

## Statewide MPO

Tuesday, August 9, 2016

9:30 a.m.-noon

Grand Valley MPO

526 S. 6<sup>th</sup> Street, Second Floor

Grand Junction, CO

**Present:** MPOs: Steve Cook, Denver Regional Council of Governments (DRCOG); Todd Hollenbeck, Dean Bressler, Kathy Young, and Elizabeth Collins, Grand Valley MPO (GVMPO); Pete Baier, Mesa County; Becky Karasko, North Front Range MPO (NFRMPO); John Adams and Jennifer Valentine (via phone), Pueblo Area Council of Governments (PACOG); Pikes Peak Area Council of Governments (PPACG). Colorado Division of Transportation Development (DTD): Debra Perkins-Smith (phone), Jeff Sudmeier (phone), Michelle Scheuerman (phone), Jason Wallis (phone), Tim Kirby, Michael Snow (phone), Gail Hoffman (phone). Regional Planners: Wendy Pettit (phone), R2; Mike Vanderhoof and Mark Rogers, R5. Office of Finance Management and Budgets: Julia Spiker (phone). Federal Highway Administration (FHWA): Aaron Bustow.

### Long Range Planning Best Practices (the Good, the Bad, and the Ugly) - Todd Hollenbeck, GVMPO, Other MPOs

Todd reviewed the parts of the GVMPO 2040 planning process that went well and those that didn't.

- The good: CDOT's telephone town halls; a stand-alone webpage (<http://www.gv2040rtp.org>); use of social media such as Facebook; an information booth set up at farmers' markets, festivals, and special events; key pad polling at public meetings; focus groups and stakeholder interviews representing active transportation advocates, business interests, clean air advocates, the Mesa County Health Department, and the Center for Independence; meetings with municipal leadership; on-board transit surveys; and bicycle and motorcycle tourists.
- The bad: Setting up iPad kiosks in public meetings in public buildings was a good idea but the iPad kiosks weren't used much.
- The ugly: A local consultant who felt passionately about an issue made some controversial statements when reviewing the draft plan at a board meeting.

Other reflections on the 2040 planning process were:

- DRCOG - The MPO had a large amount of stakeholder engagement. Land use was a core element and the starting-off point. Café sessions were effective, drawing more than 100 participants. Telephone town halls conducted with CDOT were great. Academia did a good job of collecting data and allowing DRCOG to piggyback on those efforts. For the next plan, DRCOG would like the Metro Vision Plan to precede development of the regional transportation plan (RTP). The Urban Growth Boundary of DRCOG encompasses more than 100+ urban centers, causing additional complexities in the planning process.
- NFRMPO - Social media, booths at events, and surveys were used for public engagement. The surveys were particularly effective.

- PPACG - The MPO used Urban Sims and HERS-ST for pavement condition and asset management. For the next plan, PPACG is considering crash analysis that will be performed by the vendor.
- CDOT - In the Statewide Transportation Plan Lessons Learned Report, the following rose to the top: the need for better plan integration and for coordination of performance metrics and reporting.

#### **The Next Plan: 2045 or 2050? - All**

This is the thinking at the present time about how far into the future the next MPO and CDOT plans will go:

- NFRMPO - 2045
- PPACG - 2050
- PACOG - 2045
- GVMPO - 2045
- DRCOG - Don't know yet
- CDOT - 2045 (tentative)

#### **GVMPO's Collaborative Efforts for local FLAP Applications - Dean Bressler, GVMPO**

GVMPO and its planning partners collaborated in developing and submitting three applications for the Federal Land Access Program (FLAP) in 2016. The applications were for:

- 18 Road - Mesa County: The segment to be improved begins at the end of the paved section north of Fruita and runs approximately 6.25 miles north on BLM lands into the North Fruita Desert Special Recreation Management Area, passing several popular trailheads before ending at an existing BLM campground. Improvements include widening the existing gravel/dirt road to a full 32 foot paved width, to include two 12-foot lanes with four-foot paved shoulders on each side. The paved shoulders will provide safe access for bike, foot, and equestrian traffic to traverse the area. This project was shortlisted and advanced for funding in an approximate amount of \$6M.
- Monument Road - City of Grand Junction: This included a proposed multi-use trail and improvements at the east entrance to Colorado National Monument, which has 450,000 "user days" annually. The plan is to widen the entrance area 30 feet on both sides to allow for bicyclists and pedestrians, and proposed electronic access lanes going to and leaving the Colorado National Monument.
- North River Road - Town of Palisade: The project links the Bureau of Land Management's Special Recreation Management Area and the Palisade Rim Trail with the Town of Palisade.

