

**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**

**April 17, 2019
1:04 – 2:30 p.m.**

TAC MEMBERS PRESENT:

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

NFRMPO STAFF:

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

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Jeff Schreier – Eaton
Rick Coffin – CDPHE-APCD
Ranae Tunison – FTA
Randy Ready – Evans
Kim Meyer – Johnstown
Pepper McClenahan – Milliken
LaSalle

IN ATTENDANCE:

Darren Davis – GET
Candice Folkers – COLT
Katie Guthrie – Loveland
Tamara Keefe – FHU
Michael King – CDOT
Eric Tracy – Larimer County
Carrie Tremblatt – CDOT

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:04 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE MARCH 20, 2019 TAC MINUTES

Anderson moved to approve the March 20, 2019 TAC minutes. The motion was seconded by McDaniel and approved unanimously.

CONSENT AGENDA

Greeley STBG Project Adjustment Request – Anderson moved to approve the Consent Agenda. The motion was seconded by Nelson and approved unanimously.

ACTION ITEMS

FY2020-2023 Transportation Improvement Program (TIP) – Bornhoft stated the "delay" definition was updated as a chart and a Delay Procedure Swap Policy was created. The Swap Policy would allow projects to switch funds with another project one time and adjust milestone years.

Schneiders asked what happens if a project changes air quality conformity year by swapping with another project. Bornhoft said the one time limit stops it from making a large impact, and Karasko explained there are additional requirements to swap project funds. Projects must be the same funding source and similar project type, reducing the impact on air quality conformity.

Bustow asked for more clarification about project sponsors and the process for swapping projects. Bornhoft stated the policy is written such that “project sponsor” can mean either the same entity or two entities who agree to swap funds. Karasko stated projects must have already been in the TIP and funded through the NFRMPO’s Call for Projects. Bustow requested the process for a project funding swap be defined in the TIP. Bornhoft will clarify projects using the Swap Policy must be chosen through the Call for Projects and be funded using CMAQ, STBG, and TA funds awarded by the NFRMPO.

Bornhoft stated projects have been added to the FY2020-2023 TIP and requested TAC review the project tables. Kemp moved to recommend Planning Council approve the FY2020-2023 TIP with the noted changes. The motion was seconded by McDaniel and approved unanimously.

DISCUSSION

FY2020-2021 Unified Planning Work Program (UPWP) Tasks – Karasko stated NFRMPO staff has drafted the FY2020-2021 UPWP Tasks. Recommendations from the NFRMPO’s Federal Certification Review were incorporated into the document. Two new tasks have been added, an Environmental Justice Plan and the 2020 Statewide Household Survey. The Finance Committee reviewed the proposed FY2020 UPWP budget. Comments are due by April 30, 2019. Karasko distributed an updated local match requirement handout with updated population estimates from the Department of Local Affairs (DOLA).

2019 Congestion Management Process (CMP) – Martin explained the organization of the 2019 CMP and the updates from the 2015 CMP. Objectives and performance measures in the 2019 CMP are based on the 2045 Regional Transportation Plan (RTP) Goals, Objectives, Performance Measures, and Targets (GOPMT). These include Travel Time Index (TTI), vehicle miles traveled (VMT), and Travel Time Reliability (TTR); and the number of crashes, weekday transit ridership per capita, percent of commute trips made via a non-Single Occupant Vehicle (SOV) mode, and the percent National Highway System (NHS) covered by fiber. NFRMPO staff will develop projections for TTI in 2030 upon completion of the 2045 Regional Travel Demand Model (RTDM). CMP strategies are organized into six tiers, ranging from Travel Demand Management (TDM), operational improvements, and Traffic Incident Management (TIM) to roadway capacity projects. A section was added to the CMP to describe these strategies, give examples, and discuss the pros and cons of each.

Schneiders asked for clarification on the number of jobs along the I-25 corridor in 2030 because it is a decrease from 2015 and suggested adding Adaptive Signal Control Technology (ASCT) to Harmony Road and other interchanges along I-25. Martin stated she would check the 2030 job number and add the ASCT strategy to other interchanges. Schneiders stated ramp metering is not anticipated at all I-25 interchanges. Mallette noted including projects like ramp metering in the CMP and RTP can make it easier to apply for grant funding for those projects in the future. Schneiders suggested discussing the local and regional broadband efforts, and NFRMPO staff agreed to ask local communities for more information on broadband.

Martin requested comments be submitted by May 1, 2019.

2045 Regional Transportation Plan (RTP) Land Use Scenarios – Martin discussed the new 2010 Land Use Allocation Model (LUAM), which uses the UrbanSim product: UrbanCanvas Cloud Model platform. NFRMPO staff added density constraints, newly constructed or committed developments, and household and job control totals based on input from local, regional, and state sources. Outputs were reviewed at the Growth Management Area (GMA) and Traffic Analysis Zone (TAZ) levels. Additional post-processing was completed based on input from local government staff.

The LUAM will be reviewed at the April 18, 2019 Model Steering Team (MST) meeting. A Base Case Scenario and Dense Urban Cores Scenario will be run with the 2045 RTDM scenarios to link land use and transportation scenarios. To create the Dense Urban Cores Scenario, NFRMPO analyzed TAZs with job or household density greater than the

regional average for the 2015 model year. The density in these areas were then scaled up by a factor of two. The MST will review the Base Case Scenario, the methodology for the Dense Urban Cores Scenario, and discuss skims, which would allow the LUAM and RTDM to create iterative data.

