiscal year; Swapping Project Funding Year, which would require the concurrence of both project sponsors and need to be funded by the same program; and Delaying the Project, which would still be subject to the NFRMPO's Delay Policy if funded with NFRMPO funds as well as subject to CDOT and FHWA deadlines.

Bornhoft explained the proposed process for requesting assistance is to let NFRMPO staff know; select a strategy; follow the CDOT and FHWA processes; and to follow existing NFRMPO procedures. These requests can be processed as either TIP Modifications or Amendments, depending on the scope of the change. Bornhoft

highlighted Toll Credits without a Scope Reduction will be held until a CDOT Region 4 reconciliation identifies unprogrammed federal funding, then brought to TAC and Planning Council, where the project(s) would be competitive with partially funded projects from the relevant Call for Projects.

Bornhoft noted there is currently \$3M in CMAQ and \$2M STBG funding unprogrammed, which will be brought to the August TAC meeting. Bornhoft requested TAC members submit requests by Friday, August 7 if they are interested in Toll Credits without Scope Reduction. This deadline will allow those projects to be included in the TAC packet.

Klockeman stated swapping funding years would be a good option if a project looks like it needs extra time and another project can be moved up. Klockeman noted there may be a dilemma if a project is moved to an out-year but funding is rescinded. Project sponsors should talk to each other to see if swaps are possible. Schneiders stated scope reductions, while typically not advised, can enable a project to move forward and are preferable to relinquishing funds.

Mallette asked if there are any communities planning to pursue any of these options. Klockeman noted Loveland is waiting to decide and City staff is working to protect local match investment and may cut other projects not tied to grants. Buckman stated Fort Collins is in a similar process, identifying how to get local match secured as late as next Spring through the City's appropriations process.

NFRMPO Safety Vision: Towards Zero Deaths Policy Discussion – Karasko introduced the Towards Zero Death name change. Towards Zero Deaths is in more in line with what the region is doing, based on comments from TAC members. Cunningham noted the name change better aligns with what was highlighted in CDOT's 2020-2023 Strategic Transportation Safety Plan (STSP) and better differentiates the policy from the federally required safety performance measures and the region's Goals, Objectives, Performance Measures, and Targets (GOPMT) identified in the 2045 Regional Transportation Plan (RTP). Cunningham reviewed the updated Policy Statements. Klockeman asked to ensure the policies are written to highlight what communities are already doing and that this policy builds on those efforts. Cunningham noted this will be added as a preface.

Baxter noted she liked the policy statement changes and asked for clarification on how these policies align with the STSP. Cunningham noted the wording and ideas are based on what is in the STSP. Baxter noted she liked the policy name change. Nelson asked what the next steps are. Cunningham said with TAC's approval, this would be taken to Planning Council as a Discussion item and would come back for TAC's Recommendation in August.

NFRMPO Environmental Justice (EJ) Plan – Gordon detailed the planning efforts for the Environmental Justice (EJ) Plan, including the anticipated timeline for creating and adopting the Plan, the goals of the Plan, and stakeholders currently engaged in the planning process. Gordon invited recommendations on topics to cover in the Plan and agencies to include in the planning process. An EJ survey is available in English and Spanish. Schneiders asked if the EJ Plan would be updated based on the next Census. Gordon said he and Dusil had discussed making the EJ Plan a living document, ensuring it is as up-to-date as possible. Baxter asked how other communities would feel about including EJ as a scoring criterion in the future Calls for Projects given that Greeley has many EJ areas. Dusil noted including EJ as a scoring criterion could be focused on engagement and could be personalized to the community, helping to make sure the Call for Projects does not become more burdensome for smaller communities. Baxter suggested reaching out to the City of Greeley Communications Team.

NFRMPO Active Transportation Plan (ATP) – Dusil presented the planning efforts for the Active Transportation Plan (ATP), which will update the 2016 Non-Motorized Plan. A key update for the ATP is a review of Regional Non-Motorized Corridors (RNMCs), segment by segment with up-to-date information. RNMCs will be updated to Regional Active Transportation Corridors (RATCs). Dusil noted NFRMPO staff received feedback at two events this year: the Built Environment Learning Series and Fort Collins Transportation Fair; through a Steering Committee composed of staff from NFRMPO communities; and presentations to NoCo, the Weld County Mobility Committee (WCMC), Larimer County Mobility Committee (LCMC), and the Mobility and Access Priority Group (MAPG); and in an article in the Partnership for Age-Friendly Communities’ newsletter. From this feedback, Dusil noted the themes include equity; aligning local and regional priorities; segment-level analysis of RATCs; focus on youth, older adults, individuals with disabilities; emerging micromobility solutions; and funding outlook and strategies. Steering Committee members highlighted they would like guidance on infrastructure standards, regional wayfinding elements, and best practices for policies and programs.

