

**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**

**January 17, 2018
1:03 - 3:02**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair - Loveland
Will Jones, Vice-Chair - Greeley
Dawn Anderson - Weld County
Janet Bedingfield - SRS
Tim Kemp - Fort Collins
Rusty McDaniel - Larimer County alternate
Mitch Nelson - Severance
Karen Schneiders - CDOT
Joe Smith - Evans alternate
Dennis Wagner - Windsor

NFRMPO STAFF:

Suzette Mallette
Alex Gordon
Becky Karasko
Medora Kealy
Sarah Martin

TAC MEMBERS ABSENT:

Stephanie Brothers - Berthoud
Gary Carsten - Eaton
Rick Coffin - CDPHE-APCD
John Franklin - Johnstown
Eric Fuhrman - Timnath
Wendy Heywood - LaSalle
Ranae Tunison - FTA

IN ATTENDANCE:

Jim Flesher - Weld County
Tom Jones - Great Western Trail Authority
Tim Kirby - CDOT
Lily Lizarraga Ruelas - CDOT
Mike Timlin - CDOT
Ulysses Torres - Greeley Evans Transit
Kaley Zeisel - Transfort

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE DECEMBER 20, 2017 TAC MINUTES

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

PRESENTATIONS

CDOT Roadway Usage Charge - Tim Kirby, CDOT, presented details of the CDOT Road Usage Charge (RUC) Pilot Program. The RUC could replace, not add to, the current gas tax. Kirby noted under the current gas tax, revenue available for transportation projects is expected to decline as Colorado's fleet mix transitions toward electric and other high-efficiency vehicles. Kirby added the RUC is more equitable than the gas tax because all road users pay the same fee per mile. The Pilot Program provided three options for reporting mileage: user-submitted pictures of the odometer through a smart phone app; plugging in a dongle without GPS capabilities to the vehicle's OBD II port, which periodically took readings off of the engine using wind speed over time; and using a dongle with GPS capabilities. In addition to tracking mileage from the engine, the GPS option provided value-added services such as engine health reports and vehicle tracking. Kirby acknowledged the importance of privacy and data security and explained all information collected using dongles would be processed

through a firm that is an industry leader in data security. The firm has designed advanced firewalls, only granting CDOT access to very basic mileage information and not providing access to any personal information.

Kirby noted the purpose of the Pilot Program was to receive preliminary feedback on mileage and revenue collecting mechanisms and to identify unintended consequences. Kirby explained the four-month pilot included over 100 participants from across the state with a diverse vehicle efficiency profile. The Pilot was conducted using mock payments and surveys were conducted periodically to measure change in participant perception of the RUC program. Kirby noted initial survey results showed a gap in knowledge about how transportation is funded and how much transportation infrastructure costs. Kirby also noted participants showed a disinterest in the dongle options at the outset of the Pilot Program, but became more comfortable with the technology as the Pilot progressed.

Kirby noted next steps include improving roadway ownership data, addressing OBD II port competition, improving the efficiency of distribution, and continuing conversations with agrarian communities. The Program will use Surface Transportation System Funding Alternatives (STFSA) grant funding, a grant using research dollars for the local match portion, to research impacts on agrarian communities and administrative costs of collecting revenues. CDOT also plans to continue public engagement, develop white papers as educational tools, and work with agencies across the region to leverage existing activities.

Kemp asked whether the fee was a flat fee or peak hour charge. Kirby responded that congestion pricing is not feasible at this time and the flat fee should address the primary concern of declining revenues. Kemp asked how the program managed over-the-road trucks and tourists. Kirby responded CDOT is working with other states to develop a framework that may be modeled after IFTA. Kirby added higher rates for freight are not part of the model yet due to currently unknown unintended consequences of charging higher rates to an important economic sector for the State.

Malette asked whether transitioning from a gas tax to the RUC would remove the incentive to purchase electric vehicles. Kirby reiterated the goal of the RUC is to stabilize transportation revenues, which are expected to decline as the fleet transitions to higher-efficiency vehicles. Kirby added the rebate structure currently in place for high-efficiency vehicles should serve as sufficient incentive, but rebates are not a long-term solution.

