

**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**

**June 19, 2019
1:05 – 2:25 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Allison Baxter – Greeley
Aaron Bustow – FHWA
Tim Kemp – Fort Collins
Elizabeth Relford – Weld County Alternate
Karen Schneiders – CDOT
Dennis Wagner – Windsor

NFRMPO STAFF:

Suzette Mallette
Becky Karasko
Medora Bornhoft
Ryan Dusil
Alex Gordon

TAC MEMBERS ABSENT:

Amanda Brimmer – RAQC
Stephanie Brothers – Berthoud
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Pepper McClenahan – Milliken
Kim Meyer – Johnstown
Rusty McDaniel – Larimer County
Randy Ready – Evans
Jeff Schreier – Eaton
Ranae Tunison – FTA
Town of LaSalle

IN ATTENDANCE:

Omar Herrera – Windsor
Tamara Keefe – FHU
Annabelle Phillips – Fort Collins/Transfort
Jan Rowe – CDOT
Jake Schuch – CDOT
Tara Sorrels – Severance

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 MAY 15, 2019 TAC MINUTES

Schneiders moved to approve the May 15, 2019 TAC minutes. The motion was seconded by Nelson and approved unanimously.

CONSENT AGENDA

None.

ACTION ITEMS

2045 Fiscally Constrained Plan – Bornhoft presented the 2045 Fiscally Constrained Plan for the 2045 Regional Transportation Plan (RTP), which had been updated following the June 7 TAC Work Session with additional data provided by TAC members. The additional data included project funding, roadway operations and maintenance cost estimates, intersection improvement cost estimates, and local revenue estimates. The deadline to TAC members for providing additional data was June 18, and a handout was provided with the latest revenue and expenditure estimates. The revenue estimates for the funding programs in orange in Table 1 of the handout were new or revised compared to the figures in the TAC packet. The new estimates account for discretionary grant awards reasonably anticipated based on past trends and reasonably anticipated developer contributions based on project sponsor estimates.

The funding programs were organized into five categories based on the types of projects funded in the Transportation Improvement Program (TIP). The five categories included Roadway Operations & Maintenance, Intersection Improvements, Transit, Bike/Ped, and Discretionary.

Project sponsors had until June 18 to update the fiscal constraint status for their projects. Projects identified as unconstrained or without an identified constraint status were considered unconstrained in the Fiscally Constrained Plan.

The Plan identifies a total need of \$10.636M and total revenue estimate of \$9.080M. The reasonably available revenues cover the full anticipated cost of roadway operations and maintenance, transit operations and maintenance, local transit system expansion, Regional Transit Element (RTE) corridors, and Regional Non-Motorized Corridor (RNMC) buildout. There is not enough funding for all of the identified roadway projects, so only those projects identified as fiscally constrained by project sponsors are included in the fiscally constrained plan. The constrained expenditures total \$8.996M, leaving \$84M in discretionary revenue unassigned. Bornhoft asked if TAC concurred with the proposed allocation of revenues to expenditures and asked if TAC would prefer to assign the \$84M to unconstrained RSC capacity projects or unconstrained non-RSC capacity projects. Mallette asked if the Plan needs to specify how the \$84M will be programmed. Bustow stated the funds can be assigned to unspecified RSCs instead of specific projects. TAC members agreed to assign the funds to unspecified RSC projects.

Mallette asked if Front Range Passenger Rail should be included. Karasko stated the RFP has been released and more information will be known about the cost and service plan within the next year, at which point information can be included in a subsequent 2045 RTP Amendment.

Klockeman emphasized the fiscal plan is a planning estimate based on current knowledge, and a lot of work went into revising and updating the estimates.

Baxter asked why Table 5 did not include Greeley sales tax as a funding source. Bornhoft stated she would review the data and update the table.

