

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

November 15, 2017
1:03 p.m. - 2:51 p.m.

TAC MEMBERS PRESENT:

Dawn Anderson, Chair - Weld County
Jeff Bailey - Loveland
Aaron Buckley - NoCo Bike & Ped Collaborative
Aaron Bustow - FHWA
Eric Fuhrman - Timnath
Will Jones - Greeley
Tim Kemp - Fort Collins
Suzette Mallette - Larimer County

NFRMPO STAFF:

Terri Blackmore
Ryan Dusil
Alex Gordon
Becky Karasko
Medora Kealy
Sarah Martin

TAC MEMBERS ABSENT:

Janet Bedingfield - Senior Resource Services
Stephanie Brothers - Berthoud
Amanda Brimmer - RAQC
Gary Carsten - Eaton
John Franklin - Johnstown
Wendy Heywood - LaSalle
Karen Schneiders - CDOT
Fred Starr - Evans
Ranae Tunison - FTA
Dennis Wagner - Windsor
Nick Wharton - Severance
CDPHE - APCD
Town of Milliken

IN ATTENDANCE:

Jim Flesher - Weld County
Dave Klockeman - Loveland, Alternate
Kathy Seelhoff - CDOT

CALL TO ORDER

Chair Anderson called the meeting to order at 1:03 p.m.

Anderson stated she is no longer employed by the City of Evans and now works for the Weld County Department of Public Works as Development Review Manager. Anderson asked TAC if they approve of her continuing to serve as Chair through December. Mallette stated she approves of Anderson continuing to serve, and other TAC members concurred.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE SEPTEMBER 20, 2017 TAC MINUTES

Jones moved to approve the September 20, 2017 TAC meeting minutes. Kemp seconded the motion and it was approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

FY2018-2019 UPWP and Budget Amendment - Blackmore stated the NFRMPO needs to roll funds forward and add funding to four work tasks in the *FY2018-2019 UPWP*. Blackmore stated there are some leftover CPG funds from fiscal year 2017, and the NFRMPO is also receiving *FHWA 405C Safety Grant* funds to geocode crashes for the FHWA safety performance measures. The NFRMPO will also roll forward CPG funds to FY2018 for the purchase of travel time collectors. Additional CPG funds were added for consulting time for the *Land Use Model Update* in UrbanCanvas, traffic counts for the *Regional Travel Demand Model Update*, and additional staff time for the *Regional Transit Element*. Blackmore stated the budget amendment will go to Finance Committee tomorrow, then to CDOT and FHWA for approval. Klockeman asked where the local match comes from when the NFRMPO receives a grant. Blackmore stated the local match will come from the local communities and is being amended into the *FY2018 UPWP* as well. Bailey moved to recommend approval of the Amendment. Jones seconded the motion and it passed unanimously.

OUTSIDE PARTNERS REPORTS (verbal)

Northern Colorado (NoCo) Bike & Ped Collaborative - Dusil stated the Collaborative cancelled the November meeting. At the December TAC meeting the Collaborative will be recommending the Great Western Trail Authority (GWTA) receive \$415,000 in federal non-motorized funding to construct a segment of trail from Severance to Eaton. This recommendation was contingent on the commitment of an additional \$50,000 in local match from the towns of Eaton, Severance, and Windsor. Those matches were recently approved in each town's 2018 budget. A representative from the GWTA will present the project to TAC in December.

Dusil stated the Collaborative has formed a team of six to apply for funding assistance to attend the 2018 Walkability Action Institute (WAI) in Decatur, Georgia in April 2018. The WAI is a multi-day workshop during which teams develop an action plan to improve walking and walkability in their region. The team consists of Eric Aakko with Weld County, Katie Guthrie with the City of Loveland, Will Karspeck with the Town of Berthoud, Aaron Buckley with CSU, Chris Johnson with Bike Fort Collins, and Ryan Dusil from the NFRMPO.

