

**Meeting Minutes of the
NORTH FRONT RANGE TRANSPORTATION &
AIR QUALITY PLANNING COUNCIL**

**October 5, 2017
Loveland Police & Courts Building
810 E. 10th Street
Loveland, CO 80645**

Voting Members

Present

Kevin Ross- Chair

Jennifer Baker

Chris Colclasure

John Morris

Gerry Horak

Robb Casseday

Troy Mellon

Tom Donnelly

Paula Cochran

Joan Shaffer

Linda Measner

Don Brookshire

Julie Cozad

Kristie Melendez

Aaron Pearson

Kathy Gilliland

-Eaton

-Berthoud

-CDPHE

-Evans

-Fort Collins

-Greeley

-Johnstown

-Larimer County

-LaSalle

-Loveland

-Milliken

-Severance

-Weld County

-Windsor

-Timnath

-Trans. Commission

Absent

*No member

-Garden City

MPO Staff:

Terri Blackmore, Executive Director; Becky Karasko, Regional Transportation Planning Director; Renae Steffen, Administrative Director; Alex Gordon, Transportation Planner II/Mobility Coordinator, Medora Kealy, Transportation Planner.

In Attendance:

Dawn Anderson, Jeff Bailey, Jim Becklinberg, Jim Eussen, Jim Flesher, Joel Hemesath, Wayne Howard, Myron Hora, Mark Jackson, Will Jones, Will Karspeck, Tim Kirby, Dave Klockman, David Krutsinger, Jason Licon, Bob Massaro, Debra Perkins-Smith, Karen Schneiders, Fred Starr.

Chair Ross called the MPO Council meeting to order at 6:02 p.m.

PUBLIC COMMENT:

There was no comment.

APPROVAL OF THE MEETING AGENDA:

*MELLENDEZ **MOVED** TO APPROVE THE OCTOBER 5, 2017 MEETING AGENDA. The motion was **seconded** and **passed** unanimously.*

APPROVAL OF THE MINUTES:

*SHAFFER **MOVED** TO APPROVE THE SEPTEMBER 7, 2017 MEETING MINUTES WITH TWO MINOR CORRECTIONS. The motion was **seconded** and **passed** unanimously.*

Lead Planning Agency for Air Quality Agenda

Chair Ross opened the Air Quality portion of the meeting.

Air Pollution Control Division

Chris Colclasure, APCD Deputy Director, gave the 2017 Summer Ozone Season presentation to the Council noting 2017 was one of the best ozone years the Denver Metro/North Front Range (DMNFR) region had in a very long time and because 2017 was a clean data year there will be a one year extension on the deadline for meeting the new ozone standard. However, it will be necessary for 2018 and 2019 to be clean years in order to avoid being bumped up to a Serious Non-attainment status. He clarified the monitor at Fort Collins West was showing a downward trend even though it had been noted by some recently that it was not.

Donnelly asked what the background level was in the region. Colclasure responded, while there are different ways to define and measure it, generally 50-60 ppb are background and mostly out of our control like ozone from nature (Plants, trees and smoke), other states and other countries. Ross asked how that background concentration compared to other states. Colclasure replied the Rocky Mountain West is higher partly due to elevation. Gilliland asked if the U.S. should move towards a non-fuel option similar to the way China plans to do by 2030. Colclasure replied it could not get the State to zero but it could have a major impact if the EPA were to invoke a section of the Clean Air Act that would prevent Colorado from being reclassified, noting Colorado would still need to take measures to reduce ozone wherever possible. There are some complications and it is uncertain whether the State would be eligible or wants to make that choice due to concerns that other states, especially those not as protective of the environment, would be able to use that as a way to not take measures to reduce their own ozone levels. Shaffer inquired whether Colorado should require the use of rubber boots on gas pump hoses similar to those used in California. Colclasure responded cars are now made with an on-board vapor recovery system that EPA says is equally as effective.

Donnelly commented that DMNFR's downward trend in ozone over the past several years make it appear the region has done very well mitigating their own ozone even with near 20% population increases, and considering the minimal amount that can be controlled. Colclasure agreed, calling it a success story for the region, and adding there are still more cost-effective measures that can be taken to decrease the negative effects on public health in the area. Morris asked what will happen if the EPA does not exclude the two days at the National Renewable Energy Laboratory (NREL). Colclasure replied that would result in DMNFR not having a clean data year for 2017. Morris asked when it will be confirmed. Colclasure answered it takes several months to get to a response after the submission of the request which will be made in the spring. Brookshire asked if DMNFR has a bigger challenge than other regions in Colorado or the Country. Colclasure responded although DMNFR has more issues with background ozone, other regions may have higher populations or geography issues, so it can definitely vary. He added there are a few states that have clean air, and cited North Dakota as an example.

