



Statewide MPO Meeting

CDOT HQ

2829 W. Howard Pl.

T-Rex Conference Room 105

September 27, 2019 from 12:30 PM - 2:00 PM

Participants

- Metropolitan Planning Organizations: Denver Regional Council of Governments (DRCOG) - Jacob Riger and Ron Papsdorf; Grand Valley MPO (GVMPO) -Dana Brosig; North Front Range MPO (NFRMPO) - Becky Karasko; Pueblo Area Council of Governments (PACOG) - John Adams (by phone); and Pikes Peak Area Council of Governments (PPACG) - Kathryn Wenger
- CDOT Headquarters: Rebecca White, Erik Sabina, Marissa Gaughan, Kathleen Collins, Aaron Willis, Gail Hoffman, Alun Evans, William Johnson, Alisa Babler, Annie Kitch, Darius Pakbaz, and Jamie Collins
- CDOT Regions: Region 1 - Jason Rudel, JoAnn Mattson, and Danny Herrmann; Region 2 - Wendy Pettit (via phone); and Region 4 - Karen Schneiders and Jan Rowe
- Federal Transit Administration (FTA): Kristin Kenyon
- Federal Highway Administrative (FHWA): Bill Haas and Aaron Bustow

Spotlight: Grand Valley MPO

- Dana Brosig showed slides illustrating the Persigo Wastewater Treatment Plant that the City of Grand Junction and Mesa County own jointly. The plan converts the raw digester biogas to high-quality natural gas suitable for vehicle fuel. Forty-three city vehicles and 26 Grand Valley Transit buses run on it.
- Total carbon reduction of 2.832 million pounds of carbon dioxide a year, or the equivalent of 7,300 barrels of crude oil. Since it began operation in 2015, the estimated reduction in greenhouse gas emissions is 7.683 million pounds of carbon dioxide.
- Grand Valley Transit buys about half the compressed natural gas (CNG) from Xcel Energy while 21 percent of the plant-produced natural gas goes to waste each year due to lack of storage and fueling operations.
- To address these issues, Grand Junction and Mesa County plan to increase methane storage to capture nearly 100 percent of CNG produced, for an additional reduction of 500,000 pounds of carbon dioxide. Other planned improvements include automation of the fleet fueling system and treating other types of waste to increase the amount of CNG captured.

Performance Measures:

- **Safety Performance Measures Update** - Alisa Babler, CDOT Traffic and Safety Engineer
 - Alisa discussed what it takes to set safety targets for Colorado by the Aug. 1, 2020 deadline. Safety targets must be set for fatalities, fatality rates, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries. These are the same five measures for FHWA and the National Highway Transportation Safety Administration (NHTSA).
 - The targets are for five-year averages, with 2016-20 being the target years and 2014-2018 being the baseline. CDOT must meet or show significant progress from the baseline for four of the five measures.
 - Alisa said if CDOT fails to meet its safety goals, FHWA could restrict its obligation of federal Highway Safety Improvement Program funds. Federal law currently does not provide consequences for MPOs not meeting their safety targets and goals.
 - Safety goals apply to all roads: local, state, and federal.
 - MPOs must set their own targets or agree to support CDOT's by February 2020, or 180 days after CDOT establishes its targets.
 - CDOT faces some data limitations obtaining crash records from law enforcement agencies. It takes about 9 months to get good data. About 90 percent of the crash data comes from law enforcement in 90 days, but it then goes through CDOT's quality assurance/quality control process which takes several months to fully complete.
 - CDOT does not have a good picture of 2019 crashes yet because it just finished with the 2018 data.
 - In setting its targets, CDOT considers changes in funding and legislation; growth in population and vehicle miles traveled (VMT); and multiple models.
 - Proposed CDOT 2019 safety targets are:
 - Fatalities: 618
 - Fatality Rate: 1.143
 - Serious Injuries: 3,271
 - Serious Injury Rate: 6.075
 - Non-motorized Users (bicycle, pedestrian etc.) Fatalities and Serious Injuries: 670
- **PM 2 and PM 3 Presentation and Data** - Darius Pakbaz, CDOT Performance Data Manager
 - Darius reviewed calculation procedures for PM 2 (Infrastructure) and PM 3 (System Performance) metrics, the current 4-year targets and current metric results, and the data available in MPO-specific data sheets.
 - The apparent rapid improvement in level of non-interstate and interstate travel time reliability from 2016 to 2017 is due to FHWA's switch from HERE data to INRIX data. Travel Time Reliability refers not to how quickly a traveler can traverse a highway segment, but how predictable congestion delays are.
 - For PM 2, CDOT inspects state bridges every other year and pavements annually.
 - A telephone meeting will be set to discuss CMAQ funding formulas with the MPOs.

