



Statewide MPO

October 11, 2016

9:30 a.m.

Pikes Peak Area Council of Governments

15 South 7th Street

Colorado Springs, CO

Lower Conference Room

Present: MPOs: Steve Cook (by phone), Denver Regional Council of Governments (DRCOG); Todd Hollenbeck, Grand Valley MPO (GVMPO); Terri Blackmore (phone), North Front Range MPO (NFRMPO); Craig Casper, Jennifer Valentine, and Kevin Rayes, Pikes Peak Area Council of Governments (PPACG); and John Adams, Pueblo Area Council of Governments (PACOG). CDOT Multimodal Planning Branch (MPB): Jeff Sudmeier (phone), Tim Kirby, Mike King (phone), and Gail Hoffman (phone). CDOT Transit and Rail: Allison Redenz (phone). CDOT Regional Planner: Karen Schneiders (phone), Region 4. CDOT Office of Financial Management and Budget (OFMB): Jamie Collins (phone). CDOT Information Management Branch: Erik Sabina. Federal Highway Administration: William Haas and Aaron Bustow.

SAP Presentation (CDOT) - Jamie Collins, OFMB

- Jamie Collins said CDOT is not going to drop SAP because it is the financial platform of record and helps CDOT maintain fiscal constraint. It remains the platform for the Statewide Transportation Improvement Program (STIP).
- CDOT is interested in learning more about TELUS (for Transportation Economic Land Use System) and particularly how TELUS could link to SAP.
- CDOT and the MPOs wanted the ability to automatically load the MPO Transportation Improvement Programs (TIPs) into the STIP using SAP when CDOT was considering using SAP. The Governor's Office of Information Technology (OIT) decided against it due to security concerns.
- The MPOs will not be able to post their TIPs to SAP directly, but can upload "flat" files. (Flat files are unformatted Excel files that don't contain mathematical formulas or macros. They are used to copy data fields from the file to SAP.)
- If the MPOs were to decide to all use TELUS or any other single STIP platform, OFMB would need to make sure all the MPOs use the same data types, STIP ID, and funding types to better streamline the connection between MPO TIPs and STIP.
- TELUS has offered to allow PPACG to try out TELUS for free, but hasn't yet gotten around to giving TELUS to PPACG.
- Craig Casper cautioned that PPACG uses the same words as CDOT does in the STIP, but some of those words have different meanings for PPACG.
- NFRMPO is waiting to see how TELUS works out with PPACG before deciding to try TELUS.

UrbanSim "Lite" Presentation (PPACG) -Jennifer Valentine

- Jennifer Valentine discussed the UrbanSim "Lite" that PPACG is using for planning purposes.
- UrbanSim "Lite" is based on real-world decisions, and includes such inputs as building regulations, population, land use plans, and anticipated land developments. The Colorado State Demographer population figures are used, but get no further down than the county level.
- UrbanSim "Lite" also offers planners the ability to use scenario planning to see how different decisions yield different results.
- The Berkeley, California-based Urban Sims "Lite" comes pre-loaded with data, and more robust data can be added if desired.
- The "cloud" platform should make it easier for PPACG to obtain certain data from local entities.
- PPACG is currently using TELUM (Transportation Economic and Land Use Model) for evaluating land use impacts of regional transportation improvement projects. It works OK to a point. (TELUM is part of TELUS.)
- PPACG plans to use UrbanSim "Lite" after about 60 hours of work by the contractor, in addition to PPACG putting in some improved data. UrbanSim "Lite" outputs will be compared with those of TELUM.
- PPACG's experience with UrbanSim "Lite" will be described at a conference in November.

Vision Zero Suite Presentation (PPACG) - Craig Casper and Kevin Rayes

- Vision Zero Suite is a software package to assist MPOs and other transportation agencies in analyzing crash data. It takes its name from a national goal to have zero deaths from traffic crashes.
- PPACG received a grant to make sure all crash locations are accurately geocoded. PPACG is currently analyzing data crash data from Jan. 1, 2010-December 31, 2014. Every crash is geocoded (i.e., located at a particular geographic location rather than by address or intersection), whether in parking lots or on or along roads and highway. The data comes from CDOT.
- A statewide committee was formed some time ago to standardize the crash data reported by so many law enforcement agencies. The dream is that eventually all law enforcement agencies will submit crash data electronically to the Colorado Department of Public Safety (State Patrol), such as is already being done in Michigan.
- PPACG hopes to overlay the projects in the TIP with crash data to help narrow improvements to where they would do the most good.
- Normally about half the crashes at intersections are rear-ends. One intersection in the PPACG area has a fatality rate triple the statewide average, and the rear-end crashes are far higher.
- PPACG currently is analyzing crashes at all signalized intersections and then will move onto unprotected intersections.
- In connection with transportation and safety, all the MPOs by Friday, Oct. 14, should receive an invitation to a meeting on a CDOT research project on how to incorporate safety analysis into transportation planning. The meeting will touch on how TPRs and MPOs could incorporate safety analysis in scoring criteria.

