

**Statewide MPO****Tuesday, July 12, 2016****9:30 a.m.-noon****North Front Range MPO****419 Canyon Avenue, Suite 300****Fort Collins**

Present: MPOs: Doug Rex, Denver Regional Council of Governments; Dean Bressler (via phone) and Todd Hollenbeck, Grand Valley MPO (GVMPO); Terri Blackmore, Becky Karasko, Alex Gordon, Aaron Buckley, and Medora Kelly, North Front Range MPO (NFRMPO); Jennifer Valentine (phone) and Kevin Rayes, Pikes Peak Area Council of Governments (PPACG); and John Adams, Pueblo Area Council of Governments (PACOG). CDOT Division of Transportation Development (DTD): Jeff Sudmeier, Tim Kirby, Michael Snow (phone), Gail Hoffman (phone), and Jason Wallis. CDOT Office of Financial Management and Budget: Julia Spiker. CDOT Regional Planners: Danny Herrmann and JoAnn Mattson, R1; Wendy Pettit (phone), R2; and Kathy Seelhoff, R4. Federal Highway Administration (FHWA): Bill Haas (phone) and Aaron Bustow.

TELUS TIP Presentation and Discussion: TELUS is “a fully integrated information management and decision support system to help MPOs and State DOTs develop their transportation improvement programs [TIPs] and carry out other transportation planning responsibilities, particularly public participation in the transportation planning process.”

TELUS gives users the ability to:

- Obtain a GIS-based street-level view of project locations
- Draw a box around a GIS map of a neighborhood and see all the transportation projects located within the prescribed boundary
- Access transportation improvement program (TIP) projects by county, type, and agency, state, or national goals
- Attach any document, image, or photos pertaining to a project with the appropriate project
- Manage TIP processes and amendments

The application itself is free, but customization is not. If TELUS keeps an MPO TIP on its servers, the cost will be higher. TELUS can support MPO TIPs and the statewide transportation improvement program (STIP). New Jersey DOT and MPOs use TELUS as a seamless platform for managing TIPs and the STIP. MPO and CDOT staff discussed further exploring TELUS.

NFRMPO Counter Programs: Aaron Buckley from the NFRMPO discussed the vehicle travel time and non-motorized data collection in northern Colorado. Nine vehicle travel time collectors were purchased in late 2015 and were installed in the cities of Fort Collins, Loveland, and Greeley. The collected information will be used to calculate vehicular congestion using travel time information. Signal timing adjustments and other improvements can be made using the data to improve travel time.

Aaron also discussed the five bicycle and pedestrian counters purchased for the region in late 2015. Two of the units are permanent bike and pedestrian counters that have been placed in Larimer County and the City of Greeley. Three of the units are mobile devices which NFRMPO member communities can check out to gather data. The collected information will be used to support funding applications and will be incorporated in the planning process.

Critical Urban and Rural Critical Freight Corridors: Jeff Sudmeier reiterated that FHWA will be finalizing the Multimodal Freight Network on Dec. 4, and the critical urban and rural corridors are a part of the network. Freight projects need to be on the network in order to be eligible for federal National Highway Freight Program funding. CDOT could designate some of miles permitted of the critical freight corridors in the state - around 160 miles for rural and 80 miles for urban - and keep some of the miles in reserve. As the two largest MPOs, DRCOG and PPACG are able to designate their own corridors in coordination with CDOT. The other three MPOs must give their input to CDOT. DTD will work with the CDOT Regions, providing some freight data and other information, so that rural and urban planning partners can work with the Regions on identifying freight corridors. The target is for input to be received from the CDOT Regions by September. Input will be synthesized and reconciled in order to develop recommended corridor designations, review with the Statewide Transportation Advisory Committee (STAC), and submit to FHWA in November.

MPO Updates

- DRCOG - DRCOG has been assisting the Regional Air Quality Council (RAQC) and other regional partners prepare the 8-hour ozone moderate area State Implementation Plan (SIP). The RAQC approved the draft SIP on June 30. DRCOG also expects to have its overall Metro Vision long-range planning document complete by the end of this year. The fiscally constrained 2040 transportation plan is part of Metro Vision, which covers housing, growth and development, health, environment, and other themes. DRCOG is considering partnering with the Denver Metro Chamber, CDOT, and the Regional Transportation District in the development of a plan, called the Mobility Choice Blueprint. The premise of the plan is to provide direction for investment decisions considering the future of transportation technology.
- GVMPO - The GVMPO will adopt the Unified Planning Work Program in July. The GVMPO is considering conducting a transportation study in coordination with Colorado National Monument, in addition to a Safe Routes to Schools study covering 24 schools. Currently much attention is focused is on Grand Valley Transit due to the operations request for proposals out for bid. Bids are due July 12.
- NFRMPO - No report other than that presented at the meeting.
- PACOG - The Pueblo West Connector Study on ways to connect Pueblo's downtown has identified eight alternatives that will be presented to the Technical Advisory Committee (TAC) Thursday, July 14. A public hearing will be sometime in August. The Transit Operations Study kicked off Thursday, July 7, to evaluate existing routes, fares, and ridership, and will recommend changes to the existing system. Amtrak is encouraged by the estimated annual 15,000 ridership figures for service to Pueblo. The Southwest Chief Commission has asked Amtrak to meet with the railroads and develop a cost estimate, and report back to the Commission by the end of July. The Tier 1 environmental impact statement is completed for expanding to four lanes US 50 east to the Kansas State line. A public hearing will be July 13 in Pueblo.

- PPACG - The MPO is finishing up a comprehensive plan for the town of Alma, located northwest of Colorado Springs, with the help of a grant from the Department of Local Affairs. Changes to the plan as a result of consultation with Alma are expected to be made in about a week. PPACG is also beginning to kick off its 2050 long-range plan in formulating a schedule and dividing up responsibilities. The 2017-2022 TIP was approved at the last board meeting. The US 24 East Program Planning and Environmental Linkage (PEL) is underway, and the MPO is supporting the I-25 North PEL. PPACG has acquired new safety analysis software, and is cleaning data and preparing for use of UrbanSim as part of the 2050 regional transportation plan update. The 2022 TIP should be back from the New Jersey Institute of Technology (NJIT) in the next few weeks. NJIT compiles the PPACG TIP for free through a contact with FHWA.

CDOT Updates: Gov. John Hickenlooper approved the TIPs for all MPOs but NFRMPO at the end of June. NFRMPO's TIP is currently being reviewed internally. A federal planning rule revision dealing with MPO boundaries has been proposed; transportation agencies can submit their comments on it to AASHTO by July 15. The CDOT Climate Change Workshop will be July 14 at the Denver Chamber of Commerce building on Market Street in downtown Denver. All those who want to attend but didn't receive an invitation should contact Jeff. Development of the Multimodal Freight Plan and new State Freight and Passenger Rail Plan will commence shortly.

FHWA/FTA Updates: Aaron Bustow offered the FHWA building in Lakewood as a potential meeting place for the Statewide MPO group. Terri Blackmore said she would send FHWA and FTA the schedule in case FTA also would like to host a meeting. Aaron also suggested going over everything that has changed for MPOs in the final federal planning regulations, which became final June 27, at a future meeting. Others said the planning regulations could be reviewed at whatever meeting is conducted at FHWA.