



Statewide MPO Meeting
Friday, November 13, 2020
12:30 PM - 2:30 PM

VIRTUAL MEETING

Present:

- Metropolitan Planning Organizations (MPOs): Denver Regional Council of Governments (DRCOG)- Steve Cook, Jacob Riger, Alvan-Bidal Sanchez, and Ron Papsdorf; Grand Valley Metropolitan Planning Region (GVMPO): Dana Brosig and Dean Bressler; North Front Range MPO (NFRMPO) - Becky Karasko, Ryan Dusil, and Alex Gordon; Pikes Peak Area Council of Governments (PPACG): John Liosatos, Kathryn Wenger, William Mast, and Mark Northrup; and Pueblo Area Council of Governments (PACOG): Eva Cosyleon.
- CDOT Regions: Region 1 - Jordan Rudel, Danny Herrmann, and Jan Rowe; Region 2 - Wendy Pettit; and Region 4 - Karen Schneiders
- CDOT Division of Transportation Development (DTD): Rebecca White, Marissa Gaughan, Darius Pakbaz, Erik Sabina, Kathleen Collins, Carrie Tremblatt, Gail Hoffman, Darius Pakbaz, Dan Chelist, and Mara Strother
- CDOT Division of Transit & Rail (DTR): Qing Lin and Julia Wcislo
- CDOT Office of Innovative Mobility: Lisa Streisfeld
- CDOT Office of Financial Planning and Budgeting: Eric Ehrhar and Paige Castaneda
- CDOT Division of Operations and Maintenance: Craig Hurst
- Colorado Division FHWA: Aaron Bustow and Bill Haas
- Region 8 FTA: Kristin Kenyon
- Fehr & Peers consulting firm: Kristian Boreyko

Transit Project Coordination - Qing Lin and Julia Wcislo, CDOT Division of Transit & Rail

- Qing and Julia work in the Transit Programming Unit of DTR, which is responsible for the transit application process from releasing notices of funding to completing execution of projects. The unit also is responsible for CDOT vehicle price agreements, among many other tasks. Kim Phi, transit administrator/operating programming specialist, and Ken Mooney, transit capital programming specialist, also are part of the unit.
- Qing updated the group on the FTA's expectation that transit projects in the MPO Transportation Improvement Program (TIP) will match those in the State Transportation Improvement Program (STIP), and improve stewardship of rollover transit projects and unobligated transit funding from previous STIP program years. (These were the reasons for FHWA's corrective action that CDOT must address by Jan. 1.)
- She and Julia also described transit funding the MPOs receive from DTR.
- MPOs awarded transit funding in 2020 were:
 - DRCOG \$974.9K

- NFRMPO \$427K
- PACOG, \$85K
- GVMPO, \$57K
- The 2021 Consolidated Call for Capital Projects included \$1.4 million for capital bus expansion, \$14 million for equipment, \$11.9 million for capital bus replacement, and \$13 million from the Volkswagen settlement funds.
- Of the five 2021 Section 5304 planning applications, one came from PPACG for \$50,000.

STIP Amendment Guidelines & Response to Corrective Action - Paige Castaneda, CDOT STIP and OFMB

- Paige said she and Jamie Collins had the final coordination meeting with the MPOs, FHWA, and FTA on the STIP Amendment Guidelines that address the corrective actions.
- Next week she said they hope to have the final portion of the guidelines sent out with a final review occurring later. Also next week will be a meeting with CDOT management on the guidelines.
- Work on the FY 2022-2025 STIP begins the end of January or beginning of February.
- Before this cycle begins, they hope to have met with all the MPOs and CDOT Regions for the first reconciliation meeting to ensure the MPO TIPs and the STIP are in alignment.

Planning Process Lessons Learned - Dana Brosig and Dean Bressler, Grand Valley MPO, and Kristian Boreyko, Fehr and Peers consulting firm

- Grand Valley MPO and Fehr and Peers consulting shared their lessons learned from the 2045 GVMPO transportation planning process, and asked the MPOs for their own experiences. GVMPO's lessons were:
 - Soliciting input from local governments should have been couched as "Help us help you" rather than "Please help us with the transportation plan."
 - Comments were more readily offered from smaller groups, such as focus groups and breakout sessions, rather than larger groups. The smaller group approach should have been used more for discussion about strategies, policies, and project lists.
 - The policies and strategies section of the plan would have been less overwhelming if they had been reduced to just the action ones or the important ones had been in bold-face.
 - A roadmap table to describe how the plan would be implemented would have been helpful.
 - A project list about the pressing mobility needs in the region was too exhaustive. The plan would have benefitted from the important projects, or at least the ones that might be accomplished sooner, being included in the plan itself, with the rest moved to an appendix.
 - Plan development would have been easier if the performance measures had been decided at the outset of planning.
 - The CDOT data GVMPO used was mobility data from Inrix, crash data, and system condition data, but the local jurisdictions did not have data at that level.
 - The base travel model had not been completed by the time work on the plan

