



Statewide Metropolitan Planning Organization (MPO) Meeting Summary Hosted by FHWA Colorado Division

Friday, April 27, 2018

2:00 - 3:30 p.m.

CDOT Mt. Evans Conference Room

Present:

- MPOs: Denver Regional Council of Governments (DRCOG) - Steve Cook, Doug Rex, Jacob Riger, and Ron Papsdorf; Grand Valley MPO (GVMPO) - Dean Bressler (via Zoom); North Front Range MPO -Alex Gordon; Pueblo Area Council of Governments (PACOG) - John Adams; Pikes Peak Area Council of Governments (PPACG) - Ken Prather and Andrew Gunning.
- CDOT Division of Transportation Development (DTD): Debra Perkins Smith, William Johnson, Darius Pakbaz, Miguel Aguilar, Tim Kirby, Michelle Scheuerman, Kathleen Collins, Marissa Gaughan, and Mike King.
- CDOT Information Management Branch (IMB): Erik Sabina and Shahida Mirza.
- CDOT Regional Planners: Wendy Pettit, Region 2 (Zoom); Jim Eussen, Karen Schneiders, and Alena Koenig, Region 4.
- CDOT Division of Accounting and Finance (DAF): Joe Tai;
- CDOT Transportation Systems Management & Operations (TSM&O): Charles Meyer and Lisa Steisfield.
- Federal Highway Administration (FHWA), Colorado Division: Bill Haas and Aaron Bustow.

Welcome and Introductions - FHWA - Aaron Bustow -Meeting Facilitator and Host

- Welcomed attendees and asked attendees to introduce themselves.

Host Highlights - FHWA - Bill Haas

- An FHWA HQ webinar-based meeting is scheduled for next month to go over Transportation Performance Management (TPM) questions and answers (Q/As). Initial suggested responses from FHWA will be discussed.
- If you have any TPM questions (broadly defined), forward them to the Colorado Division of FHWA and they will forward to FHWA HQ.
- FHWA is developing a website portal from HQ for TPM report submittal anticipated to be ready in August and September. This is for baseline reports only, not target reporting.

Performance Measures

Planning Memoranda of Agreement (MOAs) and Safety Memoranda of Understanding (MOUs) -Marissa Gaughan

- All MPOs - Bill Haas of FHWA noted that the Planning MOA is due the end of May. All MPOs should send the submittals to CDOT and CDOT will then put them together and

send them to FHWA and FTA. The same submittal process applies to the Safety MOUs. Charles Meyer has to sign the Safety MOUs and CDOT Executive Director Mike Lewis the Planning MOAs. Debra Perkins-Smith, DTD director, will sign the other MOUs related to Performance Measures 2 and 3.

- DRCOG - DRCOG finished the Planning MOA. DRCOG is waiting on the Regional Transportation District (RTD) attorney to review it. The latest draft of the Safety MOU is under review at CDOT. The Planning MOA should be ready for submittal in early May 2018.
- PACOG - Plan MOA done and submitted. **Marissa will send out latest template for Safety MOU to MPOs.**
- NFR MPO - The Planning MOA is done, and the Safety MOU is under review.
- PPACG - On May 22, the Planning MOA will go to the board for approval. The MPO requested a copy of the updated Safety MOU.
- GVMPO - The MPO signed Planning MOA last June and received the document back fully executed. The MPO sent the Safety MOU to Marissa Gaughan and Charles Meyer, and received good comments back. The MPO then sent the Safety MOU back to CDOT for signature.

