



Statewide MPO Meeting

Hosted by the Denver Regional Council of Governments (DRCOG)

Friday, March 23, 2018

1-3 p.m.

CDOT HQ Mt. Evans Conference Room - Shumate Building

Participants

- MPOs: Denver Regional Council of Governments (DRCOG) - Doug Rex, Ron Papsdorf, Jacob Riger, Beth Doliboa, and Steve Cook (via phone). Grand Valley MPO (GVMPO) - Todd Hollenbeck and Dean Bressler (via phone). North Front Range MPO (NFRMPO) - Becky Karasko and Medora Kealy (via phone). Pikes Peak Area Council of Governments (PPACG) - Ken Prather. Pueblo Area Council of Governments (PACOG) - John Adams.
- CDOT HQ: Tim Kirby, Marissa Gaughan, Kathleen Collins, Michael King, Gail Hoffman, Lily Lizarraga, Lisa Streisfeld, Charles Meyer, David Swenka, Erik Sabina, and Darius Pakbaz.
- FHWA: Bill Haas, Dahir Egal, Karen Scurry of FHWA HQ (via phone), Rick Drumm of Indiana Division (via phone); and Caroline Trueman of New Jersey Division (via phone).
- Consultant: Mickey Ferrell.

Highway Safety Improvement Program (HSIP) Program - Charles Meyer, CDOT Traffic and Safety Engineering Branch

- As part of a nationwide effort, a team of FHWA people interviewed the MPO staff members about the HSIP program using six questions sent to participants that morning. The questions dealt with the role of individuals in HSIP, coordination with the CDOT Regions and local agencies, experience with safety performance targets, strengths and benefits of Colorado's HSIP, and suggested improvements to the HSIP.
- DRCOG's Jacob Riger said he would like to formulate answers to the six questions with other DRCOG staff members since CDOT sent the questions too late for consultations with others.
- Below is a summary of comments:
 - Role with HSIP: DRCOG, PPACG, NFRMPO, and PACOG all said their role with HSIP is largely placing into the Transportation Improvement Program (TIP) the funded HSIP programs once they hear from local governments about HSIP awards. DRCOG said staff understands that HSIP is largely a program between the locals and CDOT. GVMPO said that perhaps because the MPO is smaller than most, GVMPO staff work closely with MPO partners to notify them of the application date, and identify candidate safety projects for HSIP funding from the long-range plan and other plans. GVMPO also has a good working relationship with CDOT headquarters staff for assistance with applications.

Asked about how other states handle HSIP, Caroline Trueman of the New Jersey FHWA office said the New Jersey MPOs reach out to their subregions, and each subregion may submit two HSIP applications per year. A review panel scores the applications, and the New Jersey DOT board approves the final selection after a second review by the MPOs.

- Safety performance targets - DRCOG set its own safety targets after working with CDOT. The process was a bit rushed, but that could be because it was the first time CDOT worked with the MPOs on setting targets. NFRMPO, PPACG, and GVMPO all decided to support CDOT's safety target. Now that the MPOs have had the experience of working with CDOT on safety target setting, the process should be easier next time.
- Suggestions for improvement - CDOT Region 4's Karen Schneiders said the Regions would communicate with planning partners about HSIP applications if they knew that FHWA was soliciting applications. If FHWA wants better applications, it needs to provide more information, and the CDOT traffic engineers in each Region need to communicate more with the planning staffs. Another suggestion was that the traffic safety engineers should attend the Transportation Advisory Committees of the MPOs to let them know about HSIP application solicitations. GVMPO commented that the application process and compliance with project development requirements are somewhat onerous, especially for the smaller planning partners.
- Dahir Egal, pavements and materials safety engineer with the Colorado Division of FHWA, urged all MPOs to answer all six questions and send the written answers to him, dahir.egal@dot.gov, 720-963-3007, by Friday, March 30.
- Tim Kirby asked if FHWA could share its recommendations and best practices from the report that will summarize the interviews.

Performance Measures

- Planning Memorandum of Agreement (MOA) and Safety Performance Measure Memorandum of Understanding (MOU) Status Update - Roundtable
 - DRCOG - The Regional Transportation District is giving the MOA a final review. Jacob Riger clarified with Bill Haas that the safety MOU should be a stand-alone item (not combined with other performance targets).
 - GVMPO - The CDOT Division of Transportation Development folks still need to review the revised safety MOU. GVMPO staff is ready to sign the safety MOU, which will not need to go to the board for action. All agencies have signed the Planning MOA.
 - NFRMPO - The Planning MOA will be approved at the April 5 Planning Council meeting and signed following that approval. CDOT will schedule a conference call with NFRMPO and DRCOG to discuss the final changes to the safety MOU.
 - PACOG - The director will OK the safety MOU without board action. Pueblo Transit is about to sign the Planning MOA, and the safety MOU should be signed by May 2018.
 - Tim Kirby mentioned that the implementation guidance should tie the safety and other performance target MOUs with the MOA.
- PM2 and PM3 Update - Darius Pakbaz, CDOT Performance and Asset Management Branch
 - Darius reviewed a technical memo that details how to calculate the measures for infrastructure condition (PM2).
 - Darius reported that the Transportation Commission reviewed the staff-recommended 2- and 4-year targets on March 14 for both infrastructure condition and system performance (PM2). The Transportation Commission may adopt the target recommendations for infrastructure condition and system performance in April.
 - At the April Statewide MPO meeting, Performance and Asset Management Branch expects to be able to provide summary/raw data and a technical memo on how to calculate system performance measures.
 - These are the upcoming target-setting deadlines:
 - May 20, 2018: CDOT submits statewide targets for infrastructure condition and system performance to FHWA.
 - Oct. 1, 2018: CDOT reports baseline performance for infrastructure condition and system performance to FHWA.

