

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

**Hybrid Meeting**

**December 15, 2021**

**1:03 p.m. – 2:49 p.m.**

**TAC MEMBERS PRESENT:**

Abdul Barzak – Severance  
Allison Baxter – Greeley  
Aaron Bustow – FHWA  
Jessica Ferko – RAQC  
Eric Fuhrman – Timnath  
Josie Hadley – CDOT  
Omar Herrera – Windsor  
Dave Klockeman – Loveland  
Mark Oberschmidt – Evans  
Elizabeth Relford – Weld County  
Eric Tracy – Larimer County  
Ranae Tunison – FTA

**NFRMPO STAFF:**

Medora Bornhoft  
AnnaRose Cunningham  
Alex Gordon  
Becky Karasko  
Cory Schmitt

**TAC MEMBERS ABSENT:**

Brad Buckman – Fort Collins  
Richard Coffin – CDPHE-APCD  
Pepper McClenahan – Milliken  
Adam Olinger – Town of Berthoud  
Town of Eaton  
Town of LaSalle  
Town of Johnstown

**IN ATTENDANCE:**

Scott Ballstadt – Windsor  
Alex Donaldson – Loveland  
Jim Eussen – CDOT  
Katie Guthrie – Loveland  
Myron Hora – WSP  
Dana Hornkohl – Fort Collins  
Dan Joseph – Weld County  
Tamara Keefe – FHU  
Katlyn Kelly – Transfort  
Evan Pinkham – Weld County  
Bryce Reeves – CDOT  
Taylor Robinson – Weld County  
Jan Rowe – CDOT  
Carrie Tremblatt – CDOT

**CALL TO ORDER**

Vice Chair Tracy called the meeting to order at 1:03 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE NOVEMBER 17, 2021 TAC MINUTES**

Relford requested a correction to the TAC minutes to reflect the RAQC's Control Strategy Committee did not meet on December 15, 2021. Klockeman moved to approve the November 17, 2021, TAC minutes as amended. Relford seconded the motion, which was approved unanimously.

## **AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Ferko stated the EPA released a final notice to expand the nonattainment area to include northern Weld County and noted upcoming RAQC meetings. Bornhoft stated there is a special Planning Council meeting on December 16, 2021, for Council to consider supporting Weld County’s request for a judicial stay on the effectiveness of the redesignation rule. The Transportation Commission will meet December 15, 2021 in workshop to discuss the proposed GHG rule and is scheduled to vote on the GHG Rule on December 16, 2021. CDPHE, CDOT, and CEO are holding public meetings on the Colorado Clean Truck Strategy and the draft strategy will be released for public comment in January.

## **CONSENT AGENDA**

No items this month.

## **ACTION ITEMS**

**Election of 2022 TAC Officers** – Relford nominated Eric Tracy for Chair. Klockeman seconded the motion, and it passed unanimously. Barzak nominated Allison Baxter for Vice Chair. Klockeman seconded the motion, and it passed unanimously.

**December 2021 Off-Cycle TIP Amendment** – Cunningham explained the two revision requests, which include removing the *Weld County CNG Vehicles* project due to the sponsor returning the federal award to the CMAQ pool and removing the *Transfort Electric Bus Replacement* project which was erroneously added to the TIP twice. Oberschmidt moved to approve the TIP Amendment. Herrera seconded the motion, and it passed unanimously.

**NFRMPO 10-Year List Update** – Karasko provided background on the 10-Year List and explained CDOT is requesting MPOs and TPRs update the list by January 2022. The NFRMPO’s 10-Year List was first developed in January 2020, and none of the projects on the list have moved forward or been funded. For this update, two minor changes have been made, including updating the project prioritization order based on phasing needs identified by CDOT Region 4, the creation of two scenarios – one with a public-private partnership (P3) for North I-25 and one without a P3, and updates from TAC members. Council reviewed the two scenarios and did not identify any concerns. In January, Council will approve the lists so they can be sent to CDOT Region 4 for incorporation into the Region 4 10-Year List.

Relford asked if the sponsor comments for the first two projects should be the same. Karasko and Klockeman will confirm the sponsor comments are correct. Klockeman moved to approve the NFRMPO 10-Year List with corrections as necessary to the sponsor comments. Herrera seconded the motion, and it passed unanimously.

## **PRESENTATIONS**

**CDOT Region 4 10-Year Plan Update** – Hadley explained the presentation is postponed until early 2022 to allow for corrections to the statewide planning totals which were miscalculated and are now drastically lower.

