



Statewide MPO Meeting Notes - DRAFT Thursday, January 13, 2022

8:30 AM – 10:00 AM

VIRTUAL MEETING

Present:

- **Metropolitan Planning Organizations (MPOs):** Denver Regional Council of Governments (DRCOG)- Ron Papsdorf, Todd Cottrell, Alvan Bidal-Sanchez, Jacob Riger, Emily Kleinfelter, and Matt Helfant; Grand Valley Metropolitan Planning Region (GVMPO): Dana Brosig and Dean Bressler; North Front Range MPO (NFRMPO) – Becky Karasko, Alex Gordon and AnnaRose Cunningham; Pikes Peak Area Council of Governments (PPACG): John Liosatos, Danelle Miller, and Will Mast, Laura Crews; and Pueblo Area Council of Governments (PACOG): John Adams and Eva Cosyleon
- **CDOT Regions:** Region 1 – JoAnn Mattson, Jordan Rudel, and Bridget Hart; Region 2 – Wendy Pettit and Geoff Guthrie; Region 3 – Mark Rogers; and Region 4 – Josie Hadley, Natalie Shishido, and Jan Rowe
- **CDOT Division of Transportation Development (DTD):** Marissa Gaughan, Aaron Willis, Jamie Collins, Kathleen Collins, Carrie Tremblatt, Nathan Vander Broek, Michelle Scheuerman, Michael Snow, Annelies van Vonno, Nathan Lindquist, Fahad Khan, Neysa Bermingham, and Enrique Perez
- **CDOT Division of Transit & Rail (DTR):** Qing Lin, Julia Wcislo, David Singer, Audrey Dakan,
- **CDOT Performance and Asset Management Branch:** Darius Pakbaz and Alejandra Garcia Acevedo
- **CDOT Traffic Safety & Engineering:** Jacob Kershner
- **CDOT Division of Accounting and Finance:** Marci Gray, Eric Ehrbar, Paige Castaneda
- **CDOT Office of Policy and Government Relations:** Hannah L. Reed, Jamie Grim, Julie George, and Andy Karsian
- **CDOT Traffic Safety and Engineering Services:** Jacob Kershner
- **Region 8 FTA:** Kristin Kenyon and Emma Belmont

Legislative Update – Jamie Grim and Andy Karsian, CDOT Office of Policy and Government Relations

- Andy Karsian, Colorado State Legislative Liaison, provided an update on the state legislature, which went into session yesterday, and upcoming bills that concern CDOT. Highlights of the upcoming legislative session include:
 - A bill to provide new and ongoing video enforcement of mountain express lane on I-70. This bill would allow CDOT to enforce when the lane is closed and will allow CDOT to



fine people using the closed express land up to \$250. There has been good feedback so far.

- Joint Budget Committee Issues
 - Dedicating money for Revitalizing Main Streets – both a \$40 million request as part of the governor’s air quality package, and a \$10 million request that is funded through stimulus funding.
 - Burnham Yard funding
 - Rollover authority for multimodal funds
 - Drunk driving enforcement funds
 - Front Range Rail, extending the amount of time for transferring funds the new rail district
 - Hazmat study funds
- Upcoming Legislation:
 - Distracted driving and attempting to get law enforcement to crack down on distracted driving.
 - Dedicated CDOT funding for wildlife crossings.
 - Transportation Commission Changes – This bill would change the TC from an appointed body to an elected body, reduce the number of transportation commissioners from 11 to 9, and give the TC the authority to hire and fire CDOT’s ED. This is essentially a dead bill, but we still have to deal with it.
 - Dairy hauling
 - Safety stops for bicyclists and pedestrians,
 - Attempts to repeal SB 260 as a violation of TABOR
 - Air quality & potentially free transit passes on high ozone days.
- Questions & Discussion:
 - Eric Ehrbar asked about asking for a longer time to spend multimodal funds and if this would apply to past or future issuances. Andy replied that it would apply to both.
 - Ron Papsdorf asked about the multimodal funding since SB 260 funding was mostly ARPA not state funds. Andy clarified that this bill would only pertain to state multimodal funds that require rollover authority.
- Jamie Grim gave an update on the rollout of the federal infrastructure bill. Highlights include:
 - CDOT is working closely with the governor’s office and other agencies and federal partners to get as much information as possible, but CDOT is also still waiting on a lot of information from DOT – this has been a huge strain on their staff.
 - Apportionment tables
 - Still waiting on apportionment tables for transit
 - We anticipate getting apportionment tables for part of the bridge program this week. We anticipate getting at least \$40 M and potentially more.
 - One thing to note is that off system bridges will be eligible for new bridge funding.
 - CDOT’s New Grant Coordinator - Hanna Reed (Hannah.l.reed@state.co.us). She will be available to help with grant coordinating, grant writing, getting letters of support, etc.
 - Questions and discussion:
 - Ron Papsdorf asked how soon program distribution estimates will be available now that we have FHWA apportionments for FY22. Jamie responded that they are still waiting on the reauthorization bill with the appropriations. Eric Ehrbar added that he’s still waiting for some nuances of the bill in terms of the splits



