

AGENDA

TRANSPORTATION ADVISORY COMMITTEE

Monday, January 26, 2015

1:30 p.m.

1290 Broadway

Independence Pass Board Room - Ground floor, West side

1. Call to Order
2. Public Comment
3. December 1, 2014 TAC Meeting Summary
(Attachment A)

ACTION ITEMS

4. Move to recommend to the Regional Transportation Committee the 2040 *Fiscally Constrained Regional Transportation Plan* and the associated *DRCOG CO and PM-10 Conformity Determination*, and the *Denver Southern Subarea 8-hour Ozone Conformity Determination*.
(Attachment B) Jacob Riger
5. Move to recommend to the Regional Transportation Committee actions proposed by DRCOG staff regarding 2012-2017 Transportation Improvement Program (TIP) project delays for Fiscal Year 2014.
(Attachment C) Todd Cottrell
6. Move to recommend to the Regional Transportation Committee amendments to the *FY 2014-2015 Unified Planning Work Program (UPWP)*.
(Attachment D) Mark Northrop

INFORMATIONAL ITEMS

7. Presentation on Travel Trends (VMT, US Census Mode of Travel to Work, and 2014 Bike to Work Day) (continued from last month).
(Attachment E) Steve Cook, Robert Spotts, Melina Dempsey, and Colleen Miller
8. Kickoff discussion on the *FY 2016-2017 Unified Planning Work Program (UPWP)*.
(Attachment F) Todd Cottrell
9. Briefing on TDM Pool Criteria and Process.
(Attachment G) Melina Dempsey

ADMINISTRATIVE ITEMS

10. Member Comment/Other Matters
 - 2040 RTP 2015 Cycle 1 amendments
11. Next Meeting – February 23, 2015
12. Adjournment

Disabled attendees are asked to notify DRCOG at least 48 hours in advance of the need for auxiliary aids or services

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ATTACHMENT A

MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, December 29, 2014

MEMBERS (OR VOTING ALTERNATES) PRESENT:

| | |
|----------------------------|--|
| Jeanne Shreve | Adams County |
| Kimberly Dall | Adams County-City of Brighton |
| Tom Reed (Alternate) | Aviation Interests |
| George Gerstle | Boulder County |
| Heather Balsler | Boulder County – City of Louisville |
| Debra Baskett (Chair) | Broomfield, City and County |
| Danny Herrmann (Alternate) | Colorado Dept. of Transportation, Reg. 1 |
| Myron Hora (Alternate) | Colorado Dept. of Transportation, Reg. 4 |
| Tykus Holloway | City and County of Denver |
| Dave Gaspers | City and County of Denver |
| Douglas Rex | Denver Regional Council of Governments |
| Art Griffith | Douglas County |
| John Cotten | Douglas County-City of Lone Tree |
| Bob Manwaring | Jefferson County-City of Arvada |
| Dave Downing (Alternate) | Jefferson County-City of Westminster |
| Bert Weaver | Non-MPO Area |
| Ken Lloyd | Regional Air Quality Council |
| Ted Heyd (Alternate) | TDM/Non-motor |

OTHERS PRESENT:

| | |
|--------------------------|-----------------------------------|
| Janice Finch (Alternate) | City and County of Denver |
| Dave Baskett (Alternate) | Jefferson County-City of Lakewood |

Public: Huiliang Liu, City of Aurora; Paul Jesaitis, CDOT Reg. 1; Jane Boand, City and County of Denver; John Guenther, DEA; Chris Quinn, RTD

DRCOG staff: Steve Cook, Jacob Riger, Brad Calvert, Matthew Helfant, Will Soper, Andy Taylor, Casey Collins

Call to Order

Chair Debra Baskett called the meeting to order at 1:30 p.m.

Public Comments

There were no public comments.

Membership Announcements

The following changes to Denver's TAC representation as of this meeting were noted by the Chair:

David Gaspers, City and County of Denver, switched from Alternate to Member.
Caryn Champine, City and County of Denver, Planning Services Director, is the new Alternate.

Summary of December 1, 2014 Meeting

The meeting summary was accepted.

ACTION ITEM

Motion to recommend to the Regional Transportation Committee an amendment to the 2012-2017 Transportation Improvement Program (TIP).

Todd Cottrell presented the single requested amendment:

| Sponsor | TIP ID | Proposed Amendment | |
|-------------|----------|------------------------|---|
| CDOT Reg. 1 | 2007-096 | Surface Treatment Pool | Add \$12.037 million in state Surface Treatment funds in FY15. Add projects and increase total project funding. |

No discussion was heard.

Danny Herrmann MOVED to recommend to the Regional Transportation Committee an amendment to the *2012-2017 Transportation Improvement Program (TIP)*. Art Griffith SECONDED the motion and the MOTION PASSED unanimously.

Motion to recommend to the Metro Vision Issues Committee Second Phase project funding scenarios to be considered for the 2016-2021 Transportation Improvement Program (TIP).

The committee was asked to work with staff to develop scenarios for Second Phase funding (\$51.5 million) based on the DRCOG Board-approved Second Phase criteria. Staff/TAC scenarios would be considered by the January 7 Metro Vision Issues Committee (MVIC). Douglas Rex presented details of the staff's three proposed scenarios (Table 3).

Member Comments

- Heather Balsler noted Louisville would prefer funding for the Hwy 42 (Pine to South Boulder) operational improvement project ID #76, and would use local funds to cover the cost difference, rather than the project presented in staff proposed Scenario 2 (\$4 million).
- Tom Reiff asked if off-the-top commitments were considered in the project type targets. Mr. Rex said not specifically in the targets, but off-the-top commitments were considered in the County Funding Equity and Status criterion in Second Phase.
- Art Griffith provided seven additional scenarios by email to the committee for consideration prior to the meeting, and the updated Table 3 showing his suggestions was handed out to the committee. Art Griffith reviewed his recommendations. He suggested limiting them to projects with a minimum of 50 points.
- Ted Heyd provided to the Committee a proposed funding scenario which he said addressed project type demand in First Phase.
- Myron Hora asked the committee to consider including in all scenarios a CDOT Region 4 request for \$5 million in Second Phase funding for a managed lane project on I-25 between 120th Ave. to SH-7 or E-470. The project is part of CDOT's RAMP program. Mr. Hora said he also spoke about this request during the public comment period at the last MVIC and Board meetings. Mr. Hora said the project is in need of additional funding due to unanticipated costs increases. The project's cost estimate is now \$88 million; CDOT had budgeted \$55 million.

Jeanne Shreve MOVED to recommend to MVIC funding the CDOT I-25 project (120th to SH-7 or E-470) with \$5 million of Second Phase funding. Myron Hora SECONDED the motion. The motion DID NOT PASS.

- Doug Rex relayed to the committee comments submitted by TAC member, Bryan Weimer, who was not in attendance, who said Arapahoe County felt that equity should be the primary focus and recommended staff proposed Scenario 3, with a minimum score of 50.

