

**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 17, 2019
1:03 – 2:27 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Dawn Anderson – Weld County
Allison Baxter – Greeley
Aaron Bustow – FHWA
Jessica Ferko – RAQC
Omar Herrera – Windsor
Tim Kemp – Fort Collins
Karen Schneiders – CDOT
Eric Tracy – Larimer County

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Ryan Dusil
Alex Gordon
Stephen Haas
Becky Karasko
Suzette Mallette

TAC MEMBERS ABSENT:

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

IN ATTENDANCE:

Meghan Boydston – HDR
Darren Davis – GET
Candice Folkers – COLT
Katie Guthrie – Loveland
Jeff Prillwitz – CDOT
Jake Schuch – CDOT
Dennis Wagner – Windsor
Kaley Zeisel – Fort Collins/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 JUNE 19, 2019 TAC MINUTES

Kemp moved to approve the June 19, 2019 TAC minutes. Nelson seconded the motion, which was approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

July 2019 Transportation Improvement Program (TIP) Amendment – Bornhoft stated five Amendment requests were submitted for the FY2019-2022 TIP, which is still the current TIP until CDOT approves the FY2020-

2023 TIP. The requests include deleting the NFRMPO vehicle project, which is changing funding sources; changing the scope of Transfort's E-Bus/Compressed Natural Gas (CNG) project by separating the project into separate E-Bus and CNG projects; adding State Settlement funds received by Transfort; and adding a new cutaway vehicle project for GET. No comments have been received from the public comment period, which opened July 10 and closes August 8.

Schneiders asked for clarification about CMAQ emissions calculations on the Transfort E-Bus project. Bornhoft responded the emissions were calculated when Transfort applied for the vehicles and did not need to be updated. Nelson moved for TAC to recommend Planning Council approve the July 2019 TIP Amendment. Kemp seconded the motion, which was approved unanimously.

Freight Northern Colorado (FNC) – Dusil stated this is the third time FNC has been presented to TAC. Dusil highlighted the following changes: the addition of regionally specific survey results from the Colorado Freight Plan, truck volume projections from the NFRMPO's Regional Travel Demand Model (RTDM), references to the Congestion Mitigation Process (CMP), and the incorporation of TAC comments. Wagner moved to recommend Planning Council adopt FNC. Anderson seconded the motion, which was approved unanimously.

PRESENTATION

Proposed Bustang Outrider Presentation – Jeff Prillwitz, CDOT, and Meghan Boydston, HDR, introduced Bustang Outrider, which is the rural regional transit service started at the beginning of 2018. CDOT is looking to expand routes throughout Colorado using the Bustang Outrider service. Bustang Outrider differs from regular Bustang because it connects to smaller towns and has different funding sources. HDR and CDOT have analyzed 21 potential Outrider routes across the State. Currently, CDOT and HDR are meeting with TPRs and MPOs to discuss the methodology, potential routes, and to identify local concerns and priorities. The goal is to implement new Bustang Outrider routes by Fall 2019. Boydston noted three routes were considered in the NFRMPO region: Greeley to Fort Morgan and Sterling; Greeley to Denver; and Greeley to Fort Collins. Only the first route was carried forward for Bustang Outrider analysis; the other two routes were determined to be more appropriate for Bustang service because they connect urban centers. Boydston explained the analysis process, which included implementation feasibility data analysis; geographic and social equity data analysis; and ridership forecasts. Boydston noted the next steps include selecting routes and developing service plans based on outreach, analysis, and overall feedback. New routes will be implemented by fall 2019.

Schneiders said the Greeley to Sterling route seems to benefit Fort Morgan and Sterling residents and should not be a daily commuter service. Prillwitz said this service is more appropriate for the Outrider program than Bustang. Schneiders noted the I-25 Final Environmental Impact Statement (FEIS) included an express commuter route from Greeley to Denver. Dusil asked if Estes Park was included in this analysis. Prillwitz said they are doing a pilot program on Bustang from Denver to Estes Park in August; the proposed schedule is on CDOT website.

Anderson asked how high, medium, and low implementation and social equity ratings were defined in the scoring analysis. Boydston said they were defined by organizing the routes' results into three categories, not by pre-defined thresholds. Boydston stated she would send the ranges and calculations for more detail in how the categories were assigned. Anderson asked if the routes have been prioritized. Boydston said they are not prioritized but the scoring summary is shown for informational and discussion purposes. The feedback from TPRs and MPOs will be used in combination with the scores to select routes.

Tracy asked how a route would need a \$700 subsidy. Boydston and Prillwitz explained the proposed route between Craig and Idaho Springs has low forecasted ridership and a low implementation rating. Currently there is an existing indirect service operated by Greyhound which has low ridership and is operated at inopportune times.

Davis asked how much service would potentially be provided on the proposed routes. Boydston explained the assumption was one to two round trips per day. Davis noted Greeley presumes additional connections to the transit system are good and beneficial to overall connectivity. Baxter asked how Sterling was chosen. Prillwitz said they considered the location of existing service, the location of need and demand, and additional input from the Division of Transit and Rail (DTR). Prillwitz noted Lamar to Pueblo was the first Bustang Outrider route and ridership has increased significantly since opening. Baxter asked how riders would get from the Greeley Regional Transportation Center to the new UCHHealth Greeley Hospital. Prillwitz said they are looking into this, including the number and location of stops.

Malette asked if these trips would be paid for by CDOT. Prillwitz said Bustang Outrider is funded through FTA §5311(f) funds, unsubsidized miles on Greyhound, and other resources.

