

GVMPO Technical Advisory Committee (TAC) Meeting Notes
May 8, 2019

Attendees: Dean Bressler, Dana Brosig, Andy Gingerich, Sarah Brooks, Emmalee Blender, Mike King, Bill Haas, Kathy Young, TJ Burr, Mark Rogers, Eric Trinklein, Sam Atkins, Karla Distel, Pete Baier, Paul Jagim, Scott Mai, Trent Prall,

Via telephone conference: None

Meeting called to order: 3:00pm

Information/Discussion Items:

1. Overview of Special Use Permitted Trails - Emmalee Blender, CDOT
See handout. Trails when no federal funds are involved and within CDOT ROW. CDOT is less involved with this process as compared to FLAP, TAP, & SRTS projects. There are several types of funding that CDOT won't allow within CDOT ROW based on the language within the funding contract which states the trail will be in place in perpetuity or something along those lines. Could a discussion be had between the two state agencies (CDOT and the funding agency such as GOCO and / or CPW) so future projects could proceed that are within CDOT ROW and exclude the language CDOT doesn't allow. Parking is required at the trailheads outside of CDOT ROW even when trails are done in segments. Consideration for restrooms and trash maintenance. 30% plan review is when environmental clearance starts. Talk to CDOT early on as permit process is very involved. Applicant is responsible for all coordination, reports, drawings, etc. Other permits may also be needed depending on the type of work being done in the ROW.

2. GVT ADA Paratransit Applicant Evaluations – Sarah Brooks & Andy Gingerich, GVMPO
Sarah Brooks outlined the basic concept of the evaluation process, starting with the application, followed by in person interview, and followed up with a physical evaluation or cognitive evaluation if needed. Looking at an aerial view of the Health Department campus, Sarah noted all the pieces of the physical evaluation and how it would flow. Sarah also said they are currently in the draft stages of starting this process, which will be reviewed by the Health Department and GVT staff before the draft is put before GVRTC, then public comment will be collected, and the goal is to have the physical evaluations start by Sept 1, 2019. Andy Gingerich commented that the physical evaluation covered in the ADA Eligibility training is all based on best practices. That this process will also help to identify individuals who can qualify for Trip by Trip Eligibility or Conditional Eligibility with Paratransit. Kathy Young noted the reason for initiating an evaluation process, to make sure those that really need Paratransit are getting the best service, and helping others to be able to ride Fixed Route.

3. The Statewide Plan and Planning Reset – Mike King, CDOT DTD

See handout. CDOT's new executive director wants to start with the vision, and then talk about funding which is somewhat opposite from how it's been done in the past.

4. FHWA Update – Bill Haas, FHWA

- End of month, truck parking workshop that FHWA is putting on at the Mesa County Central Services building on 5/30/19. They had a similar workshop at CDOT headquarters focusing on the eastern plains and had really good stakeholders who attended including truck drivers and shippers. Then they had breakout sessions on what can be done to address the concerns.
- Last month, FHWA administrator was confirmed through Senate, Nichole Mason. In 2020 will have to reauthorize the FAST Act among others.
- FHWA has a fairly new strategic plan adopted last August. 4 key areas: Safety, Infrastructure, Innovation and Accountability.

5. 29 Road PEL Update – Pete Baier, Mesa County

Address some technical challenges. May need to reissue draft PEL. Had a large community turnout for the meeting 150-200 in attendance. FHWA, CDOT requirements, and community needs are different

6. Federal Lands Access Program (FLAP) 2019 Update – Dean Bressler, GVMPO

Hwy 139 project is being resubmitted on Rio Blanco side through CDOT. Dean talked to Laurie Miskimins, Central Federal Lands Highway Division about doing a FLAP application for sections of Tour of the Moon and/or the continuation of the shared-use path in the Monument Road corridor. It doesn't seem like a good time to pursue FLAP funding and some of the items do not seem like a good fit for FLAP. We need to work even more closely with Colorado National Monument and BLM field office staff on a plan so that we are ready for a FLAP application in the future. GVMPO staff have closely coordinated with public land managers at the local level. For the next call for FLAP applications we will also strive to gain the support of the BLM statewide office and the Region Office of the National Park Service.

Discussed possibly doing a FLAP application for improvements to I 9/10 Rd in Cameo to improve access to BLM- Little Book Cliffs Wild Horse Area as well as improved access to the Cameo Shooting and Education Complex. Need to look into if FLAP can be used for a planning grant for this area.

7. 2045 Travel Model and Regional Transportation Plan update – Dean Bressler, GVMPO

Still gathering data for the local travel model. Linework and TAZ (Traffic Analysis Zones) is put into statewide model. For the purposes of informing the Mesa County travel model, the statewide model is used for internal to external, external to internal, and external to external trips. The numerous recent (2018 and 2019) traffic counts collected by the City of Grand Junction, City of Fruita, Mesa County, and CDOT, will all be used to calibrate and validate the Mesa County model to a base year of 2018 (more current than the statewide model). The Mesa County model will also have substantially updated and refined land use

and socioeconomic data than the statewide model, for both the base year and the horizon year of 2045.

Statewide travel model will be a good tool for projecting ADT and potential congestion at the regional scale, more so between the larger travelsheds of Colorado. Whereas, the Mesa County model will remain the preferred tool for projecting ADT and potential congestion within Mesa County and especially the MPO area. The GVMPO and CDOT headquarters staff have coordinated closely on the development of the statewide model, which has included data sharing. Neither model will be particularly effective at projecting demand for bicyclists and pedestrians on a single roadway. For all modes, the travel models are just one tool for assessing future needs. Model output is used along with safety, demand for freight movement, access, recreational use, and other factors in the project prioritization process.

2045 RTP needs to be adopted by December 2019 per FHWA, in keeping with the five-year planning cycle. The 2040 RTP was adopted December 2014.

Other Business:

None

Representative Updates:

None

Meeting Adjourned: 5:03pm