Regional Air Quality Council

A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair Ross opened the MPO portion of the meeting.

REPORTS:

Executive Director Report:

Terri Blackmore, Executive Director, introduced Barbara Bills, the new Administrative Specialist. She indicated there was an October 5 Director's Report Addendum and highlighted the following items:

- The newest edition of *On the Move* was provided in the Council handouts.

- There are still seats available for the CDOT Transportation Summit. Council members should contact Blackmore if interested in attending.
- There will be a kick-off meeting for the Federal Certification process, Wednesday, October 11th, to discuss the last Certification and progress made since then.

Report of the Chair:

Chair Ross reported the Executive Committee is working with Christina Haxton, the MPO's coach from The Center for Sustainable Strategies, on formulating a new survey that is different from the 360 Survey used in past years and will give more applicable and accurate results. The survey will be going out to the individual groups very soon in order to adhere to the process timeline outlined in the Articles of Association as much as possible.

TAC:

A written report was provided.

Mobility:

A written report was provided.

ACTION ITEMS:

September 2017 TIP Amendment

Medora Kealy, Transportation Planner, briefly reviewed information from the September 2017 TIP Amendment AIS with the Council. Donnelly expressed his concern that an expedited process may be needed to add additional funding to the I-25 project. Blackmore explained that would no longer be necessary because additional money would only need to be put into the I-25 project through an amendment process if the Best and Final Offer (BAFO) doesn't come in within the range and because the Notice to Proceed has been delayed until March there will be two TIP amendment periods in which they could add whatever may be needed, if anything.

*CASSEDAY **MOVED** TO APPROVE RESOLUTION 2017-20 APPROVING THE SEPTEMBER 2017 AMENDMENT TO THE FY2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP). The motion was **seconded** and **passed** unanimously.*

VW Mitigation Letter

Blackmore reviewed information from the revised Volkswagen Settlement Proposed Mitigation Plan letter with the Council noting the last paragraph was added after she learned one of the items in the VW proposal was to electrify transit buses to confirm the Council was supportive of Transfort's effort to electrify their CSU routes. She stated there was a sizeable crowd in attendance at the public hearing she attended and many great comments were made. She also noted her recommendation that CDOT do a public hearing on their process for allocating the transit funds, similar to that which CDPHE had done with the VW Mitigation Plan.

*COZAD **MOVED** TO APPROVE THE REVISED VOLKSWAGEN SETTLEMENT PROPOSED MITIGATION PLAN LETTER. The motion was **seconded** and **passed** unanimously.*

VanGo™ Fares

Blackmore noted because the MPO had not been able to find a qualified consultant to complete the 2018 Fare Analysis it has been delayed and will now be completed in house by Alex Gordon, whom she believes is more than capable. She briefly reviewed some of the information from the 2018 VanGo™ Fares memo and charts with the Council noting no public hearing was required because there was no change to the rate. Ross complimented Blackmore and the VanGo™ staff for making the vanpooling program successful and as self-sustaining as possible, a goal that has been pursued for many years. Blackmore stated the program is largely able to keep up ridership, a difficult task as gas prices continue to be low, due to Shane Armstrong, Vanpool Services Coordinator, who has

maintained 90% ridership, and HOV3 which inspires vans to always have at least three riders at any given time, and often they register as many as seven or eight.

*MELLON **MOVED** TO APPROVE NO FARE INCREASE FOR VANGO IN 2018. The motion was **seconded** and **passed** unanimously.*

PRESENTATIONS:

CDOT Southwest Chief & Front Range Passenger Rail Commission (SWC & FRRC)

David Krutsinger, CDOT Deputy Director, presented the Southwest Chief & Front Range Passenger Rail Commission to the Council. He indicated that Becky Karasko, Regional Transportation Planning Director, was the SWC & FRRC representative for the Council and encouraged them to use her to represent their collective voice to the larger body outside of CDOT and identify how the commission should move forward on regional rail planning. Donnelly questioned if Hyperloop may circumvent train service. Krutsinger replied it was all about travel time, price point, construction cost and what the public supports, citing one downfall was the lack of stops at generally smaller communities, between destinations. Cozad asked if it is expected that Hyperloop service would be primarily along the I-25 corridor. Krutsinger responded long-term that is where the population is so they need to serve where there is need, but in the short-term CDOT is anticipating entering into a very high-level feasibility study that will focus on the simpler route between Greeley and DIA. Gilliland noted that Hyperloop is getting Colorado noticed for being open to new technology which is very beneficial to bringing new business to the State. Morris asked how the ICS Results Survey ridership numbers are calculated. Krutsinger responded there are many pieces of data including population growth, rider statistics about current transportation habits, surveys with broad range questions about future travel modes and costs, and randomizing the way questions are asked to get the most accurate results. Morris asked if they could predict how much traffic would come off I-25. Krutsinger answered approximately one complete lane of traffic could be removed or 37,000 vehicles, noting that would be 20-30 years in the future. Melendez asked what the cost index was for the pricing shown on the three Front Range Transit & Rail Options. Krutsinger said the rate of inflation used was approximately 4%, a balance between customer inflation of around 3% and construction inflation of 5 - 6%.

