

**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**

**March 21, 2018
1:05 – 2:21 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Dawn Anderson – Weld County
Janet Bedingfield – SRS
Aaron Bustow – FHWA
Marissa Gaughan – CDOT Alternate
Tom Hellen – Greeley Alternate
Rusty McDaniel – Larimer County
Mitch Nelson – Severance
Fred Starr – Evans
Dennis Wagner – Windsor

NFRMPO STAFF:

Suzette Mallette
Ryan Dusil
Alex Gordon
Becky Karasko
Medora Kealy
Sarah Martin

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Gary Carsten – Eaton
John Franklin – Johnstown
Eric Fuhrman – Timnath
Wendy Heywood – LaSalle

IN ATTENDANCE:

Alana Koenig – CDOT
Darius Pakbaz – CDOT
Ulysses Torres – GET
Walt Satterfield – FHWA
Joe Smith – Evans

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:05 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE FEBRUARY 21, 2018 TAC MINUTES

Anderson moved to approve the February 21, 2018 TAC meeting minutes. McDaniel supported the motion and it was approved unanimously.

CONSENT AGENDA

CDOT Draft 2018 Ballot Project List – Starr moved to approve the CDOT Draft 2018 Ballot Project List. Anderson supported the motion and it was approved unanimously.

ACTION ITEMS

March TIP Amendment – Kealy highlighted the two Amendment requests submitted for the March 2018 TIP Amendment Cycle by CDOT Region 4 and the City of Fort Collins. The Public Comment period for the March Amendment is open from March 14 to April 12 and no comments have been received to date. Wagner moved to approve the March TIP Amendment. McDaniel supported the motion and it was approved unanimously.

PRESENTATION

Pavement and Bridge Condition Measures (PM2) and Performance of NHS, Freight, and CMAQ Measures (PM3) Presentation – Darius Pakbaz, CDOT provided an overview of the Federal requirements for infrastructure condition and system performance measures for the Interstate and Non-Interstate National Highway System (NHS) to be adopted by CDOT and the NFRMPO. The measures are established in three performance areas: safety, infrastructure condition, and system performance. Pakbaz noted the safety targets have already been set by the State and the MPOs, and these targets must be set annually. Targets in the other two performance areas are due from the State on May 20, 2018 and from the MPOs by November 15, 2018, 180 days after State targets are set. These targets must be set by the State biennially.

For pavement condition, the State will report on the National Pavement Good/Fair/Poor measure rather than Drivability Life, CDOT's previous measure. Mallette asked if CDOT must report on the national performance measures. Pakbaz responded they do, but which measure they will use for internal purposes in the future is still to be decided. For the Interstate NHS, CDOT staff are recommending two-year and four-year targets for percentage of pavements in Good Condition at 50 percent and 62 percent, respectively. For Interstate NHS pavement in Poor Condition, CDOT staff are recommending two-year and four-year targets of one percent. Klockeman asked if the targets are based on planned CDOT spending. Pakbaz responded they are and they have integrated the Good/Fair/Poor measurement into their existing asset management mechanism. For the Non-Interstate NHS, CDOT staff are recommending two-year and four-year targets for percentage of pavements in Good Condition at 59 percent and 68 percent, respectively. For percentage of pavements of the Non-Interstate NHS in Poor Condition, CDOT staff are recommending a two-year target of one percent and a four-year target of two percent.

For bridge condition, the State will report on the National Good/Fair/Poor measure rather than non-structurally deficient, CDOT's previous measure. Pakbaz reported the methodologies for these two measures are very similar. CDOT staff are recommending two-year and four-year targets for percentage of NHS bridges, by deck area, classified in Good condition, at 45 percent and 44 percent, respectively. For percentage of NHS bridges, by deck area, classified in Poor condition, CDOT staff are recommending two-year and four-year targets of four percent. Mallette asked why CDOT chose structural deficiency rather than functional obsolescence or sufficiency. Pakbaz stated he did not know.