2045 Regional Transportation Plan (RTP) Draft Vision Plans Section – Karasko stated the Vision Plans have an updated format and include the Regionally Significant Corridors (RSCs), Regional Transit Corridors (RTCs), Regional Non-Motorized Corridors (RNMCs), and the Freight and Aviation Vision Plans. The Freight and Aviation Vision Plans are more in-depth and contain more detail than those in the 2040 RTP. Comments on this section are due by Friday, May 3, 2019.

2045 Regional Transportation Plan (RTP) Projects – Bornhoft reviewed the various through-lane/capacity projects submitted by TAC members for inclusion in the 2045 RTP. Bornhoft noted only through-lane projects were included, not intersection improvements. Projects were shown based on facility type and planned out-year as well as by number of lanes. The projects will be discussed at the MST meeting on April 18, 2019. The next step will be to analyze the projects based on fiscal constraint. Comments on the projects are due by Friday, April 26, 2019.

2045 Regionally Significant Corridors (RSC) Changes – Dusil reviewed the criteria and proposed 2045 RSCs. RSCs are the regional roadway network and were updated based on feedback from Planning Council and to align the RSCs with federal-aid funding eligibility. The criteria were updated to include segments of roadway that do not yet exist or are not currently federal-aid eligible but have planned improvements by 2045.

Dusil stated functional classification change requests were submitted to CDOT for Centerra Parkway from Crossroads Boulevard to US34, WCR 13 from SH14 to US34, and Two Rivers Parkway from 83rd Avenue to SH60/WCR396 but have not yet been approved. NFRMPO staff is recommending moving forward with the proposed RSCs with the assumption the requests will be approved. Dusil stated he will inform TAC when CDOT acts on the functional classification change requests. 8th Street in Greeley between US85 Business and the Greeley/Weld County Airport was added as an RSC and four RSCs were shortened. Karasko stated there will be an annual RTP amendment schedule where TAC can update the RSCs if CDOT denies any of the functional classification change requests. NFR Staff will bring the 2045 RSCs to Planning Council as an informational item.

Klockeman asked for clarification about naming, because RSC 28 travels along more roads than just Timberline Road. Karasko noted names were chosen based on common nomenclature and to be kept short.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Dusil reported the Larimer County Facilitation Team attended the April 10, 2019 NoCo meeting and led a discussion about NoCo's organizational structure. The three choices were to become a more formal committee of the NFRMPO, incorporate as a non-profit, or to keep the status quo. The TAC Chair and Vice-Chair, NFRMPO staff, and the core NoCo group participated in the discussion. The Facilitation Team will summarize the information to help inform future discussions. Dusil reported a group consisting of Dusil; Aaron Buckley, CSU Parking and Transportation Services; Leslie Beckstrom, Weld County Department of Health and Environment; Will Karspeck, Mayor of Berthoud; Matt Ruder, Civil Engineer for the City of Loveland; and Katie Guthrie, Principal Planner for the City of Loveland, will attend the Walkability Action Institute in Decatur, GA from April 22 to April 25.

Regional Transit Agencies – Kemp reported MAX will celebrate five years on May 11. Davis noted the Poudre Express is moving forward and UNC and CSU have approved funding.

Senior Transit Items – Gordon stated three companies submitted proposals for the \$5304 Senior Transportation Implementation Plan. Work has begun on the NADTC grant with Via Mobility Services running a call center on behalf of transportation providers in southern Larimer County.

Regional Air Quality Council – Brimmer noted Colorado has withdrawn its application for a one-year extension. As a result, the EPA will reclassify the Denver Metro-North Front Range 8-Hour Ozone Nonattainment Area from Moderate to Serious several months sooner. This action does not impact the existing State Implementation Plan (SIP) planning effort. Being bumped up to Serious requires additional planning, including under Title V of the Clean

Air Act. New Motor Vehicle Emissions Budgets will be developed. A legislative review will happen in early 2021 or 2022. Mallette asked if this will impact the conformity schedule, and Brimmer stated that is what is expected to happen. Brimmer noted April 29 through May 3 is Air Quality Awareness Week. Two Mow Down Pollution events will take place in May in Commerce City and Westminster. More information is available at mowdownpollution.org.

ROUNDTABLE

Karasko noted the Model Steering Team meeting will be held on April 18 at the NFRMPO office in Fort Collins.

Schneiders noted IGAs can be initiated for the local agency projects approved by Planning Council for FY2022-2023. CDOT is continuing to look for a new Region 4 Regional Transportation Director. Schneiders reported Long Nguyen has retired, and Larry Haas is the acting Traffic Engineer.

Mallette noted the Transportation Commission held a workshop on April 17 to discuss the \$250M request for the I-25 North Segments 7 and 8 (between SH402 and SH14) project. Mallette also noted the new CDOT Executive Director is developing a new planning process but is unclear how that will impact MPOs in the state. Mallette will update TAC as she finds out more information. Mallette noted the Region 4 ITS meeting was held Monday, April 15. This is the last public meeting and a plan should be forthcoming soon.

Martin noted she will be leaving the NFRMPO on April 26, 2019 and beginning a job at the Brendle Group.

Anderson noted one of the Development Review Planners will become the new Weld County Transportation Planner.

Klockeman noted SH402 at I-25 will close for 120 days beginning May 7. A public meeting will be held April 17 at The Ranch Events Complex.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Next month's agenda topics include the CMP, UPWP, RSCs, May TIP Amendment, RTP projects, Freight Northern Colorado, and the travel model scenarios, safety/resiliency, and the Fiscally-Constrained Plan chapters of the RTP.

Meeting adjourned at 2:30 p.m.

Meeting minutes submitted by:

Alex Gordon, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, May 15, 2019 at the Windsor Recreation Center, Pine Room.