between population areas. Once that info is available from FHWA, Andy will pass it along to CDOTs revenue analyst. Marissa Gaughan, CDOT Multimodal Planning Branch Manager, added that CDOT is hoping to have a better idea by next week and start sharing some of the numbers.

- Jamie Grim asked if there were any work products (fact sheets, maps, etc.) that would be helpful to the MPOs, and to let us know and we will try to gather this information.
- Kristin Kenyon of FTA mentioned that FTA has released program-specific fact sheets for the bipartisan infrastructure law. They are posted to FTA's website.

MMOF Update – Michael Snow, CDOT Multimodal Planning Branch

- Michael opened the floor to the MPOs to ask questions about Multimodal Transportation and Mitigation Options Fund (MMOF) funding tables, distribution formulas, etc. Topics discussed included:
 - Projected MMOF Revenues
 - The TC is being recommended to allocate the first two years of funds and expected to vote on the recommended distribution formula at the Transportation Commission (TC) meeting next week.
 - The distribution formula will apply to both FY 22 funds (Federal American Rescue Plan Act (ARPA) stimulus dollars) and FY 23 (state surplus revenue) funds. With these distributions, MPOs/TPRs doing project selection can consider awards for both state, or federal funds.
 - Michael noted that after FY 22 and 23 the state funding drops off significantly.
 - The federal dollars are stimulus funds, are expected to be spent quickly, and have an expiration date at the end of 2026. State funds generally have a longer expiration date – 10 years.
 - Proposed Regional Allocations
 - Approximately 59% of money is federal stimulus funds, while 41% is state revenues.
 - Questions & Discussion:
 - Ron Papsdorf, DRCOG Transportation Director, confirmed that TC is on track to adopt the formula this month. He also asked if CDOT would be willing to maximize its use of the federal ARPA funding the CDOT's entire 15% portion would be federal funding, so more of the state funding is available for Transportation Planning Regions (TPRs). Ron expressed concern about the lengthy process MPOs go through to allocate and distribute funds to locally sponsored projects for the local share, making a longer timeline for these projects that is less compatible with the federal timeline.
 - Michael responded that it was an interesting idea, and doesn't think it would burden CDOT, but the state's portion of funding would not be enough to completely cover the local portion of the funding, and that there would still be a lot of local projects receiving federal funds. Michael said he would take it to CDOT leadership to discuss.
 - Dana Brosig, Grand Valley MPO Executive Director, also noted that more state funding would allow MPOs to do more transit. She stated they already have a lot of federal funds for transit projects, and those can't be matched with ARPA funding, so including more state funds vs ARPA funds in MMOF would enable them to push more transit projects.



- Alex Gordon of NFR MPO asked who was handling transit and other MMOF projects – the CDOT Division of Transit and Rail (DTR) or the CDOT Regions? Michael confirmed that generally, projects are managed by the various CDOT divisions based on the type of project. DTR handles a few non-transit, non-infrastructure projects, infrastructure, design, along with transit, and state highway facilities are managed by CDOT's Regions.
 - Alex Gordon also asked if the amounts shown were for the proposed allocations FY2022 and FY2023? Michael noted that the ARPA funds were transferred to MMOF months ago, so they are FY22, while the state surplus funds are being transferred in June, so they are FY23. However, Michael noted that the year the funds are allocated is irrelevant since they are being allocated to the Regions, so project selections for all the funds can begin now. Alex clarified that he was asking if the allocations shown on the table were for one or two years of funding. Michael clarified that the distribution formula was applied to both FY22 and FY23 funds combined - \$212 million combined.
 - Laura Crews of PPACG asked how the MMOF allocation per regions were calculated. Michael clarified that the MMOF program splits funds 85% to local projects, and 15% to CDOT for the commission to select projects. The local dollars are distributed to MPOs and TPRs who make the selection of local projects. Statutes require the commission to adopt a formula to distribute the funds to the MPOs/TPRs. There is an existing formula, but it is currently being updated. Once the new formula is adopted, it will apply to the new funding allocated by SB 260.
- Reduced Match Requirements – The TC adopted the new match reduction formula policy in December 2021. This grants an automatic reduction of the minimum required Match Rate for the most fiscally challenged cities and counties, and for non-governmental agencies based on their service areas.
 - The local part of the MMOF program has a required 50% match rate, which means the match must come from any other source besides MMOF funds – this is NOT a local match requirement. MMOF can be matched by state, federal, grant, local, or any other funds.
 - The federal ARPA funds coming to MMOF complicates this, because federal funds can't be matched with other federal funds. Federal MMOF funding can't be used to match the Transportation Alternatives Program (TAP) funding. A Federal MMOF project using TAP funding would still need a local match, because it cannot be matched by the federal MMOF funds.
 - Questions & discussion:
 - Qing Lin of CDOT DTR asked how much state and federal funding is allocated to each region. Michael said that guidance materials will be sent to TPRs and MPOs including a regional breakdown of federal and state funds and projections for future years.
 - Marissa Gaughan added that after the TC acts on this next week, Michael will put together MMOF training materials for TPRs and MPOs.