Remote Tower

Jason Licon, Director of the Northern Colorado Regional Airport (NCRA), noted the NCRA had worked with CDOT, FAA and others on the Remote Tower Project for approximately four years and he was very excited they were chosen to host the first Remote Air Traffic Control Tower, previously called the Virtual Tower. He then gave the Colorado Remote Tower Project presentation to the Council. Casseday asked if the aircraft needed special equipment to communicate with the new tower. Licon responded they did not. Casseday inquired if radar was used. Licon replied there would be radar from an FAA site in Platteville. Morris asked if there was a backup system. Licon said they would do air traffic control the way it is done currently with aircraft talking to each other on a common traffic advisory frequency, adding that is also the way it will be handled when the remote tower is down after the busier daytime hours.

CDOT Roadway Usage Charge

Tim Kirby, Manager, MPO & Regional Planning Section presented the Colorado Road Usage Charge Pilot to the Council.

All Vehicles Pay an Equal Amount for the Same Miles Traveled-

Horak asked why smaller, lighter vehicles would pay the same as larger, heavier vehicles that cause more damage to the roads. Kirby replied that CDOT discovered the real impact differential actually occurs between light fleet and freight vehicles, adding the debate over charging vehicles according to their impact on the roads would have to occur at the State Legislature level. Morris asked if the odometer readings could be done when vehicles go through emissions testing facilities to help avoid

spending millions of dollars on technology. Kirby replied that was being considered as an option. Cochran enquired whether there would be a penalty assessed on low mileage users. Kirby responded there would not be a fee; everyone would pay only for the actual miles they drive. Morris asked if there would be a base fee. Kirby said CDOT did not anticipate any costs other than the per mile basis. Ross questioned how vehicles delivering goods that are not licensed in Colorado would pay for their effect on the roads. Kirby replied they would like to work with the communities before with the help of RUC West Regional program that is exploring options to resolve those issues.

Questions/Open Discussion-

Ross asked if road and infrastructure usage by out-of-state drivers, including tourist travel and delivery-of-goods vehicles, would be the responsibility of the vehicle owners. Kirby responded some issues can be addressed within each community before businesses are able to bring their operations to their area of Colorado but CDOT does plan to work on solutions through cooperative efforts with RUC West's Regional program. He noted they are currently in a pilot program specifically designed to research and address those types of issues and hope to gain perspective that leads to viable solutions. Measner asked how long the project would take and if it may become nationalized. Kirby replied implementation of RUC is still years away and because the Federal Government is providing resources to continue their research it can be presumed they are looking at this as a potential alternative funding mechanism throughout the Country.

Brookshire asked how the 1.2 cents per mile rate was determined and whether it met the financial needs for upkeep of roads. Kirby responded extensive studies would need to be done to match a rate to potential road maintenance and repair costs so they set the rate knowing the existing makeup of the statewide fleet and the average vehicle fuel efficiency with the end goal of helping to stabilize the revenue stream. Brookshire enquired if there was a way for people to compare RUC to prices at the pump. Kirby stated there was a RUC calculator available at the CDOT website:

<https://www.codot.gov/programs/ruc/programs/ruc/programs/ruc/calculator>.

Shaffer expressed her concern that consumers are expected to provide their own information and many, especially seniors, may have difficulty doing so, and suggested many are accustomed to receiving a bill. Kirby clarified that CDOT will watch for the vulnerable populations and noted that the non-GPS mechanism, will calculate routinely and payment can automatically go through CDOT's portal wallet (Pay & Forget). Shaffer also asked what happens when Colorado drivers travel out of state. Kirby pointed out that RUC West is being developed to help answer those types of questions and could only say it would depend on components such as if the states traveled in were RUC states and which type of mechanism the vehicle had installed. He also indicated they would most-likely take off out-of-state mileage. Morris suggested a license plate reader may be a solution. Gilliland stated she had participated in the pilot and it was very easy to use, noting her results were very similar to what she paid through the gas tax and interestingly, so were some of the rural user's results. She likes the idea that people pay for what they actually use and wants to continue the conversation. Ross agreed that it was critical to find a solution to sharing the port and/or technology currently used by the insurance companies and added he believed it would be available to use and the signal could be shared. Kirby stated that may be a great public/private sector cooperation opportunity. Donnelly asked if RUC was considered a road users fee and therefore would not be subject to TABOR. Kirby replied it was a fee not a tax but could not speak to the TABOR topic. Morris commented that if CDOT partnered with the municipalities and counties. Stockinger responded they are definitely looking at that for future research. He encouraged Council member to contact him and keep the conversations flowing.

