



## Statewide MPO Meeting September 11, 2020

12:30-2 p.m.

### VIRTUAL MEETING

#### Present:

- Metropolitan Planning Organizations (MPOs): Denver Regional Council of Governments (DRCOG)- Steve Cook; Grand Valley MPO (GVMPO) - Dana Brosig and Dean Bressler; North Front Range MPO (NFRMPO) - Becky Karasko, Medora Bornhaft, Alex Gordon, 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 - Danny Herrmann; Region 2 - Wendy Pettit; and Region 4 - Karen Schneiders
- CDOT Division of Transportation Development (DTD): Rebecca White, Marissa Gaughan, Darius Pakbaz, Kathleen Collins, Aaron Willis, Carrie Tremblatt, Gail Hoffman, Darius Pakbaz, Mara Strother, and Jacob Kerschner
- CDOT Division of Transit and Rail (DTR): David Krutsinger
- Office of Innovative Mobility: Lisa Streisfeld
- Office of Financial Planning and Budgeting: Eric Ehrhar and Paige Castaneda
- CDOT Division FHWA: Bill Haas and Aaron Bustow
- Region 8 FTA: Kristin Kenyon and Emma Belmont

#### SB-001 Funding for Transportation Services for Vulnerable Populations - David Krutsinger, CDOT Division of Transit and Rail

- DTR received \$1 million from the state legislature that will be apportioned to the MPOs to provide services to vulnerable populations. The MPOs will subcontract with entities for use of the funds. The amounts are:
  - DRCOG \$375,000
  - NFRMPO \$115,000
  - PPACG \$140,000
  - PACOG \$60,000
  - GVMPO \$60,000
- For the rural areas, \$250,000 will be divided nearly equally among 16 agencies, or about \$15,625 per agency.
- None of the money can be used to pay for past expenditures.
- David Krutsinger agreed to provide a brief on the program and how the money may be used.

## Clean Trucking Strategy - Mike King, CDOT Office of Innovative Mobility

- The freight sector moved more than \$341 billion worth of products into, out of, and within Colorado in 2016 alone. The importance of freight has been highlighted during the pandemic.
- Transportation emissions are the largest source of greenhouse gas (GHG) emissions, with medium- and heavy-duty trucks and buses contributing about 23 percent nationwide in 2018. Transportation is the largest source of nitrogen oxide (NOx) precursors to ozone. Denver is facing a downgrade to severe non-attainment for ozone.
- These facts have led to a focus on electrification of trucks and energy projects.
- Medium- and heavy-duty vehicles range from 6,000 to 33,000 pounds, from pickups to refrigerated vans.
- Zero-emission vehicles (ZEV) are battery electric vehicles, plug-in hybrid electric vehicles, hydrogen fuel cell electric vehicles, and other options like renewable natural gas that may be zero-emission depending on their fuel production.
- For the Colorado Clean Trucking Strategy, the Colorado Energy Office (CEO), CDOT, and the Colorado Department of Public Health and Environment (CDPHE) began a public process in August to work with the industry and community stakeholders to develop strategies to reduce emissions from heavy-duty vehicles. Those strategies could include:
  - Accelerating fleet turnover while reducing diesel emissions
  - Supporting zero emission vehicles in medium- and heavy-duty fleets
  - Incorporating clean technologies into key freight corridors and highway projects
  - Developing cleaner national fleets, including electrification of refrigerated trailers
  - Adopting Advanced Clean Truck standards for medium- and heavy-duty trucks
  - Exploring emission reduction for last-mile freight delivery and pick up in downtown areas
  - Supporting workforce development and ZEV implementation
  - Encouraging private fleets to become partners in the voluntary EPA SmartWay Program
  - Colorado state government leading by example through “green” procurement
- On July 14, Colorado joined 14 other states and the District of Columbia in a memorandum of understanding to boost the market for electric medium- and heavy-duty vehicles and phasing out diesel-powered trucks by 2050, with the long-term target being 100 percent ZEV market share for medium- and heavy-duty vehicles by 2050. The mid-term target is a 30 percent ZEV market share for new medium- and heavy-duty vehicles by 2030.
- Colorado is studying policy tools other states are considering, such as California’s Advanced Clean Truck Regulation and a proposed California regulation to reduce oxides of nitrogen for state-certified heavy-duty engines after model year 2024.
- ZEV phase-in would begin with transit, then delivery trucks, then medium freight and service, heavy regional freight, and finally, long-haul trucks. Policies and investments need to be prepared now to maximize future benefits.
- Medium-duty ZEVs might be possible in the near term for vehicles operating in urban environment with predictable daily miles and centralized fueling; municipal fleets (school, transit, and refuse); and small commercial vehicles (shuttle buses, small delivery vans).
- Colorado’s climate equity framework includes identifying Colorado communities most impacted by climate change; guiding outreach, engagement and community input to shape policy; and reducing burdens and increasing benefits of climate policy and programs to most impacted communities. Communities impacted the most are people of color, tribes and indigenous people, low-income residents, and communities lacking access to policy process and with multiple environmental burdens

- All were invited to two virtual public meetings: Sept. 16, 6:30-8:30 p.m.; and Oct. 1, 2-4 p.m. Additional public comments will be accepted via email at [cleantruckstrategy@state.co.us](mailto:cleantruckstrategy@state.co.us).
- Questions and comments included:
  - Electrifying private truck stops could be done.
  - CDOT can't electrify state-owned rest areas in the public right of way due to a prohibition against commercial enterprises at such truck stops.
  - Electric trucks tend to be heavier than their diesel counterparts, which may require raising the weight limit.
  - Businesses may need monetary incentives to move toward electrification.
  - Utilities are becoming more involved with this. If the public sector would work with companies and utilities, progress could be made.

