

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council**

Virtual Meeting

October 21, 2020

1:01 – 3:11 p.m.

TAC MEMBERS PRESENT:

Mitch Nelson, Chair – Severance
Dawn Anderson – Weld County
Allison Baxter – Greeley
Amanda Brimmer – RAQC
Brad Buckman – Fort Collins
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Omar Herrera – Windsor
Dave Klockeman – Loveland
Mark Oberschmidt – Evans
Karen Schneiders – CDOT
Ranae Tunison – FTA

NFRMPO STAFF:

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

TAC MEMBERS ABSENT:

Eric Tracy, Vice Chair – Larimer County
Stephanie Brothers – Berthoud
Aaron Bustow – FHWA
Marco Carani – Johnstown
Pepper McClenahan – Milliken
Jeff Schreier – Eaton
Town of LaSalle

IN ATTENDANCE:

Abdul Barzak – Severance
Rich Christy – CDOT
Darren Davis – GET
Candice Folkers – COLT
Katie Guthrie – Loveland
Josie Hadley – CDOT
Myron Hora – WSP
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Daniel Mattson – CDOT
Jake Schuch – CDOT
Aaron Willis – CDOT

CALL TO ORDER

Chair Nelson called the meeting to order at 1:01 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE SEPTEMBER 16, 2020 TAC MINUTES

Buckman moved to approve the September 16, 2020 TAC minutes. Klockeman seconded the motion, which was approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

No items this month.

PRESENTATIONS

End of 2020 Ozone Season and Serious SIP Update – Brimmer presented ozone values in 2020, noting ozone monitors exceeded the 70 ppb and 75 ppb standards by mid-July, prior to the wildfires, so even with a successful exceptional event demonstration the region would still not have a clean data year for 2020. Since 2010, the region has seen increased oil and gas production, increased vehicle miles traveled (VMT), and increased population, while at the same time ozone precursors have decreased due to emissions controls. Ozone levels have not decreased as much as precursors due to hotter, drier weather.

The region is currently a Serious Nonattainment Area for the 2008 ozone standard of 75 ppb and a Marginal Nonattainment Area for the 2015 ozone standard of 70 ppb. Brimmer explained the timelines for each standard, including submission of State Implementation Plans (SIPs), attainment deadlines, and reclassification schedules. The State is required to submit a SIP to demonstrate attainment of the 2008 ozone standard.

The Serious SIP includes photochemical modeling which is calibrated to replicate emissions observed in 2016. The model is then used to identify the reductions in precursors needed to bring the area into attainment of the 2008 ozone standard in 2020. Brimmer explained the timing disconnect of the modeling demonstration is due to the requirements of the Clean Air Act.

The Serious SIP also includes new Motor Vehicle Emissions Budgets (MVEBs) which are estimated to become effective in mid- to late-2021 upon EPA's finding of adequacy or approval. These budgets would then be used to assess conformity with the SIP for any amended or new Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) completed by the NFRMPO. Other major changes for the Serious SIP include reducing the major source threshold from 100 tons per day to 50 tons per day and increasing the emission offset ratio for new sources.

The Serious SIP is currently in the public comment period. The AQCC rulemaking hearing is scheduled for December 16-18, 2020 with State legislative review scheduled to occur in January 2021, and then the Serious SIP will be submitted to the EPA for approval.

The RAQC's Control Strategy Committee meets regularly to discuss how to bring the area into compliance with federal ozone standards. The committee has three work groups including the Clean Air Fund Work Group, Vehicle Inspection & Maintenance/Fuels Formulation Work Group, and Employer-Based Trip Reduction Work Group. All meetings are open to the public.

CDOT Policy Directive 1601 Update – Aaron Willis, CDOT, described proposed changes to CDOT's Policy Directive (PD) 1601, which provides guiding principles and processing steps for approving a new interchange or interchange modification on the Interstate, freeway, or State Highway System. Willis explained the purpose of PD 1601 is to preserve the Level of Service (LOS) on the State Highway System, ensure fair and consistent consideration of proposals for new and modified interchanges, and streamline the review process.

The proposed changes include several clarifications and minor updates as well as a new Transportation Demand Management (TDM) requirement for new interchanges. The goal of the TDM requirement is to preserve new infrastructure investment, ensure new infrastructure is ready for TDM strategies, promote multimodal options, and reduce greenhouse gas (GHG) emissions.

Under the new TDM requirement, local agencies pursuing a new interchange would develop a project-specific TDM Plan and identify TDM strategies to reduce average daily traffic (ADT) on the new interchange ramps. Within MPO areas, the target for ADT reduction is three percent or greater. The ADT reduction would be forecasted for opening day or 5-years after opening if TDM strategies are phased and the forecast would be completed with traffic modeling or other reasonable estimation methods. The Project-specific TDM Plan would

also identify the implementation schedule, estimated cost, and marketing or promotion strategies for the proposed TDM improvements.