Schneiders asked why only \$1.2M of STBG funding was identified as constrained in Table 5. TAC members noted not all of the STBG funds were awarded to capacity projects. Bornhoft said she would compare the TIP and RTP project listing to ensure all capacity STBG funds are correctly reflected in the fiscal plan. Bornhoft will notify TAC of any major changes to the fiscal plan prior to the Planning Council meeting on July 11.

Karasko noted the fiscal plan will need to be re-evaluated once the 2045 revenue projections from CDOT are determined and distributed. Karasko stated if anyone had comments the deadline for incorporating edits to the fiscal plan is June 28.

Kemp moved to recommend approval of the methodology of the Fiscally Constrained Plan. The motion was seconded by Baxter and approved unanimously.

2019 Congestion Management Process (CMP) – Dusil presented the 2019 CMP, including several updates based on requests from Planning Council and additional data. The 2019 CMP includes revised alignments to the 2045 RSC network based on Planning Council’s requests to retain the 2040 RSC extents for RSC 19 and RSC 21 contingent on functional classification requests being submitted to NFRMPO staff by local agencies. To allow time for those requests, Planning Council opted to not act on the 2045 RSCs at their June 6 meeting. Instead, the 2045 RSC network will be approved as part of the 2019 CMP at their July 11 meeting.

Staff removed the 2030 Travel Time Index (TTI) from the definition of a congested corridor due to the delay in completion of the 2015 Base Year Regional Travel Demand Model (RTDM).

Congested corridor profiles were finalized for each corridor with a congested segment. The corridor inset maps on the profiles identify locations of congestion strategies that can readily be mapped, including bike share stations, transit stops, non-motorized facilities, and Park-n-Rides.

Klockeman asked about the status of the functional classification requests. Karasko stated they are waiting on a signature from CDOT. Bustow stated FHWA approval would take place after CDOT’s approval.

Karasko stated the 2045 RSC network in the 2019 CMP assumes all functional classification requests will be approved. The RSCs can be revisited if not all requests are approved.

Nelson moved to recommend Planning Council adoption of the 2019 CMP. The motion was seconded by Relford and approved unanimously.

PRESENTATION

None.

DISCUSSION

2045 Regional Transportation Plan (RTP) Draft Safety & Resiliency and Implementation Sections and Schedule – Karasko stated these are the final sections of the 2045 RTP. The Plan is scheduled to be approved by Planning Council in September with air quality conformity concurrence from the Air Quality Control Commission (AQCC) in September.

The Safety and Resiliency section covers the NFRMPO’s role, analysis of crash data, an overview of the CMP, hazards, and security. Baxter stated the map of crash locations is useful. Bornhoft will send the geocoded crash data to Baxter.

The Implementation Chapter covers the RTP Amendment process, which is new, with two types of revisions: Administrative Modifications for minor editorial edits and Amendments for changes to projects or funding. RTP Amendments will generally be processed on an annual basis. Schneiders stated an annual cycle could be too limiting. Karasko noted Amendments take around six months to process, so they should not occur more frequently. However, the exact schedule of the Amendments is not identified in the Chapter and an Amendment cycle could be started if warranted by funding changes.

Karasko requested submission of high-level comments by July 3 and will send out a calendar reminder.

2045 Regional Transportation Plan (RTP) Draft Scenarios Section – Bornhoft stated the Scenarios section includes the regional household and jobs forecast, the baseline land use scenario, and a high density in urban cores alternative scenario. The travel model forecast and scenarios section will be developed once the travel model is delivered by the consultant. The completed scenarios section will be included in the Draft 2045 RTP which will be a Discussion item at the July TAC meeting. Comments on the section are due July 3. Mallette asked what geography the land use density maps use. Bornhoft stated she would add a note identifying the geography.

