



Statewide MPO Meeting Notes - DRAFT Thursday, August 12, 2021

8:30 AM – 10:00 AM

VIRTUAL MEETING

Present:

- **Metropolitan Planning Organizations (MPOs):** Denver Regional Council of Governments (DRCOG): Alvan-Bidal Sanchez, and Ron Papsdorf; Grand Valley Metropolitan Planning Region (GVMPO): Dana Brosig, and Dean Bressler; North Front Range MPO (NFRMPO) – Becky Karasko; Pikes Peak Area Council of Governments (PPACG): John Liosatos, Kathryn Wenger, William Mast, and Mark Northrop, Laura Crews; and Pueblo Area Council of Governments (PACOG): John Adams and Eva Coselyn
- **CDOT Regions:** Region 1 – Jordan Rudel; JoAnn Mattson; Region 2– Wendy Pettit and Rob Frei; Region 3 – Mark Rogers; and Region 4 –Jan Rowe
- **CDOT Division of Transportation Development (DTD):** Marissa Gaughan, Aaron Willis, Miriam Aranoff, Jamie Collins, Keara McLean, Kathleen Collins, Carrie Tremblatt, Annelies van Vonno, Nathan Vander Broek, and Jacob Kershner
- **CDOT Office of Policy and Government Relations:** Jamie Grim and Julie George
- **CDOT Division of Transit & Rail (DTR):** Qing Lin, Julia Wcislo, Brian Hartman, and Peter Hadley
- **CDOT Performance and Asset Management Branch (PAB):** Darius Pakbaz, and Lizzie Kemp
- **CDOT Traffic and Safety Engineering Branch:** David Swenka, San Lee. Alisa Babler
- **CDOT Information Management Branch (IMB):** Erik Sabina
- **CDOT Office of Innovative Mobility (OIM):** Lisa Streisfeld, and Mike King
- **CDOT Division of Accounting and Finance (DAF):** Paige Castaneda, and Eric Ehrbar
- **Colorado Division Federal Highway Administration (FHWA):** Aaron Bustow and Bill Haas
- **Region 8 Federal Transit Administration (FTA):** Kristin Kenyon, Emma Belmont, and Ranae Tunison
- **Intern:** Mia Mowers

Division of Transit & Rail (DTR) Update – Julia Wcislo, CDOT Division of Transit

- Super call for projects application status update: Received 51 applications for the 5311 and 5310 grants, 12 applications for the 5304 grant, and 4 applications for ZEV grants.
- Next set of applications due will be the capital call due September 3.
- Set up committees for application reviews in late August through early September.
- SB267 Year 3B projects: The five projects presented (I-25/SH7 mobility hub, CO Springs Transit Center, Pueblo Transit Center, Firestone Longmont, and Northern Colorado Bustang Maintenance Facility) will need to be updated in MPO TIPs so that we can get them into the STIP.
- Staffing update: Sharon Terranova left as of August 3rd, and the Senior Rail Position is posted and closes tomorrow, and a position for a Senior Projects Manager is open as well.



- Discussion and Questions:
 - In response to a question from Kristin Kenyon, Qing clarified that \$1 million going to the Mountain Metro facility is in addition to the \$3.5 million that they received through a previous allotment.

Legislative Update – Julie George and Jamie Grimm, CDOT office of Policy and Government Relations

