

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
July 17, 2024
1:02 – 3:01 p.m.**

TAC MEMBERS PRESENT:

Mark Oberschmidt, Chair – Evans
Nicole Hahn, Vice Chair – Loveland
Aaron Bustow – FHWA
Jason Elkins – Johnstown
Omar Herrera - Windsor
Dana Hornkohl – Fort Collins
Kim Koivuniemi – Timnath
Victoria McKennan –Greeley
Tom Moore – RAQC
Evan Pinkham – Weld County
Shani Porter – Severance
Josie Thomas – CDOT Region 4
Eric Tracy – Larimer County

NFRMPO STAFF:

AnnaRose Cunningham
Becky Karasko
Suzette Mallette
Mykayla Marek
Mark Northrop
Jerome Rouser
Cory Schmitt
Paul Sizemore
Jonathan Stockburger

TAC MEMBERS ABSENT:

Rick Coffin – CDPHE-APCD
Tawn Hillenbrand – Berthoud
Wesley LeVanchy – Eaton
Pepper McClenahan – Milliken
Julia Wcislo – FTA
Town of Garden City
Town of LaSalle

IN ATTENDANCE:

Alex Donaldson – Loveland
Phil von Hake – CDOT
Joshua Ma – Fort Collins
Deanna McIntosh – CDOT Region 4
Eric Patton – Fort Collins
Scott Pearson –Windsor

CALL TO ORDER

Chair Oberschmidt called the meeting to order at 1:02 p.m.

Mallette introduced Paul Sizemore, the new NFRMPO Executive Director.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE MAY 15, 2024 TAC MINUTES

Hornkohl moved to approve the May 15, 2024 TAC Minutes. Pinkham seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Moore mentioned at the last TAC meeting he thought verbal reports might not be very helpful and thought it would be a good idea to provide a brief written report about what air quality work is going on at the regional level. Moore did not have a written report to share for the July meeting but said he could provide an update at the next TAC meeting. He was interested in getting direction from MPO staff about what is involved in providing a report for future TAC meetings.

Mallette asked if the RAQC plans on making any comments on proposed changes to the Air Quality Control Commission's (AQCC) procedural rules, which describe how interested parties can engage in the AQCC's rulemaking hearings. Moore said RAQC will be involved in the rulemaking. Mallette asked, given RAQC being a part of the rulemaking, if there was anything from the RAQC's point of view Moore thinks is worth sharing. Moore said RAQC weighed in during public outreach meetings on issues they thought were related to SIP-related rulemakings and RAQC will participate in the rulemaking. Moore said RAQC thinks the proposed approach needs further discussion, but it is an excellent step forward to offer the ability to have an alternative rulemaking proposal.

METROPOLITAN PLANNING ORGANIZATION AGENDA

Consent Agenda

No items this month.

ACTION ITEM

July 2024 TIP Amendment – Cunningham discussed the July 2024 TIP Amendment, which includes three revisions, one by Colorado State University (CSU) and two by the City of Greeley. CSU is adding a new *Hydrogen Refueling Infrastructure* project at CSU with \$2,876,902 Federal Charging and Fueling Infrastructure (CFI) funds in FY25-FY27. The City of Greeley is revising two locally funded projects, the *US34 and 35th Ave Interchange* project and the *US34 and 47th Ave Interchange* project. The *US34 and 35th Ave Interchange* project is adding \$10.8M in Future Funding (FY28) and reducing the Local funding in FY27 by \$10.8M. The *US34 and 47th Ave Interchange* project is adding \$9.7M in Future Funding (FY28) and reducing the Local funding in FY27 by \$9.7M. The 30-day public comment period for the TIP amendment began on July 10 and concludes on August 8. An equity analysis was conducted by the projects sponsor for the CSU project.

Oberschmidt said he was excited for Greeley to have the money and it will be interesting to see the project move forward. He said Evans is happy to hopefully participate in some of what is going on given the connection to Greeley.

Hornkohl moved to recommend the Planning Council approve the July 2024 TIP Amendment. Hahn seconded the motion, which was approved unanimously.

PRESENTATION

CDOT MMOF Program Guidance – Medora Bornhoft, CDOT, presented on updates to the Multimodal Transportation and Mitigation Options Fund (MMOF) Program for 2023-2024. Key updates include changes to the match qualifications, updates to the distribution formula and regional funding allocation, and guidance in preparing for the next round of project selections. She detailed updates to the MMOF program adopted by the Transportation Commission (TC) in the spring of 2024. For match reduction, Bornhoft said the TC is using more recent data, but there are no changes to the formula and the change applies to new projects/awards, but not to previously awarded projects.

