



**Statewide MPO Meeting
October 9, 2020
12:30- 2:00 pm**

VIRTUAL MEETING

Present:

- Metropolitan Planning Organizations (MPOs): Denver Regional Council of Governments (DRCOG)- Steve Cook and Jacob Riger; North Front Range MPO (NFRMPO) - Becky Karasko and AnnaRose Cunningham; Pikes Peak Area Council of Governments (PPACG): John Liosatos, Kathryn Wenger, and Laura Kilpatrick; and Pueblo Area Council of Governments (PACOG): John Adams
- CDOT Regions: Region 1 - JoAnn Mattson and Jan Rowe; Region 2 - Wendy Pettit; Region 3 - Mark Rogers; and Region 4 - Karen Schneiders
- CDOT Division of Transportation Development (DTD): Rebecca White, Marissa Gaughan, Darius Pakbaz, Erik Sabina, Kathleen Collins, Aaron Willis, Carrie Tremblatt, Gail Hoffman, Darius Pakbaz, Mara Strother, and Jacob Kerschner
- Office of Innovative Mobility: Kay Kelly and Lisa Streisfeld
- Office of Financial Planning and Budgeting: Eric Ehrhar and Paige Castaneda
- CDOT Division FHWA: Aaron Bustow
- Region 8 FTA: Kristin Kenyon, Emma Belmont, and Ranae Tunison

Spotlight Agency - North Front Range MPO

- Becky Karasko described the NoCO Active Transportation Challenge during the week of Sept. 20-26 that had as its aim encouraging people to switch car trips to some form of active transportation (transit, biking, and walking) at least once.
- The MPO, Greeley, and Loveland launched the challenge. (Fort Collins conducted its own challenge, called Shift Your Ride.) The 112 people from 13 communities who registered switched from driving to transit, biking, or walking, and may have reduced vehicle miles traveled by 186 miles, according to a follow-up survey to which 55 people responded.
- Greeley took first place in the number of participants.
- Transit and Bustang passes were among the prizes offered as random drawings.

Statewide Transportation Improvement Program (STIP) Coordination - Jamie Collins, CDOT STIP Program

- Jamie Collins reviewed the corrective actions that FHWA and FTA want CDOT to institute by Jan. 1, 2021. The corrective actions that came from the planning findings were about transit issues: consistency between TIPs and the STIP, better oversight of transit projects, and roll-forward transit projects.
- The STIP guidelines have been expanded to include those areas. The revised guidelines will go to the MPOs for review during the week of Oct. 19.

- She met with NFRMP and DRCOG to determine where improvements could be made, and plans to meet with GVMPO, PACOG, and PPACG about their specific issues.
- One recommendation is that CDOT and the MPOs have at least a semi-annual reconciliation of the TIPs and STIP.

2019 Data Related to National Performance Measures - Darius Pakbaz, CDOT Performance & Asset Management Branch PM2 and PM3 data every year

- Darius reviewed the targets and performance for each MPO in 2019 for pavement condition of interstates and non-interstate National Highway System (NHS), bridge condition of bridges on the NHS, travel reliability of the interstate and non-interstate NHS, interstate freight reliability, and CMAQ on-road mobile source emissions for VOC, NOx, PM10, and CO.
- He also reviewed calculation procedures for the metrics, explained the data sheets and data availability for the MPOs, and discussed the timeline and next steps for the National Performance Measures.
- Refer to the attachments Kathleen Collins sent the evening of 10/9.
- For the timeline:
 - CDOT sent the Mid Performance Period Progress Report to FHWA on Oct. 1 and may need to resubmit if FHWA requests changes by Nov. 2
 - MPOs have to decide to support CDOT safety targets or submit their own by Feb. 27, 2021
 - MPOs have to decide to support CDOT targets or submit their own for PM2 and PM3 by March 30, 2021
 - CDOT will need to submit the full period report by Oct. 1, 2022

New Crash Data Form - Alisa Babler, CDOT Crash Data Intelligence Unit

- CDOT worked with the Department of Revenue (DOR) on a new crash form that includes information on marijuana use, bikes/pedestrian, distracted driving, and autonomous vehicles.
- A new database to incorporate the new fields will be online next month.
- About 46% of the crash records still come by paper. For the rest, the electronic form can populate location data using GIS.
- A dashboard project also is in the works.
- MPOs that talk to law enforcement about the new crash form can refer questions about the new form to her.
- The new form will not include information on micro-mobility (skateboards, e-bikes etc.), but the manual that accompanies the form can define “micro-mobility.”
- She also reminded the group that their 2020 resolutions on safety goals should be sent to her and to Darius Pakbaz.
- Bill Haas of FHWA commented that the Colorado Division of FHWA has identified crash data as one of the biggest risks. Alisa said CDOT needs to make sure DOR is a partner in the effort to update the crash form and data.