Pakbaz reported the remaining performance measures on how the system is performing are new to CDOT. Level of Travel Time Reliability (LOTTR) measures what percent of person-miles traveled are reliable. Segments exhibiting a LOTTR Ratio of 1.5 or higher for any single time period are deemed not reliable. For the percent of person miles traveled on Interstate NHS that are reliable, CDOT staff are recommending two-year and four-year targets of 81 percent. For the percent of person miles traveled on Non-Interstate NHS that are reliable, CDOT staff are recommending a four-year target of 64 percent.

For freight movement, the performance measure is the Truck Travel Time Reliability (TTTR) Index. CDOT staff are recommending two-year and four-year TTTR Index targets of 1.5.

Measures to assess the CMAQ Program include Peak Hour of Excessive Delay (PHED) and Non-SOV Travel. PHED measures how much extra time per year people spend in traffic. Non-SOV Travel measures how many people are using modes other than a Single-Occupancy Vehicle. These measures are currently required for urbanized areas in non-attainment with a population above one million, but will be required of urbanized areas with a population over 200,000 beginning in 2022. CDOT has worked with DRCOG to develop targets for the Denver-Aurora Urbanized Area. Pakbaz also laid out the two-year and four-year total emissions reduction target recommendations for Volatile Organic Compounds (VOCs), Particulate Matter - 10 micrometers of greater (PM10), Carbon Monoxide (CO), and Nitrogen Oxides (NOx).

Pakbaz reported Transportation Commission is expected to adopt the target recommendations in April. May 20, 2018 is the deadline for submitting statewide targets for Infrastructure Condition and System Performance to FHWA. By October 1, 2018 CDOT must report baseline performance for Infrastructure

Condition and System Performance to FHWA. November 15, 2018 is the deadline for MPOs to support the statewide target or set their own targets for Infrastructure Condition and System Performance.

Pakbaz added the State is allowed to make adjustments to its four-year targets in the mid-year report to be submitted in two years.

Mallette stated these performance measures will be incorporated through the 2018 Call for Projects. Pakbaz stated once the State targets are set, CDOT will be working with the MPOs to ensure all requirements are met. Karasko asked if CDOT will provide the MPO with data for these performance measures. Pakbaz stated CDOT has provided the bridge data, plans to provide pavement data, and is looking to procure access to the analytic tools for the National Performance Measures Research Data Set (NPMRDS).

DISCUSSION

FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects – Kealy outlined a proposed allocation for \$2,039,472 in unprogrammed CMAQ funds and \$1,273,027 in unprogrammed STP-Metro funds for FY2018 in the most recent reconciliation from CDOT. These funds can be allocated to projects selected in the 2014 Call for Projects. The proposed allocation is based on the scoring and selection award process used in the 2014 Call for Projects. The funds can be rolled forward to FY2019; however, project sponsors will need to verify they can use the funds.

Kealy highlighted the total additional allocation, allocation by federal fiscal year, and the remaining project funding shortfall under the proposed allocation for STP Metro projects. Kealy stated the Evans *65th Avenue Widening* Project is the only partially funded Small Community project, but received notice from CDOT the project is not eligible to receive the funds due to the remaining project timeline. This update would shift all the funds to the Large Community pool.

In the Large Community pool, the Loveland *US34 Widening* project, the highest ranked project, would become fully funded with an additional \$760,285. Of the two projects tied for third, the Fort Collins project was not funded, so the remaining \$149,929 would be put into Greeley's *10th Street Access Control Implementation* project. Hellen asked if the City would need to supply local matching funds. Kealy responded they would and Hellen stated the City will figure that out. Kealy stated she would reach out to Fort Collins staff and the proposed allocation for the STP-Metro funds will come back to TAC in April for Action.

