

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
May 18, 2022
1:00 – 3:18 p.m.**

TAC MEMBERS PRESENT:

Eric Tracy, Chair – Larimer County
Allison Baxter, Vice Chair – Greeley
Abdul Barzak – Severance
Aaron Bustow – FHWA
Rick Coffin – CDPHE-APCD
Jessica Ferko – RAQC
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
Hanna Johnson
Becky Karasko
Suzette Mallette
Jerome Rouser
Cory Schmitt

TAC MEMBERS ABSENT:

Brad Buckman – Fort Collins
Eric Fuhrman – Timnath
Wesley LeVanchy – Eaton
Pepper McClenahan – Milliken
Ranae Tunison – FTA
Town of LaSalle

IN ATTENDANCE:

Alex Donaldson – Loveland
Caleb Feaver – FHU
Candice Folkers – COLT
Katie Guthrie – Loveland
Dana Hornkohl – Fort Collins
Bhooshan Karnik – Greeley
Michael King – CDOT
Aaron Norton – Fort Collins
Jake O’Neal – CDOT
Darius Pakbaz – CDOT
Evan Pinkham – Weld County
Leiton Powell – GET
Jan Rowe – CDOT
Natalie Shishido – CDOT
Carrie Tremblatt – CDOT

CALL TO ORDER

Chair Tracy called the meeting to order at 1:06 p.m.

APPROVAL OF THE APRIL 20, 2022 TAC MINUTES

Oberschmidt moved to approve the April 20, 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 provided an overview of the two federal Ozone standards, the proposed reclassification of the Denver Metro/North Front Range Nonattainment Area by EPA to more stringent classifications and noted EPA will be receiving comments on the reclassification through June 6 before publishing to the final register. Ferko reviewed the expansion of the nonattainment area for the 2015 ozone standard to include all of Weld County, newly required State Implementation Plan (SIP) elements, and gave an overview of the timeline of events for the upcoming year.

Bornhoft outlined the changes made to the Greenhouse Gas (GHG) Policy Directive including allowing local data to be used as inputs instead of statewide and national data and allowing mitigation measures not on the list to be submitted in the mitigation action plan. The Policy Directive does not include priority for disproportionately impacted communities but the resolution states that it will be included by the end of 2022. Transportation Commission is scheduled to approve it at their meeting on May 19, 2022.

CONSENT AGENDA

FY2022 Unified Planning Work Program (UPWP) Task Amendment #1 – Relford moved to approve the Consent Agenda. Klockeman seconded the motion which was approved unanimously.

ACTION ITEMS

FHWA PM3 System Performance Updates – Cunningham reviewed the two system performance targets for CMAQ Congestion: non-single occupant travel and peak hours excessive delay. Relford moved to recommend Planning Council approve the FHWA PM3 System Performance targets. Oberschmidt seconded the motion, which was approved unanimously.

May 2022 TIP Amendment – Cunningham reviewed the revisions to the FY2022-2025 TIP included in the May TIP Amendment. Oberschmidt moved to approve the May 2022 TIP Amendment. Relford seconded the motion, which was approved unanimously.

PRESENTATIONS

Non-Attainment Area Air Pollution Mitigation Enterprise (NAAPME) 10-Year Plan – Darius Pakbaz, Program Administrator and Deputy Director of the Division of Transportation Development within CDOT provided an overview of the NAAPME outlining how the Enterprise is funded, the structure of the board, powers and duties of the Enterprise, and timeline of requirements stated in the legislation. Pakbaz outlined the main funding focus areas and stated the funding must be awarded within the nine county non-attainment area which includes the NFRMPO, DRCOG, and UFR TPR.

Klockeman asked for clarification on if the funding would go to CDOT or directly to local entities. Pakbaz stated the funding will be awarded by the Enterprise, which is a separate entity within CDOT, but the process for awarding funding has not yet been determined. Bornhoft stated any entity eligible for CMAQ funds is eligible to receive the Enterprise funding per statute, which includes local governments. Pakbaz clarified the board may decide to narrow the scope of eligibility further. Klockeman asked if the 10-Year Plan will identify eligible project types. Pakbaz stated the 10-Year Plan outlines the framework for project categories, but the Board of Directors will make final determinations on project types.

Mallette asked for clarification if the Enterprise would be focusing on ozone precursor reductions or greenhouse gas reductions. Pakbaz stated the Enterprise will focus on both as long as there is an impact on environmental and health benefits. Mallette asked what the timeline is to award funding. Pakbaz noted the Enterprise will likely wait until the fall after the revenue starts to become available.

Relford asked if the draft 10-Year Plan is available for public comment. Pakbaz noted the survey is available to provide public comment, but the draft plan has not been released for public comment. The 10-Year Plan will be a living document and will be updated as needed.

Mallette asked if the Enterprise would do the contracting for the project since NAAPME is a separate entity from CDOT. Pakbaz noted the contracting will be through the Enterprise with support from CDOT staff.

