



# Statewide MPO Meeting Hosted by Grand Valley MPO Friday, July 28, 2017 2:00 pm - 3:30 p.m. CDOT HQ Auditorium

## Meeting Participants:

- MPOs: Denver Regional Council of Governments (DRCOG) - Doug Rex, Steve Cook, and Jacob Riger; Grand Valley MPO (GVMP) - Todd Hollenbeck; North Front Range Metropolitan Planning Organization (NFRMPO) - Terri Blackmore and Becky Karasko; Pueblo Area Council of Governments (PACOG) - John Adams; and Pikes Peak Area Council of Governments (PPACG) - Ken Prather.
- CDOT HQ: Jeff Sudmeier, Tim Kirby, Marissa Gaughan, Michael King, Kathleen Collins, Gail Hoffman, Erik Sabina, and William Johnson.
- CDOT Regional Planners: Karen Schneiders, R4.
- Federal Highway Administration (FHWA): Aaron Bustow.

## Welcome and Introductions - Todd Hollenbeck

- Attendees introduced themselves.

## Grand Valley MPO Safe Routes to School (Informational) - Todd Hollenbeck

- Grand Valley MPO audited the Safe Routes to School program at the 24 participating schools in School District 51 in the Grand Junction area. The non-infrastructure grant from CDOT awarded in 2015 was to introduce 16 elementary schools and eight middle schools to the Safe Routes to Schools program.
- The on-site assessments were conducted by a multi-disciplinary team and included walking and bicycling audits, meetings with school administrators, and later assessments of bus-loading zones, pick-up and drop-off areas, bicycle parking, sidewalks and bike routes, and intersection and street traffic controls.
- These areas were identified for improvement in the [audit](#):
  - Crossing guard training: A district-wide training team should be formed to present standardized training to school crossing guards.
  - Crossing guard equipment: Approved safety vests, signs, and cones should be used.
  - School traffic safety: School traffic safety should be a regular agenda item at school team meetings.
  - Infrastructure improvements: The school district should prioritize on-site improvements for schools and local governments should prioritize improvements to make biking and walking safer near the schools.
  - Walking and wheeling champions: A champion at each school should promote the benefits of walking and bicycling to school and use web applications to determine the best routes to each school.
  - Other concerns: Low helmet use by students on bikes and scooters and the need for a district Safe Routes to Schools coordinator-liaison.
- The audit was undertaken because of a perceived "disconnect" among teacher advocates, principals, and new district administrators, and between Mesa County and City of Grand Junction.

### Statewide Travel Model Update (Informational) - Erik Sabina

- Erik said development of CDOT's first Statewide Travel Model is going well. The team is calibrating the model, but is not certain that the rather high numbers of those reporting they work at home are accurate.
- The networks and household numbers are mostly done for 2015.
- The model has 6,400 zones, which is not out of line with other statewide travel models.
- The consultant that is refining the DRCOG activity-based model for statewide purposes, Cambridge Systematics, will be asked to consider the impact of connected and autonomous vehicles.

### Performance Measures (Informational) - William Johnson

- William said he promised the MPOs a while ago that he would have performance data and targets for bridge, pavement, and the other asset investment categories (walls, culverts, tunnels etc.) by now.
- A memo prepared for the meeting contained this information:
  - The MPOs need to decide whether they'll accept CDOT targets for bridge, pavement, and other asset categories, or set their own targets by the required date of the end of February 2018.
  - CDOT will be undertaking these actions to meet the current deadlines for performance reporting under the federal authorization bill, the FAST Act:
    - Presenting the safety performance targets to the National Highway Traffic Safety Administration (NHTSA) by Aug. 31, 2018; these targets will be shared with the MPOs so that the MPOs can set safety targets for their jurisdictions.
    - Solving issues with the current pavement data set in order to get accurate baseline measures upon which to base target-setting.
    - Reviewing bridge data for the next two months to determine baseline performance and to provide an accurate data set for MPO review. This should be done by November 2017.
    - Providing data on calculation of system performance baseline targets in November 2017.
    - Setting targets for system reliability, freight movement, and Congestion Mitigation and Air Quality (CMAQ) measures and reporting them to FHWA by May 20, 2018. The MPOs must report their targets by August 2018. The MPOs must either accept state targets for system reliability and freight movement or provide their own. The MPOs set their own CMAQ-specific measures for their own jurisdictions.
  - The first four-year performance period will begin Jan. 1, 2018, and the first mid-performance period report will be due Oct. 1, 2020. On Oct. 1, 2020, states and MPOs may adjust their four-year targets.
- William confirmed CDOT will be completing the data compilation and calculations for the National Highway System-based MPO area measures. MPO staff also reminded him of the need for MPO level crash data for calculating base safety measures.

### MPO and FHWA Updates (Discussion) - MPO and FHWA Staff

- General - CDOT intends to sign the MPO Memorandums of Agreement (MOA) at the same time. NFR is waiting for its three transit agencies to agree to the MOA, and PACOG will be completing its MOA soon. All MPOs but PACOG have completed their Unified Planning Work Programs (UPWPs), and PACOG expects to have its UPWP completed by August. All MPOs but one have completed their Transportation Improvement Programs (TIPs).

- DRCOG - The UPWP has been completed. Work on an active transportation plan is just beginning. Development of the 2020-2023 Transportation Improvement Program (TIP) is under way. DRCOG has some new staff members. The MPO has been participating in CDOT's studies on South I-25 and North I-25 at the MPO borders.
- GVMPO - GVMPO is working on a 10-year strategic plan, and is currently assessing where community leaders and the GVMPO board are on that topic. The MOA with CDOT is on track to be signed and submitted to CDOT by Oct. 1.
- NFRMPO - NFRMPO is considering applying in the 2018-2021 timeframe for an INFRA grant from USDOT for making I-25 from south of SH 402 to SH 66 three lanes. The board has approved the TIP, and a Transportation Profile (a regional snapshot) is going to the Planning Council for information.
- PACOG -The UPWP and MOA will be done soon. As part of a transit study, PACOG has concluded it wouldn't be feasible to extend transit to Pueblo West. Pueblo West is a sprawling community of homes on large lots.
- PPACG - PPACG is continuing its search for a new executive director. DRCOG and PPACG are using the same consultant firm to find their new executive directors.
- FHWA - Upcoming FHWA certification reviews of the larger MPOs will be: NFRMPO, June 2018, and PPACG, August 2017. DRCOG's certification review was completed in December 2016.

#### CDOT Updates (Discussion) -

- Safety Performance Measures - The Traffic and Safety Engineering Branch will be organizing a webinar about safety performance measures in August. Marissa Gaughan of the CDOT MPO and Regional Planning Section might help review the materials beforehand, along with Dean Bressler of GVMPO.