

**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
November 20, 2019
1:03 – 3:29 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Allison Baxter – Greeley
Amanda Brimmer – RAQC
Brad Buckman – Fort Collins
Omar Herrera – Windsor
Mark Oberschmidt – Evans
Elizabeth Relford – Weld County alternate
Karen Schneiders – CDOT
Eric Tracy – Larimer County

NFRMPO STAFF:

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

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Aaron Bustow – FHWA
Marco Carani – Johnstown
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Pepper McClenahan – Milliken
Jeff Schreier – Eaton
Ranae Tunison – FTA
Town of LaSalle

IN ATTENDANCE:

Darren Davis – GET
Candice Folkers – COLT
Katie Guthrie – Loveland
Nicole Hahn – Fort Collins
Tamara Keefe – FHU
Annie McFarland – FHU
Annabelle Phillips – Transfort
Jake Schuch – CDOT

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 OCTOBER 16, 2019 TAC MINUTES

Nelson moved to approve the October 16, 2019 TAC minutes. Relford seconded the motion, which was approved unanimously.

ACTION ITEMS

November 2019 TIP Amendment – Davis stated the Poudre Express project local funding should be revised from \$0.6M to \$1.095M. Oberschmidt moved to approve the November 2019 TIP Amendment with the proposed revision. Relford seconded the motion, which was approved unanimously.

Multimodal Options Fund (MMOF) – Karasko stated feedback from the October 16, 2019 TAC meeting and November 7, 2019 Planning Council meeting was incorporated into the 2019 NFRMPO MMOF Call for Projects Guidelines and MMOF Application.

Relford suggested increasing the weight of the safety scoring criterion. Klockeman suggested the Project Readiness scoring criterion be removed and instead included as an eligibility requirement. Nelson suggested Project Readiness be retained with a reduced weight to maintain emphasis on using MMOF funds expeditiously.

Malette asked if the Safety point value should be increased to 20 and Project Readiness decreased to 10. TAC agreed to this change.

Relford asked if rail projects are eligible within the MMOF. Schneiders stated while rail projects are not prohibited, it is up to the project sponsor to make a strong case that the project aligns with the language in Colorado Senate Bill (SB) 2018-001 and the Transportation Commission's (TC) Resolution.

Buckman asked how project sponsors submitting a study can demonstrate the safety benefits of the project in their application. Schneiders suggested referencing historic safety conditions along the corridor.

Malette stated the NFRMPO plans to request the Planning Council set aside \$600,000 from the Mobility/Multimodal/Other Pool for the One Call/One Click Center project if TAC agrees. The project sponsor would be the NFRMPO. TAC agreed to support this request.

Klockeman suggested TAC members discuss the updated scoring criteria and definitions with their Planning Council representative prior to the December 5, 2019 Planning Council meeting.

Malette clarified TAC is recommending increasing the Safety scoring criterion to 20 points and reducing the Project Readiness criterion to 10 points, as well as setting aside \$600,000 from the Mobility/Multimodal/Other Pool for the One Call/One Click Center project. Schneiders moved to approve the MMOF Call for Projects process with the proposed revisions. Nelson seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision – Klockeman stated the CNG Fast Fill Station CMAQ Grant from the 2016 Call for Projects, initially awarded to Larimer County for two stations, was transferred to Loveland as the result of an Alternative Fuels Study and Fort Collins' decisions to construct a shared station using separate funds. The Loveland station costs are higher than anticipated and the City needs to use the full funding amount. The station will allow Loveland to convert municipal vehicles to CNG and will be open to Larimer County and CDOT vehicles.

Karasko asked TAC to discuss whether to support the scope change and whether the scope change is significant enough to go to Planning Council for Discussion.

Relford asked if the emissions benefits for the unfunded 2016 CMAQ project applications have been calculated using the updated emissions methods. Bornhoft stated they have not. Relford suggested NFRMPO staff prepare the calculations prior to the December 5, 2019 TAC meeting.

Baxter asked if the original application dramatically underestimated the cost of a station or if the cost of a station has risen significantly. Malette stated the station in the revised scope is much larger than in the original scope and station costs have generally risen over time.

Malette asked if the station will include any electric vehicle chargers. Klockeman stated it will not.

Malette asked if TAC supports the scope revision and if the item should go to Planning Council for Discussion. TAC agreed to support the project and requested it be discussed at the December 5, 2019 Planning Council meeting.

2016-2020 NFRMPO Targets for Safety Performance Measures – Cunningham stated DOTs and MPOs are federally required to set targets for five safety performance measures annually. CDOT set 2016-2020 targets based on a five year rolling average in August and the NFRMPO must either set its own targets or agree to support the State’s targets by February 29, 2020. Cunningham stated the crash rates in the NFRMPO region have typically been higher than the State’s rates and explained some of the factors contributing to the rise. From 2011-15 fatalities increased in the NFRMPO region by 46 percent while fatalities increased statewide by 25 percent. Malette stated crash rates in rural areas are typically higher than in urban areas.