Discussion on TAC-proposed Scenario 1 for MVIC

George Gerstle MOVED to recommend to MVIC Ted Heyd's proposed scenario, with the requirement of a minimum score of 50 even if submitted by a Very Small

Community; and with the funds freed up in his scenario, fund multijurisdictional studies or to provide partial funding for Louisville or Westminster projects. Heather Balsler SECONDED the motion.

Dave Baskett recommended including the Jefferson County wayfinding study that has six jurisdictions involved.

Ted Heyd made a friendly amendment to include three studies: SH-7 BRT (ID #91), the Industrial area study (ID #93), and the bike wayfinding study (ID #98); and the remaining amount (about \$2.7 million) to the bicycle/pedestrian category. The maker, George Gerstle, agreed. The second, Heather Balsler, did not accept the amendment.

Ted Heyd made a Substitute Motion and MOVED to recommend to MVIC his proposed scenario, with the requirement of a minimum score of 50, even if submitted by a Very Small Community; include the 3 studies (SH-7 BRT, the Industrial area study, and the bike wayfinding study; and the remaining amount (about \$2.7 million) to the bicycle/pedestrian category. George Gerstle SECONDED the motion.

Art Griffith made a friendly amendment to switch Douglas County's \$15 million US-85 operational project (US-85 Highlands Ranch Pkwy to Blakeland Dr ID #68) for the \$15 million US-85 capacity project (US-85: Blakeland Dr to County Line Rd ID #59). The maker, Ted Heyd, and the second, George Gerstle, accepted the amendment.

Jeanne Shreve suggested adding Westminster's Sheridan Blvd roadway operational project ID #74 back in, because of its high ranking. She said she would not support the motion, as she felt there should be more discussion on projects. She agreed with 50 point threshold, but asked if there were more guiding principles we should be looking at.

Dave Downing said he could agree with the motion, except for the remainder going to the bicycle/pedestrian category. He also would like the Westminster Sheridan Blvd. ID #74 project to be considered.

George Gerstle made a Substitute Motion to recommend to MVIC Ted Heyd's scenario, with the requirement of a minimum score of 50, even if submitted by a Very Small Community; include the 3 studies (ID #s 91, 93, and 98); and the remaining \$2.7 million for projects with significant bicycle/pedestrian benefit (i.e., first/last mile; even if not within the bicycle/pedestrian category). Ted Heyd seconded.

John Cotton felt the equity component has been dropped out of the conversation.

George Gerstle clarified that significant bicycle/pedestrian benefit projects be in an under equity county. Ted Heyd accepted the clarification.

George Gerstle clarified that the balance be allocated to the bicycle/pedestrian project in Douglas County (ID #38). Ted Heyd accepted the clarification.

Jeanne Shreve asked that the Longmont study (SW Longmont Subarea Operations Study #99) also be considered.

A vote was taken and Scenario #1 was accepted by consensus (majority vote).

Discussion on TAC-proposed Scenario 2 for MVIC

Heather Balsler MOVED to recommend to MVIC the staff proposed Scenario 2 (funding project sponsors that did not receive any First Phase funding); but with a threshold of a minimum of 50 points. Dave Downing SECONDED the motion.

Steve Cook clarified that the Lone Tree Douglas County C-470 Multi-use Trail Grade Separation at Yosemite project #38 should have a score of 59, not 34.

Mr. Cook said that, as the original staff proposal did not include a minimum points threshold, including a 50 point threshold would leave a balance of about \$7.7 million.

Tom Reiff questioned the elimination of Very Small Community projects that scored under the 50 point threshold.

After discussion about specific projects, Todd Cottrell summarized the project selection revisions in staff's Scenario 2:

- Remove #42, 46, and 50 – as all were under 50 points.
- Add #59 at \$15 million, but remove #68.
- Remove #79, replace with #76 at lower amount.

A vote was taken and Scenario #2 was accepted by consensus (majority vote).

Discussion on TAC-proposed Scenario #3 for MVIC

Art Griffith MOVED to recommend to MVIC the staff-proposed Scenario 1. John Cotten SECONDED the motion.

Debra Baskett's friendly amendment to include a minimum threshold of 50 points was accepted.

A vote was taken and Scenario #3 was accepted by consensus (majority vote).

Doug Rex noted balances in the TAC-proposed Scenario #1(\$697,000) and Scenario #3 (\$726,000) and asked for specific project recommendations.

Balance in TAC-proposed Scenario #1 (\$697,000)

Ted Heyd MOVED that in Scenario # 1, the \$697,000 balance be allocated to the bicycle/pedestrian category; in Very Small Communities; in under equity counties.

It was suggested to partially fund the Superior bike/ped project (ID #20) with the \$697,000 remaining.

Art Griffith SECONDED the motion.

A vote was taken on the \$697,000 balance in Scenario #1, and it was accepted unanimously.

Balance in TAC-proposed Scenario #3 (\$726,000)

Art Griffith MOVED that, in Scenario # 3, the \$726,000 balance should be allocated to the SH-7 BRT study (ID #91), the bike wayfinding study (ID #98, and the Industrial area study (ID# 93).

Jeanne Shreve SECONDED the motion.

Todd Cottrell summarized: Fund #91, #93 (Industrial Area study, but at a lower amount), and #98.

A vote was taken on the \$726,000 balance in Scenario #3, and it was accepted unanimously.

Art Griffith asked for the committee's consideration to include at least one of his proposed 2A through 2-D scenarios that address under equity.

Jeanne Shreve MOVED to recommend to the MVIC the proposed 2-D. Art Griffith SECONDED the motion.

George Gerstle opposed, saying the proposal doesn't reflect the focus on Very Small Communities, nor the First/Final Mile aspects. Ted Heyd agreed.

A vote was taken and the MOTION DID NOT PASS.

Todd Cottrell displayed and reviewed the three scenarios developed by consensus of TAC members that would be forwarded to MVIC.

INFORMATIONAL ITEMS

Briefing on CDOT- and RTD-proposed TIP projects.

Todd Cottrell introduced Danny Herrmann, CDOT Region 1, Myron Hora, CDOT Region 4, and Chris Quinn, RTD, to give an overview of projects. Danny Hermann noted CDOT Region 1 is still reviewing projects because of new asset management guidelines and highlighted several RPP/FASTER Safety projects under consideration. Myron Hora spoke on CDOT Region 4 projects.

Chris Quinn reviewed a handout list of RTD's TIP rollover projects, noting RTD does not have any new projects for TIP.

