

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

Virtual Meeting

July 21, 2021

1:01 p.m. – 3:04 p.m.

TAC MEMBERS PRESENT:

Mitch Nelson, Chair – Severance
Eric Tracy, Vice Chair – Larimer County
Dawn Anderson – Weld County
Allison Baxter – Greeley
Brad Buckman – Fort Collins
Aaron Bustow – FHWA
Richard Coffin – CDPHE-APCD
Jessica Ferko – RAQC
Josie Hadley – CDOT
Dave Klockeman – Loveland
Mark Oberschmidt – Evans
Adam Olinger - Town of Berthoud

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Alex Gordon
Hanna Johnson
Becky Karasko
Suzette Mallette
Cory Schmitt

TAC MEMBERS ABSENT:

Marco Carani – Johnstown
Eric Fuhrman – Timnath
Omar Herrera – Windsor
Pepper McClenahan – Milliken
Town of Eaton
Town of LaSalle

IN ATTENDANCE:

Cassie Archuleta – Fort Collins
Abdul Barzak – Severance
Jamie Grim - CDOT
Katie Guthrie – Loveland
Myron Hora – WSP
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Kay Kelly – CDOT
Katrina Kloberdanz - CDOT
Lauren Light – Weld County
Evan Pinkham – Weld County
Skyler Potocek – Northern Colorado Clean Cities
Jan Rowe – CDOT
Carrie Tremblatt – CDOT
Rebecca White – 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 JUNE 17, 2021 TAC MINUTES

Klockeman moved to approve the June 17, 2021 TAC minutes. Anderson seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Bornhoft stated the NFRMPO has submitted its Prehearing Statement and is working on rebuttal for the Employee Traffic Reduction Program (ETRP) rulemaking. APCD staff is revising rule to make ETRP more voluntary. Bornhoft noted employers would still be required to survey employees, but

employers will no longer be required to create a plan or meet targets. CDOT expects to have the Greenhouse Gas (GHG) Emissions rule text available soon. Bornhoft noted NFRMPO staff invited CDOT present to TAC on the GHG rule once the rule text has been released.

Ferko noted it has been a hot and dry summer, with three monitors above the 75 ppb standard and an additional five above 70 ppb.

CONSENT AGENDA

No items this month.

ACTION ITEM

July 2021 TIP Amendment – Cunningham stated this action will amend the FY2022-2025 TIP, which became effective July 1, 2021. There were two requests to add the *WCR13 Alignment Improvements* project and the *Transport Maintenance Facility Repairs* project. Public comment opened July 14 and closes August 13. Oberschmidt moved to approve the July 2021 TIP Amendment to the FY2022-2025 TIP. Baxter seconded the motion, which was approved unanimously.

PRESENTATIONS

GHG Roadmap Transportation Elements Update – Kay Kelly, CDOT Office of Innovative Mobility Chief, stated HB19-1261 set targets to reduce the State's Greenhouse Gas (GHG) Emissions compared to a 2005 baseline. HB19-1261 led to the GHG Reduction Roadmap, which includes strategies for a variety of industries and sectors to reduce emissions to meet the targets. Kelly noted to reach the targets set by HB19-1261, all sectors need to make reductions. Kelly provided more detail on the seven transportation strategies, including the creation of GHG pollution standards for MPO and Statewide plans, indirect source standards for new development, TDM/trip reduction requirements, expanding public transit, incentivizing certain land use decisions, a clean trucking strategy, and new revenue.

Colorado has undertaken a stakeholder process to develop a Clean Truck Strategy. Colorado has a low rate of vehicle turnover, meaning old trucks remain on the road for longer. Kelly explained the need to invest in electric vehicle charging along freight corridors; taking advantage of existing programs like SmartWay; having CDOT and the State lead by example by investing in electric fleets; and investigating the adoption of an Advanced Clean Truck standard. Kelly stated CDOT is nearing completion on the technical analysis on Colorado's medium and heavy-duty sector and will reconvene their Clean Truck Stakeholder Group.

Kelly noted SB21-260 will provide public investment to support the shift in fuel type.

Kelly stated there is a need to pair the investment in clean transportation technology with the reduction in the need to drive overall. CDOT will encourage TDM strategies. Kelly stated AQCC is working on the ETRP rulemaking, which will have co-benefits with the SIP that RAQC is developing. CDOT is investing in providing commuters with more choices, specifically through investments in mobility hubs, walking and biking, Front Range Passenger Rail, and Bustang expansion.

Rebecca White, CDOT Division of Transportation Development Director, explained CDOT will be meeting with recipients of the Revitalizing Main Streets grants to better understand how those investments impacted land use. White explained the GHG Pollution rulemaking will include a Greenhouse Gas standard for planning based on outreach. MPOs and CDOT will have a shared role. In July, the Transportation Commission (TC) gave approval to initiate the rulemaking process. TC noted the need for enough time to receive public input. CDOT anticipates releasing the rule for feedback in mid-August for a 60-day period with a minimum of five public hearings with adoption in late September.

Kelly explained Indirect Sources are defined as developments that generate and attract vehicle activity. These indirect sources require mitigation efforts like electrification, TDM, and combating idling. This strategy is expected to occur in 2022.

Bornhoft asked whether fleet turnover would account for approximately half of the 12.7M metric tons needed to meet the GHG Pollution Roadmap budgets, and Kelly agreed. Bornhoft asked if calculations have been done for each strategy to identify whether it could account for the other half of needed reductions. White noted each strategy would be needed to achieve the target, but CDOT does not know the exact amount reduced by each strategy. Each strategy will have to go through a similar process to identify what is feasible and how the regulation would work.