Buckley introduced the I-25 project memo sent by the Collaborative to Betsy Jacobsen, Bicycle and Pedestrian Section Manager with CDOT. The memo was written after a presentation on the project from CDOT representatives at the August 2017 NoCo Bike & Ped meeting. The memo highlights the need for corridor preservation at Box Elder Creek and Big Thompson River to cross I-25 via the installation of box culverts. The Collaborative is recommending financial assistance from CDOT similar to funding they provided for projects completed in the Denver Metro area. Buckley stated the Box Elder Creek crossing is part of Regional Non-Motorized Corridor (RNMC) #7 and the Big Thompson River crossing is part of RNMC #3. Buckley added the Environmental Impact Statement (EIS) was completed 10 years ago. Mallette asked Kemp if there are adequate bike facilities planned for Prospect Road. Kemp stated he thinks so but will follow up with other City staff. Blackmore stated part of the concern is the bike lanes are not protected and are not safe for children accessing the school to be constructed at the northeast corner of the Prospect interchange. Mallette asked what the goal of the memo is. Buckley stated the goal is to continue the conversation regarding the installation of box culverts now to accommodate future trail construction. Mallette stated the bridges highlighted in the memo will not be replaced as part of the project. Buckley stated the memo requests the box culverts be added to the project.

Buckley presented data from the bicycle and pedestrian counter at the Shields Street and West Elizabeth Street underpass west of CSU's campus. The counter went live October 1 and has averaged counts of more than 2,000 users per day through the fall. Buckley stated 100 fewer users travel westbound through the underpass than eastbound each day. Pedestrian traffic is significantly higher on football game days. On weekday mornings, roughly 150 people pass through within 15 minutes, raising safety concerns. Jones asked if the signal timing was changed for the at-grade crossing. Kemp

responded the crossings are signaled by a push button and users have called for the signal less often. Buckley stated CSU has done pre- and post-construction studies and has observed different travel patterns with fewer pedestrians crossing mid-block.

Regional Transit Agencies - Jones stated GET's partnership with Transfort for game days is going well. The South Campus Shuttle transported almost 3,800 people for the Air Force game. Jones stated GET set a ridership record in October with 88,000 rides.

Bailey stated Loveland City Council passed four transit-related measures unanimously on October 17. COLT will receive its Transit Manager through a contract with Transfort, privatize paratransit services through Transfort's existing contract with Shamrock Taxi, and purchase four acres for the North Transit Center on the west side of US287 at 37th Street with a City Council request for expedited construction. Bailey stated the paratransit contract creates savings COLT will use to run a pilot bus along US34. Bailey stated COLT has improved its workforce and employees are positively engaged in the recent developments.

Kemp reported David Averill is no longer with Transfort and the City is actively looking to fill the position.

Senior Transportation - No update this month.

Regional Air Quality Council (RAQC) - No update this month.

PRESENTATIONS

2017 Coordinated Public Transit/Human Services Transportation Plan - Gordon stated the *Coordinated Plan* is required for agencies receiving FTA \$5310 funding. It is specifically earmarked for older adults and people with disabilities to prioritize transit services for funding and implementation. The *Coordinated Plan* is updated every four years, similar to the *Regional Transportation Plan* (RTP). The *Plan* consists of a needs assessment, an assessment of available services, an identification of gaps between current services and needs, and prioritization of implementation strategies. Gordon presented at 10 community meetings and made materials available at summer 2017 outreach events. Gordon stated there are not many service options that connect communities and highlighted the largest gaps. To address the needs and gaps, the *Coordinated Plan* has four goal areas: Inclusion, Education, Improvements for Smaller Communities, and Improvements for Large Communities. The public comment period for the *Coordinated Plan* is open until November 24 and it will go as a consent item to Planning Council on December 7.

DISCUSSION ITEMS

2045 Regional Transportation Plan Goals, Objectives, Performance Measures, and Targets (GOPMT) - Karasko stated the *Regional Transportation Plan* (RTP) update began this fall with updates to Regional Travel Demand Model inputs. Karasko stated addressing GOPMT is a federal requirement to be updated ahead of the RTP update process. The 2040 GOPMT were developed by TAC and approved by Council in September 2014, prior to the establishment of the federal performance measures. Gordon stated the performance-based planning requirements were introduced under the MAP-21 legislation and were carried forward in the FAST Act. The final rulemakings have been made for most of the performance measures and must be incorporated into the RTP and *Transportation Improvement Program* (TIP). CDOT must set targets for the state and the MPOs can support CDOT's targets or develop their own. Gordon stated FHWA and FTA are moving more towards data-driven planning. Mallette asked if we need to meet both the national and state goals. Gordon stated we must report on the federally required performance measures.

