



## Statewide MPO Meeting Notes - DRAFT Friday, January 15, 2021

12:30 PM – 2:30 PM

### VIRTUAL MEETING

#### Present:

- Metropolitan Planning Organizations (MPOs): Denver Regional Council of Governments (DRCOG)- Jacob Riger, Todd Cottrell, Alvan-Bidal Sanchez, and Ron Papsdorf; Grand Valley Metropolitan Planning Region (GVMPO): Dana Brosig and Dean Bressler; North Front Range MPO (NFRMPO) - Becky Karasko, AnnaRose Cunningham, Ryan Dusil; Pikes Peak Area Council of Governments (PPACG): John Liosatos, Kathryn Wenger, William Mast, Jason O'Brien, and Mark Northrop; and Pueblo Area Council of Governments (PACOG): John Adams.
- CDOT Regions: Region 1 -Danny Herrmann, and Jan Rowe; Region 2 - Wendy Pettit; Region 3 - Mark Rogers, and Region 4 - Karen Schneiders
- CDOT Division of Transportation Development (DTD): Marissa Gaughan, Jamie Collins, Darius Pakbaz, Kathleen Collins, Carrie Tremblatt, Daniel Chelist, and Mara Strother
- CDOT Division of Transit & Rail (DTR): Qing Lin and Julia Wcislo
- CDOT Chief Engineer's Office: Marci Gray
- CDOT Office of Innovative Mobility: Lisa Streisfeld, Mike King
- CDOT Office of Financial Planning and Budgeting: Paige Castaneda
- CDOT Division of Operations and Maintenance: Craig Hurst
- Colorado Division FHWA: Aaron Bustow and Bill Haas
- Region 8 FTA: Kristin Kenyon, Ranae Tunison

#### Division of Transit & Rail (DTR) Update -

- Qing Lin, DTR Transit Programming Unit Manager, introduced the presentation of DTR Updates and handed the presentation over to Julia Wcislo.
- A review of 5310 Small Urban Projects was provided; at a total of \$1.2 million for the NOFA Availability Amount, the Total requested totaled \$1,089,508.00; and Remaining funds totaled \$110,492.00.
- 2021 Administrative and Operation State Projects funded 40 transportation agencies for a total of \$10,102,842.00.
- 2021 5304 Planning Projects were displayed on a map and total dollar amounts by Agency included:
  - Roaring Fork Transit Authority - \$151,250
  - SMART - \$35,400
  - Lake County - \$50,000
  - Colorado Springs - \$50,000
  - Montezuma County - \$8,000 (local match)



- It was noted that projects have been evaluated by the Planning and funding for projects will be released in February 2021.
- On 12/27/2020, \$900 billion of Coronavirus Response and Relief Supplemental Appropriation Act Of 2021 ( CRRSAA) was signed into law;
  - \$14 billion CRRSAA allocated to the transit industry through three FTA programs:
  - \$13.26 billion of Section 5307 formula grants for urbanized areas;
  - \$678.2 million of Section 5311 formula grants for rural areas and tribes
  - \$50 million of Section 5310 formula grants for Enhanced Mobility of Seniors and Individuals with Disabilities
  - 100% federal share, with no local match required
  - Funding will support expenses eligible under the relevant program, although the Act directs recipients to prioritize payroll and operational needs.
- Colorado CRRSAA Apportionments were overviewed and it was noted that due to Colorado Springs receiving 75% of CARES ACT operating funds, Colorado Springs did not receive any CRRSAA funds.
  - The Colorado Total CRRSAA funds were \$284,137,141.00 that were allocated for FTA-5307, FTA- 5310, and FTA 5311 for urban and rural areas across the state.
- Qing Lin provided an overview of the Connected Colorado Initiative with the objective to provide a connected and integrated Colorado mobility platform for transit - a system where people can find the information needed to travel seamlessly in Colorado using transit. The initiative will be rolled out in three phases:
  1. Statewide General Transit Feed Specification (GTFS) that publishes transit data to be consumed by a variety of applications.
  2. Digital mobility hub that features trip planning, coordinated dispatching, and universal ticketing in real time.
  3. Future integration with Colorado Urban and Small urban transit systems, and other transportation modes.
- Various business cases examples for the three phases were described in detail for:
  - Trip Planning
  - Dispatch Coordination
  - Universal Ticketing
  - Planning efforts under the initiative partnerships formed and stakeholder involvement were also described.
  - Members of the Connect Colorado Advisory Committee, and the Steering Committee were highlighted.
- Recent Progress included:
  - Kicked off Advisory Committee and seek inputs from local transit providers (October 2020 )
    - Review Project Management Plan (PMP)
    - Discuss objections or barriers, and concerns
    - Discuss phases and priorities
    - How to get local transit agencies involved
  - Issued Survey to Statewide Transit Providers on Needs with key takeaways such as:
    - 59% respondents utilize software platform improvements for trip planning;
    - Gaps in transit services across the state mostly focus on regional connectivity;
    - Over 50% the respondents would opt in to Connected Colorado at this point. The remaining respondents need additional information;
    - General consensus on the importance of Linked Trip Planning, Coordination + Integration;
  - A Centralized repository site has been created for Colorado GTFS data and future Flex GTFS data at [gtfs.codot.gov](https://gtfs.codot.gov)



