

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

**Virtual Meeting**

**May 19, 2021**

**1:00 p.m. – 2:45 p.m.**

**TAC MEMBERS PRESENT:**

Mitch Nelson, Chair – Severance  
Dawn Anderson – Weld County  
Allison Baxter – Greeley  
Brad Buckman – Fort Collins  
Aaron Bustow – FHWA  
Richard Coffin – CDPHE-APCD  
Jessica Ferko – RAQC  
Eric Fuhrman – Timnath  
Josie Hadley – CDOT  
Omar Herrera – Windsor  
Dave Klockeman – Loveland  
Pepper McClenahan – Milliken  
Mark Oberschmidt – Evans

**NFRMPO STAFF:**

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

**TAC MEMBERS ABSENT:**

Marco Carani – Johnstown  
Adam Olinger - Town of Berthoud  
Jeff Schreier – Eaton  
Ranae Tunison – FTA  
Town of LaSalle  
Eric Tracy – Larimer County

**IN ATTENDANCE:**

Scott Ballstadt – Windsor  
Abdul Barzak – Severance  
Wayne Chuang – RAQC  
Candice Folkers – COLT  
Katie Guthrie – Loveland  
Keith Hay – CEO  
Myron Hora – WSP  
Tamara Keefe – FHU  
Katrina Kloberdanz – CDOT  
Lauren Light – Weld County  
Christopher Proud – HDR  
Bryce Reeves – CDOT  
Dani Serna – Weld County  
Carrie Tremblatt – CDOT

**CALL TO ORDER**

Chair Nelson called the meeting to order at 1:00 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE APRIL 21, 2021 TAC MINUTES**

Oberschmidt moved to approve the April 21, 2021 TAC minutes. Anderson seconded the motion, which was approved unanimously.

## **AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Bornhoft noted Planning Council approved an action item at their May Council meeting to hire an air quality attorney to assist NFRMPO staff with participating as a party in the Air Quality Control Commission’s (AQCC’s) upcoming rulemaking on greenhouse gas emissions (GHG) from the transportation sector. NFRMPO staff will provide a training on air quality conformity on June 10, 2021.

Coffin explained the request for hearing scheduled for May 20 at AQCC on transportation GHGs includes the Employer Traffic Reduction Program (ETRP), but the GHG budget aspect of the proposal has been delayed. The GHG budget is being led by CDOT and is anticipated to be released in early June.

**Ozone Season Update** – Ferko provided a briefing on ozone trends and the maximum ozone readings for 2021 that would enable attainment of the 2008 and 2015 ozone standards. Ferko noted the wildfires in 2020 influenced ozone readings. The wildfire-influenced days could be excluded from the dataset via a demonstration to the EPA, but the decision on whether to submit a demonstration has not been made. If the wildfire-influenced days are not excluded, it will be difficult to attain the ozone standards at the end of the 2021 season. Ferko stated she will provide ozone updates at TAC meetings and weekly ozone updates are available on the RAQC website at <https://raqc.org/current-8-hour-ozone-summary/>. Those interested in receiving notifications of possible high ozone days can sign up on the RAQC website to receive ozone alerts via an email or text message.

## **CONSENT AGENDA**

No items this month.

## **ACTION ITEMS**

**May 2021 TIP Amendment** – Cunningham described the Transportation Improvement Program (TIP) Amendment, which includes three revisions to the FY2020-2023 TIP. The Amendment removes the *NFR I-25: Post EIS Design and ROW* project because the funding for that project has already been absorbed into two other TIP entries. The Amendment also adds the Transfort *Electric Bus Replacement* project and the NFRMPO’s *Vehicle Purchase* project. Klockeman moved to approve the May 2021 TIP Amendment. Buckman seconded the motion, which was approved unanimously.

## **PRESENTATIONS**

**CDOT Region 4 Bike/Ped Safety Study** – Bryce Reeves, CDOT R4, explained a study will be conducted on bike and pedestrian safety to evaluate systemic and “hot spot” improvements on CDOT-owned roadways. Reeves stated CDOT is seeking representatives for the project management team (PMT), including a primary contact and alternate, to attend four PMT meetings. A MetroQuest map is also available for feedback and input. The study will conclude in nine months. Klockeman requested Reeves provide updates to the NFRMPO TAC on the study.