Anderson asked if there will be additional public outreach. Prillwitz said there will be extensive outreach once routes have been chosen.

DISCUSSION

2045 Regional Transportation Plan (RTP) – Karasko introduced the full 2045 RTP. Bornhoft sent out updated versions of the 2045 RTP Scenarios and Plan Projects sections on July 16 and presented on the major components of each section. The sections were delayed due to the late completion of the updated Regional Travel Demand Model (RTDM). Karasko requested TAC members submit comments by July 31 so they can be incorporated into the August 1 Planning Council presentation.

Klockeman noted many of the most congested roads in the Build and No-Build scenarios are on the periphery of the communities and that it is important to fund projects connecting communities. Malette asked if there can be more gradation in Travel Time Index (TTI) on the map to help set priorities for which projects to fund. TAC members suggested looking at segments with the highest 10 percent of TTI or with a TTI above 2.5 to identify the corridors with the greatest congestion. Baxter asked why there is not a greater decrease in VMT despite a growth in transit ridership in the high density scenario. Malette stated it could be caused by a change in population. Bornhoft did not provide an adequate answer to the question nor provide to follow up, but in retrospect wishes she had said a six percent decline in VMT compared to the baseline scenario is not insignificant.

Readoption of FY2020-2023 TIP – Bornhoft noted the FY2020-2023 TIP has been adopted, but it was adopted under the 2040 RTP. Bornhoft noted the FY2020-2023 TIP must be brought back to be adopted under the 2045 RTP, which is scheduled for adoption in September. The public comment period will run from August 1 to August 31. Bornhoft noted the FY2020-2023 TIP will come back next month for Action.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Dusil reported NoCo has been reviewing its essential functions and organizational structure. NoCo came to a consensus on its essential functions at its July 10 meeting. The next meeting will look into how NoCo can formalize its structure. Currently, the format for the discussion is undetermined. Dusil noted meeting notes from July will be sent with the next TAC packet.

Air Quality – Ferko noted the region is currently in attainment of the 2008 ozone standard of 75 ppb. The AQCC Reg 21 hearing will be held on July 18, 2019. The Zero Emission Vehicles (ZEV) hearing will be held in August. Malette noted Planning Council received party status for the ZEV hearing. The ZEV Pre-hearing meeting is July 17, 2019. Malette noted the Planning Council will discuss two major issues: ZEV vehicles pay a \$50/year fee, with only \$30 going to the Highway Users Tax Fund, which is significantly lower than the average paid by gas vehicles; tied to California standard.

Regional Transit Agencies – Prillwitz stated the Estes Park to Denver Bustang pilot schedule is on the Bustang website. There will be Bus Ambassadors to assist with the pilot project.

Zeisel noted Transfort, COLT, and GET are working together to implement two regional passes by the end of the year: Unlimited Fort Collins and Loveland and Unlimited Fort Collins, Loveland, and Greeley. The three agencies are also working together to adopt a Mutual Aid Intergovernmental Agreement, allowing the agencies to share services and resources.

Folkers noted COLT added an extra hour of service and youth passes as of July 1, 2019. Folkers can provide more data next month.

Davis stated GET is waiting for the buses for the Poudre Express, which should arrive at the end of August. GET will begin recruiting and training new drivers. The buses will be slightly different than existing buses because they will have Wi-Fi and more comfortable seating.

Senior Transit Items – Gordon noted there is continued work on the Larimer County Senior Transportation Implementation Plan. The NADTC grant wraps up in August, and around 150-200 rides have been provided through the grant to-date.

REPORTS

Federal Inactives Report – Schneiders reported the SH1 to Laporte Bypass project has finished construction. Klockeman noted the Loveland project was under construction and a bill will be submitted.

ROUNDTABLE

Karasko noted next month's TAC meeting will be at the Windsor Public Works Service Facility, not the Windsor Recreation Center. There will be a public comment period from August 1 to August 31 for the 2045 RTP, FY2020-2023 TIP, and Air Quality Conformity documents. Karasko noted NFRMPO staff will attend LaSalle Day on Saturday, July 20.

Schneiders noted Jan Rowe has been hired as a Planner at CDOT. He will be working on the STIP and financial side of things. Governor Polis has released a list of appointees, including the region's new Transportation Commissioner – Kathleen Bracke. Schneiders noted there is still no Regional Transportation Director or Traffic Engineer for Region 4.

Wagner noted this is his last meeting because he will retire in August.

Anderson noted there will be a US85 Coalition meeting on July 18, 2019 at the CDOT Region 4 building to discuss the Traffic Incident Management (TIM) Plan and Spaghetti Junction (US34 and US85). Weld County will add an Oil and Gas Department, opening on August 5. Weld County will begin updating its Comprehensive and Transportation Plans.

Baxter stated Advanced Traffic Management System funding was approved through the Greeley City Council and expects the bid to be released by March.

Ferko noted RAQC's Alt Fuels applications will be available in the fall.

Bustow noted the Advanced Transportation and Congestion Management Technologies Deployment grant application deadline has been extended.

Gordon will send out a flyer for the Northern Colorado Transportation Discussion on July 31 in Windsor.

Klockeman noted Bill Hange retired and Matt Ruder is the new Loveland Traffic Engineer.

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 2045 RTP and readoption of the FY2020-2023 TIP.

Meeting adjourned at 2:27 p.m.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, August 21, 2019 at the Windsor Public Works Service Facility.