

**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**

**April 20, 2016
1:04 – 4:00**

TAC MEMBERS PRESENT:

Dawn Anderson, Chair – Evans
Dennis Wagner, Vice-Chair – Windsor
Jeff Bailey – Loveland
Eric Bracke – Greeley
Amanda Brimmer – RAQC
Aaron Bustow – FHWA
Eric Fuhrman – Timnath
John Holdren – Severance
Seth Hyberger – Milliken
Janet Lundquist – Weld County
Suzette Mallette – Larimer County
Karen Schneiders – CDOT
Gary Thomas – SAINT
Martina Wilkinson – Fort Collins

NFRMPO STAFF:

Terri Blackmore
Aaron Buckley
Alex Gordon
Becky Karasko
Medora Kealy
Jenna Levin

CALL TO ORDER

Chair Anderson called the meeting to order at 1:04 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE March 16, 2016 TAC MINUTES

Thomas stated the Strategic Action Plan Committee he is a member of is a subcommittee of the group appointed by the governor.

Bracke moved to approve the March 16, 2016 TAC meeting minutes as amended. Holdren supported the motion and it was approved unanimously.

CONSENT ITEMS

No items this month.

ACTION ITEMS

No items this month.

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Gary Carsten – Eaton
John Franklin – Johnstown
Jessica McKeown – LaSalle

IN ATTENDANCE:

Christopher Barnes – COLT
Marissa Gaughan – CDOT
Joe Garcia – CDOT
Will Jones – GET, Greeley Alternate
Major Tim Keeton – Colorado State Patrol
Rob Maron – Colorado State Patrol
Ryan Rice – CDOT
Kathy Seelhoff – CDOT
Jake Schuch – CDOT
Keith Wakefield – CDOT
Wade Willis – Windsor, NoCo Bike & Ped
Sarah Zarzecki – Stolfus & Associates, Inc.

OUTSIDE PARTNERS REPORTS (verbal)

Northern Colorado (NoCo) Bike & Ped Collaborative – Willis reported on NoCo Bike & Ped's previous meeting, where the group discussed bicycle and pedestrian counters, and recapped the 2015 NoCo Bike & Walk Conference. The group plans to have a 2017 conference. Other topics discussed included trail user liability and the Non-Motorized Plan Table of Contents. The group expressed interest in being part of the steering committee for the Non-Motorized Plan and would like to assist with the Transportation Alternatives funding project selection.

Regional Transit Items – Jones stated the first regional route study meeting for the Greeley, Windsor, and Fort Collins route will be held the week after TAC.

Senior Transit Items – Thomas reported Fort Collins legislators will have a senior's issue forum on Saturday, April 23, 2016 and senior transportation will be included. He will be exhibiting the Mobility Committee Riders Guide.

Regional Air Quality Council – Brimmer stated the new photochemical modeling for the 2008 Ozone National Ambient Air Quality Standard (NAAQS) SIP (75 parts per billion (ppb)) was presented at the April RAQC Board meeting and is showing better model performance. Initial results show all monitors in the nonattainment area will be below the standard in the attainment year of 2017. Fort Collins west is modeled to be at 68 ppb and Greeley at 66 ppb which would also meet the new 2015 Ozone NAAQS (70 ppb).

Information was also presented to the RAQC Board in April on the Motor Vehicle Emissions Budgets (MVEB) chapter of the SIP. This included discussion on subregional budgets (separate sub-budgets are set for the northern and southern subregions) which DRCOG and NFRMPO must meet. RAQC is currently discussing the need for a safety margin in the MVEBs in the SIP.

For the May RAQC meeting, staff is drafting the Reasonably Available Control Measures (RACM) Analysis SIP chapter, which discusses all measures included in the SIP which are being implemented, but not in the SIP as federally enforceable, and other strategies evaluated as part of the RACM analysis. Through this analysis, various voluntary and mandatory control strategies were considered. The RAQC Subcommittees are hosting three meetings next week to discuss the RACM chapter and strategies still left on the table for the Subcommittees to continue investigating for a future SIP. The public is welcome to come to the meetings which include mobile sources on Monday, stationary sources on Tuesday, and transportation and land use on Thursday. The Air Pollution Control Division (APCD) is also holding meetings with major sources in the nonattainment area to discuss Reasonably Available Control Technology (RACT) to ensure all major sources are complying.