- Heather Balsler asked if the Northwest Rail remainder is called out. Mr. Quinn said, as the Northwest Rail completion is not in the 2040 time horizon, it was not included in the TIP beyond First Phase to Westminster.
- Jeanne Shreve asked for which corridors RTD is seeking Federal funding. Mr. Quinn noted RTD has submitted a New Starts request for the Southeast Corridor extension (Lincoln to RidgeGate).
- Jeanne Shreve asked if RTD could speak to TAC at some future date on First Commitment allocations and provide a spreadsheet.
- Jeanne Shreve spoke on Adams County's and its local governments' concern about North Metro being de-federalized and the delayed notice to the jurisdictions of this action. She would like RTD to understand that Adams County still would like to pursue federal funding.
- George Gerstle noted US-36 is not included; Mr. Quinn said this is because the RTD commitment will be complete by 2016. Ongoing projects identified in the NAMS process will be programmed into the TIP. Could be added as a placeholder. Mr. Gerstle asked if RTD would fund \$1 million NAMS SH-119 BRT EA, should DRCOG Board not fund. Mr. Quinn indicated RTD would consider.

Review revised draft Metro Vision 2040 A Connected Multimodal Region transportation section and discuss draft measures and targets for Metro Vision 2040.

Jacob Riger presented further revisions made to the transportation section since the last TAC meeting on December 1, particularly modifications to targets and measures. Mr. Riger noted the December 17 MVPAC recommended replacing the foundational measure of "severely congested roadways on the Regional Roadway System" with "average weekday Person Hours of Delay per capita on the RRS".

The working draft of the entire Metro Vision 2040 document will be in DRCOG committee review from February through April. A public hearing is anticipated in May, with Board action expected in June 2015.

Discussion followed on use of person hours per capita. Mr. Riger noted the per capita is calculated from the DRCOG Annual Congestion report. Steve Cook said calculations are based on traffic volume, divided by population, not trips. Several members noted disagreement.

The committee was asked to define which of the two (Person Hours of Delay or Congestion) to use as a strategic Foundational measure. Mr. Riger said that, regardless of which measure the Board decides to use as a Foundational measure, both measures will continue to be tracked.

A poll was taken to gauge preference and the vote was split.

Art Griffith suggested using both as Foundational measures.

Presentation on Travel Trends (VMT, US Census Mode of Travel to Work, and 2014 Bike to Work Day). The presentation was tabled due to time constraint.

The meeting adjourned at 4:00 p.m. The next meeting is scheduled for January 26, 2015.

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Transportation Planning Coordinator
303-480-6751 or jriger@drcog.org

| Meeting Date | Agenda Category | Agenda Item # |
|------------------|-----------------|---------------|
| January 26, 2015 | Action | 4 |

SUBJECT

The *2040 Fiscally Constrained Regional Transportation Plan (2040 RTP)* and associated air quality conformity documents are presented for TAC action.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the *2040 Fiscally Constrained Regional Transportation Plan* and associated air quality conformity documents.

ACTION BY OTHERS

N/A

SUMMARY

The draft *2040 Fiscally Constrained Regional Transportation Plan (2040 RTP)* is a federal requirement and must identify individual regionally significant (major) roadway capacity and rapid transit projects anticipated to be implemented over the next 25 years. Revenues must be reasonably expected to fund construction of these major projects, as well as to maintain and operate the transportation system. Future revenues are also preserved for transit service, bicycle, pedestrian, and other types of projects.

DRCOG must show the 2040 RTP will not cause a violation of federal air quality conformity standards. Accordingly, the roadway and transit networks were modeled for air quality conformity and the results were used by the state Air Pollution Control Division to calculate pollutant emissions. All pollutant emission tests were passed, as shown in the 2040 RTP's associated air quality conformity documents (*DRCOG CO and PM 10 Conformity Determination* and *Denver Southern Subarea 8-hour Ozone Conformity Determination*).

To meet federal requirements and timeframes relating to air quality conformity, DRCOG must adopt the 2040 RTP in early 2015; final adoption is scheduled for February. After adoption, the 2040 RTP will be integrated into the *2040 Metro Vision Regional Transportation Plan (2040 MVRTP)* in mid-2015.

The 2040 RTP will be the subject of a public hearing before the DRCOG Board on January 21, 2015. DRCOG staff will provide TAC with a summary of public comment received and any associated potential changes to the 2040 RTP before the January 26 TAC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

TAC - [December 1, 2014](#) (review initial draft 2040 RTP to release for public comment)

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the *2040 Fiscally Constrained Regional Transportation Plan* and the associated *DRCOG CO and PM-10 Conformity Determination*, and the *Denver Southern Subarea 8-hour Ozone Conformity Determination*.

ATTACHMENTS

Links:

- [Action Draft - 2040 Fiscally Constrained Regional Transportation Plan](#)
- [DRCOG CO and PM 10 Conformity Determination](#) and [Denver Southern Subarea 8-hour Ozone Conformity Determination](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Transportation Planning Coordinator, at 303-480-6751 or jriger@drcog.org.

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee
From: Todd Cottrell, Senior Transportation Planner
303 480-6737 or tcottrell@drcog.org

| Meeting Date | Agenda Category | Agenda Item # |
|------------------|-----------------|---------------|
| January 26, 2015 | Action | 5 |

SUBJECT

This action concerns delayed projects or project phases that were scheduled to receive Fiscal Year 2014 TIP funding.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of proposed actions regarding FY2014 project delays.

ACTION BY OTHERS

NA

SUMMARY

The *FY2012-2017 Policy on TIP Preparation* document identifies expectations for project initiation and the policy for addressing delays for projects/phases with DRCOG-allocated federal funding. Timely initiation of TIP projects/phases is an important objective of the Board. Delays, for whatever reason, tie up scarce federal funds that could have been programmed to other ready projects/phases.

At the end of FY 2014 (September 30, 2014), DRCOG staff reviewed the implementation status of DRCOG-selected projects/phases with CDOT and RTD. DRCOG staff met with the sponsors to discuss the reason(s) for the delays and to hear action plans demonstrating the sponsor's commitment to timely initiation.

The TIP Project Delays Report for FY2014 summarizes reasons for delays and actions proposed by sponsors to get projects to ad or a particular phase(s) initiated. The report includes DRCOG staff recommendations for committee and Board consideration.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

NA

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee actions proposed by DRCOG staff regarding *2012-2017 Transportation Improvement Program (TIP)* project delays for Fiscal Year 2014.

ATTACHMENT

TIP Project Delays Report for FY2014

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Transportation Planner at 303-480-6737 or tcottrell@drcog.org.

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2014

A. POLICY

The FY2014 TIP Project Delays Report reviews project phases funded in the 2012-2017 TIP. The report is based on procedures established in the 2012-2017 *Policy on Transportation Improvement Program (TIP) Preparation*, adopted July 21, 2010. The policy states that **“implementation of an entire project or single project phase (if project has federal funding in more than one year) may be delayed only once by the project sponsor.”** The objective of this delay policy is to minimize the number of projects delayed and improve the efficiency of spending federal dollars.