## **DISCUSSION ITEMS**

**2018-2022 NFRMPO Targets for Safety Performance Measures** – Cunningham explained targets must be set annually for the five federally required highway safety performance measures. The MPO may either set targets specific to the region or support statewide targets. Targets are for five-year time periods. Due to uncertainty in predictive value of the 2020 data, which had higher traffic fatalities and lower VMT, CDOT developed targets using 2019 data instead of forecasting the 5-year average using 2020 data. Usually, the NFRMPO receives crash data for the previous year, but CDOT has not yet provided the 2020 data for the NFRMPO region due to processing delays. NFRMPO staff recommends the NFRMPO continue to support the statewide targets instead

of setting region-specific targets. Baxter asked if the targets will be included in the 2050 Regional Transportation Plan (RTP). Cunningham explained the targets are updated annually, so the targets set in 2023 will be the ones included in the 2050 RTP.

**Safety Vision Data Exchange** – Cunningham explained there was discussion on how to improve coordination on crash data and analysis during the development of the NFRMPO Safety Vision in 2020 and while setting last year’s highway safety targets. NFRMPO staff are proposing to establish a working group consisting of NFRMPO staff and local agency staff who work on crash data, safety, and GIS to improve sharing and collaboration.

Additionally, the Active Transportation Plan (ATP) adopted earlier this year recommends developing a Near Miss/Hazard Reporting tool for the North Front Range region. The tool would be used by the public to report safety concerns and near-collisions. The information would supplement the crash dataset and could inform the 2050 RTP and the Call for Projects. Data from the tool would be shared with local agencies to support safety improvements. The tool could be customized from Esri’s Vision Zero solution, which is a mobile friendly app. NFRMPO staff have worked with Bike Fort Collins and CSU in the preliminary development of the tool. The tool could be promoted through the NFRMPO’s social media and by local agencies.

NFRMPO staff recommends convening the safety vision data exchange working group beginning in early 2022. Herrera stated Windsor recently launched SeeClickFix, a tool to report infrastructure issues, which has been successful. Klockeman noted identifying the cause of a near miss is required for the information to be useful. Baxter recommended the working group discuss how to address data gaps caused by the State’s new crash form. TAC members expressed support for establishing the working group and developing the Near Miss tool.

**LinkNoCo Survey Results** – Gordon provided an update on the LinkNoCo survey which was used to identify corridors to carry forward for deeper analysis. The survey was promoted through several different channels. Survey respondents were located throughout the region. Respondents were primarily ages 25 to 75, so additional outreach is needed to youth commissions and senior advisory boards.

The survey asked respondents to identify their top three priorities out of 17 corridors. The corridors included the intraregional corridors identified in the 2045 RTE and a few additional corridors in the southern portion of the region. The top three corridors identified by survey respondents included Fort Collins to Longmont/Boulder (FLEX/US 287), Loveland to Greeley (US 34), and Greeley to Fort Collins Regional Rail along the Great Western Railway. Other corridors may move forward as a result of the consultant’s analysis.

The survey also asked about obstacles to using transit, missing community connections, and suggestions for improving transit. Frequency was the top response for obstacles to transit, followed by convenience and transit stop locations. Respondents identified expanded regional transit connectivity and more frequent service as top priorities for improvements.

Gordon explained the guidance committee has two weeks to review the survey results. One potential concern is the southern portion of region may be under-represented in the survey results. Next, the prioritized corridors will receive additional analysis and early next year the policy advisory committee will consider funding and governance.

Klockeman suggested future surveys ask why a certain mode is preferred instead of only asking which mode. Many respondents may identify light rail as their preferred without considering costs.

Relford stated the intent of the study was to go beyond the 2045 Regional Transit Element (RTE) to identify additional corridors and identify the right-of-way needed for the ultimate transit service so right-of-way can be preserved in local land use plans. Gordon noted the next step of the analysis will consider mode and potential right-of-way needs for the priority corridors, which will take the corridors from abstract lines on a

map to potential alignments. The LinkNoCo study serves as an alternatives analysis and could help secure FTA funding such as Small Starts.

**2045 RTP Update Schedule** – Bornhoft presented the approach and schedule for updating the 2045 Regional Transportation Plan (RTP) in compliance with the TC’s proposed GHG Rule as required by SB21-260. The deadline for updating the RTP is October 1, 2022. If a compliant plan is not adopted by that deadline, project type restrictions are imposed for Multimodal Transportation and Mitigation Options Funds (MMOF) in SFY2023 and beyond, which could prevent some types of projects from being funded such as mobility improvements for seniors and people with disabilities.

NFRMPO staff propose retaining most elements of the adopted 2045 RTP and making targeted updates, such as inclusion of commitments to GHG-reducing transportation projects. Work on the 2045 RTP Update will overlap with development of the 2050 RTP, which is scheduled for adoption in September 2023. The schedule for updating the 2045 RTP includes data requests to member agencies in January and February, modeling from February through May, and TAC and Council discussions from June through August.

