

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
May 17, 2023
1:01 – 3:02 p.m.**

TAC MEMBERS PRESENT:

Eric Tracy, Chair – Larimer County
Mark Oberschmidt, Vice Chair – Evans
Abdul Barzak – Severance
Aaron Bustow – FHWA
Brian DuBois – Berthoud
Eric Fuhrman – Timnath
Nicole Hahn - Loveland
Omar Herrera – Windsor
Dana Hornkohl – Fort Collins
Bhooshan Karnik – Greeley
Matt LeCerf – Johnstown
Pepper McClenahan – Milliken
Tom Moore – RAQC
Elizabeth Relford – Weld County

NFRMPO STAFF:

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

CALL TO ORDER

Chair Tracy called the meeting to order at 1:01 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE APRIL 19, 2023 TAC MINUTES

Oberschmidt moved to approve the April 19, 2023 TAC minutes. Hornkohl seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Moore stated RAQC held a Control Strategies meeting on May 17, 2023 to discuss control strategies planning and ozone attainment. The RAQC Board will be discussing control

TAC MEMBERS ABSENT:

Rick Coffin – CDPHE-APCD
Wesley LeVanchy – Eaton
Josie Thomas – CDOT
Town of Garden City
Town of LaSalle

IN ATTENDANCE:

Erica Denney – CDOT
Alex Donaldson – Loveland
Candice Folkers – COLT
Phil von Hake – CDOT
Craig Hurst - CDOT
Tamara Keefe – FHU
Will Keenan – FHWA
Joshua Ma – Transfort
Deanna McIntosh – CDOT
Annabelle Phillips – Transfort
Evan Pinkham – Weld County
Jonathan Stockburger – CDOT

strategies at their June 2, 2023 meeting, and the Board will approve concepts and regulatory language at their July 7, 2023 RAQC board meeting. Once approved, RAQC will advance the control strategies to AQCC by August 1, 2023.

Mallette asked about redoing technical aspects of the State Implementation Plan (SIP). Moore stated RAQC held a public forum on May 12, 2023 to discuss data used in the new modeling. AQCC will consider the updated data as part of the SIP in the fall. Oil and gas considerations were updated to be clear and transparent. Mallette asked to confirm if the new modeling means the nonattainment region will attain the standards. Moore responded that the modeling will be completed by the end of June 2023, with a full analysis available in early July.

Bornhoft stated the 2050 RTP GHG Transportation Report needs to be taken to APCD and TC in mid-July, NFRMPO staff will bring a draft to the Planning Council at their June 1, 2023 meeting, with adoption at their July 6, 2023 meeting. Bornhoft stated not much has changed from the GHG Transportation Report adopted in 2022 because the strategies carry forward and use the same baseline plan. Relford recommended highlighting the differences between the previous GHG Transportation Report and the upcoming GHG Transportation Report.

CONSENT AGENDA

No items this month.

ACTION ITEMS

May 2023 TIP Amendment – Cunningham reviewed the eight revision requests from CDOT Region 4, Greeley, and the NFRMPO to the current TIP. The 30-day public comment period started on May 10, 2023 and will end on June 8, 2023. Relford moved to recommend Planning Council approve the May 2023 TIP Amendment. Hahn seconded the motion, which was approved unanimously.

2023 Congestion Management Process (CMP) – Gordon reviewed the changes to the draft 2023 CMP from discussions with the TAC and Planning Council, including reorganizing tiered strategies into Demand strategies, Supply strategies, and Capacity strategies. Relford asked how the Planning Council's feedback about the lack of congestion on US34 was incorporated. Bornhoft responded staff added context into the plan, and noted corridors that show congested segments are considered congested. These corridors must follow CMP processes, which will factor into the Call for Projects process. Hornkohl moved to recommend Planning Council approve the 2023 Congestion Management Process. Oberschmidt seconded the motion, which was approved unanimously.