Gordon stated the national goal areas are safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, and environmental sustainability. The NFRMPO must set its targets in these goal areas within 180 days of CDOT setting its state-level

targets. Gordon stated we can adopt the state targets or set our own, but we must report to CDOT either way. Mallette asked if the NFRMPO must meet separate state and federal goals. Bustow stated the state is setting targets for the federal performance measures, and the MPOs also set targets for the federal performance measures. Gordon stated the NFRMPO's deadline for Planning Council approval of the five safety targets is February 27, 2018, and the deadline for the other targets will be November 16, 2018 at the latest. Gordon highlighted the performance measures the NFRMPO must address under each goal area. Gordon added most of the highway measures apply to the National Highway System (NHS) only. Gordon stated there is a proposed rulemaking to rescind the greenhouse gas performance measure. Fleisher asked what emissions are included in that performance measure. Bustow stated it is the criteria pollutants (VOC, NO_x, and CO), but the measure proposed for rescission is total tailpipe CO₂ emissions.

Gordon stated there are no financial penalties for MPOs not reaching their targets. Bustow stated although there are not financial penalties for MPOs, there are recertification reviews in which MPOs can be penalized administratively. Mallette stated CDOT should have the majority of the data because targets only apply to the NHS. Gordon stated one benefit of using the state targets is the savings in staff time to be used for other tasks related to the 2045 RTP update. Fleisher asked if there is an incentive to set more ambitious targets. Gordon stated because the process is now more data-driven, MPOs must demonstrate the trends and projections that informed each target. Blackmore added one incentive is fewer traffic-related deaths in the region. Gordon asked how TAC would like to be involved in the process. Karasko stated we do not know the state targets yet, aside from safety. Mallette stated developing the GOPMT spreadsheet in the 2040 RTP was a very involved process. Klockeman suggested creating a table to highlight gaps between the existing GOPMT and the new requirements, so as to assess which parts of the 2040 GOPMT are still appropriate. Gordon stated there will need to be evidence of a data-driven process, but an inventory of the existing gaps could be a good starting point. Mallette stated the NHS is not representative of the MPO and setting our own targets may not be worth the effort this time. Karasko stated CDOT will provide the MPOs with data once they have set their state targets. Karasko stated staff will provide more information in December.

NFRMPO Targets for Safety Performance Measures - Karasko stated the regional safety target must be set by February 17, 2018 and NFRMPO must decide if it will create its own targets or go with the state's targets. The safety targets have an annual update frequency, and will be set again in 2019 before being incorporated into the 2045 RTP. Kealy introduced the measures and stated they are all person-based and must be calculated annually as a five-year rolling average for all public roads. Kealy stated by supporting CDOT's targets, we would agree to plan and program projects to achieve the targets. The targets must be based on realistic outcomes. Kealy stated she replicated the state's methodology and the anticipated 2014-2018 rolling average is higher than the baseline 2011-2015 rolling average for all five performance measures.

Mallette asked if the factor the MPO used to project anticipated outcomes is the same as the factor used by CDOT. Kealy stated she replicated CDOT's methodology, using a polynomial line of best fit with the observed data points to generate the anticipated outcome. Kealy stated there are other methodologies we can explore. Jones asked if a per capita rate would be useful since population may not be growing as fast as VMT. Kealy stated we can, but it will not substitute for the federally required performance measures. Mallette asked what it means to support the state target. Kealy stated it means we agree to plan and program projects for those targets but does not necessarily translate into a number.

Bustow suggested staff look at how targets will be incorporated into the NFRMPO's planning process and program of projects. Mallette asked Bustow if it is important the NFRMPO have a distinct number to report to FHWA. Bustow stated no, only the statewide number is reported to FHWA. Blackmore stated the NFRMPO needs to report targets to CDOT only. Blackmore reminded TAC this round of

targets will not go into RTP or TIP. Bailey stated it makes sense to see where our region is in relation to state targets before setting our own. Blackmore stated DRCOG is setting its own safety targets, but other MPOs are supporting CDOT's safety targets. Mallette stated supporting the state targets for this round makes the most sense, and other TAC members concurred. Kealy stated she will bring more background information to TAC in December for Action.