- A New Logo was created
- Next Steps of Connect Colorado include:
  - Outreach and Seeking Partnership with transit agencies along 1-70 mountain corridor
  - Finalize the business needs and requirements with confirmed partners
  - scope/RFP development and procurement process
  - Continue seeking other potential funding sources
- See the attached presentation for more details.



### **STIP Update**

Jamie Collins, CDOT STIP Manager, provided an update on the STIP and Corrective Actions required from FHWA and FTA.

- FHWA and FTA have approved the updated STIP amendment guidelines to address the corrective action and we are now in the implementation phase. Jamie thanked all the staff from DTR and through CDOT that helped with coordinating the corrective action response. Region Planners may have contacted you to set up an initial TIP reconciliation meeting to confirm all TIPs align perfectly with the STIP now prior to getting ready to kick-off the STIP development for the FY 22 - 25 STIP.
- Looking forward to working together this coming spring.
- Jamie email final Guidelines to Kathleen to share. See the attached file.



- Kathryn Wenger asked about the reconciliation meetings, and if any preparation was required. Comparing TIPs to the STIP - review your MPO TIP and compare it to the STIP was recommended. Consider what you might be adding for FY 2025 and your transit projects; make sure transit pieces are included as well.

### **CDOT Freight Recon Survey and Consortium Results**

- Kathleen Collins provided an overview of the internal Freight Reconnaissance Consortium held remotely on November 3<sup>rd</sup>.
- The purpose of the consortium was to:
  - An internal session with staff to initiate compiling an inventory of Freight-related work at CDOT to support the newly established Freight Office, leverage resources, avoid duplication of work, and enhance consistency with communications regarding freight data, information, and issues.
- The reason why this information was shared at the SWMPO meeting was to provide food for thought in terms of CDOT conducting a similar event with external planning partners.
- Activities described included:
  - Identification of Invitees and Survey Participants that represented a wide variety of divisions, branches, sections and units across the Department.
  - A survey was conducted with CDOT staff prior to the consortium event and included these questions:
    1. What freight activities are occurring?



2. Any statutory obligations for your work on freight?
  3. Points of Contact for Freight Information
  4. Other work areas coordinated with for freight work.
  5. What freight data do you use?
  6. Aware of Colorado Freight Plan and did it/does it influence your work?
  7. Member of any freight organizations/attend any freight-related meetings regularly?
- Key takeaways from the survey included:
    - 39 Responses out of 79 requests distributed - 49.3% rate of response
    - Good mix of responses
    - Lots of Freight Activities are occurring - not too much overlap observed
    - Considerable Regulations to Comply with for Freight
    - Lots of coordination between Headquarters, DTD, Freight Office, Regions- Planning, Traffic Engineering, Resident and Program Engineering
    - DTD, Craig Hurst, Michelle Scheuerman, and a few new POCs acknowledged
    - Good list of Freight Data and Information to discuss
    - Colorado Freight Plan has influence, but awareness level could be higher
    - Several Freight Organizations and Meetings to learn from
  - The Google polling tool was used as an icebreaker and included three freight trivia survey questions.
  - A sticky note exercise was used to collect input from meeting attendees virtually via a google slide that could be simultaneously accessed by consortium attendees to provide input while seeing input from others in real time. Also, this tool could serve as a virtual flip chart tool to see comments raised and documented in real time.
  - Two websites were demonstrated to CDOT Staff:
    - Freight Office of Permitting Website - content for Freight (commercial vehicle driver) trip planning tools - presented by Craig Hurst, Freight Office Manager
    - Colorado Oversize Overweight OS/OW Permitting and Routing (COOPR) tool - that identifies appropriate routes for oversize/overweight vehicles and heavy-duty trucks and helps to administer the freight permitting process. This tool requires oversight by the Freight Office Permitting staff to ensure proper use of the tool. This tool was presented and described by Katrina Williams, CDOT Permit Technician IV, Financial Processor, Trainer and Local Municipality Liaison of Freight Operations and Permitting Services.
  - Comments collected during the consortium included:
    - Centralized repository of Freight Data is welcome
    - TranSearch Data Update
    - CDOT ITS has access to TREDIS tool
    - More communication between local communities regarding notifications when OS/OW vehicles are passing through
    - Need for truck/OS/OW detour identification (when detours designated/required) as a common practice across CDOT.
    - Desire for designated Freight Funding Source for Bridge aside from Bridge Enterprise
    - Rehabilitation for more bridges to carry OS/OW would be welcome - transport of wind turbine blade in southeastern Colorado is a particular problem