PM 2 Pavement and Bridge and PM 3 System Reliability - William Johnson and Darius Pakbaz

- This month the Transportation Commission (TC) approved 2- and 4-year targets for PM 2 (Infrastructure Condition) and PM 3s (System Performance - System Reliability, Congestion Mitigation and Air Quality (CMAQ), Peak-hour Excessive Delay (PHED), and Non-SOV (single-occupancy vehicle) travel. This includes joint targets with DRCOG for PHED and Non-SOV mode share. CDOT and DRCOG both expressed appreciation to each other for getting this accomplished.
- Now other MPOs are to develop targets that will be due no later than 11/15/2018; MPOs must either support CDOT targets or establish their own.
- CDOT sent information to MPOs for consideration for bridge; other data that CDOT has can be shared with the MPOs.
- Darius already presented bridge data, and will distribute 2018 bridge data later. No pavement data is available yet. CDOT is using the National Dataset for this. CDOT has done calculations and can do more if need be.
- An MPO asked if CDOT is comfortable with the national dataset. William Johnson replied that the data errors are well documented and understood, and that most DOTs will be using the national dataset. DOTs that want to use their own data have to get it certified, and there is no process or understanding of how to do that yet. Although there are some issues with national data, it helps to use the national dataset for consistency's sake since FHWA will be using it too.
- One issue with the national requirement to report to specific decimal places is a false sense of precision with results that have many decimal points. CDOT does not use decimals to avoid misperceptions.
- PM3 includes travel time reliability, and CMAQ measures.
- Federal measure for travel time reliability is level of travel time reliability (LOTTR) ratio (must also identify percent reliable too).
- Darius described how LOTTR measures are calculated; see attached presentation for more details on LOTTR.
- Truck Travel Reliability is calculated using a similar method - index only is needed for this measure compared to including percent reliable too.
- CDOT reports to FHWA pollutant reduction benefits of CMAQ-funded projects in 2- and

- 4-year totals.
- For some pollutant calculations, the higher number is better as they highlight reductions in pollutants.
 - **DRCOG requested that CDOT add “project-based” in slide title for clarification.**
- The CATT Lab is a subscription-based online tool to use to calculate performance measures using national databases. CDOT has information on how to access and use the CATT Lab for anyone interested in using it.
- Darius described all pollutants measured. On Road Mobile Emissions national data has been downloaded and separated out by MPO for PM10, Volatile Organic Compounds (VOCs), Carbon Monoxide (CO) and Nitrogen Oxide for the Front Range, Pikes Peak and Denver.
- Bill Haas noted now is the time to look at projects from an emissions standpoint for selection criteria. He recommended the MPOs start this type of assessment now and revisit the CMAQ program.
- Marissa will send out a CMAQ program timeline.
- One participant asked if there are best practices for calculating projects air quality benefits and for streamlining the process.
- FHWA is looking at other states or MPOs to see how well their CMAQ programs are working.
- CDOT noted that it considers the compressed natural gas (CNG) measure calculations good, but other calculation are not quite up to that level yet.
- CMAQ will have higher prominence due to FHWA transportation performance measures. MPOs need to select projects for the best benefit for dollars spent to avoid non-attainment designations.
- Bill Haas noted that there has been difficulty with obligation of CMAQ funds; we need to get CMAQ projects out to use the funds.
- FHWA offered to provide help to MPOs to access FEMIS for CMAQ.
- Doug Rex of DRCOG asked if there is a list of CMAQ project types that perform better than others.
- Aaron Bustow said some information is available by pollutant.
 - **William Johnson to get link to the report that Aaron Bustow mentioned out to the group. The link is:**
https://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/reference/cost_effectiveness_table/report/costeffreport.pdf
- The rest of the PowerPoint slides calculated PM 3 using CATT Lab for each MPO - see presentation for more details.
 - **Need to add clarifying text to headings on data slides to explain what is desired in terms of performance and what is not - indicate what good is - when numbers go up or down.**
- For some figures, lower is better and for others, higher is better.
- Final two slides CMAQ reporter for all MPOs - 2- and 4 -year totals - emissions reduced by CMAQ funded projects.
 - **Next month the group will discuss targets more, and who wants access to CATT Lab tool.**
- William noted that for On Road Mobile Emissions calculations, we need to become more advanced at collecting and calculating inputs.
- DRCOG asked if CATT Lab segments identify bottlenecks.
- Darius Pakbaz said he was not sure, saying CDOT has not explored other tools in CATT

Lab.