B. PROCESS

To implement the policy, the following steps are taken:

1. At the beginning of October (coinciding with the beginning of the new federal fiscal year), DRCOG staff requests that CDOT and RTD conduct a comprehensive review of all STP-Metro, CMAQ, and Enhancement/Transportation Alternatives Program (TAP) projects that had been selected by DRCOG to receive TIP funds in FY2014. The review also includes projects/phases that were previously on the FY2013 project delays report.
2. CDOT and RTD review all such project phases, identifying those that have not been initiated, and therefore delayed.
3. In late-October, DRCOG staff notifies delayed project/phase sponsors and requests a multi-party meeting (sponsor, DRCOG, and CDOT/RTD) be held to discuss the delay.
4. All delayed project phases are the subject of this report.

C. SEEKING PROJECT DELAY APPROVAL TO CONTINUE

1. Arapahoe County

Name: *Traffic Signal System Replacement/Upgrade*

TIP ID: 1997-045

Project Phase: Initiate Procurement

FY2014 Federal funding: \$154,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46555>

Arapahoe County reports procurement has been delayed due to the IGA not being executed and the RFP not being released. Numerous reasons were cited for the delay, such as CDOT personnel changes, lack of communication, requested IGA changes by Arapahoe County, and a general misunderstanding of the project by CDOT and FHWA. To date, a finalized IGA has not been received back from CDOT. However, the RFP was issued on November 15, with a notice to proceed sometime projected to be given in the 1st quarter of 2015, assuming the IGA is executed.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Arapahoe County and CDOT staff continue to aggressively pursue IGA execution no later than the end of March 2015.
- Arapahoe County, CDOT, and DRCOG staff follow-up on this project at the first of each month beginning in May 2015, unless the IGA has been executed.

2. Aurora

Name: *Colfax Bike/Ped Improvements: Fitzsimons Pkwy to Peoria St*

TIP ID: 2012-091

Project Phase: Initiate Environmental, Design, and ROW

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2014

FY2014 Federal funding: \$120,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46972>

Aurora reports all three project phases have been initialed since October 1.

Recommendation— *Since these project phases are no longer delayed, no conditions are placed upon them.*

3. Aurora

Name: *Fitzsimons Pkwy Station Area Plan*

TIP ID: 2007-089

Project Phase: Initiate Study

FY2014 Federal funding: \$160,000

<https://www3.drcog.org/trips/Project/2012-2017/details/47418>

Aurora reports the IGA was executed on October 21, and the study is on track to be completed by spring 2015.

Recommendation— *Since the study is no longer delayed, no conditions are placed upon it.*

4. Boulder

Name: *SH-119 Reconstruction: 28th/US-36 to East of 30th*

TIP ID: 2012-039

Project Phase: Initiate Construction

FY2014 Federal funding: \$2,200,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46462>

Boulder reports the phase has been delayed due to changes in the project length and the addition of RAMP funding from CDOT. It's anticipated that advertisement for the project can take place in the 1st quarter 2015.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following conditions:*

- Boulder and CDOT staff continue to aggressively pursue advertisement no later than the end of March 2015.
 - Boulder, CDOT, and DRCOG staff follow-up on this project at the first of each month beginning in May 2015, unless the project has already been advertised.
-

5. Boulder

Name: *Foothills Pkwy/SH-157 Operational Improvements: Diagonal Hwy to Valmont*

TIP ID: 2012-040

Project Phase: Initiate Construction

FY2014 Federal funding: \$400,000

<https://www3.drcog.org/trips/Project/2012-2017/details/47162>

Boulder reports the project was advertised on November 7.

Recommendation— *Since the project is no longer delayed, no conditions are placed upon it.*

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2014

6. Boulder

Name: *Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36*

TIP ID: 2012-046

Project Phase: Initiate Construction

FY2014 Federal funding: \$984,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46069>

Boulder reports the phase has been delayed due to construction funding programmed into the TIP over a two year period. CDOT requires that all construction funding be available before the project can be advertised. It's anticipated that advertisement can take place in April 2015.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Boulder and CDOT staff continue to aggressively pursue advertisement no later than the end of April 2015.
 - Boulder, CDOT, and DRCOG staff follow-up on this project at the first of each month beginning in June 2015, unless the project has already been advertised.
-

7. Brighton

Name: *Traffic Signal System Replacement/Upgrade*

TIP ID: 1997-045 (TSSIP Pool)

Project Phase: Initiate Procurement

FY2014 Federal funding: \$154,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46555>

Brighton reports the phase is delayed due to work combined with Denver's bid. The IGA with CDOT was executed in January. Procurement of traffic signal system (Phase 1) can begin immediately and a signed interconnect RFP (Phase 2) is expected to be issued in June 2015.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Brighton and CDOT staff continue to aggressively pursue traffic signal system procurement and RFP advertisement no later than the end of June 2015.
 - Brighton, CDOT, and DRCOG staff follow-up on this project at the first of each month beginning in August 2015, unless procurement has already taken place.
-

8. Brighton

Name: *Extend Reach of System Control: Bridge St – Main to 27th*

TIP ID: 1997-045 (TSSIP Pool)

Project Phase: Initiate Procurement

FY2014 Federal funding: \$72,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46555>

This project has been combined with the TSSIP project listed above.

Recommendation - DRCOG staff recommends the delay be approved subject to the conditions listed for the other Brighton TSSIP project.

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2014

9. CDOT ITS

Name: *CDOT Real-Time and Traffic Incident Management Scenarios*

TIP ID: 2005-026 (ITS Pool)

Project Phase: Initiate Study

FY2014 Federal funding: \$240,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46673>

CDOT reports the study has been delayed and work has not progressed to date.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following conditions:*

- CDOT staff continue to aggressively pursue a study kick-off meeting no later than the end of March 2015.
 - CDOT and DRCOG staff follow-up on this project at the first of each month beginning in May 2015, unless the kick-off meeting has already taken place.
-

10. Denver

Name: *South Broadway Reconstruction: Kentucky Ave to south of Tennessee Ave*

TIP ID: 2012-035

Project Phase: Initiate Construction

FY2014 Federal funding: \$2,133,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46056>

Denver reports the phase has been delayed due to ROW plan approval and the need for CDOT approval to acquire the ROW. The duration of ROW acquisitions have taken longer due to changes in ROW ownership. It's anticipated that all ROW will be completed by March 2015, and advertisement is anticipated for 2nd quarter 2015.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following conditions:*

- Denver and CDOT staff continue to aggressively pursue ROW completion and advertisement no later than the end of June 2015.
 - Denver, CDOT, and DRCOG staff follow-up on this project at the first of each month beginning in August 2015, unless advertisement has already taken place.
-

11. Denver

Name: *Broadway/I-25 Study*

TIP ID: 2007-089

Project Phase: Initiate Study

FY2014 Federal funding: \$175,000

<https://www3.drcog.org/trips/Project/2012-2017/details/47418>

Denver reports the study kick-off has been delayed due to recent changes with RTD and FTA, resulting in changes to RTD's DBE requirements and causing an unanticipated 6-8 month delay. It's anticipated that the study kick-off will take place no later than mid-February.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following conditions:*

- Denver and RTD staff continue to aggressively pursue Notice to Proceed and study kick-off no later than the end of the February 2015.