- Integrate rail freight more
    - Share when next call for NHFP will occur
  - All materials from this event are available to anyone who would like to review them, in addition, a white paper was drafted to document the consortium.
  - Next steps will be to discuss and determine interest and relevant topics to discuss with external planning partners (including MPOs), to determine what freight activities taking place externally are impacted by CDOT and vice versa.
- See presentation attached.



Freight Recon  
Consortium Summ:

### **DRCOG 2020-2023 TIP Whitepaper Review**

Todd Cottrell, Senior Planner, Denver Regional Council of Governments (DRCOG), provided an overview of this Transportation Improvement Plan (TIP) White Paper for the current TIP process. DRCOG made major changes to this process that necessitated the development of this White Paper.

- Background information described included:
  - Pre-2020-2023 TIP cycle reviews
    - Large scale discussions with technical and elected officials
    - Outcomes/suggestions guide next process after 2015 - 2019 TIP development included:
      - Funding equity
      - Application fairness
      - Local values
  - 2020-2023 TIP cycle review of process: the path to this whitepaper included:
    - Large-scale changes to process
    - Previous whitepapers; 140+ meetings
    - Asked our Federal partners to weigh-in
- TIP Dual Model Overview Process included descriptions of:
- Split funds into two separate pots:
  - Regional Share (20%)
    - Transformative projects/programs
    - Quantitative benefits to the entire region
    - Submitted through subregions to DRCOG, evaluated by peer review panel
  - Subregional Share (new addition to the process) (80%)
    - Funds proportionately targeted for planning purposes to predefined sub-geographic units (counties)
    - Subregions submitted, evaluate, select, and recommend to the DRCOG Board
  - Set-Aside Programs
    - “Off the Top” programs each with Calls for Projects
- Technical Assistance included:
  - Worked via a graduate student partnership with data collection by conducting
    - Survey, forums, interviews
  - Mutual benefits



- Capstone project - history vs. the dual model process
    - TIP Whitepaper with data analysis
  - Changes to Project Scale were explained:
    - Funding per project
      - No significant changes identified.
        - 2016 - 2021: \$3.7 M avg/project
        - 2020 - 2023: \$3.4 M avg/project
    - Share of overall funding per project
      - Significant decrease was observed
        - 2016 - 2021: 2.1% per project
        - 2020 - 2023: 1.2% per project (more projects/less \$ per each project)
- Other Topics covered included:
  - Changes to Project Types explained\_ created a new multimodal category - transit, bike and pedestrian combined. Less bike and pedestrian projects, a bit less transit, operational projects increased, and the number of studies listed decreased.
  - Changes to Sponsoring Agencies - were presented - key takeaways with subregional forums saw more project sponsors receiving projects.
  - Results of a Survey for Steps within a Project Selection Process for the TIP occurred - lots of discussion about proper percentage breakdown between subregion and regional share. Eligibility requirements for regional share were discussed. At subregional forums they learned:
    - “We gained a greater awareness [of the priorities of] our neighboring communities. We worked to include all communities in the funding allocation discussion...We also benefited by communicating our needs and leveraging local money with [other funding sources]...that would not have happened if it were not for the subregional forum.”
    - “...there was a desire to make sure everyone got something...allow(ed) for more funding to get into harder-to-reach areas and communities that don't typically get the support they need, so in the end, it was positive.”
  - More policy discussion for next TIP 2024-2027 horizon is anticipated.
  - Regional share discussion was controversial. Need to go back to discuss more. Maybe forego application process. Maybe only look at a few projects to fund with regional share dollars. Also maybe consider to eliminating regional share was discussed.
  - Funding level split was deemed reasonable. There is not perfect solution for this process.
  - Need to know how we define Regional TIP regarding Regional Share.
  - Desire an objective panel to make decisions and recommendations; this panel may disband if Regional share stops.
  - Subregional process takes more staff and time for coordination. Wil consider should DRCOG or the Forum score projects.
  - Each call for projects may have focus areas - need to decide if this component of the process continues.
  - Staff interaction between forums for applications need to coordinate with and refine process for coordination with match partners, master calendars, etc.