- TSM&O responded that the Colorado Mobility Plan will identify bottlenecks. The plan is a joint project with CDOT and the Texas Transportation Institute (TTI).
- Speed data is not the best data for identifying congestion (using travel time reliability) as some roadways have reliable congested travel times.
- We need data on non-recurring congestion for bottlenecks.
- Next month CDOT will bring back more detailed information on national pavement data and have a detailed discussion on this data. CDOT will assume a high target setting level of discussion for pavement data and will demonstrate how to access the calculation tool. Feel free to call William Johnson with any questions in the meantime.
- Dean Bressler mentioned that he conducted a coordination meeting for safety performance setting with CDOT and recommended CDOT do the same for PM2 and PM3 with appropriate Region staff members in attendance.
- Darius said that he would be happy to help coordinate meetings with MPOs on data individually.

Unified Planning Work Program (UPWP) Considerations for Performance Measures (PMs) - Bill Haas

- Bill Haas noted that resources spent on performance measure reporting need to be included in UPWPs.

Demonstration of Statewide Travel Model- Erik Sabina, CDOT Information Management Branch

- Erik Sabina explained that CDOT used DRCOG's model as foundation for the statewide travel model.
- CDOT is calibrating 2010 version of model now. Due to the cyber security incident, CDOT lost some 2015 validation data.
- Showing model runs for 2010 model today. Server takes 9 hours to run the model at this point, but may run faster in the future.
- DRCOG upgrades will transfer to CDOT's model and CDOT is grateful for that.
- Household counts are at the traffic analysis zone (TAZ) level, but now real addresses are in the model.
- Shahida Mirza demonstrated the model, and said it is possible to run subtasks of model.
- Erik said sometimes the model needs to run several times to get the proper speeds balancing effort to work. A complete run may be accomplished in a day and a half.
- The statewide model is written in TransCad and custom code.
- Transit network in the model for 2010 was described and presented.
- CDOT intends to install MPO maps in the Statewide Travel Model that the MPOs provide.
- A new component in this model is the integration of the transit network.
- Mode choice has bicycle and pedestrian and trip tables that have not been assigned yet.
- Attendees were impressed with the presentation for the statewide travel model, and thanked Erik and Shahida for presenting what was possible for the model at this point.

Risk Assessment Process - FHWA - Bill Haas

- Bill distributed handouts of FHWA's risk list for CDOT.
- Risk Statements include "if" and "then" statements.
- FHWA risk lists include programs that have compliance issues and also opportunities to accomplish good things.
- A scoring system is used to define likelihood of a risk and its impact.
- Office leadership develops a risk list for every Division Office of FHWA.
- There is a need to identify mitigation strategies for these risks.
- Colorado FHWA reports and tracks risks with FHWA HQ.
- FHWA took the risk list to Quality Improvement Program meeting at CDOT.
- The list provided as a handout today is not prioritized.
- Long-standing issues are included - Local Agency Program is one on the risk register.
- Safety number is one priority currently. A target is set and FHWA and CDOT will revisit this risk.
- Local Agency Projects are at risk to comply with Buy America documentation requirements.
- Traffic analysis risk is a carryover from last year, as is ITS System Engineering Analysis.
 - Good work has been done at CDOT to improve traffic analysis data risk.
 - FHWA carried the HPMS/Bridge data risk over due to the cyber security incident. Were it not for the cyber security incident, FHWA would have removed it from the risk list.
- Utilization in Transportation Funding Flexibility - many things are in the works - timing to continue work on this is perfect with additional revenue projection and program distribution underway.
 - One activity proposed is holding a meeting to determine a measure for this risk. FHWA doesn't have information on why or when good results occur - need more documentation. Cash Management is also an issue.
- Risks FHWA note take effect as of June 1, 2018.