- began, which meant that the updated travel model was not available to help inform the process from the beginning.
- Next time it would be better if the “no-build” part of the model is completed before planning begins again.
 - Experiences of other MPOs included:
 - DRCOG - The Transportation Advisory Committee served as the steering committee for the MPO Regional Transportation Plan (RTP). As an MPO located in a nonattainment area (NAA) for ozone, the MPO had to include major capital and rapid transit projects in its model. For the 2050 plan, DRCOG can't model all projects, but needs to strike a balance between very specific projects likely to be completed in the near term and very conceptual projects as part of corridor planning. DRCOG needs to include in the model changes to major projects that may occur during plan development. DRCOG had CDOT's and its own data for supporting the state performance measures or developing its own measures. The MPO evaluated its projects for the 2050 plan in terms of how well they aligned with the 2017 Metro Vision Plan.
 - NFRMPO - Like DRCOG, NFRMPO also had to model major projects due to being in the ozone NAA. NFRMPO asked communities for their “wish lists” of projects and modeled the projects that could be modeled. One project that spanned communities was the Front Range Passenger Rail. The NFRMPO adopted performance measures for the RTP in October 2018, before work on the RTP began. NFRMPO decided to support the state on all of the federally required performance measures. The MPO also was able to use data from Weld and Larimer counties and from some member communities.
 - PPACG - The plan was adopted in January of this year. Because the PPACG is no longer in a carbon monoxide NAA, it will not need to update the plan for five years. PPACG also adopted performance measures before work on the plan began. Developing project selection criteria in alignment with the performance measures worked well, but a simplified process might be needed for the next plan.
 - Marissa said CDOT struggled with many of the same issues on its 2045 plan. She plans to share with the group the lessons CDOT learned at the next meeting.

Statewide Travel Model Update - Erik Sabina, CDOT Information Management

- CDOT has been using the Statewide Travel Model to support analyses of projects since it finished the model about a year and a half ago. The model has been used in development of the Statewide Transportation Plan and for the Front Range Passenger Rail project, for example.
- Modeling how COVID-19 has affected travel patterns is one project.
- Another is the SH 119 project, which involves Region 4, and the High Performance Transportation Enterprise (HPTE). CDOT is involved in that project because it straddles DRCOG and NFRMPO.
- Information Management also is working with Lizzie Kemp, the risk and resiliency coordinator, about how to provide detour routes to drivers, and with the Office of Innovative Management (OIM) on the coverage of electric charging stations.
- Dean Bressler of GVMPO said he would be interested in comparing outputs from the Statewide Travel Model and the respective regional models for state highways within MPOs like GVMPO. He said he will work with Shahida Mirza on obtaining that information. Erik said MPO models generally have been incorporated into the Statewide Travel Model.

- On another topic, the Statewide Travel Survey, Erik said his group is waiting until travel patterns after COVID-19 stabilize.
- Until that happens, Information Management is working on a master task order and an initial scope of work and a memorandum of agreement with DRCOG and NFRMPO.

MPO Land Use GIS data - Daniel Chelist, CDOT Statewide Planning GIS

- Lisa Streisfeld of the CDOT Innovative Mobility Office is working on the Front Range Passenger Rail project. One of the sources of information is the U.S. Geological Survey land cover dataset that dates to 2016. That dataset doesn't include all the information needed.
- Speaking for Lisa who was unable to attend the meeting, Dan asked if the MPOs would be interested in working on land cover datasets. DRCOG, for example, has applied for grant to do a high-resolution land use dataset.
- The intent would be to show the change in land use over time.
- Dan said he and Lisa would return to the Statewide MPO with more details on cost and cost sharing, the process, the time involved of the MPOs, and benefits.

Top 10 Risks - Bill Haas, FHWA

- Most of CDOT's top 10 risks are not planning related because planning has its own processes. Mitigation strategies must be in place for each of the risks. The risks are part of the annual performance plan for the office beginning Oct. 1. Three of the 10 are safety related. They are:
 - Crash data
 - Pedestrian and bike safety
 - Construction oversight program findings
 - Interstate system minimum conditions- there is a possibility that more than 5% of interstate pavements could be rated poor
 - Stormwater requirement management
 - CDOT oversight of local planning authorities
 - Bridge construction quality assurance
 - Systems engineering analysis appropriate level and documentation utilization
 - Disadvantaged Business Enterprise goals and tracking
 - Timely authorization of safety program funding

CDOT Toll-Credits and In-kind Match - Paige Castaneda, CDOT Division of Accounting and Finance

- Paige reviewed information available on ways local agencies that have trouble meeting local match requirements can proceed with tapered match, Colorado State Infrastructure Bank loans, and toll credits.
- Information on all but the in-kind matches is in the agenda packet.
- The information on in-kind matches is not related to recent discussions with PPACG on in-kind matches.

Other Business

- COVID-19 Impacts / Updates
- SWMPO "Spotlight" Schedule
 - November - None

- December - DRCOG or None
- Future Agenda Topics?
 - CDOT Freight Reconnaissance Survey and Consortium Results
 - Other topics?
 - Locally sponsored projects and the time they take to get to procurement. Eric Ehrbar said he would like to receive from the MPOs in advance of the discussion a compilation of projects that seem to be lagging in time.
 - Is there a better time to meet? The current time on the afternoon of the day the STAC meet conflicts with the Transit and Rail Advisory Committee and the I-25 South Gap meetings.

