



**Statewide MPO
Friday, March 24, 2017
1-2:30 p.m.
CDOT HQ Room 225**

Present: MPOs: Denver Regional Council of Governments (DRCOG) - Steve Cook, Doug Rex, and Jacob Riger; Grand Valley MPO (GVMPO) - Todd Hollenbeck and Dean Bressler (via Zoom); North Front Range MPO - Terri Blackmore, Becky Karasko, and Ryan Dusil; and Pueblo Area Council of Governments (PACOG) - John Adams (Zoom). CDOT Multimodal Planning Branch (MPB) - Jeff Sudmeier, Kathleen Collins, Marissa Gaughan, and Gail Hoffman. CDOT Information Management Branch: Erik Sabina. CDOT Regional Planners: Danny Herrmann, R1, and Karen Schneiders, R4. Office of Finance and Budget: Jamie Collins. CDOT Transportation Systems Management & Operations (TSM&O): Charles Meyer. Federal Highway Administration (FHWA): Bill Haas and Aaron Bustow.

Statewide Programs in Multiple Locations - Jamie Collins, OFMB

- Jamie asked the MPOs how they want to handle projects that are administered by CDOT Headquarters, but that have multiple locations, such as intelligent transportation systems (ITS) projects. She asked if the projects should appear in the STIP only as statewide programs or if the MPOs would like additional information.
- The MPOs said they would like to receive information from OFMB about total cost and locations so that they can at least be informed (and answer questions from the public). The MPOs will have the option to add the multiple-location project information to the narratives of the TIPs.
- Having specific dollar amounts for each location is not necessary, and may be impossible to provide since the total costs of various multiple-location projects are in a single lump sum.

North Front Range Model Redevelopment (Informational) - Terri Blackmore and Ryan Dusil, NFRMPO

- NFRMPO is about to start updating its traffic model. The NFRMPO is updating the Traffic Analysis Zones (TAZ), a building block for the traffic model, and is aligning them with census blocks. The NFRMPO model currently has 1,032 TAZs.
- Ryan showed several different communities' TAZs that do not reflect the built environment due to TAZs that extend far beyond the urban growth boundaries of some of NFRMPO's 13 member communities.

- NFRMPO is working with each community to redo the TAZes so that they extend no farther than the urban growth boundaries and to align the number of acres associated with each community. NFRMPO also is working with the Colorado Department of Local Affairs to establish a projection process for households, density units, and employment.
- The MPO has 12 more communities to adjust and meet with about changes to the TAZs. Once the NFRMPO TAZs are completed, the staff will initiate updates to the air quality TAZs outside the MPO boundary.
- When the NFRMPO completes the TAZ boundaries associated with each of the communities to match the urban growth boundaries, people can have more faith in socio-economic projections and data from the traffic model.

Statewide Travel Model Update/Travel Surveys (Informational) - Erik Sabina, DTD

- Erik covered CDOT's use of the latest version of DRCOG's travel model as the basis for CDOT's first statewide travel model. CDOT's consultant, Cambridge Systematics, has completed the model estimation.
- The intent is that the first run of the model will take place in May and that DRCOG and CDOT will use the same software management repository, as well as be able to share the models. The model should be ready to support scenarios that will be used for scenario planning less than a year from now. By that time, specific scenarios to be used for statewide planning are expected to have been decided.
- The next step will be development of future-year scenarios for the statewide model. Population and employment centers will continue to be shown as individual latitude/longitude (address) on the statewide model as they are in the DRCOG travel model.
- One of the difficulties in building the model is showing the travel to and from U.S. Forest Service, National Park Service, Bureau of Land Management, and other federally- and state-owned lands. People travel quite a bit to those public lands, but there's little or no employment.
- As part of the Statewide Travel Model, CDOT is gearing up for another travel survey involving all the Front Range MPOs. This time, smart phones will be the main method or respondents providing their travel diary information, which will improve accuracy and reduce cost.
- The MPOs agreed that a seven-day survey would be most useful. Workday surveys cover employment travel, but not recreational travel, such as to and from Rocky Mountain National Park. Terri Blackmore said it would be nice also to carry out the survey in all four seasons to get a better sense of seasonal traffic flows.
- The Colorado Tourism Office is doing a visitor survey that CDOT may be able to participate in. CDOT uses Longwoods visitor data also. Traffic flows to and from universities and stadiums also would be useful.
- CDOT isn't planning to do a cordon survey, in which traffic is stopped and the drivers and passengers asked questions about where they came from and where they're going. Instead, CDOT will use INRIX data.
- Two questions for the MPOs are how to distribute:
 - The 20,000 people whose travel will be tracked

- The approximate \$6.8 million total cost of the survey (figured at \$170 per participating household, done twice a year)
- For the last Front Range Travel Survey, the Transportation Commission contributed \$600,000 in contingency funds
- The group decided to have the Statewide Travel Model and the travel survey on the Statewide MPO agenda about every other month. A subgroup of the Statewide MPO Committee probably will need to be formed to get into the details later on.

Safety Performance Measures (Informational) - Charles Meyer, TSM&O

- Under the FAST Act, CDOT needs to work with the MPOs in setting safety performance measures for number of fatalities and serious injuries, rate of fatalities and serious injuries (per 100 million vehicle miles traveled, or VMT), and for the number of fatalities and serious injuries of non-motorized transportation (bicycles and pedestrians).
- For the past two years, Colorado has experienced an 11 percent to 12 percent growth rate in the number of traffic fatalities, reversing a long-term trend of gradual declines. In 2017, the state's traffic fatalities are already 5 percent above what they were at this time last year, with corresponding increases in the fatality rate.
- The cause of the hike in fatalities and serious injuries could be due to a number of things, ranging from distracted driving (i.e., texting), an increase in VMT, and driving under the influence of drugs or alcohol. In Colorado, though, the number of fatalities is going up faster than the rate of increase of VMT.
- The National Highway Transportation Safety Administration (NHTSA) requires the state departments of transportation to set their safety targets by June 1 and FHWA requires the measures to be set by August 1. The MPOs then have 180 days after August 1 to establish their own safety performance measures.
- If states don't meet their safety targets, they must then spend 100 percent of their federal safety funds on safety measures and develop a plan showing how they intend to improve the safety record.
- Setting of federal safety performance measures will require CDOT to review the measures and objectives established in Policy Directive 14, as well as how they relate to targets or goals established in the State Highway Safety Plan.
- Tim Kirby asked Charles to bring some analysis of CDOT's safety performance to the May Statewide MPO meeting.
- Steve Cook suggested that MPOs and CDOT start working together on the safety measuring methodology.

Future Meetings/Topics Schedule

- For the spring, the group decided that the MPOs and CDOT will alternate hosting the meetings at CDOT. Since NFRMPO chaired this meeting, CDOT will chair the April one.
- Future proposed topics are:
 - TELLUS (PPACG)
 - Colorado Department of Local Affairs population control totals (DRCOG)
 - The status of the Memorandums of Agreement with CDOT (CDOT)