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2014

- Denver, RTD, and DRCOG staff follow-up on this study at the first of each month beginning in April 2015, unless the kick-off meeting has already taken place.
-

12. Denver

Name: *Speer/Leetsdale Study*

TIP ID: 2007-089

Project Phase: Initiate Study

FY2014 Federal funding: \$80,000

<https://www3.drcog.org/trips/Project/2012-2017/details/47418>

Denver reports the study kick-off has been delayed due to waiting for the outcome of FTA change as mentioned above. It's anticipated that the IGA will be executed and NTP issued in the 1st quarter 2015, with the study kick-off in the 2nd quarter of 2015.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following conditions:*

- Denver and RTD staff continue to aggressively pursue study kick-off no later than the end of June 2015.
 - Denver, RTD, and DRCOG staff follow-up on this study at the first of each month beginning in August 2015, unless the kick-off meeting has already taken place.
-

13. Greenwood Village

Name: *Village Center & Goldsmith Gulch Trail Extension: Fair Dr to Yosemite St*

TIP ID: 2012-047

Project Phase: Initiate Environmental, Design, and ROW

FY2014 Federal funding: \$120,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46070>

Greenwood Village reports that environmental, design, and ROW have all been initiated.

Recommendation—*Since the project is no longer delayed, no conditions are placed upon it.*

14. Greenwood Village

Name: *Greenwood Plaza Blvd Sidewalks*

TIP ID: 2012-006

Project Phase: Initiate Construction

FY2014 Federal funding: \$676,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46521>

Greenwood Village reports the phase has been delayed due to staff changes and the misunderstanding and process for ROW. Originally, ROW was assumed to be donated, but now Greenwood Village staff is starting the process from the beginning. Given this, it's anticipated the project will go to ad no later than September 2015. Note that advertisement any later than October 1, 2015, will result in action taken by the DRCOG Board.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following conditions:*

- Greenwood Village and CDOT staff aggressively pursue project advertisement no later than the end of September 2015.

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2014

- Greenwood Village, CDOT, and DRCOG staff follow-up on this project at the first of each month beginning in July 2015, unless the project has already been advertised.
-

15. Jefferson County

Name: *Traffic Signal System Replacement/Upgrade*

TIP ID: 1997-045 (TSSIP Pool)

Project Phase: Initiate Procurement

FY2014 Federal funding: \$400,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46555>

Jefferson County reports the IGA was executed in October and the RFP issued in November.

Recommendation— *Since the project is no longer delayed, no conditions are placed upon it.*

16. Littleton

Name: *Mineral Light Rail Station Area Study*

TIP ID: 2007-089

Project Phase: Initiate Study

FY2014 Federal funding: \$75,000

<https://www3.drcog.org/trips/Project/2012-2017/details/47418>

Littleton reports the study has been delayed due to a late start. The IGA scope and RFP are concurrently being developed, with kick-off anticipated for 3rd quarter 2015.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following conditions:*

- Littleton and RTD staff aggressively pursue study kick-off no later than the end of September 2015.
 - Littleton, RTD, and DRCOG staff follow-up on this project at the first of each month beginning in August 2015, unless the kick-off meeting has already taken place.
-

17. Longmont

Name: *Dry Creek Underpass: Hover St south of Bent Way*

TIP ID: 2012-049

Project Phase: Initiate Environmental, Design, and ROW

FY2014 Federal funding: \$258,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46072>

Longmont reports the environmental, design, and ROW phases have all been initiated.

Recommendation— *Since the project is no longer delayed, no conditions are placed upon it.*

18. Lyons

Name: *US-36 Lyons Streetscape: Stone Canyon Rd to 3rd Ave*

TIP ID: 2012-009

Project Phase: Initiate Construction

FY2014 Federal funding: \$1,486,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46031>

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2014

Lyons reports the phase has been delayed due to flooding that took place. Given this, it's anticipated the project will go to ad no later than the 2nd quarter 2015.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Lyons and CDOT staff aggressively pursue project advertisement no later than the end of June 2015.
 - Lyons, CDOT, and DRCOG staff follow-up on this project at the first of each month beginning in August 2015, unless the project has already been advertised.
-

19. RTD

Name: First Commitment to FasTracks

TIP ID: 2007-044

Project Phase: xxx

FY2014 Federal funding: \$6,000,000

<https://www3.drcog.org/trips/Project/2012-2017/details/47394>

RTD reports ROW funds for a project at 41st and Fox have begun to be drawn down.

Recommendation— Since the project is no longer delayed, no conditions are placed upon it.

20. RTD

Name: Civic Center Station Transit District Master Plan

TIP ID: 2007-089

Project Phase: Initiate Study

FY2014 Federal funding: \$200,000

<https://www3.drcog.org/trips/Project/2012-2017/details/47418>

RTD reports they are currently in the process of hiring a consultant and expect a study kick-off meeting to take place within the 1st quarter 2015.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- RTD staff aggressively pursue study kick-off no later than the end of March 2015.
 - RTD and DRCOG staff follow-up on this study at the first of each month beginning in April 2015, unless the study has already kicked-off.
-

21. Thornton

Name: North Metro Rail Bicycle/Pedestrian Access to Four FasTracks Stations

TIP ID: 2012-081

Project Phase: Initiate Environmental, Design, and ROW

FY2014 Federal funding: \$185,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46918>

Thornton reports the phase has been delayed due to a late start and personnel changes, in addition to a lack of design at the FasTracks stations by RTD that are needed for this projects design. Currently, the IGA scope is being finalized. Note that environmental, design, and ROW phase initiations any later than October 1, 2015, will result in action taken by the DRCOG Board.

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2014

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Thornton and CDOT staff aggressively pursue project advertisement no later than the end of September 2015.
 - Thornton, CDOT, and DRCOG staff follow-up on this project at the first of each month beginning in July 2015, unless the project has already been advertised.
-

22. Thornton

Name: *Traffic Signal System Replacement/Upgrade*

TIP ID: 2007-045 (TSSIP Pool)

Project Phase: Initiate Procurement

FY2014 Federal funding: \$609,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46555>

Thornton reports the IGA was executed in October and the RFP issued in November.

