

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

Hybrid Meeting

March 16, 2022

1:00 – 2:30 p.m.

TAC MEMBERS PRESENT:

Allison Baxter, Vice Chair – Greeley
Abdul Barzak – Severance
Brad Buckman – Fort Collins
Aaron Bustow – FHWA
Rick Coffin – CDPHE-APCD
Jessica Ferko – RAQC
Eric Fuhrman – Timnath
Josie Hadley – CDOT
Omar Herrera – Windsor
Dave Klockeman – Loveland
Mark Oberschmidt – Evans
Adam Olinger – Berthoud
Elizabeth Relford – Weld County
Troy White – Johnstown

NFRMPO STAFF:

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

TAC MEMBERS ABSENT:

Wesley LeVanchy – Eaton
Pepper McClenahan – Milliken
Eric Tracy, Chair – Larimer County
Ranae Tunison – FTA
Town of LaSalle

IN ATTENDANCE:

Alex Donaldson – Loveland
Candice Folkers – COLT
Michelle Johnson – GET
Katlyn Kelly – Transfort
Evan Pinkham – Weld County
Jake O’Neal – CDOT
Jan Rowe – CDOT
Natalie Shishido – CDOT
Michael Snow – CDOT
Carrie Tremblatt – CDOT

CALL TO ORDER

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

APPROVAL OF THE FEBRUARY 16, 2022 TAC MINUTES

Oberschmidt moved to approve the February 16, 2022 TAC minutes. Klockeman seconded the motion, which was approved unanimously.

PUBLIC COMMENT

There was no public comment.

AIR QUALITY AGENDA

Regional Air Quality Updates – Ferko reported RAQC is continuing development of the SIP ozone plan. Preliminary modeling shows attainment of the 2008 ozone standard in 2026 and attainment of the 2015 ozone standard at all but one monitor in 2026. Bornhoft stated another round of data requests on GHG

strategies is forthcoming. The four enterprises created with SB21-260 are developing 10-year plans and setting fee rulemakings, which may be of interest to local governments.

CONSENT AGENDA

FY2022 CMAQ and TA Additional Allocations – Relford moved to approve the Consent Agenda. Klockeman seconded the motion, which was approved unanimously.

ACTION ITEMS

March 2022 TIP Amendment – Cunningham described the March 2022 TIP Amendment, which includes four requests. Oberschmidt moved to approve the March 2022 TIP Amendment. Herrera seconded the motion, which was approved unanimously.

PRESENTATIONS

No items this month.

DISCUSSION ITEMS

FY2023 Unified Planning Work Program (UPWP) Tasks – Karasko explained seven tasks were updated and no new tasks were added for FY2023. Local match estimates will be provided at April TAC meeting. If local match estimates are needed before then, she recommended using a 3-5 percent increase over the FY2022 amount. Comments on the FY2023 tasks are due to Karasko by March 28, 2022. The UPWP is scheduled for approval at the Planning Council meeting on May 5, 2022.

TAC members discussed if the 3-5 percent increase was reasonable given the 9.5-10 percent increase in construction costs. Mallette noted most work for FY2023 is already under contract; however, there are substantial IT investments required for FY2023 which are causing the expected increase. Mallette suggested a future discussion at TAC on how to address increased construction costs for awarded projects.

FY2023-2026 Transportation Improvement Program (TIP) – Cunningham explained the NFRMPO adopts a new TIP each year in line with CDOT's annual STIP adoption. The draft TIP carries forward projects programmed in FY2023-FY2025 from the current TIP, includes the projects Planning Council approved at their March 3, 2022 meeting for the 2021 Call for Projects, and includes some updates to the TIP policies. The public comment period will open April 1, 2022 and close April 30, 2022. Planning Council approval of the FY2023-2026 TIP is scheduled for May 5, 2022.

MMOF Call for Projects Criteria – Cunningham identified the statutory goals of the State's Multimodal Transportation and Mitigation Options Fund (MMOF) program, including a new goal to reduce greenhouse gas (GHG) emissions. She described the NFRMPO's draft guidelines for an upcoming call to award \$15.5M in FY2022 Federal and FY2023 State MMOF. The guidelines identify the schedule, minimum requests, maximum requests, maximum awards, set asides, and scoring criteria. Cunningham also presented the draft project application and project description forms.