- Next steps are:
 - September-December: Discussions with CDOT senior management on target resets for 4-year targets
 - December: Bring target proposals to CDOT senior leadership for review
 - February-March: Transportation Commission review and adoption of target proposals
 - Feb. 27, 2020: Deadline for MPOs to support CDOT targets or submit their own PM 1 measures for safety.
 - May 20, 2020: CDOT submits its Target Adjustments Set to FHWA
 - Oct. 1, 2020: Mid-Performance Period Report from DOT to FHWA
 - Nov. 15, 2020: Deadline for MPOs to support CDOT targets or submit their own PM 2 and PM 3 measures.

Statewide Plan Midpoint Report - Tim Kirby, CDOT MPB

- Comments on the Statewide Plan Midpoint Report summarizing comments from the rural TPRs and MPO members and the public included these:
 - Some communities in the report shown within NFR are not.
 - DRCOG asked how to interpret having safety, transit, bike/pedestrian, roads and congestion as among the transportation concerns. Does it mean people think certain roads are unsafe, that a corridor needs more transit, or what?
 - DRCOG also said the highest priority transportation trends and issues sections does not help in making choices. Combining road condition with safety does not give either issue its own importance. It is difficult to know if people perceive road conditions as contributing to safety issues, for example.
 - Marissa Gaughan said the report should also clearly show that certain county meetings took place in certain cities. The report reads as if cities are counties.
 - Marissa said the MPOs should be receiving the raw data from the outreach efforts. The consultant did not locate the comments to particular corridors as it did for the rural TPRs.

Funding Programs Update - Tim Kirby/Marissa Gaughan, CDOT MPB

- **Consolidated Planning Grant Update** - Marissa Gaughan
 - Marissa said the Consolidated Planning Grants agreements were sent to the MPOs. She asked to MPOs to sign and return the agreements as soon as possible.
 - The current CPG contracts do not expire until the end of the calendar year, ensuring coverage in case the new contracts are not fully signed and executed on Oct. 1, the beginning of the federal fiscal year.
 - FHWA will sign a letter on Monday approving all the Unified Planning Work Programs (UPWPs) of the MPOs. Kristin Kenyon of FTA asked for a separate transmittal of the UPWPs.
- **Program Distribution Status Update** - Tim Kirby
 - The Transportation Commission (TC) has approved most of the distribution formulas. The exceptions are Congestion Mitigation and Air Quality (CMAQ), state FASTER Safety, and the Regional Priority Program (RPP).
 - Tim Kirby said that higher levels of CDOT wanted to see the planning process play out before deciding how to spend and distribute those funds.

- Now that CDOT has finished the formal public and stakeholder outreach, the TC may discuss the remaining formula funding in October or November. This might require some additional time since five of the 11 members are new.
- Staff will ask Transportation Commission for direction in November. The Transportation Commission could decide to review distribution formulas for all federal and state sources, not just CMAQ, FASTER Safety, and RPP.
- **Short-Term Funding** - Tim Kirby
 - For short-term funding (the Multimodal Options Fund, SB 267 and SB 1 funds), CDOT staff would like to get project lists to the TC in October for approval in order to demonstrate to the state Legislature that CDOT can spend additional dollars if it receives them.
- **STIP Adoption Timeline** - Tim Kirby
 - The MPO Transportation Improvement Programs (TIPs) should include SB 267 projects.
 - Some TIP additions may require conformity determinations.
 - By June 2020, CDOT should have a 4-year program that goes out to 2024.

Other Business

- Update on State Travel Survey - Erik Sabina
 - The TC agreed to give \$1 million from its fund for the survey. (State Planning and Research funds will bring CDOT's total contribution to \$2.25 million.)
 - The MPOs agreed that CDOT could flow agreed-upon amounts from the MPOs to a single account for the survey.
- Bicycle and Pedestrian Design Class Flyer (included in agenda packet)
 - Tim Kirby urged all MPOs to spread the word about the design class.
- SWMPO "Spotlight" Schedule
 - CDOT - October
 - FTA - November
- Other Future Agenda Topics?