Klockeman asked to clarify whether the Greenhouse Gas Pollution standards apply to local or MPO plans. White stated the standards would apply to CDOT plans and for MPO plans and would not apply to local communities. Klockeman stated fleet replacements have been delayed due to budgets, and many companies are buying old fleet vehicles. Kelly responded CDOT has identified programs around the country, including fleet matching and other innovative strategies. Klockeman asked for clarification about the status of Front Range Passenger Rail. Karasko responded no alignment has been officially decided so future land use decisions have not been directly impacted.

DISCUSSION/ACTION ITEMS

US287 Intersection Improvements Scope Change – Cunningham stated Fort Collins is requesting to change the scope of the previously funded *US287 Intersection Improvements* project. Cunningham explained the updated policy is to have TAC decide whether a scope change is minor and can be completed as a TIP modification or if the scope change is major and must be reviewed by Planning Council and completed as an amendment. Buckman explained the Fort Collins Traffic Department determined Columbia Rd. and Harvard St. are a higher priority than Rutgers St. and Swallow Rd. Buckman noted funding has been appropriated by the Fort Collins City Council. TAC members agreed the scope change was minor because it contained the same number of intersections with no funding change. Klockeman moved to approve processing the scope change as a TIP modification without further review. Oberschmidt seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

2021 Call for Projects Guidebook Elements Discussion – Cunningham stated Planning Council approved the \$5M CMAQ set-aside for North I-25, decided not to create the percentage allocation program for bicycle and pedestrian projects, and agreed to revise scoring criteria to help bicycle and pedestrian projects be more competitive. Planning Council also agreed to keep population limits for the STBG program while allowing each community to apply for at least \$1M. Cunningham noted there is approximately \$5.2M in CMAQ, \$10.1M for STBG, and \$602K for TA. Cunningham reviewed the proposed schedule, which will include more TAC and Council discussions, the Call being open for eight weeks, and Council approval in March 2022. Cunningham reviewed the STBG request limits and community targets based on updated population information and current funding estimates. Cunningham requested TAC feedback on whether the CMAQ request limits should be \$5M, half of the total CMAQ funding, or \$2.6M, half of what would be available after the I-25 Set-Aside. TAC agreed \$2.6M would create less confusion.

Cunningham reviewed proposed changes to the scoring criteria based on the survey TAC completed in September 2020. CMAQ projects would be scored in three sections: Cost Effectiveness and Project Effectiveness Life, Contribution to Achievement of Targets, and CMP strategies. Thresholds for cost effectiveness would be determined based on the projects that were submitted. Project effectiveness life as proposed in the handout is based on several sources, including FHWA guidance. Klockeman asked to clarify

some of the project lifetimes. Cunningham stated the years can be adjusted based on feedback from TAC. Baxter asked whether transit should be eligible for as many points. Klockeman suggested creating a level between greatly and marginally impacting targets and define what each level means. CMP Strategies are a new CMAQ criterion for this Call. Baxter and Klockeman suggested including Tier 4 CMP Strategies with Tiers 1-3.

STBG scoring is based on whether the applicant is a small or large community and would be scored under the following categories: Safety, Mobility, System Preservation, Partnerships, Environmental Justice, and Economic Development. Klockeman recommended eliminating the ability to provide zero points for projects that have no intention to improve safety, as those projects would not be proposed. TAC members preferred subcriteria for safety based on level of safety improvement. TAC members discussed combining the bicycle and pedestrian scoring subcriteria under the Mobility criteria with transit into one category or highlighting the increase in users; redistributing small community TAM points because no Small Communities have eligible transit; reducing the number of eligible points for EJ; and increasing points for partnerships. TAC members should reach out to Cunningham with suggestions to be incorporated. Baxter asked how project effectiveness would be impacted by a project with multiple improvements. Bornhoft responded there are different modules to use and calculate the benefits and each component could have its own project lifetime.

Cunningham noted only minor changes have been made to TA scoring based on NoCo priorities.

Cunningham reviewed the next steps for the Call for Projects. Staff will draft the Guidebook and there will be four meetings to discuss and approve the Guidebook and Call Process: TAC Discussion in August, Council Discussion in September, TAC Action in September, and Planning Council approval in October. The Call for Projects will open the day after the October Planning Council meeting.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – A written report was provided. Gordon stated he would be the interim NFRMPO staff working with the NoCo Bike & Ped Collaborative.

Regional Transit Agencies – Rowe stated Bustang Outrider from Sterling to Greeley/Denver should launch in mid-late August, and will include stops at the UCHHealth Greeley campus, North Colorado Medical Center (NCCM), and Greeley Regional Transportation Center. Mallette noted the Planning Council will nominate a representative to the Nonattainment Area Enterprise in August.

Mobility Program Updates – Schmitt stated the RideNoCo website is underway and is expected to go live in August. The Call Center will officially launch simultaneously. The Rider's Guides have been updated to match the RideNoCo branding. There will be a joint LCMC/WCMC meeting at the Windsor/Severance Library on August 24. Via Mobility Services is launching a pilot transit service in southern Larimer and southern Weld on August 2 through the end of the year. NFRMPO Mobility staff have been doing outreach. Via has registered the first rider from the Milliken Senior Center.

REPORTS

July Planning Council Meeting Summary – A written report was provided.

Community Advisory Committee (CAC) Summary – A written report was provided.

Mobility Committee Updates – A written report was provided.

Q2 2021 TIP Modifications – A written report was provided.

CDOT Inactives Report – A written report was provided.

ROUNDTABLE

Bornhoft stated there was a follow-up meeting held on July 12, 2021 to discuss the Regional Travel Demand Model RFP, which will go out later this month.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions

Meeting adjourned at 3:04 p.m.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, August 18, 2021 as a virtual meeting.