Kealy stated the only unfunded project in the CMAQ Signal Timing pool is the *Loveland Adaptive Signals* project. The proposed allocation would shift the \$83,618 from this pool to the CNG Bus Replacement pool. Kealy asked Klockeman if Loveland is in support of this proposal. Klockeman stated Loveland supports the proposal because they resubmitted the Adaptive Signals project in the 2016 Call for Projects and funds were awarded for FY2020 and FY2021. With the addition of the Signal Timing pool funds, Kealy stated the CNG Bus Replacement pool total would be \$1,142,104, to be allocated to GET. Torres stated GET would first like to meet with COLT and Transfort to discuss splitting the funds between agencies. Based on that discussion, the proposed allocation will be updated in the April TAC packet.

Kealy stated for the CNG Equipment pool \$315,119 of the unprogrammed \$813,749 is proposed for allocation to the *Weld County Vehicle Replacement/Facility Expansion/LaSalle Vehicle Replacement* project. The remaining \$498,630 is proposed for the *Loveland CNG Vehicle Replacement* project. Mallette stated allocation for the CNG Equipment pool is difficult due to the indefinite hold on Buy America waivers. Mallette asked if TAC wants to continue allocating money to this pool or allocate money to other pools until there is a resolution on the waivers. Anderson stated Weld County would still like to use the funding for the *Facility Expansion* project, outlined by Jim Flesher at the September 2017 TAC Meeting, but would like to hear TAC's thoughts. Klockeman stated the TAC wanted more information on the scope change of the project before taking action. Anderson and Klockeman agreed to discuss the issue more offline. Anderson stated Planning Council asked TAC to reevaluate the CMAQ calculations the after the 2016 Call for Projects. Klockeman stated Larimer County is beginning

conversations on CNG vehicles and fueling stations which may be an opportunity to have the NFRMPO conversation on CMAQ scoring as well. Mallette suggested pulling the facility expansion component out and assessing it individually. Kealy stated she will work with Weld County staff to calculate the emissions benefit relative to the cost for the facility expansion component of the project.

Draft FY2019-2022 Transportation Improvement Program (TIP) – Kealy explained the NFRMPO is converting to an annual TIP adoption cycle to better align with CDOT’s Statewide Transportation Improvement Program (STIP). The Draft FY2019-2022 TIP carries forward policies, projects, and funding in the FY2018-2021 TIP. The Draft FY2019-2022 TIP is scheduled to return to TAC for Action on April 18 and to Planning Council for Action on May 3. The public comment period will be open from April 6 to May 5. Mallette added a more robust change to the TIP will come next year after the 2018 Call for Projects and not much is changing this year. Karasko stated the adoption will incorporate the national safety performance measure but not the other performance measures. Kealy added air quality conformity will rely on the current TIP’s conformity determination and will remain largely the same. Bustow noted the public comment period closes after the May Planning Council meeting and asked what happens if public comment is received after the meeting. Kealy responded the public comment would void Planning Council Action and the issue would be revisited in June. Klockeman asked if the Action reflects the public comment contingency. Kealy stated Planning Council Action for TIP Amendments is always contingent on no public comment submitted following the Council’s vote.