There will be a Modeling Forum held on May 4, at 7:45a.m. at the RAQC offices, which will be an in-depth look at the modeling results. At the May 6 RAQC Board meeting, the Attainment Demonstration SIP chapter will be presented to RAQC, which will include the results from the photochemical modeling. Also at the May 6 meeting, the Contingency Measures SIP Chapter will be presented. This chapter will discuss Electricity Generating Utilities (EGU) emissions reduction projects slated to occur after the start of the 2017 ozone season, but before Dec. 31, 2017 can be used as additional emissions reduction if the region fails to attain by 2017. A Public Input Plan is being formally documented for this SIP process and the full draft of the SIP will be presented to the RAQC Board on June 3. It is anticipated the SIP will be endorsed by the RAQC Board at their June 30 meeting, at which point RAQC will provide it to the Air Quality Control Commission (AQCC) for a hearing in October.

The Mow-Down Pollution Program will be happening in northern Colorado April 30 to buy back gas powered mowers in an exchange for electric mowers.

Thomas and other members of RAQC wrote a letter to the editor rebutting an earlier Coloradoan article regarding meeting Ozone standards, which was published yesterday.

PRESENTATION

Traffic Incident Management Program (TIMP)– Major Tim Keeton introduced Ryan Rice, CDOT Director of Transportation Systems and Management who provided an introduction to Traffic Incident Management (TIMP). TIMP is a multi-agency program to help increase travel time reliability by reducing non-recurring delay, which improves transportation system capacity.

Traffic incidents account for 40 percent of urban and 50-60 percent of rural mobility issues. The return on investment for CDOT's Mile High Courtesy Patrol has had a benefit/cost ratio of 20 to 1, while the Highway Safety Improvement Program (HSIP) has a ratio near 2.5 to 1. Multi-agency incident clearance reduces clearance time by 30-50 percent. Each minute a lane is closed, the risk of a secondary crash increases by 2.8 percent and four minutes of delay are created. There have been two CSP officer deaths this year due to crashes and 38-42 patrol cars are totaled every year.

The CDOT TIMP has been in place for 10 years. There is a national goal of training 20 percent of staff on TIMP. CDOT has developed an executive steering committee and technical working groups to address specific issues. Developing computer-aided dispatch (CAD) integration, multi-agency MOUs, quick clearance legislation, and Standing Program Management Team (corridor teams) are some of the methods being implemented by CDOT.

Keeton stated group training ensures rapid execution. A March 23, 2013 crash involving 60 vehicles highlighted the need for coordination after reviewing participating agencies involvement and lack of communication. A video concerning a three vehicle crash on I-25 was shown to illustrate current inter-agency coordination.

Thomas asked if fatal accidents require additional time and Keeton stated they might require additional time collecting evidence for felony charges. Bustow asked if the delay statistics include the opposing direction; Rice was unsure. Wilkinson stated knowledge of traffic incidents is helpful for the City of Fort Collins to adjust traffic signal timing on local parallel facilities.

Ryan concluded with future goals which include creating a standing TIMP committee in each CDOT region; motorist assist programs; ensuring training opportunities are available for individuals; creating an inventory of TIMP policy restrictions and enabling items; prioritizing fiber optic lines to existing cameras to detect traffic incidents; and first responder training. Holdren asked if citizens are protected by the state's Quick Clearance Law if they help clear vehicles; Rice confirmed they are not protected.

2013 Capital Improvement Plan (CIP) CDOT Flood Office Request – Garcia asked for records regarding flood projects to ensure communities did not have projects in previous Capital Improvement Programs (CIP), which would make them ineligible for flood funding. Schneiders stated 2013 capital improvement project information is being requested by CDOT regarding the construction phase only. Blackmore inquired about eligibility for a previously planned resurfacing project. Garcia confirmed the reconstruction of the road would be funded, but the asphalt surface would not. Garcia stated Wakefield or Schneiders can be contacted regarding the projects. CDOT is trying to reduce a duplication of benefits. If the community does not have flood projects, they are not impacted. Deadline for submissions is May 18, for the FHWA Emergency Relief Program.

DISCUSSION

CNG CMAQ Eligibility – Bustow explained the three FHWA CMAQ eligibility factors for alternative fuel vehicles to receive full federal share (80/20 match) reimbursement. It requires the project to be transportation dominant, which means it is related to transportation (road system and activities), provides an air quality benefit (ozone reduction for the NFRMPO region), and provides mobility benefits (for example, transit). General safety vehicles including law enforcement, fire, etc. and fleet vehicles are not eligible for full federal share reimbursement. FHWA relies on three documents to justify reimbursement: federal cost principles, CMAQ interim guidance, and the Federal Cost Principles and CMAQ Alternative Fuel Vehicles Projects memo. Generally, all alternative fuel vehicles are eligible for some funding from CMAQ.

Malette asked if ozone should be the main focus of the alternative fuel vehicles. Bustow confirmed the precursor pollutants would be a focus of the effort. FHWA is open to consultation before a project to discuss eligibility. Lundquist stated vehicle use may be unknown before applying for the vehicle. Blackmore asked if CDOT will need to guarantee small communities will pay if it is determined that the vehicles are only eligible for incremental costs. Schneiders stated small agencies will most likely have a good idea of vehicle use.

