



Statewide MPO Meeting Notes - DRAFT

Friday, April 9, 2021

12:30 PM – 2:30 AM

VIRTUAL MEETING

Present:

- **Metropolitan Planning Organizations (MPOs):** Denver Regional Council of Governments (DRCOG)- Alvan-Bidal Sanchez, and Ron Papsdorf; Grand Valley Metropolitan Planning Region (GVMPO): Dana Brosig and Dean Bressler; North Front Range Metropolitan Planning Organization (NFRMPO) – Becky Karasko, AnnaRose Cunningham; Pikes Peak Area Council of Governments (PPACG): John Liosatos, Kathryn Wenger, Mark Northrop, and Laura Crews, William Mast; and Pueblo Area Council of Governments (PACOG): John Adams
- **CDOT Regions:** Region 1 –JoAnn Mattson; Region 2 – Wendy Pettit; and Region 4 – Josie Hadley
- **CDOT Division of Transportation Development (DTD):** Marissa Gaughan, William Johnson, Aaron Willis, Theresa Takushi, Jamie Collins, Keara McLean, Darius Pakbaz, Annelies van Vonno, Kathleen Collins, Carrie Tremblatt
- **CDOT Division of Innovative Mobility:** Mike King
- **CDOT Division of Transit & Rail (DTR):** Julia Wcislo, Qing Lin
- **CDOT Local Agency Program:** Cathy Cole
- **CDOT Performance and Asset Management:** Darius Pakbaz, Jacob Kershner
- **CDOT Traffic Safety and Engineering Services:** Alisa Babler, San Lee, David Swenka, Manjari Bhat
- **CDOT Division of Accounting and Finance (DAF):** Bethany Nicholas, Paige Casteneda
- **Colorado Division FHWA:** Aaron Bustow, William Haas
- **Region 8 FTA:** Kristin Kenyon, Ranae Tunison, Emma Belmont

Division of Transit & Rail (DTR) Update – Qing Lin and Julia Wcislo, CDOT Division of Transit and Rail

- Julia Wcislo presented on the American Rescue Plan Act (ARPA) transit funds, which allocated \$30.5 billion to fund transit, and provided a breakdown of Colorado's ARPA Apportionments and provided an overview of eligibility requirements of the funds. The funds are meant to prevent, prepare for, and respond to COVID-19.
- Wcislo also provided an update on Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding, which is distributing \$70 million in funding to agencies across the state, as well as brief updates on SB267 projects and Consolidated Call for Capital Projects (CCCP) projects.
- Finally, Wcislo announced an upcoming Transit 101 Meeting in April and provided a link to the Google form to sign up.
- Questions:
 - Ron Papsdorf, DRCOG, asked for clarification on the Year 3 SB267 projects and the specific lists of transit projects in the Denver Metro Area and emphasized the desire for a more collaborative approach to selecting projects.

Safety Performance Management/Target and Letter from FHWA (regarding not making

significant progress towards the target) – Darius Pakbaz, CDOT Performance Management and Alisa Babler, San Lee, and David Swenka, CDOT Traffic Safety and Engineering Services