FY2018-2019 Unified Planning Work Program (UPWP) 2019 Tasks – Karasko stated NFRMPO staff has updated the Tasks and Products for FY2019 in the FY2018-FY2019 UPWP. None of the tasks to be completed in FY2018 were updated. The Finance Committee will review the FY2019 Budget on April 19 and it will be an informational item in the April TAC packet. It is anticipated the Finance Committee will recommend Planning Council approval at the May 3 meeting. Planning Council will adopt the FY2019 Budget and the FY2018-2019 UPWP at the same time. The local match requirements for the FY2019 Budget will be provided in January. Comments are due to Karasko by 5:00 p.m. Friday, March 30. Klockeman asked for notification regarding the local match and Karasko responded she would provide an update, likely in May. Mallette stated the main changes are rolling tasks to FY2019, not the language of the document.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Dusil stated there was a presentation at NoCo’s March meeting from Fort Collins and CSU staff on their respective non-motorized count programs. The group is in the early stages of planning a bike ride for elected leaders from around Northern Colorado, likely to be held in conjunction with the grand opening of the Long View Trail between Loveland and Fort Collins in early Fall 2018. Dusil stated the March 9 meeting between CDOT and the Collaborative had to be postponed due to the ransomware attack on CDOT. The meeting was rescheduled for Friday, March 23 from 1:00 p.m. – 2:00 p.m. The Collaborative was briefed on the TAC discussion from February and was in agreement with the plans for improved communication moving forward. Next month’s agenda items will include a presentation on trail project costs and a recap of the March 23 meeting with CDOT. Klockeman asked if there is an agenda for the March 9 meeting. Dusil responded there is an agenda as well as a document with supporting information in response to questions raised by CDOT. Dusil stated he would send those items out to the meeting invitees tomorrow. Anderson asked if TAC should anticipate the I-25 Memo as an agenda item again. Dusil stated it will come back to TAC for Action in April. Klockeman asked if Gordon would be taking meeting minutes. Gordon responded he will not be able to. Dusil added he will coordinate the meeting notes and send those out to TAC members. Mallette asked if the Collaborative will be coming to a TAC meeting to discuss projects the group is working on. Dusil stated he will coordinate that with the group, contingent on agenda items in the next few months. Klockeman offered for a TAC member to attend a Collaborative meeting to provide an update on recent and upcoming TAC items.

Regional Transit Agencies – Klockeman stated it is anticipated Loveland would close on the property for a new transit center on Friday. The City received notice from CDOT no facility projects are being funded across the state from the latest call for transit projects. There will be another call later this year. The City is working with Fort Collins to procure a Transit Manager and has a meeting on March 22. On April 12, Loveland will begin contracting its paratransit service through Yellow Cab.

Torres stated GET is meeting with Fort Collins soon to get approval from the City Council on the Greeley-Windsor-Fort Collins Regional Route Study.

Karasko stated March 21 is the second day of Transfort's Triennial Review. Torres added GET's Triennial Review begins March 22.

Senior Transit Items – Bedingfield stated Senior Resource Services (SRS) has been able to cut down the volunteer transportation wait list to 15 in Greeley/Evans and 30 in the rest of Weld County. They expect to be at zero by the end of April. SRS is currently at 900 registered clients, 250 of which are unduplicated clients.

Weld County is anticipating a 68 percent increase in seniors by 2030, resulting in a 50 percent increase in ride demand. SRS is looking to develop funding streams to grow staff. Bedingfield stated she was contacted by an organization serving as a middle man to set up appointments for Uber and Lyft rides for seniors. SRS will be considering grants to support this service. Bedingfield noted recent increasing attention to senior needs locally and statewide. Bedingfield stated a non-profit organization called InnovAge recently sold for \$196M. InnovAge has about \$9M to give out each year for senior causes, 80 percent of which must go to Coloradans.

Bedingfield stated SRS's signature fundraising event, Ride & Revel, is in its second year. The ride, to take place on Saturday, July 21, consists of 20, 40, and 55-mile bike routes to be followed by brunch. Dusil will take the posters to the April NoCo Bike & Ped Collaborative meeting.

Gordon stated Larimer County applied last week for an FTA \$5304 grant for rural transit planning to progress the *Larimer County Senior Needs Assessment* project into the implementation phase. If received, the grant would help create a business plan, financial plan, and pilot transportation projects for seniors living in unincorporated Larimer County. Gordon said he should know more on the status of the grant in three to four months.

Regional Air Quality Council – On behalf of Amanda Brimmer, Karasko updated the Environmental Protection Agency (EPA) found the motor vehicle emission budgets adequate for the 2008 National Ambient Air Quality Standards (NAAQS) Moderate Area State Improvement Plan (SIP). These budgets will be active as of April 2, 2018. The Regional Air Quality Council (RAQC) and Colorado Department of Public Health and Environment (CDPHE) are coordinating with EPA to better understand implications for the full non-attainment area in regards to the South Coast court case decision that vacated the 1997 Ozone NAAQS revocation. The Interagency Consultation Group (ICG) will be discussing this at their next meeting.