The proposed set asides total \$5.6M, reducing available funds to \$9.9M, with \$5M to I-25 Segment 6 and \$600K to four NFRMPO projects. The \$5M set aside to I-25 would free up the \$5M in FY2025 CMAQ that had been set aside for I-25 in the 2021 Call for Projects and enable I-25 to receive funding more quickly. The \$5M CMAQ funds would then be awarded to partially funded and waitlisted projects from the 2021 Call with the remaining funds to be awarded in a separate Call. Mallette noted the \$5M to I-25 is from the

FY2022 Federal funds but could be switched to the state funds if preferred by TAC. Baxter noted it could depend on how many shovel-ready projects are submitted. Cunningham noted feedback on this question is needed soon to allow the set aside to be processed.

The NFRMPO guidelines reference the CDOT requirements, such as the 50 percent non-MMOF match requirement, match requirement exemptions, and required CDOT consultations. Cunningham explained the FY2022 MMOF, which are Federal American Rescue Plan Act (ARPA) funds, have an earlier expenditure deadline than the FY2023 MMOF, which are State funds. Snow stated the US Treasury recently finalized guidance on the ARPA Coronavirus State and Local Fiscal Recovery Funds (SLFRF) and those funds can now be used as match for other Federal programs. This means the Federal dollars from MMOF can be used as match for other Federal funding sources such as STBG.

The draft guidelines classify projects into two categories to facilitate scoring: Category A for projects that quantifiably reduce GHG emissions and Category B for projects that do not reduce GHG or do not quantifiably reduce GHG. Scoring criteria points were updated as recommended by TAC at the February meeting. Relford recommended changing the classification of operating funding for existing fixed-route transit from Category A to Category B. TAC discussed whether the funding allotted for Category B was too low. Cunningham noted the goal is to award at least 75 percent of funding to Category A projects; however, if not enough Category A projects are submitted the guidelines state the funds could be awarded to Category B projects. Kelly asked if request limits should be updated between the two categories. Cunningham explained each agency can request up to \$9.9M in total; there is no request limit per category. Mallette explained MMOF could be restricted to GHG-reducing projects if the NFRMPO cannot meet the GHG Reduction Levels by October, so it is important to encourage GHG-reducing projects in the Call. Bornhoft and Snow clarified the restriction would apply to the State MMOF in FY2023 and beyond, not the FY2022 ARPA funds.

TAC discussed project eligibility, such as multimodal components of intersection improvement projects. Cunningham clarified multimodal elements are eligible. Baxter asked what project types are eligible under the new GHG mitigation project type that are not already eligible as multimodal projects. Cunningham explained State statute defines GHG Mitigation projects as those that reduce GHG by decreasing Vehicle Miles Traveled (VMT) or increasing multimodal travel. Snow stated an electric vehicle transition plan for transit vehicles is eligible for MMOF, whereas an EV transition plan for other city fleet vehicles is not eligible for MMOF based on statutory language.

CDOT requires consultation for infrastructure and transit projects and documentation of the consultation must be provided as an attachment to the MMOF application. Cunningham asked if there is interest in an application workshop hosted by CDOT. TAC members determined the applicant consultation process required by CDOT and offers of one-on-one support by CDOT and NFRMPO staff supplant the need for an application workshop.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – A written report was provided.

Regional Transit Agencies – Kelly reported Transfort accepted its first two battery electric buses.

Mobility Updates – Schmitt stated RideNoCo's Trip Discovery Tool is under development. The Via Pilot in southern Weld County, which concluded in February, was successful and NFRMPO is working with Weld County and local communities to potentially apply for UFR MMOF to continue the service.

REPORTS

March Planning Council Meeting Summary Draft – A written report was provided.

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

ROUNDTABLE

Cunningham stated the survey on the 2021 Call for Projects was sent prior to the TAC meeting. The survey results will be discussed at the April TAC meeting.

Gordon stated the next step of developing the 2050 RTP is to review regional corridors. He will send out definitions and maps for review, and TAC will discuss the corridors at the April meeting.

Baxter stated Michelle Johnson is the new GET transit manager.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – None.

Meeting adjourned at 2:30 PM.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, April 20, 2022 as a hybrid meeting.