FY2017 UPWP Topics – Blackmore stated she will not be at the May TAC meeting and wanted to bring everyone information to-date. This is the first draft of the UPWP and the budget portion will be going to the Finance Committee next month. Consultants and travel expenses will specifically be called out in this UPWP. A small amount of STP Metro funding will be used to maximize CMP, Freight Plan, TIP, and Call for Projects work tasks. VanGo was not included as part of the NFRMPO budget because it is a separate enterprise fund, but will be in the final document. The only new task is the Non-Motorized Plan.

Bracke asked which community will receive help with a local plan. Blackmore confirmed Loveland asked for assistance and the request will be sent to Council. Schneiders requested plan debriefings as they would be helpful in the future. Holdren will discuss the Severance Plan at a future meeting. Questions or comments on the UPWP should be directed to Karasko or Blackmore by Friday, May 6.

Bracke asked if NFRMPO staff spent money on the Non-Motorized Plan, Blackmore confirmed staff have spent money this year. Blackmore asked if the group would approve the NoCo Bike & Ped Collaborative acting as a steering committee for the Non-Motorized Plan again. TAC approved. Senior representation at NoCo Bike & Ped was requested. Mallette stated she would like to keep the adopted regional non-motorized corridors, Blackmore confirmed they would remain.

2016 Q2 TIP Amendments – Buckley described the FASTER Safety funds for low emission vehicles and NFRMPO vanpool replacements, FTA §5307 and FTA §5339 funds for Greeley Evans Transit 2016 operations, and FTA §5310 funds for Johnstown Senior Center vehicle replacement. There were no comments.

FY2020-2021 Call for Projects – Gordon stated staff will be holding a Call for Projects this summer with the same application process used in 2014. Funding pools have been updated due to the FAST Act. The Surface Transportation Program (STP) is now labeled the STP Block Grant (STPBG) and the Transportation Alternatives Program is now labeled Transportation Alternatives. Gordon requested TAC concurrence on targets for funding pools for CMAQ. The proposal for CMAQ is 40 percent transit, 30 percent CNG vehicle replacement, and 30 percent traffic signals and any left-over funds from CNG would be put towards transit. Bracke stated he would like clarification about previous funding and requested 30 percent of traffic signals funding to be used for all ITS projects.

Lundquist stated she would like to have a discussion before unspent funds are automatically diverted to transit. Mallette stated in the past CMAQ did not want the MPO to assign money, but rather to look at the maximum emission reduction. Blackmore stated they were target pools and not allocations. Bustow responded FHWA is not against the percentages if emissions benefits are included in the scoring. Mallette stated in the past smart trip lanes had very limited air quality benefits, but asked if TAC members would be required to fill the project percentages. Blackmore replied the goal is to ensure a variety of project submissions.

Lundquist stated staff should rank projects and set targets for where funding is spent rather than have requirements. Martina stated in the past CMAQ has been used for air quality benefits or multi-modal and there needs to be a construction category. Blackmore confirmed the funds could be used for construction.

Mallette stated more project types are eligible, these are only the three that were applied for in the last call. Lundquist stated she would like 30 percent to CMAQ, 30 percent to transit, 20 percent to ITS, and 20 percent to construction. Mallette stated staff should assign project entry percentages once they are received. Blackmore stated targets need to be set to ensure all projects are in one category. Wilkinson

stated TAC members should look at eligibility and set categories based on their needs. Blackmore stated it needs to be complete in a month.

Bracke asked if CMAQ funds could be used to hire personnel to start a bicycle program. Bustow stated hiring a bicycle coordinator would not be covered. Jones expressed interest in previous allocation amounts for vehicle reimbursement. Blackmore stated local and federal estimates came in before the meeting. The estimates provided are very conservative and waiting too long would result in losing out on funds.

Gordon asked TAC if they would like to have NoCo Bike & Ped recommend Transportation Alternatives projects to TAC. Lundquist said she was happy with the program. Blackmore reminded TAC that other groups can also submit for the funding. Martina stated interested groups should also submit.

Gordon asked if the most recent population from DOLA should be used to set up a large and a small community targets like the 2014 call. Lundquist requested staff examine estimates and report on any major changes. TAC agreed to use the same processes and look at CMAQ and population more closely. Schneiders stated she would like meeting dates as soon as possible. Martina stated TAC needs a general schedule to make sure things are submitted in a timely fashion. Mallette asked if we could put a pool in the TIP to hold out for the project selection to be dropped into later this fall.