Safety Performance Measures - Alisa Babler, CDOT Crash Data Intelligence Unit

- Alisa asked if DRCOG is the only MPO that intends to again set its own safety targets. No other MPO representative said yes.
- Jacob Riger told her that she should contact him about incorporating DRCOG’s own

safety targets into the CDOT safety report. The new safety targets are in the Region Vision Zero Plan that DRCOG adopted.

Planning Process Lessons Learned - Dana Brosig and Dean Bressler, Grand Valley MPO

- Held for a future meeting due to a conflict of Dean Bressler's.

Updated CMAQ Guidebook and Work Group Outcomes - Marissa Gaughan, CDOT Multimodal Planning Branch

- Marissa said that all CMAQ work groups met September 2019-Winter 2020. The result is an updated CMAQ Guidebook that includes more tools for reporting results and a CMAQ White Paper. Both the updated guidebook and the white paper have been sent to the MPOs within the last two months.
- The strongest approach as stated in both documents is to pick projects that demonstrate improvement in ozone concentration.
- Upper Front Range TPR, which is partly in an ozone non-attainment area, selects projects by having different counties take the lead in picking projects. The TPR should be using the guidebook to quantify the ozone reduction.

Greenhouse Gas (GHG) Roadmap - Rebecca White, CDOT Division of Transportation Development, and Kay Kelly, Office of Innovative Mobility interim director

- To set Colorado on a path to 100% renewable energy by 2040 is among Gov. Jared Polis' Bold Four.
- Statewide greenhouse gas (GHG) reduction goals were established in HB19-1261 that became law on May 30, 2019, one of 14 pieces of clean energy and climate legislation passed that session.
- The 180-page Colorado GHG Roadmap was released Sept. 30, 2020 for public comment that contains early actions to make progress toward the 2025 and 2030 goals. The roadmap should become final in November 2020.
- Kay Kelly outlined the roadmap; refer to the slides Kathleen Collins sent 10/9 for more details.
- Transportation is a large source of GHG from passenger vehicles, aviation, medium- and heavy-duty trucks, and other sources.
- Achieving the goals through 2030 will require swift transition to renewables; accelerating the transition to electric cars, trucks, and buses; accelerating improvements in building efficiency and electrification of buildings; and reducing methane emissions from such sources as the oil and gas industry.
- Achieving the 2050 climate goals will require efforts and policy adoption across many agencies including CDOT, Colorado Department of Public Health and Environment, and the Colorado Energy Office.
- For transportation, the following will be needed:
 - GHG pollution standards for transportation plans
 - Trip reduction/transportation demand management requirements and encouragement of telecommuting
 - Evaluation of Advanced Clean Truck Zero Emission Vehicle standards
 - A new revenue mechanism to fund infrastructure and transition to low-

- and zero-emission vehicles
- Incentives for land use decisions by local governments that reduce pollution and support greater access to housing near jobs
- Expansion of public transit, including passenger rail
- Standards for indirect sources of GHG for some types of new development (shopping malls, developments, office buildings, warehouses, and industrial sites)

FY 21 UPWP Approval Letter and Follow Up Actions - Aaron Bustow and Bill

Haas, FHWA; and Ranae Tunison and Kristin Kenyon, FTA

- FHWA approved all five MPO Unified Planning Work Program (UPWPs), with MPO-specific comments for each that will be discussed at upcoming coordination meetings.
- The general comments on all the UPWPs are:
 - The MPOs are cautioned not to maintain large unobligated balances and need to get funds obligated sooner.
 - The UPWPs should account for all sources of funding, and include snapshots of matching funds and the percentage of federal funds, as well as any carryover funds.
 - The MPOs should describe in the UPWPs how project progression is tracked and where the information is documented.
 - The UPWPs should be available to the general public.
 - The transit agencies included in each MPO should have public transit safety plans.
- Marissa Gaughan said all the Consolidated Planning Grant contracts were approved in early October.

Other Business

- COVID-19 Impacts / Updates
- SWMPO “Spotlight” Schedule
 - November - FTA
 - December - DRCOG
- Future Agenda Topics?
 - Other topics