Recommendation— *Since the project is no longer delayed, no conditions are placed upon it.*

23. Westminster

Name: *Little Dry Creek Trail: Federal to Lowell*

TIP ID: 2012-048

Project Phase: Initiate Construction

FY2014 Federal funding: \$324,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46988>

Westminster reports the phase has been delayed due to including other non-TIP funded infrastructure with the construction of this project. It's anticipated the IGA will be executed by April 2015 and advertised by July 2015.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Westminster and CDOT staff aggressively pursue project advertisement no later than the end of July 2015.
 - Westminster, CDOT, and DRCOG staff follow-up on this project at the first of each month beginning in August 2015, unless the project has already been advertised.
-

24. Wheat Ridge

Name: *Kipling Multi-Use Path: 32nd Ave to 44th Ave*

TIP ID: 2012-054

Project Phase: Initiate Construction

FY2013 Federal funding: \$2,199,000

<https://www3.drcog.org/trips/Project/2012-2017/details/46077>

This project was initially delayed in FY2013 for not being advertised for construction by October 1, 2013. As of October 1, 2014, the project continued to be delayed (not advertised), therefore enacting rules in the TIP Policy for funding to be removed. At the December 17, 2014 Board meeting, action was taken to allow a variance in the delay policy for Wheat Ridge to continue the project without policy enforcement.

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2014

Recommendation— *Per Board's action, staff established the following conditions:*

- Wheat Ridge and CDOT staff aggressively pursue project advertisement as soon as possible.
 - Wheat Ridge, CDOT, and DRCOG staff follow-up on this project at the first of each month beginning in March 2015, unless the project has already been advertised.
-

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Mark Northrop, Transportation Planner
303-480-6771 or mnorthrop@drcoq.org

| Meeting Date | Agenda Category | Agenda Item # |
|------------------|-----------------|---------------|
| January 26, 2015 | Action | 6 |

SUBJECT

This action concerns amending the existing *FY2014-2015 Unified Planning Work Program* (UPWP).

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends the approval of the 2014-2015 UPWP amendments.

ACTION BY OTHERS

None

SUMMARY

The original FY2014-2015 UPWP was adopted in July 2013 and amended in April 2014. Since then, changes have been requested.

Beyond minor wordsmithing throughout the document, the proposed revisions to the FY2014-2015 UPWP are listed below:

- *Activity 2.1 – Conduct the DRCOG Public Participation Process*
 - Delete 2014 bullet, “Prepare and conduct short courses on Metro Vision and transportation planning.” Short courses were not offered in 2014.
- *Activity 3.5 – Pedestrian and Bicycle Element Planning*
 - Revise Ongoing bullet regarding TIP ID 2012-095 to “Monitor TIP ID 2012-095. Project has been revised to the purchase of planimetric data (including sidewalk data) drawn from the latest set of aerial imagery. This project will start in January 2015.”
 - Delete 2014 sub-bullet 2, “Consider updating the 2035 Regional Bicycle Corridor System Vision.”
 - Delete 2014 bullet, “Begin preparation of the Pedestrian and Bicycle Element of the 2040 MVRTP.”
 - Move 2014 bullet, “Begin preparation of the Bicycling Element of the 2040 MVRTP, including the Regional Bicycle Corridor System vision map and identification of current missing link projects” to 2015.
 - Delete 2014 bullet, “Prepare applicable section of the draft CMAQ performance plan associated with the new TIP” and 2015 bullet, “Prepare applicable section of the final CMAQ performance plan associate with the new TIP.” The CMAQ performance plan is not required at this time.
- *Activity 3.6 – Regional Transit Planning*
 - Delete 2014 bullet, “Prepare applicable section of the draft CMAQ performance plan associated with the new TIP” and 2015 bullet, “Prepare applicable section

- of the final CMAQ performance plan associate with the new TIP.” The CMAQ performance plan is not required at this time.
- *Activity 4.3 – Regional TDM Planning*
 - Delete 2014 bullet, “Prepare applicable draft TDM section of the CMAQ performance plan associated with the new 2016-2021 TIP” and 2015 bullet, “Prepare final draft TDM section of the CMAQ performance plan associated with the new 2016-2021 TIP.” The CMAQ performance plan not required at this time.
 - Delete 2014 bullet, “Begin preparation of the TDM Element section of the 2040 MVRTP”.
 - *Activity 5.1 – Transportation Improvement Program*
 - Delete “CMAQ Performance Plan” in 2015 bullet. The CMAQ performance plan is not required at this time.
 - *Activity 5.4 – Metro Vision Implementation Program*
 - Add 2014 bullet, “Continue to host Metro Vision Idea Exchanges.”
 - Move 2014 bullet, “Initiate the update of the regional TOD study” to 2015.
 - Delete 2015 bullet, “Complete work on the update to the regional TOD report.”
 - *Activity 5.5 – Performance Measure Reporting*
 - Add 2015 bullet, “Prepare public interest reports listing and describing TIP-funded roadway, transit, and bicycle/pedestrian projects, documenting implementation status and, for completed projects, output measures of performance and benefits as part of MAP-21 performance measure reporting.”
 - *Activity 6.2 – Preparation of the 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) and Fiscally Constrained 2040 RTP (FC-2040 RTP)*
 - Revise 2014 bullet regarding analytical assessment tools to “Incorporate all of the analytical assessment tools including, but not limited to: 2040 Plan performance measures (6.1), alternative scenario analysis outcomes (6.1), greenhouse gas computations (3.4), and others into the 2040 MVRTP and 2040 FC-RTP development process.”
 - *Activity 7.1 - Develop Regional Information Products and Technologies*
 - Delete Ongoing bullet, “Maintain toolkit of application components that allow for rapid deployment of Rich Internet Applications (RIAs), including frameworks for Web 2.0 content management and collaboration.”
 - Add 2015 bullet, “Launch a Data Information Visualization and Analysis (DIVA) project on the DRCOG website.”
 - *Appendix A - Program Financing Tables*
 - Increase Federal, Non-Federal, and Other funds to show FY15 contracted amounts
 - Update the funding allocations by activity as shown in Tables 1, 2, and 3

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee amendments to the *FY2014-2015 Unified Planning Work Program*.

ATTACHMENT

[Amended FY2014-2015 Unified Planning Work Program, with track changes](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Mark Northrop at (303) 480-6771 or mnorthrop@drcog.org.

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Steve Cook, MPO Planning Program Manager
303-480-6749 or scook@drcog.org.

| Meeting Date | Agenda Category | Agenda Item # |
|------------------|------------------------|---------------|
| January 26, 2015 | Informational Briefing | 7 |

SUBJECT

This item provides recent information on three topics related to travel trends: 1) VMT (vehicle miles traveled), 2) mode of travel to work, and 3) results from DRCOG's Bike to Work Day.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information. It was scheduled last month, but time did not permit a presentation.

ACTION BY OTHERS

N/A

SUMMARY

From 2007 to 2013, DRCOG presented a report describing traffic congestion and vehicle miles traveled (VMT) in the DRCOG region. This year, staff decided to focus particular attention to trends in VMT. Additionally, staff will present recent data obtained from the U.S. Census related to specific modes of travel to work, and results from DRCOG's Bike to Work Day event.