**GHG Roadmap Update** – Keith Hay, CEO, provided an overview of the GHG Roadmap and its implementation status. The GHG Roadmap was developed per the requirements in HB19-1261. The bill requires Colorado establish a 2005 baseline of GHG emissions and establish strategies to achieve a 26 percent reduction in GHG by 2025, 50 percent reduction by 2030, and 90 percent reduction by 2050. The bill also created a pathway for electric utilities to achieve an 80 percent reduction in GHG by 2030.

The GHG Roadmap includes projections of GHG emissions by year under different scenarios, including a reference scenario, a 2019 action scenario that reflects the strategies established as of 2019, and a scenario in

which the targets established in HB19-1261 are achieved. In addition, the impacts of COVID on GHG emissions were modeled.

Hay stated there are three key areas in which the state has committed to GHG reductions via near term actions, including oil and gas; residential, commercial, and industrial fuel use; and transportation. In the transportation sector, the goal is to reduce GHG emissions by 13 million tons by 2030. Hay provided a schedule for near term actions in 2021, noting the three major areas for near term actions are the energy plans at the public utilities commission, the transportation rulemaking at the AQCC, and the legislative agenda. Bornhoft asked how the sector-specific reductions were determined. Hay described there were several modeling efforts, and a top-down method was used to identify reductions with consideration of the likelihood and timeline of reductions from individual strategies.

**Premium Transit Analysis** – Gordon stated the Premium Transit Analysis is kicking off and has an 18-month timeline. Planning Council approved the project and funding from the Multimodal Options Funds (MMOF). The project will examine how to improve community connections. The scope is not limited to any particular routes or types of premium transit, with premium transit defined as anything other than local bus (e.g. bus rapid transit, express bus, commuter rail, light rail, etc.). There are baseline corridors for consideration, which must be included, but other corridors can be considered as well. The consultant team is led by HDR and includes sub-consultants WSP, Connetics Transportation Group (CTG), Quandel, and Project Vision 21. There are four key tasks to the project, including bilingual community engagement, corridor evaluations, finance and governance plan, and final recommendations.

Two advisory groups will be formed. The Policy Advisory Group will provide direction on the project recommendations and will consist of elected officials. The Guidance Committee will consist of technical staff from the NFRMPO and jurisdictions to provide input on a regular basis. Gordon noted updates will be provided by email to interested individuals, even if they cannot attend the Guidance Committee meetings. HDR will be holding pre-project interviews over the next several weeks with elected officials and technical staff from around the region.

## **DISCUSSION ITEMS**

**Active Transportation Plan** – Dusil described the Draft Active Transportation Plan (ATP), including the outreach efforts, purpose of the document, and content. The ATP provides the shared regional vision for active transportation and is an update from the 2013 Regional Bicycle Plan and the 2016 Non-Motorized Plan. The name of the plan was updated to a more inclusive term that acknowledges emerging modes of transportation such as e-scooters and e-bikes. “Active transportation” is defined as human-powered (including electric assist) and human-scaled modes of transportation.

The ATP identifies the benefits of active transportation infrastructure as well as guidance and tools for local jurisdictions to help achieve consistency in implementing active transportation infrastructure and programs. The 12 regional corridors identified in the 2013 Regional Bicycle Plan remain a focus in the ATP. The alignment and extent of each corridor was reviewed and updated as necessary, and information on current and projected population, jobs, schools, and transit stops near each corridor is provided. The ATP also clarifies the facility type for each segment of the corridors and identifies crossing needs and local connection needs.

The ATP provides guidance and best practices on a variety of topics, including micromobility solutions, quick-win projects, walk audits, wayfinding and signage, and count programs. The ATP includes recommendations for future improvements to improve active transportation, such as creation of a near miss reporting tool; provision of a more formal local assistance program; improving data on infrastructure and disparities in access; and integrating equity, alternative transportation, and target achievement in to the NFRMPO Call for Projects.

A subset of the NoCo Bike & Ped Collaborative served as a steering committee for the ATP. Most of the public outreach was virtual, although two in-person events were held in early 2020. The ATP public comment period is open May 12 through June 11. The ATP will be discussed at the June 3 Planning Council meeting and will be an Action Item at the June 16 TAC meeting and July 1 Planning Council meeting.

