



Statewide MPO
Friday, Jan. 27, 2017
1-3 p.m.
CDOT - Room 225

Present: MPOs: Denver Regional Council of Governments (DRCOG) - Doug Rex, Jacob Riger, Steve Cook, and Matthew Helfant; Grand Valley MPO (GVMPO) - Todd Hollenbeck; North Front Range MPO -Terri Blackmore and Becky Karasko; Pikes Peak Area Council of Governments (PPACG) - Ken Prather; and Pueblo Area Council of Governments (PACOG) - John Adams; CDOT Multimodal Planning Branch - Jeff Sudmeier, Tim Kirby, Marissa Gaughan, Kathleen Collins, Michael Snow, Gail Hoffman, and Carrie Latimer. CDOT Regional Planner: Karen Schneiders, R4. CDOT Transportation Systems Management & Operations (TSM&O): Lisa Streisfeld. Traffic Engineering and Safety: Charles Meyer. Transportation Performance and Asset Management Branch: William Johnson and Darius Pakbaz. CDOT Office of Financial Management and Budget (OFMB): Eric Ehrbar. CDOT Division of Transit and Rail (DTR): Alison Redenz. CDOT Civil Rights & Business Resource Center: Anna Mariotti and Eboni Younger-Riehl. Federal Highway Administration (FHWA): Bill Haas, Aaron Bustow, Tricia Sergenson, and Nicole Bumpers. Federal Transit Administration (FTA): Larry Squires.

Agency Updates - MPOs and CDOT

MPOs

- *DRCOG* - On Jan. 18, the board unanimously adopted Metro Vision, the overarching document for the region, after more than five years of work. The draft 2040 Regional Transportation Plan will be out for public comment in February. The revised Prospectus, which guides transportation planning in the region, also is set for adoption in February. In addition, staff is working on an active transportation plan and an update to the Public Involvement Plan. A discussion paper on recommendations and approaches for the next Transportation Improvement Program (TIP) also is under development. CDOT revenue projections are critical for DRCOG to have in order to develop the TIP. (The group agreed that a future session on MPO TIP development would be very helpful. A brief discussion about when TIP amendments must be reviewed by the MPO boards indicated quite a few variations among MPOs.)
- *GVMPO* - GVMPO just completed 20 "walking audits" for Safe Routes to School. The region is getting a compressed natural gas (CNG) bus fueling station. GVMPO is working closely with the Colorado National Monument on transportation issues, and the transit agency will be getting a new contractor, Transdey.
- *NFRMPO* - The 2016 Non-Motorized Plan, which includes a pedestrian component, will be adopted at the February Planning Council meeting; it updates the 2013 Regional Bike Plan. NFRMPO is beginning to update and reallocate the traffic analysis zones in the land use and travel demand models and evaluating its policies on TIP amendments and modifications. In addition, NFRMPO has an open transportation planner position.

- *PPACG* - PPACG continues to work with UrbanSim Cloud Platform, a population/employment forecasting program. PPACG is at about the same point in development the next long-range plan and TIP as the other MPOs.
- *PACOG* - Scott Hobson now works exclusively for the City of Pueblo as the assistant city manager for community investment, not the MPO. A bill in the state legislature would extend the authority of the Southwest Chief Commission to also consider how to provide passenger rail to northern Colorado and rename it the Northwest Rail Commission. Both Burlington Northern Santa Fe and Union Pacific would belong to this commission, as well as all four Front Range MPOs: NFRMPO, DRCOG, PPACG, and PACOG. Amtrak would be a non-voting member of the commission.

CDOT

- CDOT hopes to get a subcommittee of STAC together soon to delve deeper into revenue projections. The next step is for the Multimodal Planning Branch to meet with OFMB and Peter Mills of Perrin Thorau & Associates to find out what has been done and what shareholder input will be needed.
- CDOT is hoping to have another statewide transportation plan ready for Transportation Commission adoption in February 2019.
- In addition, the Multimodal Planning Branch has been awarded some funds from FHWA to organize a peer exchange about scenario planning; the first meeting to get ready for this Traffic Technology Transfer workshop will take place next week. The workshop will be in either April or May of this year.

Final Statewide and Metropolitan Planning Rules - FHWA and FTA

- Aaron Bustow of FHWA distributed copies of 23 Code of Federal Regulations (CFR) 450 dealing with Planning Assistance and Standards. The regulations cover statewide and nonmetropolitan transportation planning programming, and metropolitan transportation planning and programming.
- Aaron color coded the regulations to indicate which parts of the Code are new, which parts have been changed, and which are specific changes.
- The group discussed the changes as much as time allowed.
- Aaron said he will send out the regulations once he has cleaned up errors in color coding.

Safety Target Setting - Charles Meyer

- The five safety performance measures required by federal law and regulation are: number and rate of fatalities and serious injuries, and number of non-motorized fatalities and serious injuries. The rate of serious injuries and fatalities is figured on 100 million vehicle miles traveled.
- CDOT has until July 2017 to submit safety targets to FHWA.
- Safety data collected from within each MPO was distributed to each MPO.
- If CDOT doesn't meet its safety targets, the penalty is that a certain amount of federal safety money must be used to implement safety strategies.