1. VMT

The attached booklet describes changes in regional VMT over the past 14 years, as well as the VMT for the entire nation over the past 100 years. There has also been much conflicting literature and media information about the reasons for the recent flattening of VMT and whether the trend will continue into the future.

Conclusion – After 5 years of VMT stagnation from 2007 through 2011 (longest period in history), the Denver region appears to be in its third straight year of annual growth in VMT. However, the VMT per capita (total VMT/population) is not increasing. It had been decreasing for several years, and now is essentially flat. The DRCOG 2035 Metro Vision Plan established a goal to reduce VMT per capita by 10% from the base 2005 level. VMT per capita decreased by 7% between 2005 and 2013, so noticeable progress has been made toward that goal.

2. Travel to Work

The U.S. Census Bureau calculates the means of travel to work based on results from their annual American Community Surveys (ACS). The DRCOG Board desired to establish an SOV (single occupant vehicle) goal for the 2035 Metro Vision Plan and identified a goal based on the consistent ACS data source. The goal is to reduce the share of persons traveling to work by SOV on an average day to 65% from the 2005 level of 77% (see Table 1). Traveling to work by bicycling, transit and work-at-home have all increased since 2005 causing the SOV decrease from 77% to just under 75% in 2013.

Conclusion – Moderate progress has been made on this Metro Vision goal. The current estimate, less than 75% of persons traveling to work by SOV, is still far from the 65% goal, but on the right track.

3. 2014 Bike to Work Day (BTWD)

Results from 2014 BTWD and a follow up survey conducted by Corona Insights are summarized as follows.

- An estimated **29,000** people participated in the 2014 BTWD event. About 19,300 formally registered with DRCOG and another 9,600 are estimated to have “participated” at one of the nearly 200 BTWD breakfast stations, though they did not register.
- It is estimated **7,000** people were new participants. This is a very important value, as it indicates continued progress in attracting new people to bicycling to work.
- Over half of the participants indicated BTWD motivated them to bicycle more often.
- As expected for the Denver region, the single most influential factor in determining whether a person bicycles to work or not is weather condition. The next most common reasons were convenience of driving (time, protection from weather, etc.) and safety concerns.

Conclusion – Bike to Work Day is clearly one of the key contributing factors to the dramatic increase in bicycling over the past 4 years, along with greater cultural acceptance (driven by Millennials), encouragement and education efforts by many other partner entities, economic conditions, and the construction and provision of new facilities for bicycling.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Report on VMT in the Denver Region (November 2014)
2. Table 1 – US Census Means of Travel to Work for Denver CSA

Link: [2014 Bike to Work Day: Survey Report \(Corona Insights\)](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Steve Cook, MPO Planning Program Manager, at 303-480-6749 or scook@drcog.org.

What will happen in the future?

There is no consensus as to how VMT will change in the future. The DRCOG Board has set a goal of a 10 percent reduction in VMT per capita between 2005 and 2035. The region is clearly heading in the right direction, since per capita VMT decreased from about 25.7 in 2006 to 23.8 in 2013 reflecting a 7.1 percent decrease. However, after significant declines through 2011, VMT per capita has been flat, although preliminary traffic counts indicate an increase in 2014.

Questions to be answered in the future:

- How much of the decrease in VMT per capita in late 2000s was due to the recession/economic downturn? Will VMT per capita increase when the economy improves further?
- Will the “Millennial” generation of young adults continue their overall (and very influential) trend of driving less? As this population group ages, has more children, and obtains more secure jobs, will their driving increase significantly?
- How will gas prices and vehicle fuel economy change in the future?
- While benefits of stagnant or decreased VMT include less pollution, less dependence on oil, and less congestion, the consequences include lower revenues to repair infrastructure. How will this funding gap be filled?

This report and other documents are available at the DRCOG website www.drcog.org

Contact Robert Spotts, Transportation Planner, at rspotts@drcog.org for additional information regarding DRCOG’s **Congestion Mitigation Program**.

FHWA VMT web page: www.fhwa.dot.gov/policy/information/travel_monitoring



Way to Go provides reliable, easy, environmentally-friendly, no-nonsense commuting options to Denver area commuters. We offer real-life solutions helping commuters save money, experience less stress, and save time, so they can focus more on the things they enjoy. Our programs successfully serve as a catalyst for change, encouraging people to move out of their comfort zone and try a new approach to commuting. We create reliable, flexible, win/win solutions. In 2013, Way to Go programs reduced Vehicle Miles Traveled (VMT) in the Denver region by nearly 11.3 million. For more information, visit WayToGo.org.

Report on Vehicle Miles Traveled in the Denver Region

November 2014



Trend in Vehicle Miles Driven

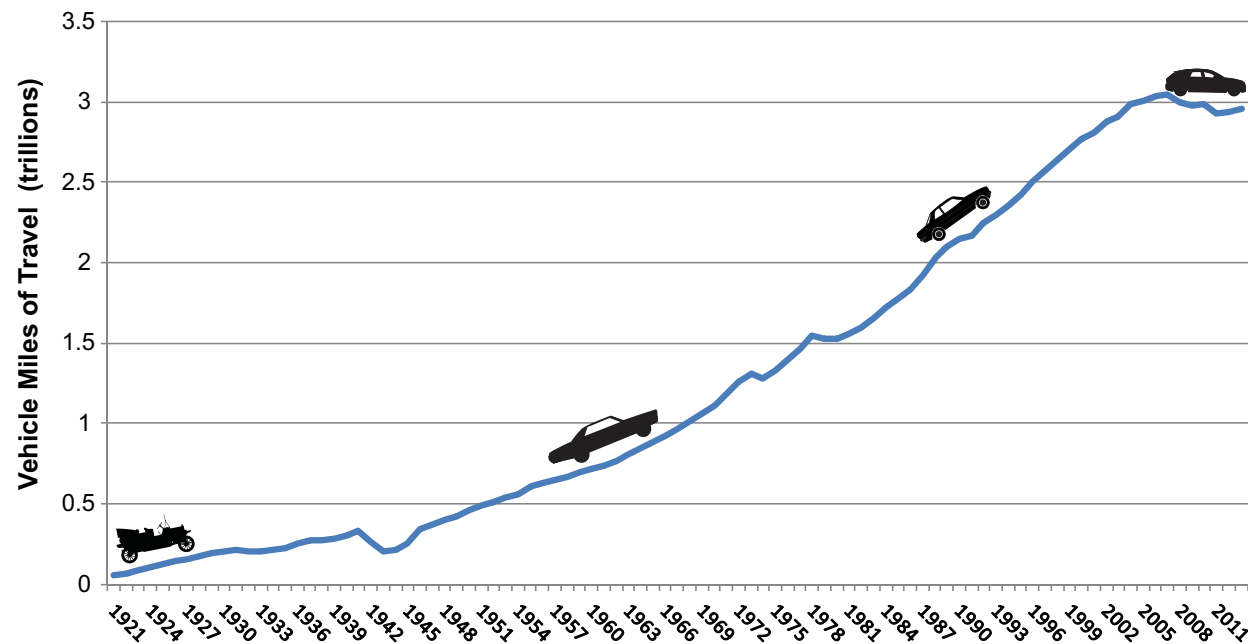
There is increased interest, both locally and nationally in two questions:

- 1) Are people driving more or less now than in previous years?
- 2) Will per capita VMT (Vehicle Miles Traveled) go up or down in the future?