Dusil noted he is developing a survey, with two key themes related to why biking or walking is not the first travel mode choice for many people and what would influence them to bike or walk more often. Dusil stated over the next several weeks (or months?) he will be presenting at the Greeley Citizens Transportation Advisory Board (CTAB), Planning Council, the Built Environment Leadership Team, the Loveland Transportation Advisory Board, and the Fort Collins Transportation Board. He will be reaching out to the Loveland Youth Advisory Board and other advisory boards in the region. Dusil highlighted the Community Remarks tool and the project webpage.

Dusil asked what would be most useful for TAC members. Baxter asked about first/last mile connections, specifically looking at active transportation on a local level. Dusil responded this could be included as guidance.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Written reports were provided.

Regional Transit Agencies – Schneiders noted Bustang is operating again. Kelly noted the Around the Horn route is operating again. Davis noted GET’s fixed-route service has started on running on Saturdays again, and ridership has been about 600 to 700 people per day. Davis stated GET is sending out a ridership survey for feedback, including questions asking for feedback on the Poudre Express route timing.

Senior Transportation – Gordon highlighted Sophia Maes joined the NFRMPO staff in June and will be with the NFRMPO through December, working on the Marketing and Outreach Plan for the One Call/One Click Center. The NFRMPO is waiting for a contract from CDOT for the MMOF funding for the project.

Regional Air Quality Council – Brimmer stated the draft State Implementation Plan (SIP) is available on the RAQC website and was presented to the RAQC Board last week. The public can provide comments through the end of July, with the RAQC Board endorsing the Plan at their August 7 meeting, and submittal to the EPA in early 2021. The SIP showed the nonattainment area would attain the 75 ppb standard in summer 2020, but there have been high values and the nonattainment area now exceeds the standard for the three-year average. One monitor remains above the standard for the fourth highest value, which could mean the nonattainment area would be bumped up to Severe. If the nonattainment area is bumped up to Severe, major source emissions need to be cut in half and employee trip reduction programs are to be implemented. The Mow Down Pollution program has shifted online (mowdownpollution.org). Interested individuals who recycle old gas mowers can get a \$150 voucher toward a new battery or corded mower at participating Home Depots. Brimmer stated there was a recent court decision in the case between the Center for Biological Diversity in Boulder and

the EPA regarding the boundary of the ozone nonattainment area. The Court ruled in favor of the Center for Biological diversity and the EPA must reevaluate the Nonattainment Area boundaries, which may result in the remaining portions of Weld County being added to the Nonattainment area.

Schneiders asked for clarification about the major changes to the SIP. Brimmer explained there needs to be an enhanced vehicle Inspection and Maintenance (I&M) program, which was already in effect; new Motor Vehicle Emissions Budgets (MVEB) based on On-Road Mobile Source Inventory for 2020; transportation controls, including Conformity every three years; and Regionally Available Control Technologies (RACT) Analysis, which is analyzed by APCD and requires additional sources to do Title V Permitting. Many of these new sources are related to oil and gas. Brimmer also noted there is a Clean Fuels Fleet program, which requires fleets with 10 or more vehicles to have a certain percentage of alternative fuel vehicles.

REPORTS

Planning Council – Written report was provided.

Bike Counter Updates – Dusil noted there has been a 75 percent increase across the region’s counters compared to the same time last year. The counter data is being used by the Colorado Parks and Recreation Association.

Mobility Committee Updates – Written report was provided.

Q2 2020 TIP Modifications – Written report was provided.

CDOT Inactives Report – Schneiders stated she combined the inactives report and CDOT status into one report and is looking for feedback.

ROUNDTABLE

Anderson noted the WCR54 and WCR17 roundabout is going well with a ribbon cutting scheduled for August 7 and opening to the public on August 15. Anderson stated Weld County continues to work on the Comprehensive Plan and Transportation Master Plan, is getting ready to go out for outreach, and will be reaching out to local communities.

Kelly noted Transfort won a Transit Oriented Development (TOD) Pilot Program grant from the FTA. This will fund planning on N. College Ave to expand service north of the Downtown Transit Center.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month’s Agenda Topic Suggestions – Karasko identified the CMAQ and STBG allocation as discussion items for next month and the Safety Vision: Toward Zero Deaths and Local Match Assistance Process as action items.

Meeting adjourned at 2:56 PM

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, August 19, 2020 as a virtual meeting.