Bornhoft stated the TC is using more recent data as inputs for the distribution formula and slight changes were made to the urban distribution formula based on feedback from stakeholders and from the STAC. She said the MMOF formula was brought into alignment with other grant programs to allow MPO and TPRs to award future year funds. Bornhoft provided projected TRP allocations across the state through FY28, including the North Front Range receiving just under eight percent. She said there is an opportunity for better communication and coordination between project sponsors and CDOT upfront to talk about implications for projects receiving funding.

Bornhoft said CDOT is instituting a new and required review process for all MMOF applications. CDOT staff will review the budget, project delivery, and scope/feasibility of project. The review will not address project merits or any NFRMPO scoring criteria. She said application review goals include helping applicants identify potential project delivery challenges and prepare well-defined and competitive project proposals. In addition to the application review, Bornhoft stated CDOT is providing resources for applicants including a MMOF program guide, applicant webinars in July and August, and an application template. CDOT staff will be meeting with TPRs/MPOs throughout the summer to inform them about the process.

Bornhoft reminded TAC MMOF is a competitive process for project selection, evaluation factors need to be presented upfront, and there needs to be a competitive call for projects. In terms of recommended practices for project selections, Bornhoft reminded TAC about establishing a call timeline in consultation with CDOT staff, determining evaluation criteria, clarifying proposed priority for partially funded or waitlisted projects from the previous round, and awarding the full amount of required funds to selected projects whenever possible. Bornhoft reviewed MMOF program goals and eligible project types and noted additional resources are available on the CDOT MMOF website.

Oberschmidt asked if CDOT has any examples of project delays or created a list of what went wrong which can be shared with applicants. Bornhoft said there often are a series of things, and the application review is intended to help identify the issues upfront and provide communication between the applicant and CDOT.

Oberschmidt asked if the breakdown between urban and rural of 81/19 could go to something like 70/30 or if it is fixed. Bornhoft said it is currently fixed based on TC approval. The TC approved it for funds moving forward until it is revisited. The 19 percent was set to provide more funds for rural areas. The program distribution formula is based on 11 factors. Many of those factors have a lower rural share than 19 percent. By fixing the rural share at 19 percent, it was directing more funds to rural TPRs.

Hahn asked how much funding the NFRMPO will be receiving. Bornhoft said the NFRMPO will have more information because some upcoming funds were awarded.

Donaldson asked if using MMOF funding as a state match to federal funding is an appropriate use of MMOF funds. Bornhoft said it is an eligible use of MMOF, but it does require some additional logistical steps.

Hahn asked if the allocation percentage is related to population and if not, how it is calculated. Cunningham said it is based on the formula approved by TC and it is more than just population. Bornhoft added there are 11 factors used in the allocation distribution including population. Other factors include older age individuals, young children, and disproportionately impacted communities. She said the other factors capture other elements critical to the program.

DISCUSSION ITEMS

2024 MMOF Discussion #2 – Cunningham presented anticipated funding amounts, the proposed schedule, and scoring criteria for the 2024 MMOF Call for Projects. The initial total funding estimate is approximately \$5.9M with approximately \$1.3M previously awarded there is approximately \$4.5M available in this call.

Cunningham provided two proposed timelines for the MMOF call. The second proposed timeline added a month to the initial timeline presented in May. This was done to account for no June TAC meeting and no initial discussion with the Planning Council in July.

Thomas asked what the expected turnaround time is from CDOT and asked if two weeks would be appropriate. Cunningham said it would be given the feedback being provided and the project application due date. Thomas said she wanted to make sure local agencies are comfortable having about a week to make any necessary adjustments. Cunningham pointed out the draft application due date is the latest date applications are due and draft applications can always be submitted earlier.

Cunningham asked if a week would be enough for project sponsors to adjust or if TAC needs to revisit the timing. Oberschmidt said it depends on the comments received, the size of the application, and the level of experience of the applicant. Hahn said comments sponsors receive from CDOT are very helpful, but Loveland got hurt on some of their scoring based on feedback they received in the past. She said any meetings and comments should be documented and available to the scoring team to explain why changes were made or why other things were included in the application.

Cunningham said the other thing to consider with the timeline is to have more time between the draft applications due date and final applications due date by moving the draft application due date a week or two after the call for projects opens. Thomas asked if it is possible to modify the timeline to make it clearer to CDOT when CDOT needs to return the applications for review. Cunningham agreed to modify the timeline to account for CDOT feedback. Hahn asked if CDOT would have open office hours for MMOF discussion, Thomas stated CDOT held office hours for TAP, a CDOT run program, but since MMOF is run by the MPO, there is not a plan to have open office hours. CDOT will provide feedback and have follow-up conversations if there are questions.