Baxter asked if a community submits an application that includes a crossing, if they are limited to the crossing type identified in the ATP. Dusil explained the crossing type is a recommendation based on expected build out roadway conditions.

**FY2021 STBG and TA Additional Funding Allocations** – Cunningham explained there is additional funding available to allocate to projects, including \$3.9M Surface Transportation Block Grant (STBG) funding and \$85K Transportation Alternatives (TA) funding. The available STBG and TA funding is from the stimulus funding swap that occurred in January 2021, with some funding reduced to cover the overprogrammed funds and additional funding needed to cover tasks in the UPWP as approved by Planning Council.

All the STBG projects from the FY2021-2022 Call for Projects were fully funded. There is one partially funded and one waitlisted STBG project from the FY2022-2023 Call for Projects which have unfunded requests totaling \$1.7M and both projects are willing to accept the additional federal funding. All the TA projects submitted in the FY2021-2022 Call for Projects and FY2022-2023 Call for Projects were fully funded.

One option for allocating the remaining funding, specifically \$2.3M STBG and \$85K TA, is rolling the funds into the next Call for Projects which will occur this fall. Another option is to allocate funding now through a separate process. The City of Windsor has also requested additional funding for their *Intersection Improvements at SH 257 & Eastman Park Drive* project, but that request would have to be submitted by Windsor through a separate scope change Discussion Item. Klockeman noted the STBG pool has request limits for each jurisdiction, so those limits should be recognized, and all projects should be eligible to apply for additional funding.

Anderson agreed rolling the funds into the upcoming Call for Projects is likely the most equitable approach but noted one downside is the delay in providing the funds.

**State Legislative Updates** – Karasko provided an update on three transportation-specific bills in the State legislature which could impact the NFRMPO region, including SB21-238 on Creating a Front Range Passenger Rail District, SB21-260 focused on transportation funding, and SB21-265 which would transfer funding from the General Fund to the State Highway Fund. Karasko noted one update to SB21-238 since the Planning Council meeting was the addition of another representative for the NFRMPO to the Rail Commission in response to the comments from Council. Buckman requested NFRMPO staff send out a written legislative update.

## **OUTSIDE PARTNERS REPORTS**

**NoCo Bike & Ped Collaborative** – Dusil noted the June meeting will likely be an in-person workshop on wayfinding along the Poudre River Trail.

**Regional Transit Agencies** – Baxter stated a transit manager will be hired for GET.

**Senior Transportation** – Gordon provided an update on COVID transportation services. The trip discovery website for RideNoCo is under development.

## **REPORTS**

**May Planning Council Meeting Summary** – A written report was provided.

**May Community Advisory Committee (CAC) Meeting Summary** – Karasko noted the CAC meeting summary in the packet is from the first CAC meeting. The CAC will either meet monthly or bi-monthly.

### **ROUNDTABLE**

Cunningham noted the summer newsletter will include an update to the construction map for projects on Regionally Significant Corridors (RSC)s and she will be contacting TAC members.

Anderson stated Weld County is hosting the US85 Coalition in person on May 20.

Herrera stated the construction on SH392 is behind schedule due to weather. The goal is to open the west leg by the end of June.

Malette asked for advice on successfully conducting hybrid meetings and will contact TAC members for additional information.

Baxter noted Greeley is updating their Transportation Master Plan, called *Greeley on the Go*. A community survey is out now and has already received 500 responses. Design is underway for two STBG-funded projects, including the *59<sup>th</sup> Ave and O Street* project and conceptual design for the *83<sup>rd</sup> Ave and 10<sup>th</sup> St* project.

Klockeman stated Loveland has several open positions. The *Connecting Loveland* plan is nearing completion.

Nelson stated the Severance Transportation Master Plan is scheduled for final adoption in June. Work will begin soon on a corridor plan for two main arterials, a paving project in downtown is underway, and Severance is wrapping up the boxelder crossing.

### **MEETING WRAP-UP**

**Final Public Comment** – There was no final public comment.

**Next Month's Agenda Topic Suggestions** – Karasko stated the June agenda will include the Active Transportation Plan recommendation, additional funding allocations, a presentation on the transportation components of the GHG Roadmap, and a discussion on updates to the regional travel demand model.

**Meeting adjourned at 2:45 PM.**

**Meeting minutes submitted by:** Medora Bornhoft, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, June 16, 2021 as a virtual meeting.**