Schneider added with the RUC, electric vehicles pay their fair share of road use and clarified all vehicles would pay the same fee per mile.

Bustang Outrider Program - Mike Timlin, CDOT, presented on the new Bustang Outrider program. Timlin clarified Bustang is a regional bus service providing connectivity along I-25 and I-70 and the Outrider program aims to connect regional, rural activity centers. The Outrider program operations are funded through FTA 5311(f) Intercity Bus funds and vehicle purchases and infrastructure upgrades will be funded through Senate Bill 228. Timlin reported Bustang completed extensive outreach, meeting with all 15 MPOs and TPRs in the State in 2016. Timlin added the Transit Rail Advisory Committee (TRAC) assisted with the development of the system. Timlin reported feedback included support for a fare structure similar to Bustang's, flexibility in bus design, a desire to have CDOT support existing providers, and partnerships with human services organizations. Timlin noted some TPRs wanted funding to be used for additional routes, for transit, or for roads, but added FTA 5311(f) funding is not eligible for road projects.

The program is broken into three phases. Phase 1 was completed last year and included adding three new Bustang coaches and branding as an integrated service network. Bustang also eliminated subsidy to an I-76 route, which will save \$80,000 annually in 5311(f) funding to deploy elsewhere in the State. Bustang will replace an existing service from Denver to Grand Junction with a Bustang Route on July 1, 2018, using FASTER funding. This will save \$260,000 of FTA funding annually. Additionally, six Van Hool CX-35 motor coaches will be delivered in February 2018 and one MCI 45-foot coach will be

purchased. All new vehicles will be branded with the Bustang logo and will include Wi-Fi. Phase 2 will begin in 2018 and includes starting service between Lamar and Pueblo using funding made available from the I-76 subsidy elimination from Phase 1. This route connects residents from Lamar to Pueblo in the morning and provides return service in the afternoon. Phase 2 will also replace service from Alamosa-Salida-Pueblo on May 1, 2018 with a larger coach, operated by the same provider servicing Lamar and Pueblo. Timlin noted Bustang wants routes operated by local providers whenever possible. Timlin noted Bustang also plans to add a weekday round trip to the North Route and extend the South Route to Pueblo from Colorado Springs later in 2018. For Phase 3, Bustang is working with a consultant to identify and prioritize additional regional connections including Fort Morgan to Greeley and Greeley to Fort Collins. Bustang will continue to purchase smaller buses as demand continues to grow.

CONSENT AGENDA

NoCo Transportation Alternatives (TA) Funding Recommendation - Klockeman opened the item for discussion. Anderson raised concerns about the anticipated level of coordination with Weld County during the design process regarding several proposed trail crossings in the County. Tom Jones, Great Western Trail Authority (GWTA), responded coordination with the County would be part of the design process. Anderson clarified County Commissioners were concerned with safety, signage, and maintenance, and added that a discussion between Weld County and GWTA staff would be useful. Jones noted safety and signage concerns would be addressed during the design phase and GWTA would have more information once the project engineers came forward with a plan.

Malette asked if there was a possibility, that even if the project was recommended for approval, it would not move forward due to concerns about crossings in Weld County. Anderson responded that scenario was unlikely and noted the trail had support due to the regional aspect of the project. Anderson expressed concern regarding the process through which the TA funds were made available and the project was selected. Karasko noted this process was the same as the process for the FY2014 and FY2016 Call for Projects and NoCo selected the project which best served the entire region. Schneiders added the project garnered support from TAC during the FY2014 Call for Projects. Karasko added there were no unfunded projects at the time the additional funding became available. Malette added moving forward there should be greater clarity regarding what TAC asks of NoCo and what processes need to come through TAC. Malette suggested GWTA meet with Weld County before the next Planning Council meeting and Jones responded that they planned to meet with County representatives in February.

McDaniel made a motion to recommend Planning Council approval of *The Great Western Trail* for the TA funds. Nelson seconded the motion and it passed unanimously.