Thomas wanted TAC members to know the CDOT review means two different things. If it is a transit-related project, it goes to DTR. Cunningham asked Bornhoft who the appropriate project reviewers are at CDOT for planning projects. Bornhoft said the guidebook is currently being updated lays out who the appropriate contacts are by project type. Local agency construction projects, for example, will be reviewed by the region, transit projects by DTR, OIM will review electrification and TDM projects, and programmatic/planning projects will go through her team. Cunningham said contact information for MMOF projects will be made clear moving forward.

Cunningham then discussed the match rate and if applicants want to pursue project-specific match rate reductions, the process needs to be started sooner rather than later since it needs to be approved by the TC. Oberschmidt asked what the sale pitch for a project would be for match rate reduction. Cunningham said the sponsor needs to provide justification as to why they are requesting the reduced match rate.

Thomas wanted TAC to know CDOT will be centralizing where draft applications go for MMOF, a unique email address.

Cunningham then discussed the scoring criteria approach. Staff is looking at blending two previous calls, using the categories for scoring carried over from the 2022 MMOF Call and calculations for sub criteria carried over from the 2023 Federal Call. She noted under community benefits quality of life and/or improving public health do not have specific scoring criteria associated with them.

Hahn asked about what to do about a project which is not an infrastructure/intersection project or something similar and what to do if it is a new trail project. She also asked what to do if there is no crash data at the specific location available and what to do if there is not an existing problem or condition. She said it could be a meaningful project. Cunningham said if there is no crash data available, then providing a narrative of quality of life and/or public health could supplement the safety data. Hahn said safety should be a priority for an existing safety problem, but the quality-of-life component is a good alternative.

Hahn expressed concern about emissions calculations not capturing the full benefits of a project, Cunningham said there is an opportunity to work through the process to calculate GHG reductions including discussing emissions reduction results with TAC. Cunningham reviewed the proposed tools and scoring criteria for GHG emissions reductions.

Donaldson asked if the GIS tools available in the last call will be available again in the 2024 call. Cunningham said she is hoping the same tools will be available again with more current data.

Hornkohl asked if partnerships were all or nothing when it comes to the MMOF scoring criteria. Cunningham said yes. Hahn asked if a partnership must include an agency or if another local group, such as a school district, can be part of a partnership. Cunningham said those in the partnership must be financial contributors. She said school districts that provide local match is ok. Hahn asked about including private partnerships. Cunningham said while a private partnership is an option, and can be discussed, it is going away from the idea of regional projects, partnerships, and enhancing communities.

Cunningham then discussed next steps for the MMOF Call including determining the timeline, of the MMOF guidebook, Planning Council discussion in August, and TAC Discussion or Action in August.

She noted eligible applicants will probably not change from the previous call, but there will need to be discussion at Planning Council. She also noted project maximums will need to be discussed. Project minimums will not change from the previous call. Bornhoft noted the total project minimum for construction projects is \$300K, according to program guidance. For other types of projects, it is \$25K. CDOT encourages higher minimum requests

TAC discussed the best approach for setting maximum awards determining the maximum should be \$2M per agency across all projects, with no one project receiving more than \$2M.

TAC discussed the two timeline options, expressing support for whichever option is best for NFRMPO Staff. Cunningham noted Mark Northrop will be taking over the MMOF Call for Projects when she leaves the NFRMPO on August 2.

TIP Policies - Cunningham presented the Transportation Improvement Program (TIP) Policies. She reviewed what projects are required to be in the TIP, the table format, qualifications and timelines for amendments and modifications, and scope changes. Cunningham defined the federal obligations and reviewed the delay review process and TAC's option for swapping funding years. Cunningham said minor and major scope changes, and how they are defined, can be discussed next year with the adoption of the new TIP.

Hahn asked if TAC members learn about the delay status before Council. Cunningham said yes NFRMPO staff requests all the information from local staff and brings it to TAC for discussion before taking it to Council.

Oberschmidt mentioned a project on 37th Street is scheduled for construction next year, it is taking longer than anticipated and needs to be pushed to 2026. He asked if a funding year swap could be done. Cunningham said yes and Oberschmidt will need to look to somebody who was awarded the first year of funding in a later year, 2026, and see if they can start sooner than expected.

Cunningham concluded her presentation with TIP contact information and noted Jonathan Stockburger will be taking over TIP duties when Cunningham leaves the NFRMPO on August 2.