2045 Planning Horizons - Roundtable - Michelle Scheuerman

- Michelle Scheuerman explained that in order to understand how MPO plans will be integrated into the 2045 Statewide Transportation Plan (SWP), CDOT needs to know the planning horizons of the five MPO plans. Each MPO was asked to report on the planning horizons for their Regional Transportation Plans (RTPs).
 - DRCOG is contemplating a 2050 planning horizon.
 - The remaining four MPOs noted they are planning for a 2045 horizon.
 - GVMPO plans to adopt their plan in December 2019.
- Need to determine how to integrate MPO Plans into SWP and Scenario Planning integration too.
- A baseline year of 2016 was discussed and further discussion will occur during development of the 2045 SWP and rural RTPs.
- The Request for Proposal for the 2045 SWP and rural RTPs is anticipated to be posted in late May or early June.
- Kick-off of the 2045 SWP and rural RTPs is anticipated for late summer.

TIP Submittals - CDOT - Marissa Gaughan

- All MPOs doing new TIPs need to align them with the new STIP of July 1, 2018. DRCOG is the exception.
- MPOs are to submit to CDOT resolution and conformity documents. Cover letter

to go to CDOT Regional Transportation Directors, Chief Financial Officer, and the Executive Director. A CDOT letter then goes to Governor. Governor then sends letter - a critical component - to FHWA/FTA. Governor then approves and TIPs become active.

- NFRMPO TIP approval will occur soon with an anticipated June adoption.
- NFRMPO needs to coordinate with FHWA Division on AQ Conformity.
- Bill Haas noted there is a very short turn-around time for the TIPs that are approved by the TC in June and then FHWA/FTA have a week to approve. Push out for STIP TC approval schedule has caused this. Also noted that the last day of June is a Saturday.

MPO and FHWA Updates - MPO and FHWA Staff

DRCOG

- Approved amended and updated Metro Vision Plan and 2040 Metro Vision RTP
- Approval of the Title VI Plan is anticipated for next month

PACOG

- Approved TIP
- Title VI Plan also approved.
- Bustang Region 2 Park-N-Ride Location identified.
- Southwest Chief - Scope of Work completed - Study to start soon

NFRMPO

- Alternatives on N-I-25 Express Toll Lanes - Proceed with June/July construction.
- Will adopt TIP in June.

GVMPO

- Adopted Resolution with minor amendment to the existing 2018-2021 TIP on 4/23/2018
- Adopted a resolution adopting the 2019-2022 TIP on 4/23/2018. GVMPO plans to submit the TIP and all certification documentation within a few days.
- Marissa noted that certifications of the planning process also need to be provided with the TIP.
- TPM related language and where we are in the process - GV MPO's TIP serves as a good example.
- Marissa welcomed any MPOs to call her with questions.

PPACG

- TIP is approved
- John Liosatos was replaced.

CDOT Updates - Tim Kirby

- Discretionary grants are out
 - Review STAC packet
- Mid-year reviews are mostly complete

Other Business - Tim Kirby and Marissa Gaughan

- Host Rotation Schedule
 - June host is PPACG
- June SWMPO meeting will be held at the new CDOT HQ - at 2829 W. Howard Place, Denver

Future Agenda Topics

- Colorado Mobility Project
- Population Totals for Metro-PL and CMAQ Programs
- Further CMAQ Program discussion
- TDM Plan
- TPM continued
- MOUs for PM2 and PM3
- CATT Lab presentation
- FEMIS Training

Action Item List - For PAMB and MPB

Performance and Asset Management Branch

- Add project-based in slide title for clarification
- Get link to report out to the group that Aaron Bustow mentioned regarding best CMAQ project case studies.
- Need to add clarifying text to headings on data slides to explain what is desired in terms of performance and what is not - indicate what good is - when numbers go up or down.
- Next month discuss targets more -and who wants access to CATT Lab tool.
- Coordinate meetings with MPOs on data individually for PM2 and PM3.

Multimodal Planning Branch

- Send Safety MOU forms to MPOs who need it.
- Resources spent on performance measure reporting needs to be included in UPWPs
- Work with MPOs and FHWA to get TIPs approved by Governor on time to keep STIP active beyond June 30.