DISCUSSION ITEM:

Coordinated Plan

Alex Gordon, Transportation Planner II/Mobility Coordinator, presented the 2017 Coordinated Plan to the Council. Cozad thanked Gordon for Hill N Park's listing for Inclusion in the plan's Goals and Strategies, noting there are 800 people in that area without transit and she has been working with that citizen group for quite a long time on a solution. She asked Gordon if the percentages on the page 44 map were accurate as it appeared there were too many older adults with disabilities in Milliken. Gordon replied the information was taken from the most recent census tract from 2015 and may not align with the individual communities. He offered to look into the discrepancies further and correct the map so the information was more consistent. Gilliland noted that Greeley, Fort Collins, Loveland and Windsor are in great need of transit connections and asked Gordon to pay particular attention to those communities. Gordon said he has been aware of the lack of transit on US 34, especially to medical facilities, and hopes to see resolutions in the near future.

COUNCIL REPORTS:

Transportation Commission Report

Gilliland reported on the following:

- Mark Imhoff is retiring. CDOT is looking for a new Director for the Division of Transit and Rail.
- CDOT hopes to have the I-25 project's Best and Final Offer by November 17th.
- CDOT is working diligently on their 10 year Development Plan.

CDOT Region 4

A written Project Status Update was provided. Schneiders stated anyone with questions regarding the update could email Johnny Olson.

I-25 Update

Blackmore reported that only Segment 6 Improvements in the I-25 North: SH 56 to SH 402 project would be moving forward on the Infrastructure for Rebuilding America (INRFA) Grant funding request. It was decided at the meeting on October 6th that Segment 6 would be able to get closer to funding a complete project if it was not combined with Segment 5 but the benefit to cost score was higher than one even though alone it does not eliminate the bottleneck and would probably not score as high. . The project will be approximately \$15M short but that money may be able to come from the local communities, transit funding, or even FASTER Safety Grant funding because it will include Park n Ride facilities similar to Kendall Parkway. She said she believes if they are granted the \$80M they will find a way to come up with the remainder somehow. The story of how the MPO communities collaborated to get the additional funds needed to for I-25 will be very beneficial to the grant process. She also noted that although the Freight Plan would now be delayed by a couple of months it would actually align better with CDOT's Freight Plan which is also delayed

US 34 Coalition

Cozad reported on the following:

- CDOT and the Consultants are saying the project is on schedule and they are continuing to gather data for the different components
- Upcoming public meetings will be November 8 at CDOT R4 from 5-7 and November 15 at the Best Western which will offer presentations at 4:30 pm and at 6 pm
- The PEL is to be completed June 1, 2018
- They will have some projects by December 2017 as requested
- Several early projects were identified

STAC Report

A written report was provided.

Host Council Member Report- Shaffer welcomed everyone and thanked them for coming to Loveland. She also complimented Fireside Café on the catered food noting they were located next to Group

Publishing. She reported Loveland road and transportation projects are getting done as planned. Leah Browder, Loveland Public Works Director, resigned and Jeff Bailey will be the Interim Director. She finished her report that she would not be running for Loveland City Council in November and that Dave Clark would be running unopposed. She thanked everyone for their friendship and support over her time on the NFRMPO Council. Ross thanked Shaffer for her time serving on the Council and wished her the best in her future endeavors.

Fort Collins- Horak reported the following:

- As of August, Transfort now offers four of their routes 365 days a year
- CSU's new stadium opened with approximately 30K in attendance and no traffic issues. Blackmore noted the City of Greeley also provides transit buses to support the CSU games
- Fort Collins received an award from RAQC for their use of 2-stroke motors noting they have begun switching to electric mowers and are finding them to have equal ability. They are using the \$15K award money to continue to purchase electric municipal lawn and garden equipment.

Windsor- Melendez announced Wallet Hub's app rated Windsor the best City in Colorado, October 23rd is the move-in date for the new Windsor Public Works Building, and a roundabout and infrastructure are going in for a new 2800 home development called RainDance.

Eaton- Ross reported there continues to be construction on US85.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions:

There were no suggestions.

The meeting was adjourned at 8:51p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff