

**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**

**July 18, 2018
1:00 – 2:33 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Will Jones, Vice Chair – Greeley
Dawn Anderson – Weld County
Amanda Brimmer – RAQC
Aaron Bustow – FHWA
Eric Fuhrman – Timnath
Tim Kemp – Fort Collins
Rusty McDaniel – Larimer County
Mitch Nelson – Severance
Karen Schneiders – CDOT
Dennis Wagner – Windsor

NFRMPO STAFF:

Ryan Dusil
Alex Gordon
Becky Karasko
Medora Kealy
Sarah Martin

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Aaron Bustow – FHWA
Gary Carsten – Eaton
Rick Coffin – CDPHE-APCD
John Franklin – Johnstown
Jessicca McKeown – LaSalle
Katy Mason – LCOA
Fred Starr – Evans
Ranae Tunison – FTA
Vacant – Milliken

IN ATTENDANCE:

Allison Baxter – Greeley
Jim Eussen – CDOT
Marissa Gaughan – CDOT
Alana Koenig – CDOT
Ulysses Torres - GET

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:00 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE JUNE 20, 2018 TAC MINUTES

Kemp moved to approve the June 20, 2018 TAC minutes. The motion was seconded by Jones and approved unanimously.

CONSENT AGENDA

No items this month.

ACTION/DISCUSSION ITEM

Call for Projects Congestion Mitigation and Air Quality (CMAQ) Formulas and Project Scoring –
Kealy noted there is potential to coordinate with other CMAQ formula selection processes across the state, specifically with formulas used by RAQC and formulas yet to be selected by DRCOG. Gaughan noted coordination with DRCOG and other agencies would facilitate consistent statewide reporting. Kealy reviewed the air quality formulas which could be used for the upcoming FY2022-23 Call for Projects and provided additional information on AFLEET, the air quality tool RAQC uses to evaluate vehicle emissions benefits. Kealy provided sample projects to show how they might score differently

across the various formulas available and noted only one option is available for calculating emissions savings and cost effectiveness for most CMAQ project types. In response to a request at the June TAC meeting, Kealy presented the potential emissions benefits associated with adding an auxiliary lane. Only the FHWA tool kit was capable of calculating benefits, and though the total emissions reduction was relatively high, cost-effectiveness was relatively low. Multiple tools are capable of calculating the emissions benefits of Alternative Fuel projects; however, the AFLEET tool is preferable since it is used by RAQC and has CNG-specific factors. Kealy recommended using a combination of MDOT, FHWA Toolkit, and AFLEET to evaluate the emissions benefits for CMAQ projects.

Kealy reported the scoring criteria for Transportation Alternatives (TA) funds would likely remain the same, though NoCo recommended adding wayfinding and non-motorized counters as opportunities for additional points, and will discuss this at their August 8 meeting. Kealy asked TAC whether the criteria should be expanded to facilitate scoring projects that fall under different TA categories, such as environmental mitigation or historic preservation. Kealy noted even if the criteria did not directly accommodate these project types, communities could still apply for TA funds to fund these project types. TAC agreed to focus the scoring criteria on bike and pedestrian projects given the limited TA funding.

Schneiders noted no projects requiring a Buy America Waiver would be considered for funding until further notice. Projects already awarded grants, but which have not received funds, should be reported to Schneiders immediately. CDOT has discussed several options for providing funds to projects already approved, but is waiting to see how much funding is required before selecting any of the options. Anderson requested more information on how this might affect project eligibility for the upcoming Call for Projects. TAC requested more time to review the information and the item will be brought back to TAC for Action in August.

Kealy asked TAC for feedback on the scoring methodology for the FY2022-23 Call and recommended retaining elements from the previous scoring criteria, with an additional criterion for contribution to achieving established targets. It was left open for discussion whether “targets” would refer to national targets, or both national and NFRMPO-specific targets, but the consensus was for including at least national targets. Anderson noted it would be difficult to make a decision until NFRMPO-specific performance measures and targets were established. Kealy added to receive points for contributing to the achievement of targets associated with national performance measures, projects would need to be on the Interstate System for truck travel time reliability, on the National Highway System for travel time reliability, on a public road for safety, or within the ozone nonattainment area for CMAQ.

Jones asked whether the pool structure would be retained such that projects of the same type were compared against each other, not against other project types. Karasko clarified there were no official sub-categories under each funding pool; the scoring committee decided to group them to facilitate the scoring process. Kealy stated the Call for Projects was currently scheduled to open in August and staff planned to hold an information session at the August TAC meeting. Applications would be due in late September, TAC Discussion would occur in October, and TAC and Planning Council Discussion and Action would occur from November through January. Karasko recommended postponing Action until August and pushing back the Call for Projects schedule one month.

Anderson asked why staff recommended merging the scoring methodologies for small and large communities in the STBG funding category. Kealy clarified, while projects from small and large communities will continue to be scored separately, the scoring criteria set for large communities had not been used in the past. Staff recommended setting one standard scoring methodology for both large and small communities, barring other recommendations from TAC. TAC agreed a consistent methodology would be acceptable, but Schneiders noted the points should not be spread equally across categories and recommended reducing the number of points available in the partnership category. The item will come back in August for Action.

DISCUSSION ITEMS

Target setting for PM2 (Pavement and Bridge Condition Measures) and PM3 (Performance of NHS, Freight, and CMAQ Measures) – Gordon requested concurrence TAC preferred supporting the State-established targets for the federally-required PM2 and PM3 targets instead of setting MPO-specific targets. TAC concurred and the item will go to Planning Council in August for Discussion. Klockeman asked for clarification about what reliable person-miles meant and how pavement and bridges are scored. Gordon explained these are defined in the federal regulations, but will clarify their definitions for Planning Council.

2045 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT) Framework – Martin requested additional feedback on the five NFRMPO-specific performance measures and targets established for the *2040 RTP*. Schneiders asked whether the fatality target was for the NFRMPO and noted, without context, a target greater than zero did not make sense. Gordon responded the target was for the State and the table would include context as part of the *2045 RTP*. Schneiders commented NFRMPO performance could be reported next to the targets within the Performance Measure table structure. Klockeman asked how “new non-motorized facilities” would be measured and it was agreed it would be measured as miles of bike lanes, sidewalks, and trails. Schneiders asked whether the NFRMPO-specific transit measure and target was appropriate and achievable. TAC agreed Transfort, GET, and COLT should work together to select a more appropriate measure of transit performance for the region and to set an attainable target by projecting past trends. Schneiders asks for clarification on several of the transit Performance Measures. Brimmer noted VMT per capita compared to population translated simply to VMT growth. Martin recommended changing the measure to VMT per capita and setting a target based on current VMT per capita growth.

Gordon and Martin reviewed updates to the GOPMT framework based on feedback from the June TAC meeting, noting minor changes to the structure of the Goals section. Gordon also noted several 2040 GOPMT objectives were reworded and requested feedback. TAC members approved of the changes. Martin asked whether TAC preferred staff draft a suite of policies for each goal area or whether policies should be removed from the *2045 RTP* altogether. TAC agreed, policies for each goal area should be developed for the *2045 RTP*. Schneiders recommended referencing CDOT Policy Directive 14, which will be updated ahead of the *2045 Statewide Transportation Plan*. Staff will incorporate all recommended changes and will bring the item back to TAC for further discussion at the August meeting.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike Ped Collaborative – A written report was provided.

Regional Transit Agencies – Torres reported Greeley Evans Transit (GET) received new 40’ buses, which will begin operation at the end of July. GET is also working with Transfort to coordinate on providing shuttles for Colorado State University home football games. GET recently submitted a FASTER grant application to help fund the operating costs of the proposed Regional Route connecting Greeley, Windsor, and Fort Collins. Kemp noted Transfort applied for a Low-No grant for electric buses. Klockeman requested more information regarding grant opportunities for transit facilities from CDOT.

Senior Transportation – Gordon reported the Larimer County Senior Transportation Working Group received \$5304 grant funds and also received an AARP grant to perform a Bustang travel training for seniors.

Regional Air Quality Council – Brimmer reported EPA concurred with the 2017 wildfire exceptional events, enabling a one-year attainment extension for the Denver Metro-North Front Range Nonattainment Area; however, ozone levels in 2018 are too high to request a second one-year extension. With it being unlikely that the 2008 Ozone standard will be revoked anytime soon, the State

is exploring a 179B demonstration option, which could potentially show that the region would attain 'but for' international emissions, in order to avoid being reclassified to a Serious nonattainment area.

REPORTS

Transportation Ballot Initiatives Update – Klockeman reminded the group Loveland's ballot initiative was put on hold to support the school district bond issue. Karasko noted the joint Transportation Commission and STAC meeting this afternoon was set to discuss the details of proposed transportation ballot initiatives.

ROUNDTABLE

Karasko reported the BUILD grant application for North I-25 Segment 6 was submitted and validated.

Wagner reported the roundabout on SH257 was recently opened.

Kemp stated the new Transport and Parking Services Director Drew Brooks started on July 16. US287/College Avenue in North Fort Collins was closed to accommodate BNSF railroad crossing improvements. The road will be open the evening of July 18, 2018.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Next month's agenda will include PM2 and PM3 Target setting as a Consent Item. CMAQ Formulas, Call for Project Scoring Criteria and Policies, Regionally Significant Corridors, GOPMT, UPWP Amendment #2, RTP Schedule and Process, and North Front Range Rail will be included as Discussion Items.

Meeting adjourned at 2:33 p.m.

Meeting minutes submitted by:

Sarah Martin, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, August 15, 2018 at the Windsor Recreation Center, Pine Room.