**Spotlight Agency** - Dean Bressler, Grand Valley MPO, Scenario Planning and Resiliency, and Public Lands Access in the RTP Process

#### *Scenario Planning and Resiliency*

- The 2045 Regional Transportation Plan for GVMPO adopted Feb 24, 2020 included scenario planning and resiliency planning
- Using TrendLAB, scenario planning included examining a range of three different projections for annual vehicle miles traveled per capita through 2045: high (13,000), control (9,400), and low (6,600)
- Increases and decreases in average daily traffic and VMT based on changes in demand and growth were modeled using a high-growth scenario and a low-growth scenario, established with input from the Office of the State Demographer
- Planners tested the resiliency of the system using the Mesa County Regional Travel Model (updated about every 5 years with each RTP update)
- To test transportation system resiliency, nine different links were removed from the network to model closure of two I-70 segments due to rock falls, avalanches, mudslides or fires, and the impact of those closures on six additional roads or river crossings.
- Given the relatively simple road network and smaller population, what planners for Mesa County and the consultants did for the 2045 plan seems sufficient for the task.

#### *Public Lands Access*

- Another aspect of the 2045 RTP was public lands access assisted by Elijah Henley of Central Federal Lands of FHWA.
- Access to Colorado National Monument, Bureau of Land Management (BLM) lands, and Grand Mesa, Uncompahgre and Gunnison national forests is an important part of life in the Grand Valley for many residents.
- The effort began with coordinating with federal land managers with the BLM and Colorado National Monument in 2015. Federal land managers were part of the planning for the RTP which began in 2019. Those efforts resulted in a list of transportation needs.
- As a result of the early planning and a successful Federal Lands Access Program application, bicyclists will soon have an improved and paved striped bike lane from Fruita to 18 Road trailheads. A shared use path from SH 340 in Grand Junction to the Tabeguache Trailhead for the Lunch Loop Trail System was completed with GOCO, Colorado Parks and Wildlife, City of Grand Junction, and Mesa County funding. The next phase will connect to Colorado National Monument.
- Other transportation needs have been identified, but currently lack funding.

**Pavement Target Adjustments** - Darius Pakbaz, CDOT Performance & Asset Management Branch, and Craig Weiden, Pavement Management

- The FAST Act mandates that state DOTs must report pavement condition in terms of good, fair, or poor condition. CDOT has accurate data for this approach only back to 2018.
- The main difference between what CDOT has been using, drivability life (DL), and the national performance measures (NPM) are that drivability life uses the International Roughness Index (IRI), rutting, and cracking, while the national performance measure uses IRI, rutting, cracking, and faulting. To have a low DL, one distress must fall below an acceptable threshold; to have a poor segment with the national performance measure, two distresses must fall below an acceptable threshold.
- Under the FAST Act, no more than 5 percent of the Interstate system can be in poor condition. If the percent of poor pavement exceeds 5 percent, a state department of transportation can lose flexibility for use of a portion of federal funds. In Colorado, 2.7 percent of Interstate pavement is in poor condition.
- CDOT Policy Directive 14 uses drivability life as the primary pavement asset management performance metric.
- The revised 4-year (2022) pavement targets are:
  - Percent of Interstate pavements good: 40% (current condition, 46.5%)
  - Percent of pavements on the Interstate pavements rated poor: 5% (current condition, 2.7%)
  - Percent of pavements on the non-Interstate National Highway System (NHS) rated good, 40% (current condition - 41.5%)
  - Percent of pavements on the non-Interstate NHS rated poor, 5% (current condition, 3.1%)
- Next steps are:
  - CDOT reports its 2-year (midpoint performance period) progress and adjusted 4-year targets to FHWA in its Mid Performance Period Progress Report by October 1, 2020
  - MPOs have the option to support the state targets or set their own for the adjusted 4-year pavement targets by March 30, 2021
  - Discussion on target setting for the second performance period for NPM for pavement, bridges, and system reliability will take place in spring 2022
  - The final performance report to assess condition of NPM metrics for pavement, bridges and system reliability for the first performance period is due Oct. 1, 2022
- Questions and comments included:
  - The pavement target adjustments should not affect projects already in place
  - CDOT should have all the pavement data for each MPO for 2019 next month
  - Geocoded data will be provided; that was of assistance in helping GVMPO prioritize projects last time.

**Statewide Travel Survey Update** - Erik Sabina, CDOT Information Management Branch

- To follow up from the written update in the August agenda packet, Erik reported that all the MPOs and CDOT have committed \$5.5 million to the Statewide Travel Survey.
- CDOT has committed funds from its federal State Planning and Research funds.
- A consultant was selected in early May. CDOT is involved in contracting for the consultant services, which involves creation of a master task order agreement.
- The latest version of the master task order went to DRCOG. It will go next to NFRMPO.
- Erik added that he doesn't want to start on the survey until travel behavior becomes more stable in the post-COVID era

### **Other Business**

- COVID-19 Impacts / Updates
- SWMPO “Spotlight” Schedule
  - September - CDOT
  - October - NFRMPO
- Future Agenda Topics?
  - New Crash Form - Alisa Babler, CDOT Traffic and Safety Engineer
  - Planning Process Lessons Learned Overviews
  - TIP/STIP Updates - Jamie Collins, CDOT STIP Manager
- Other topics?