



Statewide MPO
Friday, Feb. 23
1:30-3:30 p.m.
CDOT HQ Auditorium

Participants:

- MPOs: Denver Regional Council of Governments (DRCOG) - Doug Rex, Steve Cook, Jacob Riger, and Beth Doliboa; Grand Valley MPO (GVMPO) - Dean Bressler (via phone); North Front Range MPO (NFRMPO) - Becky Karasko, Medora Kelly, and Alex Gordon (phone); Pikes Peak Area Council of Governments (PPACOG) - Ken Prather; and Pueblo Area Council of Governments (PACOG) - John Adams.
- CDOT Headquarters: Debra Perkins-Smith, William Johnson, Miguel Aguilar, Darius Pakbaz, Tim Kirby, Lily Lizarraga, Laurie Blanz (contractor), Michelle Scheuerman, Kathleen Collins, Mike King, Gail Hoffman, Eric Ehrbar, Steve Markovetz, Lisa Streisfeld, Charles Meyer, and Alisa Babler.
- CDOT Regions: Region 1 - Lizzie Kemp, Danny Herrmann, JoAnn Mattson, and Stephanie Holden; Region 3 - Mark Rogers (phone); and Region 4 - Karen Schneiders (phone).
- Federal Highway Administration (FHWA): Bill Haas and Aaron Bustow.

REGULAR MEETING

Performance Measures (Informational)

- **PM2 and PM3 Update - William Johnson and Darius Pakbaz**
 - Darius Pakbaz gave a presentation about the national performance measures, and CDOT's proposed 2- and 4-year targets, about PM2 and PM3. The attached one-page summary document, *National Performance Measures_CDOT Targets*, contains the PM2 and PM3 national performance measures and CDOT's proposed 2- and 4-year targets. The summary covers Infrastructure Condition (Bridge and Pavement) and System Performance/Freight/CMAQ (CMAQ - Air Quality; CMAQ - Traffic Congestion; and System Performance and Freight).
 - William Johnson said the Transportation and Asset Management Branch should have enough data by fall 2018 to align measures and targets in Policy Directive 14 to federal standards.
 - Although CDOT will face some repercussions if it doesn't meet the targets, no such consequences for MPOs is in the federal law. However, Aaron Bustow said FHWA could examine MPO performance for the MPO mid-year reviews.
 - Doug Rex said that DRCOG will likely award CMAQ funds to larger projects that have more impact due to the performance measure on CMAQ.
 - Tim Kirby said the MPOs and Upper Front Range TPR would need to report CMAQ benefits and select projects for CMAQ funding more consistently among each other.

Future Meetings

- The hosts of upcoming Statewide MPO meetings will be:
 - DRCOG - March 23

- FHWA - April 27

Future Topics

- Standing Topic - Transportation Performance Management
- Demonstration of the Statewide Travel Model - March 18
- Possible Future Topics - Colorado Department of Local Affairs population control totals; Statewide Transportation Demand Management Plan

EXTERNAL 2045 SWP DATA CONSORTIUM

Meeting Purpose - Kathleen Collins

The data consortium is a response to a survey of the MPOs, to which four of the state's five MPOs responded. The four indicated support for having a data consortium. Complete results of the survey are attached: *MPO Survey*.

- CDOT data that the MPOs used the most often for the 2040 regional transportation plans (RTPs) in order were:
 - Census
 - Crash locations
 - Projects, structures, traffic data, roadway corridor classification (all tied)
 - Assets
 - Economic vitality
 - Environmental, and pavement condition (both tied)
- New data that some MPOs want to have for the 2045 plans are:
 - Freight and rail
 - Road conditions, positive train control, and rail conditions
 - Outputs and average daily traffic from the Statewide Travel Model
- Data the MPOs would be willing to share with CDOT include:
 - Geocoded crash locations
 - STRAVA data on bike/pedestrian usage
 - Outputs of MPO travel models
 - UrbanSim model outputs

Discussion on Key Data for Dataset

- **Colorado State Demography Office - Kathleen Collins**
 - The data is taken from the U.S. Census Bureau's annual American Community Survey, and covers the years 2012-2016.
 - It includes population, births, deaths, and migration.
- **STRAVA data**
 - CDOT purchased the data derived from a cell phone social media app that bikers, runners, and walkers use to keep track of their miles. MPOs can use it for free under terms of the agreement.
 - CDOT has compared the continuous counter data with the STRAVA data, and found there's a close correlation.
 - Eventually, CDOT would like to use the data to calculate bike miles traveled around the state.
 - PACOG indicated an interest in delving into the data. Ken Brubaker will contact PACOG.
- **Crash data - Charles Meyer**
 - CDOT has created a level of safety service map, with areas highlighted that need attention for safety reasons on the state highway system (SHS).