FY2019 & FY2020 Additional Funding Allocations Process – Bornhoft stated there are unprogrammed Congestion Mitigation and Air Quality Improvement (CMAQ) funds and Surface Transportation Block Grant (STBG) funds in fiscal year (FY) 2019 and 2020 that can be allocated to projects this fall. An allocation will not occur in state FY19, which ends June 30, because CDOT is in the process of confirming the amount of unprogrammed CMAQ funds. There are eligible projects from both the FY16-19 Call for Projects and the FY20-21 Call for Projects. Since the unprogrammed funds will become FY20 funding once the state FY starts July 1, staff is requesting TAC guidance on whether the allocation should be distributed among projects from both Calls or just from the FY20-21 Call for Projects.

Kemp stated the Fort Collins' unfunded STBG project from FY16-19 does not need additional funding. Baxter stated she would find out if Greeley's partially funded STBG project from FY16-19 could receive additional funds. Offline, Fort Collins and Greeley will discuss their agreement set in 2018 on exchanging funds between projects.

Freight Northern Colorado (FNC) – Dusil identified the major components of the FNC, the first regional freight plan for the NFRMPO, and asked for feedback on the existing conditions, trends, and recommendations. The comment deadline is June 27 for incorporation in the Planning Council packet for the July Planning Council Discussion. Dusil will send out a calendar appointment for the comment deadline that includes the feedback questions.

Bustow noted DRCOG is kicking off their freight plan and asked about coordination. Dusil stated he spoke with DRCOG staff and is also using the same commodity flow data from Cambridge Systematics (CS). CS is planning to send survey results and crash hot spot analysis. If the data arrives in time it will improve consistency between the state's freight plan, DRCOG's freight plan, and the FNC.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Dusil provided a handout summarizing the facilitated discussion held June 12 to identify the essential functions of the Collaborative. The discussion will continue at the July 10 meeting.

Regional Transit Agencies – Baxter reported the Poudre Express is moving forward and GET is updating bus stop design standards. Phillips stated the local transit agencies are holding monthly meetings to discuss logistics and an IGA for the shared transit pass.

Senior Transit Items – Gordon stated the Call Center project is moving forward and the stakeholder meetings are well-attended. A call will be held tomorrow with Senior Resource Services (SRS) and CDOT to determine if the NFRMPO can apply on behalf of SRS to CDOT for operations and vehicle funding.

Dusil noted the 2nd annual Ride and Revel fundraising event will be held July 20, 2019 to benefit SRS.

REPORTS

None.

ROUNDTABLE

Karasko stated the Southwest Chief & Front Range Passenger Rail Commission met in Fort Collins on Friday with high turnout. She provided the handout created by Randy Grauberger identifying the Commission's mission. Karasko reported the NFRMPO intern started May 31 and a new transportation planner starts July 8.

Schneiders reported there is no Region 4 Regional Transportation Director (RTD) yet, Olson is retiring from CDOT on June 28, and Region 4 and CDOT Headquarters staff are holding the 4P meetings on June 24 in Weld County and June 25 in Larimer County.

Kemp stated Fort Collins is recruiting for the Director of Planning, Development, and Transportation.

Wagner stated Windsor started construction of the first of two roundabouts on New Liberty Road (7th and WCR13). Wagner is retiring in August after which Herrera, a project manager, will represent Windsor on the TAC.

Baxter reported the 10th Street construction project is delayed due to a 6-inch vertical surveying error.

Relford stated the WCR 13 & US34 intersection is under construction.

Bustow reported the Advanced Transportation and Congestion Management Technologies Deployment Initiative grant program was just announced with applications due July 19. He noted the FAST Act will expire December 5, 2020 and conversations on the next transportation funding will begin soon.

Malette stated Finance Director Crystal Hedberg is retiring at the end of August and the NFRMPO will be looking to hire someone part-time to fill the position.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko stated the agenda will include the July TIP Amendment and FNC as Action Items, a Bustang Outrider presentation, and the Full 2045 RTP and re-adoption of FY20-23 TIP for Discussion.

Meeting adjourned at 2:25 p.m.

Meeting minutes submitted by:

Medora Bornhoft, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, July 17, 2019 at the Windsor Recreation Center, Pine Room.