- Federal Infrastructure Bill: CDOT is still determining how much Colorado will get. Senate passed the \$1 trillion Infrastructure Bill includes spending that will be great for Colorado.
- Bill needed to pass 60/40 and it got 69 votes in the Senate including 19 Republicans, so it has bipartisan support. This is not the same as the \$3.5 trillion budget. The Senate is staying late to get these through. The House of Representatives is currently out, but the Bill still needs to go to the House for a vote before it goes to the President. Speaker Pelosi has called the House back August 25, 2021.
- The Bill will need to pass as is, because if the House makes any changes it will then need to go to a conference committee which will likely kill the Bill. So if the House doesn't pass as is then it will likely not pass, so we are at a procedural stand still until the House is back in session. While the Progressive Caucus is upset that there are not more climate change measures, President Biden is supportive of this compromise, and it is assumed that it will get through as is in the House.
- Senate passed a procedural vote on budget reconciliation for the \$3.5 trillion budget. The House of Representatives has said that they will not vote on the \$1 trillion bill if they don't get the \$3.5 trillion budget at the same time. They did separate transportation from the larger Bill to make sure it passed since it is the more bipartisan piece.
- Budget includes FAST Act reauthorization. Bill needs to be signed by the end of September. However, there are not many working days in September so it would need to be through by early September. The goal is to prevent reauthorization from lapsing, which would trigger bigger issues.
- Infrastructure Bill:
 - Includes a large portion for replacing aging infrastructure and this comes at a time when we really need help with resiliency given the disaster in Glenwood Springs, so the focus on assets will be helpful for our resiliency efforts.
 - \$12 billion for intercity rail that could potentially help with Front Range Passenger Rail.
 - Electrification Funding: Bill also pushes for more electrification.
 - Water: \$55 billion directed to western water infrastructure.
 - \$65 billion directed toward broadband.
 - Very preliminary numbers for Colorado are not accurate, but think it will be somewhere between \$700 million and \$1.2 billion that could be coming to Colorado.
- Discussion and Questions:
 - Ron Papsdorf stated that based on his understanding of the highway piece he is estimating that Colorado would be getting \$730 million in funds for highway programs, and \$789 million in 2026 before any adjustments. However, these estimates don't account for the bridge piece as Ron does not have the data available that are needed for the formula.
 - Eric Ehrbar asked if there are any change from the 1995 distribution formula. Jamie explained that Colorado supported an amendment from Senator Cruz to make the distribution formula more fair to fast growing states. Explained that with the existing formula Colorado only gets 97% of what it pays in taxes where some states get way more. Colorado is one of three states that get less. The amendment won't help with this Bill, but is a step toward advancing a more even distribution going forward.
 - Ron Papsdorf asked about the status of earmark funding, and Jamie responded that she did not know yet, and would be following up with Senate staffers today on that topic.



Resiliency Update – Lizzie Kemp, CDOT Resiliency Program

- There are new requirements for MPOs and DOTs to address resiliency strategies in long range plans under the proposed Infrastructure Bill.
- The newly established disaster mitigation program will fund resiliency projects. Sec. 1202 of Infrastructure Bill (at least in one iteration), has set the stage for these efforts as resiliency analysis along these lines could become a mandate if passed.
- CDOT has evaluated how to incorporate resiliency into the project selection process. The proposed process includes four resiliency attributes that are measured to rate and score the resiliency of assets: robustness, redundancy, resourcefulness, and rapidity.
- Also physical and organizational resiliency is needed to distinguish between assets and DOT organizational resiliency.
- Policies to support resiliency: 2018 P.D. 1905 established the resiliency program, which is currently under the CDOT Performance Measures and Asset Management Branch, to focus on resiliency in project delivery.
- Risk Analysis and Management for Critical Assets Protection (RAMCAP) was adopted to quantify resiliency of assets in dollars for owner cost (cost to CDOT), and user cost (value of time (delay/detour).
- Tools available now include: Interactive Risk Mapping, Risk and Resiliency (RnR) Analysis Manual, Spreadsheet Tool to automate hazard risk calculation, Detour Identifier, 4R Matrix-Resiliency for the Resiliency Project Scoring tool, and the Criticality Matrix which identified 25% of the most critical roadways to harden.
- Tools can be used to do benefit cost analysis (BCA) of assets with respect to resiliency.
- The mapping tool is constantly being updated. The resiliency team just added Environmental Justice zones to add equity layer to analysis.
- Manual and spreadsheet support for RAMCAP analysis was made available in a user friendly format.
- Detour identification tool will populate detour for each corridor based on Statewide Travel Demand Model.
- Project scoring spreadsheet with dropdown menus and a series of questions that will lead to a resiliency score for projects.
- Region 1 is looking at a number of bridges, and the resiliency scoring tool will be used for that prioritization.
- New federal rule that says any location that has been damaged more than once has to go through an analysis of alternatives will also benefit from these tools. https://www.fhwa.dot.gov/programadmin/23cfr667_qa.cfm
- Discussion and Questions:
 - John Liosatos asked that they add county and TPR boundaries to the mapping tool.
 - Dean Bressler asked if the tools are available to external partners, and she responded that yes the website makes each tool available. <https://www.codot.gov/programs/planning/cdot-resilience-program>

Statewide Travel Survey Update – Erik Sabina, CDOT Information Management Branch.