REPORTS:

Mobility Committee Updates - Gordon listed upcoming meeting information for the Larimer County and Weld County Mobility Committees. The *Larimer County Senior Transportation Needs Assessment* subcommittee has added extra meetings.

TIP Modification Updates - Kealy stated July-September Modifications were included in the packet. Mallette asked if there is anything staff should report to elected officials about on the I-25 design build. Kealy stated funds were re-programed but are still going to the same project. Klockeman asked if any modifications will come back for action. Kealy stated modifications are put into the TIP when they are requested and TAC and Planning Council are notified quarterly.

Bike/Ped Counters Updates - Dusil indicated a permanent counter report and information on the NFRMPO's three new counters are in the packet.

Public Involvement 2017 Summary - Martin stated NFRMPO staff attended 12 events and interacted with more than 1,400 people during 2017 Summer Outreach.

FHWA Inactive Project List - Seelhoff stated the Loveland I-25/US34/Crossroads VMS project submitted a bill and will come off the Inactive Project List in the next iteration.

ROUNDTABLE

Karasko stated NFRMPO's INFRA grant application for I-25 from SH402 to the Little Thompson Bridge was submitted on November 1 with a total ask of \$86.5M. Karasko stated a *Regional Travel Demand Model* consultant was selected and they are negotiating a contract now. Klockeman asked when the consultant will start. Karasko stated work will begin in January. Bailey asked how big the INFRA grant pool was. Blackmore stated it was over a billion because it was a two-year grant.

Flesher stated Weld County also submitted an INFRA grant application for just over \$100M for US85 to improve the interchange at WCR104, close the O Street interchange, purchase right-of-way from Union Pacific near Ault, and construct a flyover at CR44. Anderson stated Adams County and Brighton committed about \$17M for the project.

Martin stated NFRMPO staff is working on the new *Land Use Allocation Model*, UrbanCanvas. Martin is working on three databases for the project and will be asking for regional zoning, future land use, and development pipeline data from local staff.

Mallette stated she has been working on hiring a contractor for sections 7 and 8 of I-25 project as a local government liaison on the Bid Evaluation Committee. The project bids were opened at the end of August and all of them came in over the upset limit. CDOT made scope modifications and held a reevaluation process for Best and Final Offers (BAFOs) from the contractors. The reevaluation was completed this morning and the bid opening will be Friday morning. Kemp asked if it was a combination of scope changes and adding money to the project. Mallette said they will not add money to the project unless the BAFOs are all above the upset limit again. Blackmore stated one scope change was adding the SH402 overpass to the base configuration rather than as an Additional Requested Element (ARE) because all three firms stated it was cheaper for SH402 to pass over I-25. CDOT also shortened the project on the south end by 2,000 feet. CDOT also added assurances for contractors to use the fill dirt from the US34 canyon project to save money. This project originally

went to bid at the same time as Central I-70. CDOT is hopeful the new bids will come in lower because the contractors not awarded the Central I-70 bid are now available. If all bids come in over again, the project will go to negotiation with the lowest bidder.

Klockeman stated *US34 Planning and Environmental Linkages (PEL) Study* public meeting will be held tonight in Loveland at the Best Western Hotel.

Bailey reported a new City Council was seated last night, bringing in a new mayor and two new Council members. The new mayor is Jacki Marsh, a downtown business owner. The new NFRMPO Council representative will be Dave Clark, as Joan Schaefer did not run for reelection.

MEETING WRAP-UP

Final Public Comment - There was no final public comment.

Next Month's Agenda Topic Suggestions - Anderson stated the Great Western Trail funding recommendation will come for Action, safety targets will come back for Action, and the meeting will start at 12:30 with a luncheon and elections of the 2018 TAC chair and vice chair.

Karasko stated there will be two presentations from CDOT, one on Bustang and one on the roadway usage fee pilot study. NFRMPO staff will also present on the Traffic Analysis Zone (TAZ) update.

Meeting adjourned at 2:51 p.m.

Meeting minutes submitted by - Ryan Dusil, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, December 20, 2017 at the Windsor Recreation Center, Pine Room, with a luncheon beginning at 12:30 p.m.