TELUS Presentation (PPACG) -Kevin Rayes

- PPACG intends that local entities using TELUS will be able to put information about their projects in the TIP.
- Another hope is that TELUS will allow local entities to see how their individual projects would score in a competitive call for projects. This feature will help answer questions about why one project was selected over another.
- TELUS also can track contracts among 12 other metrics.
- PPACG administrative modifications policy doesn't permit a lot of flexibility, and a project description in the STIP might be different from the TIP project description.
- Forty-six MPOs in the country are using TELUS right now.
- NFRMPO indicated that it would be helpful if the naming conventions within the STIP remained the same after they have been placed in the TIP and then the STIP.

Statewide Travel Model (CDOT) - Erik Sabina

- CDOT is building an activity-based statewide travel model adapted from DRCOG's model. An activity-based model has more detailed information on household/person characteristics, locations of housing and employment, purposes of tours and trips, time of day, and non-motorized modes. It is more faithful to how things really are, such as people combining several trips into one (i.e., on way home from work, pick up children, go to grocery store, etc.)
- Input data includes: Front Range Travel Counts survey, Quarterly Census of Employment and Wages, U.S. Census, employment data from the State Demographer's Office, model data from all of the state's MPOs, data from most of the 64 counties in the state.
- Outputs from the basic activity-based model are: auto and truck volumes on roads (including toll facilities), passengers on transit services, speeds on roads by time of day and travel time of trips, trips by mode (drive-alone, shared ride, transit, bike, walk, school bus), and are tied to the person that made them.
- Most states have statewide travel models. (According to a map included in Erik's presentation, Arizona, New Mexico, and Kansas are all developing one; Wyoming and Oklahoma don't have one; and Nebraska's statewide model is dormant.)
- Of the steps needed to build the model, CDOT has built the road networks (borrowed from existing models and coding of new roads and transit), built the land use dataset, conducted household travel survey, and assembled "estimation dataset".
- CDOT has purchased GPS-based data from a company called INRIX, which permits CDOT to share the data with almost any public sector entity in Colorado. CDOT also has purchased trip origin-destination data based on the INRIX data from the firm, Streetlight Data.
- MPOs can use the statewide travel model to do a 2020 travel survey.
- So far, there is a good correlation between results of the model and GoogleEarth.
- NFRMPO requested that CDOT provide quarterly updates on the Statewide Travel Model.

Revenue Projections Timeline - Jeff Sudmeier

- At the request of SWMPO members, CDOT has begun discussions pertaining to revenue projections in advance of the next planning cycle.
- CDOT requested that MPOs help to identify what information they need and when they need it by. PPACG indicated that they don't need dollars amounts until Jan. / Feb. of 2018.
- PPACG suggested that the process may take longer this cycle because of scenario planning and identifying long-term structural changes (Fleet mix, road usage charging, etc.).

- SWMPO members outlined the need to lay out assumptions for all budget categories, identify all the assumptions that exist in individual plans across the state, and examine Plan Works (from FHWA) for areas of opportunity.

Federal and State Legislative Update

- The Transportation Legislative Review Committee last met Oct. 5^h, 2016, to discuss and approve interim bills for the upcoming legislative session. Current proposed bills include:
 - Hearings on Transportation Commission Districts
 - Modify Definition of Commercial Vehicle
 - Authorize New Transportation Revenue Anticipation Notes
 - Auto Cycle Characteristics & Safety Requirements
 - Limits on Underground Storage Tank Regulation.
- Representative Terri Carver, of House District 20, will be present at the October STAC meeting to discuss the intent of HB 16-1018, the bill that broadens the duties of the STAC and clarifies that the STAC is to advise both CDOT and the Transportation Commission.

MPO Updates - All MPOs

- DRCOG -
- GVMPO -
- NFRMPO - NFRMPO is at full staff with the hiring of Ryan Dusil. Ryan started work on 10/11.
- PPACG -
- PACOG -

CDOT Updates - Jeff Sudmeier

- CDOT has finalized the 2016-2017 CPG Contract Amendment #2, meeting the deadline of October 1. Signed contracts will be distributed to the MPOs in October.