- Established a weekly check in meeting with the consultant conducting the survey for CDOT, and will be discussing the draft they are working on of the Subtask 1.2 deliverable: Design and Management Plan to lay out the overall structure of the plan.
- Last Monday had a meeting with the City and County of Denver. They are interested in joining in on the survey.
- Met with I-70 Coalition last Wednesday concerning the survey. A number of jurisdictions expressed interest in participating in the survey, and at a minimum want to be able to give input into the questions that the survey includes for front range participants to ensure that it gathers useful information from front rangers that travel through the mountain corridor. The plan is to continue these discussions.
- Questions & Discussion:
 - No discussion or questions



National Performance Measures Update - Safety – Darius Pakbaz, CDOT Asset and Performance Management Branch; San Lee, Manjari Bhat, and David Swenka, CDOT Traffic and Safety Engineering Branch

- Just launched a website that gives current data and the targets which will be updated periodically.
<https://www.codot.gov/performance/fast-act-data>
- Safety Performance Targets: This is a data driven process based on crash projections and safety targets, but can sometimes end up more aspirational in some respects, and that really applies this year as the data was somewhat of an aberration from the trends we were seeing previously, so we are treating it as an outlier.
- Calendar Year Targets: In 2020 we saw very odd trends, so we decided it would be best to do a reset given that the 2020 data was skewed by the conditions surrounding the pandemic, so staff went back to the 2019 data.
- 10 year trend in fatalities: Seeing a steady increase over the last 10 years and a small dip in 2018 and 2019, but then bounced back up in 2020, so overall it is an increasing trend.
- Serious injury trends: There was a dip in 2020 as a function of decreased travel volumes as a result of the pandemic. So it's unusual that serious injuries fell in proportion to travel volumes, but did not for fatalities.
- A 2020/2019 comparison shows the influence of travel volume on safety targets. Total crashes went down, but There were also a lot of crashes that went unreported. Going to fatalities you see slight increase despite the decrease in exposure, so that means the rate goes up considerably, and that is pretty rare to see that type of rate change, which is a direct effect of change in volume. But if we look at 2021, those rates are likely going to stabilize based on what we are seeing now.
- Pedestrian crashes went up and bicycles went down, and we also saw a significant increase in impaired driver fatalities. Looking at urban and rural split the difference is not as drastic, and shifting towards urban areas. MPOs can either adopt these targets or they can develop their own.
- MPO's must support the state targets or set their own targets by February 27, 2022. Please send board resolutions and related materials to Darius Pakbaz (darius.pakbaz@state.co.us), San Lee (san.lee@state.co.us) and David Swenka (david.swenka@state.co.us).
- **Questions & Discussion:**
 - No questions

Announcement: November 5, 2021 Association of Commuter Transportation (ACT) & CDOT Statewide Economic Development and Transportation Demand Management (TDM) Conference – Seeking Speakers and Moderators – Keara McLean, CDOT Multimodal Planning Branch

- Planning conference this fall focused on TDM and economic development on November 5th and it will be a full day event.
- CDOT is looking for speakers that showcase TDM programs. If any MPOs are interested in speaking or moderating sessions, please let Keara McLean or Lisa Streisfeld know.

Other Business

- CDOT Staffing Updates – DTD and DTR
 - DTD will be hiring a grant specialist for the Revitalizing Main Streets Program.
 - OFMB has hired a transit staff person, Ben Stepanek for DAF, and he will be working to help align the STIP and TIPS transit projects.
 - OIM just hired a data analyst named Luke Arenas who will be working under Ashley Nylen.

Next meeting will be the morning of Thursday, September 9 at 8:30 AM.