REPORTS

Transportation Ballot Initiatives Update – Klockeman stated there is a Loveland Citizen Task Force meeting the evening of March 22. The Task Force is considering a ½ cent sales tax for 10 years for various infrastructure projects in many focus areas. The Task Force will make a recommendation to the Loveland City Council within the next 60 days to potentially get the sales tax on the November ballot. Klockeman stated the Denver Chamber of Commerce has filed language for four statewide ballot initiatives.

Mallette stated Larimer County's ballot initiative effort comes out of the *2013 Strategic Plan*. A recommendation from that Plan was to look at funding options for transportation. Once the *Larimer County Transportation Master Plan* was completed last summer, HDR completed a funding options study with a recommendation of forming a county-wide Citizen Task Force to identify funding options for regional projects connecting more than one community. The County hired FHU and George K. Baum & Company to help with the effort. There will be two task forces; a Regional Task Force, made of elected

officials, the chambers of commerce, CSU, NCLA, and a Technical Group for data collection. The kickoff meeting for this effort is on April 2 at The Ranch. It will be a six-month to one-year process, ready for 2019 ballot initiative.

ADA Transition Plan Update – Gordon stated in 2015 the NFRMPO asked each community if they had an ADA Transition Plan and developed a spreadsheet with pertinent information. Gordon asked for TAC members to contact him with updates to the spreadsheet included in the TAC packet. Gordon will email the spreadsheet to TAC members after the meeting.

ROUNDTABLE

Gordon stated he will send out a link to the Regional Transit Element (RTE) survey to TAC to distribute through their networks. The City of Greeley, GET, the City of Loveland, and others have posted the survey link on their websites and/or social media pages. After one public involvement event, the survey has received 290 responses, four in Spanish. There is at least one response from every zip code in the region except for a small section of Milliken.

Gaughan reported CDOT is slowly coming back online after the recent ransomware attack. The CDOT headquarters office will begin moving to its new location on Colfax Ave and Federal Ave at the end of April.

Karasko reported the NFRMPO Certification Review site visit is on Tuesday, March 27 at the NFRMPO Office. The next Model Steering Team meeting is April 25. Interested TAC members should contact Karasko for the meeting invite. Sean McAtee will present an overview of the Travel Demand Model at the meeting.

Kealy stated she will be sending out a data request to communities soon regarding projects through 2045 to be included in the Regional Travel Demand Model and the 2045 Regional Transportation Plan (RTP). The request will include the list of projects submitted in 2014 for the 2040 RTP. Kealy asks for updates to these projects, costs, and new projects. NFRMPO will have until late 2019, when the 2045 RTP is adopted, to make any adjustments.

Hellen reported the Intergovernmental Agreement (IGA) for SH263 / E 8th Street, allowing Greeley to take over a mile of the highway, should move forward now with CDOT getting back to normal. The Greeley City Council is spending carryover money to create railroad quiet zones in the downtown area and add a few crossing gates on some of the Great Western tracks. 71st Ave by King Soopers will be shut down in mid-April to repair the bridge.

Nelson reported the WCR74 Corridor Group, consisting of Weld County, Windsor, Eaton, Timnath, and CDOT has formed a TAC. The first meeting is March 22 to discuss the Access Control Plan and other things involved with UPWP funding.

Klockeman reported Loveland will announce a new Public Works Director by the end of the week.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Suggested agenda items for next month include the FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects, the FY2019-2022 Transportation Improvement Program (TIP), and the FY2018-2019 Unified Planning Work Program (UPWP) 2019 Tasks for Action. There will be a presentation on I-25 Segments 7 and 8 (SH402 to SH14) and Regionally Significant Corridor (RSC) Review will come for Discussion.

Meeting adjourned at 2:21 p.m.

Meeting minutes submitted by:

Ryan Dusil, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, April 18, 2018 at the Windsor Recreation Center, Pine Room.