- DRCOG has geocoded crash data, and will give it to CDOT.
- The Department of Revenue has completely overhauled its crash data, and as a result of an interagency agreement, crash data is now flowing to CDOT.
- Internally, the crash data will be linked with weather, asset data, and intelligent transportation system (ITS) to see what the patterns are.
- **INRIX data - Lisa Streisfeld**
 - CDOT is subscribing to INRIX because only 700 miles of the SHS has ITS, but the state is responsible for 9,050 centerline miles.
 - Developed at the University of Maryland, INRIX data also comes from cell phone data.
 - It has real time information (within 3 seconds), information on congestion, weather, incidents, and planning time index. It has weekend travel data also.
 - CDOT plans to use the INRIX data to track performance metrics such as planning time index, and integrate it with other CDOT data sources.
 - The limitations of INRIX are that it doesn't have traffic volumes and doesn't have breakdowns on the type of vehicles using the highways. Its data on arterial road traffic also is not reliable.
 - INRIX tutorials are easy to use.
 - Lisa showed a "congestion heat map" for the Colorado Springs area on Memorial Day weekend, and of I-70 West at the peak of Martin Luther King Jr. weekend tracked from 2012-2016.
 - Doug Rex of DRCOG characterized INRIX data as one of the best things CDOT has ever given the MPOs.
 - CDOT used to convene an INRIX Working Group that was discontinued when people retired.
 - Lisa said she is willing to give one-on-one instruction on the use of INRIX data for those who need something beyond the tutorials, and noted that all Colorado MPOs have access to INRIX.
- **National Highway System (NHS) performance data - Darius Pakbaz**
 - CDOT conducts bridge inspections annually, and those results are sent to FHWA in the spring of each year.
 - Pavement data comes from HPMS (Highway Performance Monitoring System) annual inventory.
 - Travel time reliability comes from the University of Maryland database.
 - Darius said he can work with the MPOs to get available NHS data into a format they can use.
- **MODA project selection demonstration tool - William Johnson**
 - CDOT intends to use the MODA (Multi-Objective Decision Analysis) tool to help CDOT determine which projects will be the most effective use of money.
 - CDOT is seeking alignment between the tool and certain CDOT programs.
 - MODA can categorize projects as fitting under the goals of the 2040 SWP: safety, maintenance, mobility, infrastructure condition, and economic vitality.
- **Statewide Travel Model data - Erik Sabina**
 - Erik said that in March, these inputs should be completed for the model: transit and highway networks, land use, travel survey, traffic counts, and speeds.
 - The transit networks are based on the MPO models for DRCOG, PPACG, PACOG and GVMPO. The transit network for NFRMPO is based half on the MPO's and half on CDOT's. For the non-MPO areas, CDOT made new transit networks.

- CDOT used the MPO's land use data. For the non-MPO areas, CDOT used the U.S. Census Bureau for households and the U.S. Department of Labor's Quarterly Census of Employment and Wages (QCEW) for jobs.
 - A statewide address file was another source of data, and the product was compared with data from the Colorado Demographer's Office.
 - A 2010 Front Range Travel Survey also was an important input, with travel diary data from 12,000 households involving 30,000 people.
 - CDOT's standard traffic counts and speeds averaged across assignment periods.
- Output data includes roadway volumes and speed, ridership on fixed-route transit services, and tables of trips and tours by mode (bus, walking, biking, single-occupancy vehicle, shared rides).
 - Trips/tours are tied to the person who made them. A person returning home from work who stops to pick up a child at daycare and then the grocery store is making a tour with three trips. The U.S. Bureau of the Census' long survey characteristics is used in the model.
 - The mode, time of day, and purpose of the trip are included in the table.
 - 2015 is the validation year and 2045 is the forecast year for the model.
- **Next steps for the MPO dataset include:**
 - Database compilation: March-May 2018
 - Dataset packaging: online resource, DVD, or some other format
 - A round-the-room poll for how MPOs would like to receive the data showed this:
 - DRCOG - Flexible on the timing and packaging.
 - GVMPO - Whatever is easiest for CDOT is fine, but a shared site would have the advantage of being able to provide more up-to-date data.
 - NFRMPO - Prefers a shared site.
 - PPACG - Agrees that a shared site might work best, and the sooner it is available, the better.

Attachments:

- CDOT National Performance Measure Target Recommendations, March 2018
- Key Results from MPO Dataset Survey