Cunningham asked TAC to discuss supporting the statewide safety targets because NFRMPO staff are still processing 2013-2018 data for the region. Relford stated unless the region-specific data can be processed in time, she recommends supporting the statewide targets.

Baxter asked if the NFRMPO has set region-specific targets in the past. Karasko stated the NFRMPO has set region-specific targets for areas other than safety. Under the current federal legislation, the NFRMPO has only supported the statewide safety targets.

Relford asked what the repercussions are for the NFRMPO if it does not meet its targets. Cunningham stated there is no financial penalty to the NFRMPO for not achieving or making significant progress toward targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting targets. Karasko stated the targets must be incorporated into the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) and the NFRMPO must program projects that will contribute to target achievement.

Klockeman asked if NFRMPO staff should continue processing the 2013-18 crash data if the NFRMPO is going to support the statewide targets. NFRMPO staff stated the crash data will be useful for other projects beyond target setting.

Phillips asked if there is any benefit to setting region-specific targets. Karasko stated it would help planning partners better understand crash trends and patterns and it could help the region when competing for safety-related funding opportunities.

TAC indicated support for adopting the State’s targets if regionally specific data cannot be processed in time.

FY2019 TIP Project Delay Review – Bornhoft stated seven projects or project components with STBG, CMAQ, or TA funding have a delay according to the FY2019 TIP Delay Review. The TIP Delay Procedure allows TAC to recommend a one-year extension for projects if CDOT can guarantee the funds in the next fiscal year. If a project requires a second extension, TAC may either recommend Planning Council issue a second extension or recommend Planning Council remove the funds from the project and either return the funds to the pool or fund another project.

Bornhoft stated NFRMPO staff recommends TAC provide first extensions to projects whose sponsors anticipate going to advertisement in FY2020 and recommending Planning Council provide second extensions to projects whose sponsors anticipate going to advertisement in FY2020.

Folkers asked if the second delay status applies to the COLT CNG Replacement Project if the notice to proceed is expected very soon. Bornhoft stated it will be because the delay applies to the previous fiscal year, which ended in October.

Phillips stated Transfort expects to place bus orders by the second quarter of 2020 for the eBus & Charger Purchase project with a first delay.

Klockeman stated the advertisement date for Loveland's CNG Fast Fill Station project with a first delay is still August 2020 pending Planning Council approval of the scope change.

Relford stated the Weld County's FY2019 CNG Vehicles purchase with a first delay is completed, and Relford will send Bornhoft updated figures to update its status.

TAC agreed to extend the two projects identified for first delay.

Relford stated Weld County is not requesting an extension for the remaining two components of the CNG Vehicles project with a second delay and plans to return funds to the pool due to the Buy America waiver suspension.

Folkers stated the order was submitted on November 20, 2019 for the COLT CNG Bus Replacement project with a second delay.

Schuch stated the Larimer County and Berthoud LCR17 Expansion project with a second delay should be approved for advertisement by the end of 2019, while Loveland's US287 & US34 VMS Signs project has not been approved for advertisement. Klockeman stated the City should know in a couple months and will work with NFRMPO Staff if the project requires an extended second extension.

Bornhoft stated the TIP Delay Procedure does not specify the length of a second extension. Schneiders suggested extensions run through the end of CDOT's Fiscal Year.

TAC indicated support for Planning Council granting extensions through June 30, 2020 for the Larimer County LCR17 project and the Loveland VMS sign project. Loveland's COLT project is no longer delayed.

10-Year Strategic Pipeline of Projects – Karasko stated Planning Council will hold a Work Session on December 13 to discuss criteria for ranking projects in the Pipeline. At their November 7, 2019 meeting, the Planning Council requested TAC create a list of ranked projects along six State Highway System corridors. NFRMPO Staff compiled a list of 41 projects from the 2045 Regional Transportation Plan, US85 and US34 Planning and Environmental Linkages (PEL) studies, and the Region 4 2018 Ballot Project List. Karasko highlighted the preliminary criteria created by the Transportation Commission (TC) and asked TAC members to review the attached list of projects and provide feedback

Relford asked if the projects in the Pipeline are also identified in the TIP. Bornhoft stated some of them are in the TIP but the Pipeline only reflects the remaining funding need, not the programmed amount in the TIP.

TAC members discussed using the TC preliminary criteria as a starting point for ranking projects, incorporating local funding commitments, and measuring the statewide significance of a project.

Malette stated there is currently no anticipated State or Federal funding associated with the Pipeline but asked if TAC members want to rank projects within each corridor. The Planning Council would like TAC to provide a prioritized list for the January 9, 2020 Planning Council meeting. The Planning Council Executive Committee's recommendation is to have Planning Council set the project prioritization and ranking framework for TAC to carry out.