2015 CMP Annual Report – Buckley stated the Annual Report uses the 2015 Congestion Management Process as a basis for the document. It fulfills the federal requirements for periodic assessment of CMP performance measures. Data is currently available for four of the six presented measures. The report is focused on the Regionally Significant Corridors (RSCs). The NFRMPO purchased nine vehicle travel time collectors for Fort Collins, Greeley, and Loveland to assist with the report.

Kealy stated the 2010 CMP was used in the past, and the 2015 CMP will now be used to guide the Annual Report. The NFRMPO will not use the previous 18 performance measures and have selected six measures. Two measures do not currently have any data, but should have information by the completion of the report. The target for the Travel Time Index established in the 2040 Regional Transportation Plan is 2.5. Anything below 2.0 is considered not congested, 2.0-2.49 is congesting, and anything 2.5 and greater is congested. CDOT is using Planning Time Index to measure travel time reliability, which describes congestion at the 95th percentile. CDOT's targets are 1.25 for freeways or NHS and 1.08 for non-NHS facilities.

A copy of the Notice of Proposed Rulemaking (NPRM) regarding MAP-21 congestion performance measures was released on April 18. It is open for comments starting Friday. The level of travel time reliability is a measure which is being offered in the NPRM. Mallette asked if there is a conflict between CDOT and the NFRMPO targets. Blackmore stated the NFRMPO will need to be in line with CDOT's target for the 2045 RTP.

TAC discussed concerns about the lack of congested segments. Bracke stated Greeley's traffic volumes are increasing 1.5 to 2 percent a year. Kealy stated the target for VMT is the change in VMT should not be higher than the change in population. Staff is seeking feedback on which data source to use for VMT.

For transit measures fixed route revenue hours per capita within service area will be calculated. Transit ridership increased by 11 percent. The CMP Annual Report will also include a number of items to provide context for congestion in the region. Kealy requested information about clarifying transit measures regarding fuel efficiency.

Bracke requested to see the CMP brochure again next month. Martina asked what staff will do with the collected information. Blackmore stated this is a federally required report, but there will be work before this will be useful. Mallette asked if there were any ramifications for the CMP. Blackmore stated it might still be too new for people to know exactly where it would be used. Blackmore stated TAC has time before the federal government establishes measures, which CDOT will use to set targets and then the NFRMPO will set targets. Bracke stated he is not comfortable approving a Report where congestion levels are wrong. He does not want to put out a report which shows the tools are not working. Blackmore

stated the NFRMPO will evaluate the data using CDOT's standards and then re-run the model. TAC requested maps of the Travel Time Index using CDOT's target before the next TAC meeting.

REPORTS

NFRMPO Counter Program Update – Buckley discussed the upcoming NFRMPO-sponsored mobile bicycle and pedestrian counter training with JAMAR on April 26, 2016 at 9:00 a.m. at the NFRMPO offices. Installation of the permanent counters will occur on April 26 at the River Bluffs location in Larimer County and on April 27 at the Rover Run Dog Park. Both locations are on the Poudre River Trail.

TIP Administrative Modification Updates – Buckley discussed the modifications to the TIP, as included in the TAC packet. There were no comments.

Mobility Committee Update – Gordon provided the meeting times and Karasko stated the group would be talking about goals for the year in May.

ROUNDTABLE

Karasko stated the newsletter and VanGo metrics are available. The FASTLANE project application was submitted on April 13. Train horn rule information will be distributed and comments will be collected by the NFRMPO for submission.

Schneiders stated the inactives reports was included in the packet and a number of CDOT, Fort Collins, Evans, the pedestrian bridge and Laporte bypass projects are in the red. Please submit any bills to CDOT. Mike Crow's retirement coffee is on April 22, 2016.

Malette stated county commissioners adopted a strategic plan in 2013 to look at senior populations in unincorporated Larimer County. They also applied for a Transit for all Community Transportation Association of American funding and should hear in May about the awards. She noted that they are also examining work currently underway and completing a survey and focus groups.

Blackmore stated Gordon will be working on a coordinated human services plan this fall.

Hyberger stated the Milliken Johnstown trail is nearing completion and they are annexing a nearby road.

Fuhrman stated Timnath has the next section of the Harmony road widening out to bid and should be under construction in June. Project includes improving railroad crossing and adding a grade separated trail.

Malette stated CDOT has the crossroads bridge and climbing lane scheduled for construction this year. Schneiders stated US34 in the canyon will be receiving work after July 4.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions –

Anderson asked Bracke if he would like to present next month on the Adaptive Signals. Bracke agreed to present.

Blackmore stated Mike Timlin will be presenting on regional busing. Jones stated CDOT is subsidizing Greyhound and other bus services.

Meeting adjourned at 4:00 p.m.

Meeting minutes submitted by:

Aaron Buckley, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, May 18, 2016 at the Windsor Recreation Center, Pine Room.