- Review and refine the application process and the project scoring method is a continuous process. The plan is to continue to standardize scoring sheets and methodology.
- The graduate student was from UCD Denver program.
- Marissa commented that this was very interesting information.
- Todd noted the white paper will serve as a resource for the next DRCOG STIP cycle.
- See attached DRCOG presentation and white paper.



DRCOG 20-23 TIP  
Whitepaper Present Model



20-23 TIP Dual  
Analysis Report

### IGA Process Survey

- Marissa Gaughan, CDOT Multimodal Planning Branch Manager, explained that CDOT staff has been reviewing the survey results and categorizing it, related to CDOT's IGA Process Survey and how it is working out for Colorado MPOs to date.
- The good news is most issues are in the process at being resolved. Issues that are not are being funneled to the appropriate staff at CDOT to resolve. In addition, CDOT Executive Director Lew has committed to bring on five additional full time employees (FTEs) to help expedite some of the process and projects with help of stimulus and SB 267 funds. In addition, these five additional FTEs are term (two year) limited. Marci Gray was invited and could attend SWMPO February at provide an update. Marci is the Program Manager of CDOT Engineering Contract Services so she leads teams to get IGAs processed. Great plans for improvement in operations.
- Marci thanked Marissa for the invitation, Marci does recognize the IGAs are critical. Looking forward to speaking to folks at the February SWMPO meeting. Marci welcomed emails with questions between now and the next meeting, if any arise.

### Performance Measures Update

- Darius Pakbaz provided an update on performance measures - Three of measures at CDOT were met or did better than meet the target, and three at CDOT did not. Additional reporting will be required.
- Safety measure reporting is due the end of February and Performance Maintenance are due end of March 2021.
- Dean Bressler asked where on the website where a summary of all the CDOT performance targets are. In the past, at least the safety targets have been provided to the MPOs in a memo. We want to make sure they are included in all our board resolutions accurately. Darius noted 4-year targets should be in Appendix G of 2045 SWP or in the Asset Management Plan and Darius offered to provide to folks the info in a memo, early next week. Dean noted existing documents with this information would be fine. Safety targets will be presented to GVMPO board for adoption by resolution in February in time for transmitting them to CDOT on or before February 28, 2021.
- Jacob Riger noted that at the DRCOG December Board meetings -the Public Transportation Agency Safety Plan performance measures were approved. For the PM2 target, that is based on pavement condition, DRCOG is supporting CDOT state targets for this, and this was approved by the Board in December. DRCOG will taking their 2021 Safety Targets to their TAC this month and having the Board approve it mid-February and the MPO should be in good shape to meet the federal deadlines for safety. Resolutions will be distributed to Federal partners and Darius Pakbaz shortly.



- Alvan Bidal-Sanchez with DRCOG added to Jacob’s comments that the performance measure paperwork Jacob mentioned is now in hand and ready to send out to CDOT, FHWA and FTA, also DRCOG built a webpage for all the performance measure work so all the partners and local jurisdictions can see the latest targets and resolutions, and presentations on this webpage.

### Staff Updates

- Marissa provided staffing updates at CDOT
  - Announced Nate Vander Broek as the new Bike/Pedestrian Planning specialist taking over Betsy Jacobsen’s position.
  - Soon posting for entry-level planner to fill Gail Hoffman’s position, who retired last year.
  - In the interview process for a Land Use Planner, the hope is to have someone start in early February. We will keep you posted.

### Other Business

- Future Meeting Times for SWMPO - not to conflict with TRAC?
  - Marissa noted virtual platform offers more flexibility and asked for thoughts on moving these meetings.
  - Dana supported moving the meeting so she can attend TRAC, liked Thursday before STAC for travel to combine trips.
  - SWPT, Thursday before STAC often extends too long to accommodate a full SWMPO meeting.
  - Marissa suggested sending out a poll to determine the best alternate time for SWMPO meetings.
  - TRAC is also a larger group than SWMPO, and therefore, it is more difficult to move compared to SWMPO.
- SWMPO “Spotlight” Schedule is there any interest? No responses.
- Future Agenda Topics? Please reach to Marissa or Kathleen if you have suggestions.