- Nov. 15, 2018: MPOs to support the statewide targets or develop their own targets for PM2 and PM3.
- TIP Narrative Language for PMs - Bill Haas, FHWA
 - Bill Haas said that the TIPs (Transportation Improvement Programs) should have some summary language on MPO adoption of performance measures and targets. Tim Kirby said CDOT staff should be able to provide the requested language the early part of the week of March 26.
 - Each TIP shall explain how the MPO anticipates meeting targets, and the link between targets and performance measures. It is not necessary for each TIP to have a narrative for each project.
 - The STIP (Statewide Transportation Improvement Program) should have the same informative narrative.

Update on Front Range Travel Survey - Erik Sabina, CDOT Information Management Branch

- Erik Sabina discussed the upcoming Front Range Travel Survey, which will be an update of the 2010 survey. DRCOG conducted the 2010 survey's predecessor in 1996-1997, when economic conditions were good, and the 2010 survey when the economy was beginning to recover from the Great Recession. It is hard to know if the resulting survey will be representative of travel conditions and behaviors.
- CDOT is going to undertake another survey to track travel patterns outside the Front Range, visitor trips, effects of new modes and technologies, and weekend travel. Other purposes mentioned among meeting attendees were seasonal travel (to and from Rocky Mountain National Park, for example) that overlaps a bit with visitor travel, seasonal employees and their effect on travel patterns, and the influence of the school terms on college-connected travel.
- The survey will capture demographic differences in travel, such as younger people in urban areas being less likely to own vehicles.
- The state of Ohio surveys 2,000 households a year about their travel patterns. Erik asked if a continuing survey would be useful for the MPOs. In answer to a question, he said he wasn't sure how that would affect cost.
- Some of the conundrums of a survey are seasonal differences among people traveling for recreational purposes. People who tend to spread out for their recreation (i.e., backcountry skiers, climbers, mountain bikers, hikers and campers, aspen gold viewers, and hunters) are harder to intercept.
- Another issue is that people tend to under-report the side trips they take while going to a major destination such as the Great Sand Dunes.
- CDOT may resurrect the travel model advisory group, with the Statewide MPO group among the groups represented.
- A rough estimate of the cost of the survey is \$200-\$300 per household surveyed.

Program Distribution Update - Tim Kirby, CDOT Multimodal Planning Branch

- CDOT will be forming a subcommittee of the STAC to begin looking into how CDOT should distribute formula funds among MPOs and CDOT programs. The subcommittee will meet noon to 2 p.m. following STAC meetings on the fourth Friday of each month. CDOT will provide lunch.
- More information on the Program Distribution Subcommittee will be available soon.

MPO and FHWA Updates - MPO and FHWA Staff

- FHWA will discuss planning findings from a FHWA review of CDOT planning processes next month, when FHWA is the host of the Statewide MPO group.

- Around the room:
 - DRCOG - Ron Papsdorf, formerly of the CDOT Office of Policy and Government Affairs, is the new transportation director at DRCOG. A public hearing on amendments and updates to the 2040 Metro Vision took place, with adoption of the amended plan expected in April.
 - Mickey Ferrell, who assists DRCOG and CDOT, passed out copies of a bill that U.S. Rep. Ken Buck (R-Colorado) introduced. HB 5198 changes what is required to designate or re-designate an MPO. U.S. Rep. Buck represents parts of DRCOG and NFRMPO planning areas. The group decided that it would be best if each MPO wrote its own letter to U.S. Rep. Buck, perhaps using a template that Mickey Ferrell will provide.
 - GVMPO - The MPO is completing development of the annual TIP. A Planning and Environmental Linkages study will be under way for a new interchange at 29 Road and I-70 in Grand Junction. Local partners include Mesa County and the City of Grand Junction.
 - NFRMPO - The MPO is developing its draft FY 2019-2022 TIP, and the federal certification review will be on March 27.
 - PPACG - The new executive director, Andrew Gunning, is interviewing candidates for transportation director.
 - PACOG - The board may adopt the annual TIP on April 27.

CDOT Updates

- 2045 SWP Dataset Memo to MPOs - A memo explaining the repercussions of the CDOT cyber security incident on the release of the MPO datasets is on p. 28 of the packet.

Other Business

- Host Rotation Schedule
 - The April host will be FHWA, and the May host will be PPACG.
- The April meeting will be at the new CDOT HQ at 2829 W. Howard Place, Denver CO, 80204.
- Future Agenda Topics
 - Transportation Performance Management should be a continuing standing topic.
 - A demonstration of the Statewide Travel Model - April 2018
 - Colorado Department of Local Affairs Population Control Totals
 - The Statewide Transportation Demand Management Plan
- The Division of Transit and Rail (DTR) and the Transportation System Management and Operations (TSM&O) will be visiting the MPOs over the next several months. DTR will be discussing updating the transit plans and TSM&O the Statewide Travel Demand Management Plan. They may be making presentations to the same MPOs at the same meetings.