



Statewide MPO
Friday, Dec. 2, 2016
1-2:30 p.m.
CDOT - Room 225

Present: MPOs: Denver Regional Council of Governments (DRCOG)- Doug Rex; Grand Valley MPO - Todd Hollenbeck (via Zoom); Pueblo Area Council of Governments (PACOG) - John Adams; Pikes Peak Area Council of Governments (PPACG): Craig Casper (Zoom). CDOT Division of Transportation Development (DTD): Debra Perkins-Smith. CDOT Multimodal Planning Branch: Jeff Sudmeier, Michael Snow, Mike King (Zoom), Tim Kirby, Marissa Gaughan, and Gail Hoffman. CDOT Regional Planners: Wendy Pettit (Zoom), R2; Mark Rogers (Zoom), R3. CDOT Office of Financial Management and Budget (OFMB): Jamie Collins, Eric Ehrbar, and Julia Spiker. CDOT Division of Transit and Rail (DTR): Alison Redenz. CDOT Division of Accounting and Finance (DAF): Louie Barela. Federal Highway Administration (FHWA): Bill Haas and Aaron Bustow. Perrin, Thorau & Associates: Peter Mills.

Program Distribution/Revenue Projections (Discussion) - Jeff Sudmeier, DTD; Louie Barela, DAF; and Peter Mills, Perrin Thorau & Associates Ltd.

- Peter Mills of Perrin, Thorau & Associates reminded the group that CDOT in 2006 retained his previous employer to develop a tool that would enable MPOs and rural transportation planning regions (TPR) to see what could happen under various financial scenarios. He is working for CDOT again while DAF is seeking a replacement for Andrew Wheeler, who did revenue projections.
- The model he developed uses the cost of travel, population, and income; Colorado fleet types; and Colorado population to project vehicle miles traveled (VMT) and miles per gallon (MPG), and consequently the motor fuel tax and vehicle registration revenues. The model doesn't forecast:
 - Regional/municipal revenues
 - Property tax and development fees
 - Local government financials
 - Highway/transit fare elasticities
 - Financial capacities of toll fares/transit
 - Sales tax revenues, other than those from vehicles
- The Excel-based tool can be used to manipulate in a “Monte Cristo” simulation:
 - Forecasts of all independent variables
 - Penetration of other energy sources into the fleet of vehicles in Colorado
 - Carbon dioxide emission restrictions on new vehicles
 - State and federal tax rates
 - Statewide single-rate road user fees
 - Vehicle registration fees by weight, age, type, or MPG

- Jeff Sudmeier suggested:
 - That CDOT begin putting together a committee of SWMPO Committee members and others in January and February to discuss revenue projections, high- and low-revenue scenarios, and similar topics.
 - Statewide MPO members begin thinking about the variables that CDOT should use in its projections and whether “baseline” projections should include only what’s allowed in state and federal law or include additional assumptions.
- As background, Bill Haas asked those attending to become familiar with an FHWA web page from the FHWA website on “reasonably available revenues”.
- Aaron Bustow said CDOT and the MPOs should build their projections from the same base.
- Debra Perkins-Smith said baseline revenues are the lowest level everyone can agree to.

Metropolitan Planning Agreements (Informational/Discussion) - Marissa Gaughan, DTD

- Bill Haas clarified that the template is for Memorandums of Agreements, but the individual agreements between CDOT and each individual MPO are called Metropolitan Planning Agreements. Jeff Sudmeier suggested that they be referred to as MOAs-MPAs.
- The group went over changes to the template since the last discussion, and recommended some additional changes. The revised template with additional changes will be presented at the next Statewide MPO meeting.

AID Funding Update (Informational/Discussion) - Tim Kirby, DTD

- Tim Kirby described the FHWA Technology and Innovation Deployment Program and the Accelerated Innovation Deployment Demonstration program, known as AID.
- State DOTs, federal land management agencies, tribal nations, MPOs, and local governments are eligible to apply. Local governments and MPOs must apply through the state DOTs.
- Each year, CDOT will submit two applications to FHWA to compete on a national basis for the \$10 million available FY 2016-FY 2020. One should be a state lead project and the second application should be from an MPO or local agency.
- The packet suggests potential MPO and local agency applicants notify CDOT of their future fiscal year submittals for FY 2018, 2019, and 2020.

Obligation Reports (Discussion) - Michael Snow, DTD, and Jamie Collins, OFMB

- The group agreed that it would like to discuss further how to make the federally-required obligation reports more useful and understandable by the general public.
- Annual obligation reports list the money that has been designated but not necessarily spent for particular projects within the MPO boundaries. The MPOs get that information from CDOT’s Office of Financial Management and Budget.
- Bill Haas suggested that the obligation reports could show a linkage with performance planning. For example, the MPO obligation reports could show what goals and objectives each project is supposed to address.

- Michael Snow said that the performance planning linkage might be something to consider after the MPOs agree on how the obligation reports should be presented.

MPO Transit Transportation Improvement Programs (TIPs) - Alison Redenz, DTR

- The group decided to discuss transit in the MPO TIPs in a meeting separate from the Statewide MPO meetings.
- Alison Redenz said the process for transit projects awarded, added to an MPO's TIP, and managed in the TIP is somewhat undefined.
- DTR would like to update the process that is outlined in the DTR's grant partner manual to find a consistent process that works for all CDOT Regions and all MPOs.