

## Statewide MPO

Tuesday, September 13, 2016

9:30 a.m.-noon

City of Pueblo Transit Administration Building

350 Alan Hummel Drive

Pueblo, CO

Present: MPOs: Steve Cook (by phone), Denver Regional Council of Governments (DRCOG); Todd Hollenbeck (phone), Grand Valley MPO (GVMPO); Terri Blackmore, North Front Range MPO (NFRMPO); Scott Hobson, John Adams, Bart Mikitowicz, and Hannah Haurert, Pueblo Area Council of Governments (PACOG); Rob MacDonald and Craig Casper, Pikes Peak Area Council of Governments (PPACG). CDOT Division of Transportation Development (DTD): Jeff Sudmeier (by phone), Tim Kirby, Michael Snow (phone), Mike King (phone), Gail Hoffman (phone), and Michelle Scheuerman (phone). Office of Financial Management and Planning (OFMB): Julia Spiker and Jamie Collins (both were able to attend by phone only briefly). Regional Planners: Wendy Pettit (phone), R2, and Karen Schneiders (phone), R4. Federal Highway Administration (FHWA): Bill Haas (phone) and Aaron Bustow (phone).

### PACOG's Traffic Location System - Hannah Haurert, PACOG

- Hannah Haurert, PACOG transportation planning tech, demonstrated the MPO's traffic crash location system that was introduced in 2015. She showed maps depicting traffic crashes that occurred January-September 2010-2015.
- The MPO is using a system from MS2 - Midwestern Software Solutions of Ann Arbor, Michigan. PACOG pays \$10,500 a year for the service.
- One of the problems with the previous system is that law enforcement personnel use addresses, not geo-coding with latitude and longitude. That often makes it difficult to pinpoint precise crash locations.
- The system provides different levels of information, one for the general public and one for those who have been given access.
- A search of the database can be done by study location, type of crash, county, community, or radius.
- Maps show crash density by size of dots and color: red is high and green is low.
- The system incorporates traffic count data system by showing annual average daily traffic (AADT).
- PACOG has found an unusually high crash rate in low-income areas.
- For more information about the traffic location system, contact [haurert@pueblo.co](mailto:haurert@pueblo.co).

### TELUS Update - Craig Casper, PPACG

- Craig Casper said he can't offer a timeline for when PPACG will be using TELUS for its Transportation Improvement Program (TIP). TELUS offered the system to PPACG for free, and so PPACG doesn't have that much leverage.
- The discussion about TELUS prompted more conversation about CDOT's role in incorporating TIPs into the Statewide Transportation Improvement Program (STIP). Points raised included:
  - If the MPOs were all using the same system for their TIPs, it would be easier for CDOT to make STIP improvements that would be compatible with that single system than with five different ones.

- A group made up of OFMB, DTD, and FHWA is meeting monthly about STIP improvements, including how to make it a more public-friendly document. The group currently is reviewing the FHWA planning findings about the STIP, so it hasn't had a lot of time to discuss other topics.
- CDOT is currently implementing new software - MasterWorks - for program management.
- When SAP was first introduced, the MPOs were told that they would be able to add their TIPs to it and that it would be interactive. That never happened.
- The MPOs should be involved in CDOT discussions about STIP improvements and changes to a different platform.