Additionally, the revised PD 1601 identifies point levels for each TDM strategy based on a cost-benefit analysis and amount of VMT reductions. The strategies in the project-specific TDM Plan would need to total up to a certain number of points depending on whether the new interchange is located on the Interstate or State Highway System and whether or not the interchange is within an MPO. The CDOT Chief Engineer could reduce or waive TDM requirements based on factors such as change in land use and forecasted traffic volumes.

CDOT is gathering feedback on the TDM requirement from local governments prior to bringing the proposal to the Statewide Transportation Advisory Committee (STAC) in November and the Transportation Commission (TC) in December or January.

Baxter asked when and how the three percent ADT reduction would be measured. Willis explained the reduction would be forecasted prior to approval of the new interchange by comparing forecasted ADT on the interchange ramps without TDM strategies to forecasted ADT with the TDM strategies. The difference between the two forecasts must be three percent or greater.

Poll Everywhere Demonstration – Gordon and Cunningham demonstrated a new tool to gather feedback and increase engagement during virtual meetings.

DISCUSSION

Updated Federal Performance Measures: Pavement Condition – Cunningham explained CDOT and the NFRMPO are required to set targets for four federal performance measures related to pavement condition on the National Highway System (NHS). CDOT set four-year targets in 2018 which the NFRMPO agreed to support.

CDOT has decided to revise the targets, as permitted by the federal regulations at the midpoint of the four-year period. Cunningham presented the revised targets set by CDOT. The NFRMPO has the option of supporting the revised targets or setting targets specific to the NFRMPO region and must submit updated targets by March 30, 2021.

FY2021 UPWP Tasks Amendment – Karasko stated two requests for additional tasks for the FY2021 Unified Planning Work Program (UPWP) were submitted by Transfort. The tasks include *Transfort's MAX expansion – North College Avenue BRT and Transit Oriented Development (TOD) Overlay Plan* and *Transfort's Zero Emissions Bus Transition Plan*. Comments on the new tasks are requested by Monday, October 26, 2020.

FY2020 TIP Delay Review – Bornhoft stated the TIP Delay review discussion was postponed for one month to allow time for sponsors to discuss swapping funds. Six projects remain delayed, including four projects with a first delay and two projects with a second delay. Staff is recommending TAC approve first extensions for all projects with a first delay and recommend Planning Council provide second extensions for all projects with a second delay. TAC Action is scheduled for the November TAC meeting.

Call for Projects – 2018 Guidebook Review – To continue the discussion on how to improve the next Call for Projects, Bornhoft reviewed the requirements, request limits, scoring criteria, and emissions results for the Congestion Mitigation and Air Quality Improvements (CMAQ) applications from the 2018 Call for Projects. Live polling was conducted on the CMAQ emissions proposals. A majority supported the proposals to change the scoring system to remove the large project bias, require applicants to provide separate inputs to calculate short- and long-term benefits, and specify life expectancy by project type and using the lifetimes to calculate emissions benefits. A plurality supported accounting for expected non-SOV mode share increase; however, a

majority either did not support the proposal or were undecided. There was no support for requiring awardees to collect data on benefits of completed projects.

A survey will be sent to TAC members to gather additional feedback on how to improve the next Call for Projects, which is anticipated to open in mid- to late-2021.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Written report was provided.

Regional Transit Agencies – Schneiders reported Snowstang will not operate this winter. Kelly reported Transfort Route 92 was reinstated on October 19 and Route 9 and Route 10 will return on October 26. Davis reported the Poudre Express is operating and has improved Wi-Fi connection.

Senior Transportation – Gordon stated outreach is beginning for the Coordinated Public Transit Human Services Transportation Plan, which will address mobility for older adults and people with disabilities. The hiring process for the NFRMPO's Mobility Manager position is underway.

Reports

Planning Council – Written report was provided.

Bike Counter Updates – Written report was provided.

Mobility Committee Updates – Written report was provided.

Q3 TIP Modifications – Written report was provided.

CDOT Inactives Report – Written report was provided.

ROUNDTABLE

Anderson reported the Weld County Comprehensive Plan and Master Transportation Plan were approved on Monday on second reading. Final reading on the roadway functional classification map is in November.

Schneiders reminded sponsors of projects funded with Multi-Modal Options Funds (MMOF) the MMOF funding has a shelf-life due to the way the legislation was written. MMOF projects must be completely closed out by June 30, 2023.

Schneiders reported Jake Schuch and Katelyn Triggs are moving to different departments in CDOT. New staff have been hired to fill their positions.

Nelson stated Severance's Transportation Master Plan and Comprehensive Plan are still in development.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko stated next month's Action items will include all of today's Discussion items except for the Call for Projects. In addition, there will be a TIP Amendment Action item and possibly a presentation on a scope change for a project from the 2018 Call for Projects.

Meeting adjourned at 3:11 PM.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, November 18, 2020 as a virtual meeting.