- Darius Pakbaz introduced the presentation on the CY 2019 Safety Performance Target Assessment and FY 2022 Highway Safety Improvement Program (HSIP) ruling and noted that in 2019, we did not meet or make significant progress toward achieving safety performance targets. David Swenka then continued to present on required actions going forward. CDOT may need to increase HSIP measures for the FY22 year to make the targets. Swenka outlined the five performance measures detailed in the FHWA’s Safety Performance Management Final Rule that CDOT must comply with regarding the safety performance targets.
- Swenka went on to describe how this affects the MPO targets. He noted that the implication is that FHWA will review MPO performance targets as part of ongoing transportation planning process reviews.
- Swenka continued to describe that not meeting the targets will require CDOT to present a HSIP Implementation Plan for FY 2022 by June 30, 2021, to ensure obligation of all HSIP funds in FY 2022, which is \$42 million. David noted that since local projects are part of HSIP plan, this would impact local projects as well. MPOs and local governments will need to assist CDOT in meeting this \$42 million obligation target with their local HSIP projects.
- No transfer out of HSIP provides CDOT less flexibility to obligate other programs for cash reimbursement. When CDOT is successful at obligating enough of its funds, it can qualify for \$30 million to \$60 million in additional funds through “Redistribution”. This ruling of not meeting performance targets will limit the flexibility to obligate CDOT funds and make it harder to meet 100% obligation required for redistribution funds, which could reduce CDOT’s overall future program. Redistribution is a funding source that CDOT regularly receives and relies on.
- Questions:
 - John Liosatos asked if the potential suspension of FASTER funds and the emphasis of money going to greenhouse gas (GHG) emission mitigation would have an impact on safety initiatives. Swenka and Bethany Nicholson clarified that the changes to funding would not affect the HSIP funds.
- Swenka continued to discuss potential impacts on federal funding CDOT receives. Swenka noted that it is likely that CDOT will not meet safety performance measures for 2022, so this might be a longer-term situation than just this year. Swenka finished his presentation by reiterating that CDOT must follow an action plan to obligate their HSIP funds of \$42 million for FY2022, which is \$12 million higher obligation than a typical year for CDOT.
- Questions:
 - San Lee added that local agencies should start to prioritize HSIP projects.
 - Ron Papsdorf noted that the potential loss of redistribution funds was very concerning and that his MPO would be happy to help in any way they can to obligate funds towards safety projects to meet the statewide HSIP obligation target.
 - John Liosatos added that he also wanted to be helpful and avoid losing funding, but added that they did not have a list of HSIP projects at the local level. Wendy Pettit, CDOT Region 2 Planner, later found the list for PPACG HSIP projects, and will forward the HSIP funded projects for PPACG. Most of the HSIP projects are Region 2 projects.

Greenhouse Gas Transportation Policy Rulemaking Update – Kathleen Collins, CDOT Statewide Planning, and Theresa Takushi, CDOT Division of Transportation Development

- Kathleen Collins announced several upcoming Regional GHG Rulemaking Stakeholder Meetings
 - Region 1 Denver Metro Area - RESCHEDULED for Friday, April 23 - 9:30-11:00 a.m.
 - Region 2 South/Southeast - RESCHEDULED for Friday, April 23 - 11:30-1:00 p.m.
 - Region 3 Northwest - RESCHEDULED for Friday, April 23 - 1:30-2:30 p.m.
 - Region 4 Northeast - Friday, April 16 - 10:30-12:00 p.m.
 - Region 5 Southwest - Friday, April 16 - 1:00-2:00 p.m.
 - Attendees can register at <https://www.codot.gov/programs/environmental/greenhouse-gas/ghg-transportation-policy-rulemaking-process>



- Questions:
 - Ron Papsdorf asked Theresa about phasing in the requirements for the MPOs and noted that it would be a challenge to meet state targets if we were not setting targets for all of the regions at the same time. Theresa noted that the goals were still a work in progress, and setting state targets would come before setting regional targets, but noted goal identification is still under development.
 - John Liosatos asked if we were to stagger or phase in the requirements, would MPOs still be required to include GHG modeling in their plans even before they are phased into the program, which could cause issues later on. John also noted that they might not have the technology or the manpower to implement the required modeling. Another problem Liosatos brought up was the potential conflict between emission modeling and projects that have already been approved and promised to the public. Theresa noted these were all excellent points and that these conversations were crucial to understanding how these policies practically work or don't work. She noted that the modeling question was great and that the idea was to be able to project emissions in order to look at mitigation measures sooner.
 - Dean Bressler noted that while they have and use a traffic model, they don't have an emissions model and implementing that would take additional planning funds. Theresa noted that much of the air quality modeling would be done by the Colorado Department of Public Health and Environment (CDPHE) and that the emissions modeling wouldn't necessarily have to be conducted in-house.

Other Business

- CDOT Staffing Updates – Marissa Gaughan provided the meeting with an update on CDOT's recent hires: Nathan Lindquist, land use planner; Annelies van Vonno, transportation planner and Region 5 planning liaison, and Josie Hadley, recently promoted to Region 4 Planning and Local Agency Environmental Manager