OUTSIDE PARTNER REPORTS

NoCo Bike and Ped Collaborative – Written report provided.

Regional Transit Agencies – Written report provided.

Mobility Updates – Written report provided.

REPORTS

June Planning Council Meeting Summary Draft – Written report provided.

July Planning Council Meeting Summary Draft - Written report provided.

Community Advisory Committee Meeting Summary – Cunningham hoped to have the Story Map created, but it is still in progress. She said at the last CAC, members conducted a mobility audit in Loveland went very well. It will be developed into a Story Map and posted on the NFRMPO website.

Mobility Committee Updates – Written report provided.

Q2 2024 TIP Modifications – Written report provided.

CDOT Inactives Report - Written report provided.

ROUNDTABLE

Pinkham mentioned completion of the bridge trust replacement on WCR-54. Weld County staff had an annual CIP meeting with commissions. Commissioners were pushing up some of the improvements on CR-224 which were planned further out in future years. He said the roundabout at WCR-13 and WCR-54 is going to be under construction in 2026. Pinkham also said the Safe Streets and Roads for All (SS4A) Plan is close to being under contract. He said there will hopefully be an update at the next TAC.

Hornkohl provided an update on the construction of the intersection at College Avenue and Trilby. He said construction is being divided into three packages because of challenges with acquisition. Package one is underway, package two is related to relocation will be executed soon, and package three will occur later in the fall. He said the SS4A IGA for 2023 award is close to being executed. Fort Collins is working through the categorical exclusion for administrative work.

Koivuniemi mentioned pushing out the traffic on-call and selection for consultants. She said Timnath is working on traffic calming and pedestrian crossing guidance. Timnath hopes to finalize the contract for the bridge project in the next couple of weeks. She also said Timnath has general engineering on call.

Cunningham thanked everyone for a great five years. She has accepted a position with the USDOT Volpe Center and her last day will be August 2nd.

Stockburger introduced himself as the new Transportation Planner I with the NFRMPO. He will be working on the TIP and the freight plan.

Hahn said construction has started at Taft and US34. The project is moving quickly; however, there are full closures in the area with waterline work going on.

Northrop reiterated he will be working on the MMOF call after Cunningham leaves. He also mentioned any model-related requests can be sent to him.

Tracy said Larimer County is starting its Transportation Master Plan update in parallel with the SS4A Safety Action Plan. Larimer has had a few meetings so far. Larimer is hosting a stakeholder meeting on July 18th. He said Larimer has invited representatives from different organizations to attend. Larimer will be conducting public outreach events. He said outreach has already occurred at Red Feather and

Larimer will be conducting one in LaPorte. Larimer County planning staff will be at the Larimer County Fair and will be at Berthoud Farmers Market in a couple of weeks as well. He said to let him know if there is interest in being a part of the stakeholder committee.

Donaldson provided some grant updates. At the end of May, Loveland and Fort Collins submitted a joint Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant to the Federal Railroad Administration (FRA) to do some station area planning for proposed Front Range Passenger rail alignment. Loveland also prepared a local grant with the Department of Local Affairs (DOLA). He said they are hoping to leverage the local grant with the CRISI grant. He said Loveland applied for Revitalizing Main Street funding through CDOT for crosswalk improvements on 3rd Street. He also mentioned COLT applied to the Buses and Bus Facilities infrastructure grant through the FTA for a transit center at 37th Street. They were successful and received almost \$4M in funding.

Mallette noted it was her last TAC meeting and hopes to see TAC members at her retirement reception on August 1.

Rouser said he will be reaching out to TAC members to schedule the RATC visioning exercise. He said he will be meeting with member communities to discuss local RATCs, strategic local connections, and begin the visioning process.

Oberschmidt said the 37th Street project will be moving forward and should be wrapping up construction by the time school starts on August 12th. He said it should be wrapped up by early September. He also recognized the traffic signal assistance provided by CDOT on Highway 85.

Hahn asked if anyone is familiar with the survey CDOT currently has online for the active modes plan. Karasko said CDOT is also updating their active transportation plan. It is a separate survey from the one the NFRMPO is conducting. Hahn asked if they are involving local agencies in the process or if it is just internal to CDOT. Cunningham said it is being run out of CDOT headquarters by Annelies van Vonno.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions: There were no agenda topic discussions.

Meeting adjourned at 3:01 p.m.

Meeting minutes submitted by: Mark Northrop, NFRMPO Staff

The next meeting will be held at 1:00 p. m. on Wednesday, August 21, 2024, as a hybrid meeting.