#### **Critical Freight Corridors Update - Jeff Sudmeier**

- A consultant team is beginning work on the Multimodal Freight Plan and the updated State Freight and Passenger Rail Plan. In October, the Statewide Transportation Advisory Committee (STAC) and the Statewide MPO group will hear more about the plan. CDOT/MPOs should share data to facilitate progress on the plan.
- Jeff pointed out a multi-page packet that constitutes CDOT's comments on the U.S. Department of Transportation's interim National Multimodal Freight Network, a network that is not tied to funding. Comments were due Sept. 6. CDOT made the following comments, among others:
  - The 51,000-mile highway portion is too small, particularly for a western state like Colorado where highways are fewer and farther between. State DOTs should have the flexibility to propose additions to the network and the network should include at the least the Congressional High Priority Corridors. (In Colorado, these corridors are Heartland Expressway, Ports-to-Plains Corridor, and High Plains Corridor)
  - Short line railroads such as the Great Western Railroad and the Kyle Railroad should be added for their role in connecting to Class 1 railroads
  - Certain corrections should be made to the interim network, including replacing E-470 with Pena Boulevard for its connection to Denver International Airport.
- The Critical Urban and Rural Corridors of the National Highway Freight Network that are tied to funding don't need to be designated by Dec. 4, the deadline for designation of the National Highway Freight Corridor. That's because the critical urban and rural corridors will be not included in the national network, as was previously thought.
- Staff wants comments from CDOT Regions and MPOs by the end of September on possible critical freight corridors, compare them to mileage caps, and begin to synthesize into draft statewide designations.
- Proposed criteria for project selection of freight projects are being put together by CDOT planners; these will go to the Statewide Transportation Advisory Committee (STAC) in October.
- Comments from the MPOs:
  - DRCOG - DRCOG has been setting meetings with the idea that Dec. 4 would be the deadline for designation of Critical Freight Urban Corridors. Now there's no need to rush the process.
  - PPACG - PPACG is working on what could or should be critical urban freight corridors. Part of one suggested corridor is in a rural TPR. The MPO will need to work with CDOT Region 2 on the designation.
  - PACOG - PACOG has the same issue about a suggested corridor being both within the MPO boundaries and within a rural TPR.

## MPO Updates - MPO Representatives

- DRCOG: DRCOG will be sending out a request for proposals in the coming months for an active transportation plan. DRCOG is working on its new TIP. Eventually, DRCOG hopes to put in place a method to give some money to subareas. Those subareas would use their own processes to select projects. Seattle and San Francisco are among the metro areas that use a similar method. The transportation plan will be updated beginning in 2017. Because the air quality conformity determinations would be done in 2018, regionally significant projects that will spur conformity determinations may be submitted. A major update to the travel demand model is under way to make it faster and more efficient. DRCOG has been talking to NFRMPO and PPACG about using the same traffic volume assumptions for external stations at their borders. External zones are not really being modeled; rather, traffic volumes and assumed future growth is used as a model input. A DRCOG report will be coming out that will show that vehicle miles traveled (VMT) growth jumped 4 percent since 2014, the highest VMT growth since the 1990s and the largest net increase in DRCOG history. DRCOG is not planning a new travel data survey until 2020 in order to align with the next census.
- GVMPO: Technical difficulties with Zoom prevented a report from being delivered by phone.
- NFRMPO - NFRMPO is expanding an existing bike plan into a non-motorized transportation plan. Becky Karasko attended a Weld County tour that highlighted the amount and types of freight. The MPO recently built a conference room and is now updating the entire office, with completion anticipated by the end of September. If staffers can't be reached by landline phones at NFRMPO, it may be because their offices have been relocated. The MPO also hopes to hire another planner soon. NFRMPO has received resumes from some great candidates. The candidates are so good that often they have accepted jobs elsewhere before interviews of all candidates have been completed. The NFRMPO transit providers are exploring an intraregional transit route connecting Greeley and Fort Collins through Windsor. Thousands of university employees (Colorado State University, the University of Northern Colorado, and Aims Community College) make the trip every day. A business group is again exploring a Regional Transportation Agency for the area. The area received a TIGER grant for I-25. Air quality conformity will be done under the old STIP. The deadline for a recent call for projects ended Sept. 9; scoring of the 16 applications received will take place Sept. 21. The new TIP is being developed. A Planning and Environmental Linkages study on US 34 and a route analysis study for Greeley-Evans Transit (GET) are both under way. Meanwhile, City of Loveland Transit (COLT) has been evicted from its transfer site.
- PPACG - Staffers attended a two-day training for the Vision 0 Suite. Work on the MPO travel demand model is moving forward. PPACG will be the first tester of the UrbanSim "Light" software, which is a little more user friendly than UrbanSim. Data for each area is preloaded into UrbanSim "Light" and then PPACG staff does quality control of the data. PPACG - and other MPOs - are needing to negotiate direct and indirect rates for each transit grant received from Federal Transit Administration (FTA). FTA won't accept CDOT's rate. The rates are based on an audit. A process that seemed to go smoothly for years has suddenly been found lacking. In addition, the state legislature is questioning the way PPACG receives defense planning money directly from the U.S. Department of Defense.
- PACOG - PACOG is updating the Unified Planning Work Program (UPWP) that will go to the board this month for review. A Transit Functionality Study, the first comprehensive transit plan in 15 years, is taking place. One of the items it will address is a possible relocation of transit operations, currently located in the booming Riverwalk area. Another study in the works is on different options for getting into and out of downtown Pueblo; this study will be