ACTION ITEM

January TIP Amendment - Kealy stated the *January TIP Amendment* has two requests to revise projects in the TIP. The first revision is to roll Fort Collins' *Transfort Route Improvement Program (TRIP)* into the TIP and to remove all federal funding and replace it with State FASTER funding. The second revision is to add \$10M of FASTER funds to the *Region 4 State Bridge Enterprise Pool* for the *Prospect Bridge* over I-25 and the *Hillsboro Tributary Bridge*. Kealy noted the public comment period is open and there have been no public comments received to date. Schneiders moved to approve the January TIP Amendment. Jones seconded the motion and it passed unanimously.

DISCUSSION ITEMS

2045 Regional Transit Element (RTE) Schedule - Gordon explained the *RTE* must be updated every four years and noted staff have begun planning the *RTE* update and aim to submit a draft for Planning Council approval in October 2018. Gordon noted much of the preliminary data required for the *RTE* was collected as part of the *2017 Coordinated Plan* and future plan cycles may incorporate the *Coordinated Plan* as the short-term element of the *RTE*. Gordon explained Martin is drafting a public outreach plan and noted the 2045 RTE Steering Committee will have its first meeting on January 18,

2018. Gordon explained the Steering Committee is comprised of all three transit agencies in the region, Windsor planning staff, representatives from the disability community, the senior community, CSU's Institute for the Built Environment, Larimer County Department of Health and Built Environment Program, a volunteer driver from SAINT, and a user of regional transit. Gordon noted a primary goal of the Steering Committee is to develop transit scenarios that may be included as part of the *2045 Regional Transportation Plan*. Gordon added the Steering Committee will also discuss funding options for regional transit for the short and long term. Gordon concluded that the Steering Committee will submit a draft of the *RTE* for TAC discussion in August for recommendation to Planning Council in October.

2018 NFRMPO Plans and Projects Schedule - Karasko presented a schedule of items NFRMPO staff will be working on in 2018, including an updated UPWP, finalized Travel Analysis Zones, and socioeconomic forecasts for the *Regional Travel Demand Model* update. Karasko added the first *Model Steering Committee* meeting will occur in February. Karasko reported the TIP will be transitioning to a rolling hybrid annual TIP to better align with the STIP. Mallette clarified every year a new TIP will need to be adopted and go through the conformity hearing process.

OUTSIDE PARTNERS REPORTS (verbal)

Northern Colorado (NoCo) Bike & Ped Collaborative - Jones reported two permanent bike and pedestrian counters were available through the NFRMPO. Four potential locations were submitted to NoCo for evaluation. NoCo selected two locations, the first on the *Great Western Trail* between Severance and Windsor and the second on the *Loveland Recreation Trail* at Fairgrounds Park. Other locations included Riverside Park in Evans, but there was concern about the potential for vandalism under the bridge and along the *Poudre Trail* at the Poudre Learning Center in Greeley. Jones added NoCo was not selected for the *2018 Walkability Action Institute Workshop*; however, the group may reapply for 2019. Jones noted there was extensive discussion about the revised memo to CDOT regarding the inclusion of two bike and pedestrian connections as part of the I-25 expansion.

Regional Transit Agencies - Torres reported ridership is steadily increasing for GET. Torres added GET is continuing to work on implementing the regional route and will provide a presentation to Windsor February 5. Klockeman noted Loveland is still pursuing the purchase of property for the new COLT Transfer Center after closing was delayed and hopes to close on the property in February. Kaley Zeisel is the new Transfort representative and Dean Klinger is the interim Transfort General Manager.

Senior Transit Items - Bedingfield reported Senior Resource Services (SRS) continues to have difficulty removing people from the wait list. Though 25 people have been removed from the waitlist in Weld County over the last six weeks, there are still 82 people remaining. SRS hopes to remove everyone from the wait list by March or April in the Greeley-Evans area. Bedingfield noted VIA will begin offering the same reimbursement rate of 50 cents-per-mile to friends and family in rural areas that drivers receive when volunteering through Senior Resource Services, which should help remove some people from the waitlist in rural areas. Bedingfield added the VA office closed in Greeley and opened in Loveland. SRS will give priority to veterans for transportation to and from the Greeley Mall.