Baxter recommended scoring and ranking the projects based on preliminary TC criteria and adding a criterion to account for the local financial commitment of a project.

Relford stated the Upper Front Range Transportation Planning Region has hired a consultant to score projects based on the preliminary TC criteria and outputs from statewide travel demand model. Rankings can then be adjusted by stakeholders based on additional considerations.

Buckman asked if there will there be a TAC Work Session following the December 5, 2019 Planning Council meeting to ensure a prioritized list is ready for the January 9, 2020 Planning Council meeting. TAC agreed to consider scheduling a Work Session in December or early January if necessary.

Malette asked where the Front Range Passenger Rail service remaining funding need came from. Karasko stated the \$622.5M estimate is from the North I-25 Commuter Rail Study, but the project still needs a feasibility study.

Relford suggested project descriptions and funding need to be limited to the NFRMPO boundaries. Bornhoft stated NFRMPO staff will work with CDOT to get NFRMPO-specific cost estimates for larger projects such as the US85 projects extending from Wyoming to the Denver region.

Baxter asked if individual projects from the US34 PEL Study are identified. Bornhoft stated several projects from the US34 PEL are consolidated into a single project.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Dusil reported several NFRMPO member communities are considering submitting bicycle and pedestrian projects to the Multimodal Options Fund (MMOF) and/or CDOT Region 4 Transportation Alternatives Program (TAP) Calls for Projects.

Regional Air Quality Council – Brimmer stated reclassification from Moderate to Serious Nonattainment for the Denver-North Front Range 8-Hour Ozone Nonattainment Area is expected by early 2020. RAQC is currently working on modeling for the Serious Area Ozone State Implementation Plan (SIP). The next RAQC Control Strategy Committee meeting will be Wednesday, December 11 at 9:30 a.m. at the RAQC office.

Regional Transit Agencies – Phillips stated Fort Collins City Council recently approved authorization for an Intergovernmental Agreement (IGA) with Greeley for operation of the Poudre Express. Transfort expects delivery of three new buses in the next month and will hold its annual public meeting in December.

Schneiders stated the ridership figures for CDOT's Elkstang bus service between Denver and Estes Park are not final yet, but she will bring them to TAC when they are ready. CDOT's Snowstang bus service from Denver to select ski resorts will be starting up soon.

Folkers stated Loveland is working with CDOT and Centerra Metro District on the Bustang station design at Kendall Parkway. COLT is also preparing to purchase some new buses.

Davis stated Greeley and other Poudre Express regional transit route partners are staring to market information about service beginning January 2, 2020. Bus stops are being constructed now and drivers are in training. Malette asked if the buses look different from a typical GET buses. Davis stated they look the same on the outside, but have upgraded features inside, including Wi-Fi and more comfortable seats.

Senior Transportation Items – Gordon reported the Larimer County Board of Commissioners adopted the Larimer County Senior Transportation Implementation Plan. The Plan will go back to Planning Council for discussion in December.

REPORTS

Roundtable - Karasko stated NFRMPO staff phone numbers have all changed.

Schneiders stated the CDOT Region 4 TAP Call for Projects is open and applications are due to Schneiders on December 2, 2019. TAP projects touching the State Highway System had to be submitted already for CDOT concurrence. Schneiders stated the Union Pacific (UP) Big Boy train will be in Greeley on Tuesday, November 26 at 11:15 a.m. as it returns from a cross-country tour. Jan Rowe has transferred to Region 1.

Herrera stated Windsor is updating its Transportation Master Plan, which should be adopted in early 2020. The Town is currently advertising for a new Traffic Engineer

Malette stated the NFRMPO is still looking for a Finance Manager.

Nelson stated Severance's Comprehensive Plan and Transportation Plan efforts will start soon. The Town recently received its first traffic signal at the intersection of WCR74 and WCR21.

Bornhoft stated she will be out on maternity leave for several months starting sometime in December.

Buckman stated the Vine Drive bridge at I-25 has opened.

Relford stated Weld County partnered with UP Railroad to construct a new road connecting to WCR52. Weld County is preparing to award a bid for irrigation on the County's first roundabout at WCR54 and WCR17. As part of its Transportation Plan update, the County is working with Alliance Transportation Group (ATG) on travel demand modeling using CDOT's statewide model. Weld County and local agencies are working on an Access Control Plan (ACP) for WCR74. The County also has a grant through CDOT to geocode crash data.

Klockeman stated Loveland's Transportation, Bicycle and Pedestrian, and Transit Plans should be adopted in April 2020.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko stated the agenda will include a holiday lunch, FY2019 TIP Project Delay Review will return for Action, the 10-Year Strategic Pipeline of Projects will return for Discussion, and there will be an election of 2020 TAC officers.

Meeting adjourned at 3:29 p.m.

Meeting minutes submitted by: Ryan Dusil, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, December 18, 2019 at the Windsor Recreation Center, Pine Room. Holiday lunch will be served at 12:30 p.m.