done in 2017. PACOG received a matching grant from the Department of Local Affairs (DOLA) to do a study on restructuring the MPO, the first look at the MPO's structure since it was first organized. Currently, City of Pueblo, County of Pueblo, school districts, Pueblo West, human services, and water quality entities all belong to PACOG. PACOG has three full-time staff members now. In the next six months to a year, Scott Hobson will be taking over different duties with the City of Pueblo, and will have a reduced role in managing PACOG. Discussions are taking place on how a Bustang route expansion to Pueblo might tie into CDOT Region 2's new offices. The Bustang park and ride will be located on the north end of Pueblo off I-25.

### **CDOT Updates - Jeff Sudmeier, Tim Kirby, and Michael Snow**

The updates dealt with three items:

- Consolidated Planning Grant (CPG) - CDOT DTD still intends to have the planning grants done by Oct. 1. As has been true for the past several years, the CPG contracts from the previous year will be extended through Dec. 31. Next year, the extension will not be permitted.
- Memorandum of Agreement (MOA) Template - All the elements of the suggested MOA template have been discussed. The MPOs can use the MOA template to work with their DTD liaisons in crafting the next MOAs, which will need to be executed by June 2017.
- STAC Workshop - The planned STAC Workshop will be split between September 23 and October 28 STAC meetings, with elections and a discussion with the Transportation Commission chair and vice chair planned for October.

### **FHWA/Federal Transit Administration (FTA) Updates**

- FHWA - Money for the Technology Transfer (T2) peer workshops will have been spent by September 2017. One of those T2 applications, due Sept. 23, may be from PPACG to host a workshop with FHWA on HERS-ST (Highway Economic Requirements System - State), an economic analysis tool that uses engineering standards to identify highway deficiencies and then applies economic criteria to select the most cost-effective mix of improvements. Although Sept. 23 is the due date, FHWA would like the T2 applications sooner in order to review them before submittal. In addition, FHWA has two slots (one for a state DOT and one for an MPO or other transportation entity) for \$1 million applications for the Accelerated Innovation Deployment (AID) demonstration program to offset the risks of innovations that are not yet deployed. Grants.gov has more information. For the Everyday Counts initiative, FHWA is pursuing 11 innovations, with three carried over from last year.
- FTA - Larry Squires is back in his old position and Dave Beckhouse is the acting director.

### **Future Meeting Topics - All**

Topics for future meetings include:

- Vison 0 Suite
- UrbanSim light
- Revenue Projection and Program Distribution - A discussion about projections would be especially timely for the October meeting MPO Transportation System Performance Report
- CDOT Statewide Travel Model Update
- TransBond 2
- Transportation Commission boundaries (current and future)
- Transportation Legislative Review Committee meetings planned for around the state

### **Other Business**

Next Meeting October 11, 2016, at PPACG offices.