PRESENTATIONS

CDOT Statewide Freight Plan Overview – Craig Hurst, CDOT Freight Branch Manager, reviewed the requirements for the Colorado Freight Plan based on guidance from the FAST Act. CDOT is updating the Plan to reflect changes because of COVID, to better position the State for future funding, ensure compliance with new requirements, and guide the new branch's planning and operations initiatives. Hurst stated the Infrastructure Investment and Jobs Act (IIJA) requires new sections of the Freight Plan, including assessment of truck parking facilities, resiliency and redundancy, and population and sector analysis requirements. The FAST Act required an inventory of network freight impacts and asset management, which have been carried forward into IIJA. CDOT is in the process of reviewing various data sources, and interviewing and holding discussions with partners, industry leaders, and other divisions of CDOT. CDOT is also working with the Colorado Freight Advisory Council, which is separate

from CDOT. CDOT is in the plan development phase through March 2024, then will focus on developing an Implementation Plan and Funding Plan. Hurst explained the tasks within the overall plan. Hurst further explained the next steps, including stakeholder engagement and data, feedback sessions, and forming a work group. The Plan needs to be completed by March 2024, but CDOT is working to submit a plan to FHWA by January 2024.

Moore asked if regional needs included nonattainment area planning. Hurst stated this will be addressed through the Climate & Energy Policy areas. Hurst noted the Freight Plan will be policy-based, not project-focused. Moore stated there will most likely be a rulemaking process for warehouses, distribution centers, and delivery centers from freight-related activities in the coming years.

Relford asked if economic vitality is still a focus area. Hurst stated economic vitality is within Economic Development, and the new focus areas support economic development. Relford asked about additional state requirements. Hurst stated implementation will be discussed with the focus groups to address potentially contradictory data. Relford asked who the representative is for the NFRMPO in the freight planning process. Hurst stated that part of the effort of this Freight Plan is to update contacts. CDOT is seeking representatives from the NFRMPO region for the working group to provide input on the plan. Karasko and a Loveland representative will join the working group. Moore asked to explain the process for getting involved. Hurst stated the process is being finalized, and he will follow up once it is ready.

NFRMPO Models – Bornhoft explained the purpose of the two models: Land Use Allocation Model (LUAM) and the Regional Travel Demand Model (RTDM), their uses, and how they work together. The NFRMPO Modeling Area includes the entire Northern Subarea of the Ozone Nonattainment Area. The State Demography Office is expecting a 60 percent growth in both population and jobs for the modeling area. The Land Use Model uses data from the SDO; local communities including their zoning codes, land use plans, and developments; and adjustments based on local knowledge. Data is aggregated to the Traffic Analysis Zone (TAZ) based on data from block-level data. The Model Steering Team (MST) submitted comments based on Run 161, and NFRMPO staff were able to address many of the comments. The MST will review a new run, with comments due by Friday, May 19, 2023. Bornhoft reviewed the current run data for 2050 population and jobs, including at the Growth Management Area (GMA). Bornhoft requested feedback on a potential scenario for high density throughout incorporated areas, instead of just in the urban core as was done in the 2045 RTP. Relford asked to clarify how the dwelling units would be increased. Bornhoft explained dwelling units per acre (DUA) would be increased. Oberschmidt asked how water is accommodated. Bornhoft stated water is not explicitly included. Moore asked about how the model handles freight, accommodating delivery to new residents and jobs. Bornhoft explained how the LUAM considers the National Industrial Classification (NIC) code but there are no constraints for what jobs go where. The model also considers four types of jobs, including retail. Moore recommended putting focus into land use planning.

Bornhoft explained the four-step modeling process. The NFRMPO received a grant from the Transportation Commission to enhance the model for the GHG Transportation Report. These enhancements include age, person type, auto ownership, and income; induced demand, including consideration of accessibility; and work from home. Bornhoft explained induced demand, and the five ways it can manifest: route shifts, mode shifts, destination shifts, additional trips, and new developments. The NFRMPO consultant has been working to improve how the RTDM considers additional trips because of induced demand. Bornhoft reviewed the proposed scenarios, including

Fiscally Constrained, No Build, Unconstrained/All Projects, and High-Density Land Use + Fiscally Constrained.