National Performance Measures Target Setting Update – Darius Pakbaz, CDOT Performance and Asset Management Branch

- The goal is to have targets done ahead of the Oct 1, 2022 deadline so they can be presented to SWMPO stakeholders and other planning partners.
- CDOT has been making progress on some of their performance asset management targets, specifically pavement and bridge targets. They are close to finalizing the pavement targets. They are also working on bridge targets and modeling solutions for system reliability targets.
- They have talked with DRCOG and North Front Range MPO about coordination on joint targets for peak hours and excessive delay and non-single occupancy vehicle (SOV) travel.
- More information is coming in future months. The CDOT Asset Management Plan will come out ahead of the deadline in October and will include some of the targets.
- Questions & Discussion:
 - Dean Bressler asked if GVMPO should be taking updated PM1 safety targets to their board at this time. Darius responded that the safety PM1 targets are due February 27th for the previous year, so it would be a good idea to take them to the board. Dean added that they would recommend supporting CDOT's targets and not creating separate MPO targets.
- A listing of the current targets can be found at <https://www.codot.gov/performance/assets/npm-performance-targets-final-september-2021.pdf>.

FHWA/FTA Release of Planning Emphasis Areas – Kristin Kenyon, FTA

- Kristin Kenyon said that FHWA/FTA HQ leadership has published the updated planning emphasis areas for MPOs. The top two emphasis areas are climate change and equity.
- These Planning Emphasis Areas should be used by MPOs and be incorporated in their Unified Planning Work Programs (UPWPs), State Planning and Research Work Programs, and other planning documents.
- The new guidance can be found online here: <https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas>
- Ron Papsdorf asked Kristin for feedback on DRCOG's UPWP amendment package and noted that they have tried to address these new emphasis areas in the amendment. They will be taking the amendment to their Transportation Advisory Committee (TAC) meeting on January 24th, then to their Regional Transportation Committee (RTC) and their Board in February. The packet will be available on Tuesday January 18.

Other Business

- COVID-19 Impacts / Updates – New Year, Same Pandemic! Most meetings will remain virtual.
- Staffing Updates:
 - DTD
 - Fahad Khan has joined CDOT MPB and will be handling the Revitalizing Main Streets (RMS) program.
 - MPB also has two new interns: Enrique Perez and Neysa Bermingham
 - Region 4
 - Hired Natalie Shishido as an intern in their planning and environmental unit. She was previously a fellow in the Office of Innovative Mobility (OIM)
- DRCOG recently hired Emily Kleinfelter as their first ever safety regional vision zero planner.



- Dana Brosig noted that this will be Dean Bressler's last meeting as he is retiring, and they will hopefully have his successor at the next meeting.
- NFRMPO hired a new transportation planner, Jerome Browser. He will be taking over the bicycle/pedestrian program work.
- Other Questions & Discussion:
 - Ron Papsdorf asked about the 10-Year Plan resource allocation presentation for STAC tomorrow. He expressed concern about the elimination of the 10% transit set aside. Marissa clarified that the idea behind the change is to look at the system holistically and plan and design more multimodal projects that blend highway, transit, and bicycle/pedestrian. Ron disagrees with this approach and said that the 10% transit set aside is important and he is worried that eliminating the transit set aside will decrease instead of increase the amount of multimodal improvement funding. Marissa says she thinks not restricting ourselves to 10% might result in more transit project funding but added that CDOT would track this and make sure we are not slipping under that 10% amount. Ron added its still unclear what money is included in this formula and wants more clarity. Several other folks added in the comments that they are concerned about getting rid of the transit set aside.

Next SWMPO Meeting scheduled for Thursday, February 10, 2022, at 8:30 am.