Clean Transit Enterprise 10-Year Plan - Michael King, CDOT, outlined the scope and structure of the Clean Transit Enterprise, the revenue structure, and what activities the Enterprise is designed to fund. King outlined the public engagement process for the 10-Year Plan including a stakeholder engagement survey which is still available. King noted the Board will review the draft 10-Year Plan on May 25 to meet the June 1 deadline.

Mallette asked about timing for awarding the funds. King noted the intention is to align with the existing process and schedule for transit grants in Colorado and noted the fee collection to fund the Enterprise will begin in July. The exact timeline is not yet determined.

DISCUSSION ITEMS

2050 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT) Update – Cunningham reviewed the GOPMT framework from the 2045 RTP and the changes proposed by Staff and the Community Advisory Committee to the vision statement, goals, and objectives for the 2050 RTP. Cunningham presented an analysis of the two most recent calls for projects and the impact to regional performance measures as well as the status of regional performance measures compared to the baseline.

Relford asked how the VMT offsets required for the new State Implementation Plan (SIP) align with the regional performance measures. Bornhoft stated the VMT offsets are calculated using a different process and data than the regional performance measures. TAC discussed the benefits of retaining the non-SOV commute trips target for the full NFRMPO region and aligning the methodology for the regional target to the methodology for the federally required target for the Fort Collins TMA.

Klockeman recommended getting input from traffic engineers on the fiber or ITS performance measure. Relford asked for clarification on why the Travel Time Index (TTI) performance measure specifies it must be on regionally significant corridors (RSCs). Bornhoft noted it is partially due to data availability and Cunningham stated it is also because the funding the NFRMPO awards can only go towards RSCs. Relford asked if these regional performance measures align with other plans such as the Congestion Management Process (CMP). Bornhoft stated the different NFRMPO plans are interconnected, and the performance measures align where it makes sense. Relford stated the methodology used for target setting within the RTP should align with methodology in other plans.

TAC discussed changes to the vision statement to make it more active. Cunningham stated revisions to the vision statement, regional performance measures, targets and methodologies will be brought to TAC at a later date.

2050 RTP Regionally Significant Corridors (RSCs) Update – Gordon reviewed the changes to RSCs and Regional Transit Corridors (RTCs) from the April TAC meeting including realigning the corridor along O Street and Crossroads, adding US 85 as a transit corridor, and updating the definition of an RSC. TAC discussed connecting RSCs 24 and 25 in Weld County. Gordon noted the RSCs will be discussed at the June Planning Council meeting.

Performance Report for the 2019 Congestion Mitigation Process (CMP) – Bornhoft reviewed the purpose of the CMP, the federal requirement to periodically report out on the effectiveness of CMP strategies, and the progress made in the NFRMPO towards performance measures outlined in the CMP. Relford asked about the timeline of what is reflected in the CMP. Bornhoft stated the CMP is reflective of implemented projects through 2023 and a new CMP will be developed in 2023. Klockeman noted highlighting a summary of the findings within the status report would be helpful.

2045 RTP Update and Greenhouse Gas (GHG) Analysis – Bornhoft reviewed the updated memo which will be sent to TAC following the meeting. The memo outlined preliminary modeling results of the NFRMPO's progress towards meeting the GHG emissions reduction requirements for the 2045 RTP update which must be completed by October 1, 2022. Bornhoft described GHG strategies the region is investing in which were not reflected in the RTP or associated modeling. Staff has completed additional model runs to account for these strategies which help meet reduction levels but noted more will need to be done to meet the required reduction levels. TAC discussed the repercussions of not meeting the required reduction levels, which include restricting certain State and Federal funding source to specific project types.

Oberschmidt asked for clarification on why technology improvements for vehicles is not included. Bornhoft stated light duty vehicles already have rules in place whereas medium and heavy-duty rules are not yet in place. The State is allowing credit to be taken for medium and heavy-duty investments at this time.

MMOF Call for Projects Sponsor Q&A - Cunningham reviewed requirements and upcoming deadlines for the MMOF Call for Projects.

OUTSIDE PARTNERS REPORTS

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

Regional Transit Agencies – None this month.

Mobility Updates – Schmidt stated the RideNoCo website and call center are now available in Spanish with more languages available through a real time translation service. The trip-planning tool is scheduled for completion in July or August, and they are working with their Technology Steering Committee to identify what that version looks like with trip scheduling and coordination technologies.

REPORTS

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

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

Mobility Committee Updates – A written report was provided.

ROUNDTABLE

Bornhoft will be leaving on maternity leave in early July. Herrera reported the SH392 Widening project was released for bid and is scheduled to start May 30, 2022 from Colorado Blvd. to 17th St. Oberschmidt stated 37th St Widening construction has been pushed out to spring 2024. Relford reported construction is in progress for the roundabout at 35th Avenue and O St and Weld County has had a kickoff meeting for the roundabout at WCR 13 and 54. Baxter stated she will be leaving the City of Greeley and Bhooshan Karnik will be taking over as the Greeley TAC representative.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – None.

Meeting adjourned at 3:18 PM.

Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, June 15, 2022 as a hybrid meeting.