Relford suggested the data requests to local communities extend through March and Bornhoft agreed. Klockeman stated GHG measures are most effective in highly urban areas, not regions like the North Front Range. Bornhoft explained context is very important in determining the benefits of a specific GHG-reducing project and noted the high growth expected for the region provides more opportunities for reducing GHG from transportation.

Regarding impacts to STBG and CMAQ projects, Bornhoft clarified the GHG-compliance status of the updated 2045 RTP only impacts MMOF restrictions, while restrictions on STBG, CMAQ, and 10-Year Plan funds would take effect only if a Plan amended or adopted after October 1, 2022 does not comply with the GHG Reduction Levels in the Rule. If that occurs, projects that do not reduce GHG and have not gone to advertisement for construction would have funds restricted unless a waiver is granted by the Transportation Commission. Baxter suggested allowing sponsors to modify project scopes to include mitigation measures once those measures have been identified.

**2050 RTP Performance Measures** – Gordon explained the 2045 RTP included eight regional performance measures selected by the NFRMPO that were not federally required. For the 2050 RTP, two additional performance measures are federally required, including the percent of non-single occupant vehicle (SOV) commuter trips and peak hour excessive delay; however, targets for these measures must be set for the Fort Collins Transportation Management Area (TMA), not for the entire NFRMPO region. Gordon identified considerations for selecting region-specific performance measures for the 2050 RTP and asked for feedback on usefulness of the measures and frequency of reporting progress. Gordon noted it is unclear if the targets in the 2045 RTP are for a four-year timeframe or if they extend to the horizon year of 2045. Relford said she understood the targets as covering the full horizon of the Plan, not the four years in between Plan updates.

Baxter noted the Call for Projects is for capital improvements, not operations, and asked which project types would impact population within publicly operated paratransit boundaries. Gordon explained CMAQ can fund the first three years of transit operations and MMOF can also fund transit operations.

Klockeman suggested miles of fiber is not a useful measure of ITS. Relford suggested SB260 and the Infrastructure Investment and Jobs Act (IIJA) may be helpful for rewording the ITS measure.

TAC members suggested resuming the discussion after lessons learned from the performance measure analysis in the current Call for Projects can be compiled, such as which measures were not selected by any projects submitted in the Call and which measures are meaningful and realistic.

## **PARTNER REPORTS**

**NoCo Bike & Ped Collaborative** – NoCo met this morning to score TA projects and recommended the *Poudre Trail Wayfinding* project receive the rollover TA funding and the *Loveland Willow Bend Trail* project receive the FY24-FY25 TA funding. A total of five applications were submitted and NFRMPO staff is recommending waitlisting the remaining three projects due to the high quality of the applications and because additional funds are anticipated for TA from IIJA. Cunningham will include the TA project applications when sending out the CMAQ and STBG applications to the Scoring Committee.

**Regional Transit Agencies** – None this month.

**Mobility Updates** – Schmitt stated the NFRMPO has selected a vendor for RideNoCo’s Phase II, which is a Trip Planning tool for public transit, volunteer and human service transportation, walking, and biking. The RideNoCo call center and website are continuing to gain traction. Use of the Via pilot in southern Weld County is growing quickly and work is underway to extend the service into 2022.

## **REPORTS**

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

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

**2022 TAC Meeting Calendar** – Karasko noted page 37 in the packet provides the dates for the TAC meetings in 2022. TAC meetings will continue to be hybrid.

## **ROUNDTABLE**

Bornhoft stated the Model Steering Team (MST) will begin meeting in February with six or seven meetings in 2022 to guide the development of the land use allocation model and regional travel demand model. NFRMPO staff will reach out to local governments in the modeling area to identify local agency staff to serve on the MST.

Herrera stated Windsor is hiring a traffic engineer/transportation planner.

Gordon stated land use contacts are still needed to provide updates to the land use allocation model inputs.

Cunningham noted MMOF reports are due by the end of the day. The CMAQ and STBG scoring meeting is scheduled for Wednesday, January 5, 1-3pm. An email with applications and scoring materials will be sent today or tomorrow to scoring committee members. NFRMPO staff will present the selected projects at the January TAC meeting. Sponsors of selected projects must present their project at the February Council meeting either in-person in Windsor or virtually. Following the Call, a survey on the Call for Projects process will be sent to identify improvements for future Calls.

## **MEETING WRAP-UP**

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

**Next Month’s Agenda Topic Suggestions:** None.

**Meeting adjourned at 2:49 p.m.**

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

**The next meeting will be held at 1:00 p.m. on Wednesday, January 19, 2022 as a hybrid meeting.**