Air Quality - In late December, EPA announced they intend to concur with Colorado's recommendation for the 2015 Ozone National Ambient Air Quality Standard (NAAQS), which includes maintaining the same nonattainment area boundary as the 2008 Ozone NAAQS and designating all remaining counties in the State as Attainment/Unclassifiable. Designations are anticipated to occur by April 2018.

REPORTS

Mobility Committee Updates - Gordon stated the *Mobility Newsletter* was included in the TAC packet.

TIP Modification Updates - Kealy reported the Quarter 4 TIP Modifications were included in the TAC packet.

FHWA Inactive Project List - Schneiders explained the list is broken down by project by phase, which is why some projects show up in multiple locations. Schneiders noted Region 4 was down to \$1.6M in the red, a relatively small number compared to the total cost of projects and added that she was excited to see so much investment in the region's transportation.

ROUNDTABLE

Mallette reported the I-25 Project Team has finalized negotiations with the contractor and hopes to have an award completed by the end of the month and a Notice to Proceed for design shortly after. Mallette added the Notice to Proceed for construction is expected to come a few months after the Notice to Proceed for design is issued.

Flesher reported two Public Meetings regarding railroad crossing closures were coming up. The first meeting will be held in Fort Lupton on January 22 and in Eaton on January 23, from 6:00-8:00 p.m. both evenings. Flesher added the meetings were in response to US85 PEL recommendations for railroad crossing closures.

Schneiders reported ballot issues were discussed at last Transportation Commission meeting and will be going over the project list again at the next January Commission meeting. Kathy Seelhoff has retired; all STIP and TIP amendments will go to Schneiders in the interim. Schneiders added first round of interviews for Seelhoff's replacement occurred January 16.

Klockeman reported the City of Loveland has started over on a search for a new permanent Public Works Director and expects to complete the hiring process in the next four to five months.

Karasko explained the *2018 Local Match Summary* is based on 2015 population estimates provided by the Colorado Department of Local Affairs (DOLA). Karasko added the local match total reflects the amount approved for the UPWP, which also includes \$7,750 for a non-A133 Single Audit. Mallette clarified this is a bill that passes at the beginning of year, so communities pay upfront. Karasko confirmed and added any remaining local match dollars at the end of the year go into reserves to be used for NFRMPO projects. Karasko updated the certification for the NFRMPO is to be completed by FHWA in June; FHWA will be conducting a desk review and will send review questions to the NFRMPO by March. Karasko added FHWA will conduct a site visit in April and will hold a public meeting prior to the Planning Council Meeting in Milliken in May. Karasko requested TAC members review the updated contact list.

Kemp reported the *Horsetooth and College Intersection* project is in the Right-of-Way phase and the project team is currently conducting appraisals. Fort Collins has hired a general contractor through CMCG process alternate delivery and expects to begin construction in May or June and to complete the project by the end of year.

Kealy reported she has reached out to each community for traffic counts as part of the 2045 travel demand model development and will continue to reach out until data has been received from each community.

Anderson encouraged people to attend US85 Railroad Crossing Closure Public Meetings. Anderson noted there will be two open houses for the *Weld County Road 29 Access Control Plan* and added a draft of the *Freedom Parkway Access Control Plan* was completed and a meeting for the plan will be held January 18. Anderson concluded an Executive Committee Meeting would be held in February for policy review.

Jones noted Greeley is looking for a Traffic Engineer, with interviews occurring this week.

MEETING WRAP-UP

Final Public Comment - There was no final public comment.

Next Month's Agenda Topic Suggestions - Karasko noted next month's agenda will include a discussion about the hybrid rolling TIP and an action item about advancing STBG funding for the *US34 Widening* project, moving funds from FY2021 to FY2019.

Meeting adjourned at 3:02 p.m.

Meeting minutes submitted by:

Sarah Martin, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, February 21, 2018 at the Windsor Recreation Center, Pine Room.