Title VI and Americans with Disabilities Act (ADA) Transition - Eboni Younger-Riehl and Anna Mariotti

- As a steward of federal funds, CDOT must monitor MPOs in Colorado for their compliance with Title VI of the Civil Rights Act of 1964. MPOs are subject to the Title VI program requirements of the FTA and FHWA.
- To comply with ADA requirements, CDOT has completed an inventory all 20,000 curb cuts on state highways throughout the state to determine conformance with standards. The

Transportation Commission has approved a budget of \$85 million over the next five years to obtain full compliance (approximately \$13.5 million is anticipated to be spent or encumbered in the next 18 months).

- MPOs must evaluate their own ADA compliance factors. Once CDOT has completed their transition plan submission, there are plans to provide additional assistance and guidance to MPOs regarding ADA requirements.
- It was requested that Civil Rights & Business Resource Center visit each MPO to further discuss Title VI programs and compliance. It's also possible that Title VI (as well as ADA) information could be provided in a webinar.
- A checklist was distributed for MPOs to use in attaining Title VI compliance.

Accelerated Innovation Deployment (AID) Grant Funding - Lisa Streisfeld and Tricia Sergeson

- Due to a lack of time, attendees were referred to the information in that day's STAC packet. They were assured that the five-page application form is not onerous to fill out.
- Under the FAST Act, the most recent transportation authorization bill, FHWA is encouraging applications that maximize the benefits of infrastructure investments by addressing congestion and improving highway facilities operations.
- Two applications may be submitted each year from each state, one for a state project and one for a local agency-sponsored project. CDOT would like local agency applications to be submitted by Feb. 28 for FY 2017. Local agencies may be tribal governments, MPOs, and local governments.
- In FY 2016, CDOT was awarded \$1 million for I-25 Managed Motorways Project; in FY 2017, CDOT is preparing to submit an application for *E-Construction*; and in FY 2018, CDOT will be applying for funding for the I-25 Risk and Resiliency Project.
- For FY 2016-2020, \$10 million is available nationally on a competitive basis.

Memorandum of Agreement (MOA) Follow-up - Marissa Gaughan

- The final Memorandum of Agreement template was distributed. This template can be used for the MPOs to draft their own agreements with CDOT on how they will cooperatively carry out transportation planning and programming, including activities related to transportation system performance.
- Each MPO probably will want to draft its own Implementation Guidance to accompany the MOA. An Implementation Guidance outline was included in the final MOA template that was distributed at the meeting.
- At least one MPO board will not approve the template without knowing what is in the Implementation Guidance, which is cited throughout the document.
- Marissa urged the MPOs to begin working with their DTD planning liaisons and regional planners on the Implementation Guidance and on drafting the MOAs.

TIP and STIP Process Discussion - Alison Redenz

- DTR is about to have discussions with transit providers, CDOT Region planners, and the MPOs on developing a standardized, yet fluid, process for getting projects in the MPO TIPs and the STIP and other issues.
- DTR had planned to begin this discussion at the January Statewide Plan Team meeting, but the effort is halted for a bit while DTR discusses internal processes to adhere to FTA guidelines.
- Discussions will resume next month with the next Statewide Plan Team meeting.

Performance Measure Rules - William Johnson

- The memo, handout, and discussion dealt with implications for MPOs of the final FAST Act regulations on:
 - Highway Safety and Improvement Program (HSIP) and safety performance - Effective April 14, 2016
 - Pavement and Bridge Condition on the National Highway System (NHS) - Effective Feb. 17, 2017
 - System Performance/Freight/Congestion Mitigation and Air Quality (CMAQ) - Effective Feb. 17, 2017
- The regulations effective on Feb. 17 are in President Trump's 60-day hold on any regulations that had not become effective by Jan. 25. Because the U.S. Department of Transportation has not been notified that the rules will be rescinded, CDOT plans to move forward with meeting requirements in the regulations.
- The handout was a timeline for CDOT and the MPOs on national performance measures.
- PPACG mentioned the difficulty it has had obtaining data from CDOT on the off-system NHS for traffic forecasting purposes.

Freight Programs - Jason Wallis and Jeff Sudmeier

- CDOT is undertaking for the first time a two-year list of freight projects under the freight provisions of the FAST Act.
- DRCOG and PPACG have to designate critical urban and regional corridors because their populations exceed 500,000.
- Members of the MPO Technical Advisory Committees should work with the CDOT Regions to develop potential freight project lists.
- Some in the group suggested the Freight Advisory Council should make recommendations about freight projects to CDOT that could then be shared with the MPOs.

Wrap Up and Future Meeting Discussion - All

- TIP amendment policies was mentioned again as a topic for a future meeting.
- The group reviewed pros and cons of having the Statewide MPO travel in the warm-weather months to meetings organized and hosted by the MPOs.
- The difficulty in hearing meetings remotely via Zoom was mentioned, as well as the additional time involved in traveling to different locations. Most of the MPOs consistently attend the STAC; staying for another hour or two for the Statewide MPO meeting isn't that hard.
- These were the ideas discussed:
 - Keeping the meetings at CDOT following STAC on the last Friday of the month, but having the MPOs take turns developing the agenda and running the meetings, as FHWA did for this meeting.
 - Traveling to other MPO sites only twice a year for in-depth workshops.
 - CDOT developing a master calendar list indicating what topics would be covered when.