One thing that worked well was breaking up the effort of collecting letters of support. The work was delegated to those who were best able to handle them due to already established working relationships. About 15-16 letters of support were collected for each project using different templates for each proposed FLAP project and were further tailored to suit the agency and person signing. GVMPO has the advantage of being located in the middle of a large county that has 74 percent federally managed land.

In DRCOG, Boulder County and Clear Creek County were both active in submitting FLAP applications.

## TELUS Update

In response to a question about whether the other MPOs have given any thought to using TELUS for their next Transportation Improvement Program (TIP), NFRMPO's Becky Karasko said NFRMPO is putting out a call for projects and then will work on compiling the TIP. NFRMPO is waiting for PPACG to test TELUS and report back to the group. Julia Spiker said CDOT OFMB supports MPO efforts to make the TIPs more consistent among MPOs and public-friendly.

## Critical Urban Freight Corridors/Critical Rural Freight Corridors Update - Jeff Sudmeier and Jason Wallis, DTD

Mike Vanderhoof of CDOT Region 3 said his staff has gone through the Statewide Transportation Improvement Program (STIP) to see what routes show up as being critical freight corridors. The STIP for Region 3 has 28 urban corridors and three rural corridors.

In connection with designation of corridors, the group also discussed the potential designation of Alternate Fuels Networks. Designation under the federal transportation authorization law, the FAST Act, currently doesn't carry with it any federal money other than the installation of signs across the country to alert the public of their existence. Right now there appears to be no limit to what can be so designated.

## Multimodal Freight Plan and Data Sharing - Jeff Sudmeier and Michelle Scheuerman

CDOT will attempt to coordinate more with the MPOs participating with CDOT on development of the Multimodal Freight Plan. During development of the plan, CDOT hopes to leverage data, existing and future conditions information, and provide consistency in development of performance measures and project selection criteria with DRCOG and Upper Front Range TPR as they develop their respective freight plans. The Multimodal Freight Plan is just kicking off, and CDOT will work with the consultant to identify those opportunities with the caveat that it is our goal not to create any additional tasks at this time. The Multimodal Freight Plan needs to be completed by December 2017.

NFRMPO is very interested in sharing data for the Multimodal Freight Plan.

## MPO Updates

- DRCOG - CDOT needs to be the final consolidator of the critical freight corridor definitions. DRCOG is meeting with Region 1 on possible critical urban freight corridors. A question was asked about the schedule and status of the Notice of Proposed Rulemaking for the proposed greenhouse gas measure and whether William Johnson of Transportation Performance is still tracking the MAP-21/FAST Act regulations for the MPOs. Comments on that proposal are due Aug. 20. Also, the final commercial vehicle survey report for the Front Range will be distributed this month.
- GVMPO - The procurement process for the Grand Valley Transit operations contractor is well under way with a final recommendation expected to be made to the GVMPO board later this month.
- NFRMPO - The TIGER grant for North I-25 was discussed. The 2040 Regional Transportation Plan (RTP) Amendment is being undertaken to incorporate the full North I-25 project within the NFRMPO boundary. A call for projects for FY 2020-2021 has been issued, and the MPO is developing its FY 2018-2021 TIP. Truck climbing lane construction on I-25 and progress was mentioned. In addition, NFRMPO is considering what highways within its boundaries might be designated as alternative fuel corridors.

- PACOG
- PPACG

#### **CDOT Updates**

- CDOT is considering its response to a request from FHWA about whether and how FHWA should propose a rule aimed at reducing greenhouse gas emissions from the transportation sector. Mike King is the DTD person most knowledgeable about the proposed regulation.
- Debra Perkins-Smith added that the MPOs are invited to a meeting Monday with CDOT and the Air Pollution Control Division of the Colorado Public Health and Environment on Colorado's response to the proposed rule. This proposed rule could impact the Congestion Mitigation and Air Quality program.

#### **FHWA Updates**

Aaron Bustow reminded the group that two discretionary grant programs were announced at the last STAC meeting

#### **Future Meeting Topics**

One topic mentioned is program distribution at CDOT and the assumptions behind it.