DISCUSSION ITEMS

NFRMPO Priorities List – Karasko stated Planning Council requested a review of projects in the Priorities List compared to the Transportation Commission criteria. Karnik asked for clarification on which US34 and WCR17 project was included in the Tier 1 list. Karasko stated there were two WCR17 projects, but one was beyond the 10-year horizon. Karnik asked to add a check for the Economic Vitality criterion. Relford recommended amending the project name to include intersection improvements. Karasko stated she would add a project description column to clarify the projects.

SS4A Grant Discussion – Cunningham provided background on the Safe Streets for All (SS4A) grant, including which communities have been awarded and which communities plan to apply. Cunningham stated the NFRMPO could pursue a grant for the incorporated areas not already covered by Fort Collins, Greeley, unincorporated Larimer County, and unincorporated Weld County. NFRMPO staff are still reviewing the budget for a potential grant. Herrera stated Windsor is considering applying for an SS4A grant, and Cunningham stated there could be benefits to reducing the number of separate plans and creating consistent datasets across communities. Tracy recommended reviewing the budget because more communities may require more funding. Karnik stated Greeley is working through the contracting process with FHWA and is developing the procurement process. Cunningham will follow up with communities about next steps.

2023 Call for Projects Discussion – Cunningham highlighted a proposed change to the 2050 RTP Goals to create a new Safety Goal, which will be taken to the Planning Council at their June 1, 2023 meeting. Cunningham reviewed proposed scoring based on feedback from the Scoring Workshop held May 8, 2023. Cunningham asked for feedback about CMP-defined congested corridors implementing CMP strategies. TAC agreed to provide full points to strategies on congested corridors with reduced points for non-congested corridors. Cunningham reviewed changes based on feedback from the Scoring Workshop, specifically a cumulative Equity Index Score within ¼-mile buffer of project location and safety. Relford stated she was concerned about Regional Health not including a specific health measurement. Cunningham will be hosting a Safety Data Working Group meeting on June 8, 2023, to discuss some of the discussion points from the Scoring Workshop meeting. Cunningham recommended TAC members reach out with additional data sources for the Call for Projects.

2050 RTP Projects – Bornhoft reviewed major roadway projects reviewed by local communities, whether they are fiscal constrained or unconstrained. Fiscally unconstrained projects are included in the RTP as an appendix to highlight the regional needs not being met. Projects have been modeled and will be discussed at the Model Steering Team meeting. The RTP has four staging periods for Conformity, and Bornhoft requested TAC members review to make sure their projects are included in the correct period. Planning Council will review this data at their June 1, 2023 meeting.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Written report was provided.

Regional Transit Agencies – No comments.

Mobility Updates – Written report was provided.

REPORTS

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

Community Advisory Committee – A written report was provided.

Mobility Committee Updates – A written report was provided.

ROUNDTABLE

Rouser stated there will be a Safe Routes to School subcommittee meeting on Wednesday, May 24, 2023. TAC members should reach out to Rouser with questions. Relford recommended discussing how to use additional funds in the future.

Cunningham reported she sent out the TIP project request for the FY2024-2027 TIP and requested projects be submitted by May 30, 2023.

Gordon explained the Shift Your Ride Summer Challenge will happen between June 1, 2023 and August 31, 2023 using the VanGo™ Vanpools platform. Gordon has resources to share for those who are interested.

Donaldson stated he listened to a webinar about the PROTECT Program, which highlighted Resilience Improvement Plans (RIP). Donaldson asked for input on whether CDOT or the NFRMPO are working on a RIP.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – No suggestions.

Meeting adjourned at 3:02 PM.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, June 21, 2023, as a hybrid meeting.