VMT in the United States

Since the internal combustion engine automobile was patented in the 1880s, there have been only three periods in the United States where VMT did not continuously increase. VMT declined for two years during World War II, then for increments during the 1970s fuel crises. Finally, beginning in 2006, VMT remained relatively flat for seven years, with a slight increase in 2013. Even with that slight increase, national VMT in 2013 was less than in 2005 (see Figure 1).

Figure 1
Annual VMT in the United States: 1920 - 2013



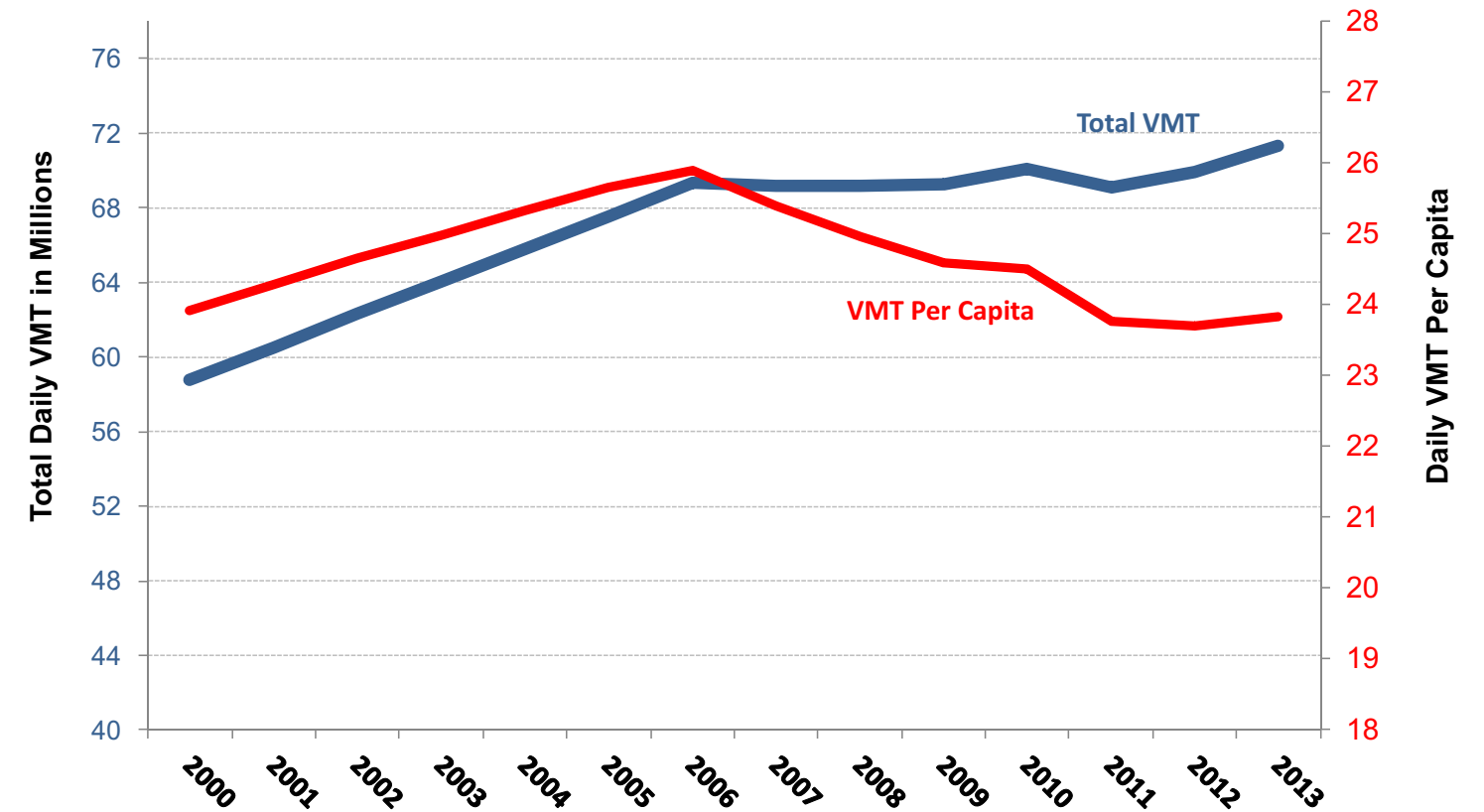
Source: Federal Highway Administration

VMT in the DRCOG Region

Figure 2 depicts average weekday VMT by all types of motor vehicles in the DRCOG region over the past 14 years. The blue line depicts the total VMT driven on all roads within the DRCOG region. In 2013, it is estimated people drove about 71 million miles every weekday within the region. After six years of essentially flat VMT, there has been a slight increase over the past two years. The recent growth is likely attributable to the increase in population, combined with the improving economy.

The red line depicts VMT per capita. This represents the daily VMT (by all cars and trucks) divided by the population of the DRCOG region. Because of population growth occurring simultaneously with VMT stagnation, the per capita VMT for the region actually decreased significantly through 2011, but has since remained level at a little more than 23.5 miles per person. Even with that increase, daily VMT per capita is significantly less than in 2006.

Figure 2 - Denver Region Weekday VMT (2000 - 2013)



Sources: Colorado Department of Transportation, Denver Regional Council of Governments, Federal Highway Administration

Table 1
Means of Transportation to Work: 2005-2013
Denver-Aurora, CO CSA *
(Average Throughout the Year)

| | 2005 | | 2006 | | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | | 2012 | | 2013 | |
|-------------------------------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|
| Drove alone | 1,014,508 | 76.8% | 1,123,394 | 75.3% | 1,148,023 | 74.9% | 1,186,844 | 73.9% | 1,164,815 | 75.0% | 1,151,319 | 75.6% | 1,188,339 | 75.6% | 1,211,210 | 74.9% | 1,230,614 | 74.5% |
| Carpooled | 120,521 | 9.1% | 148,067 | 9.9% | 150,258 | 9.8% | 170,193 | 10.6% | 142,457 | 9.2% | 147,719 | 9.7% | 142,727 | 9.1% | 145,394 | 9.0% | 150,658 | 9.1% |
| Public transportation | 52,842 | 4.0% | 63,332 | 4.2% | 68,996 | 4.5% | 73,826 | 4.6% | 68,665 | 4.4% | 58,858 | 3.9% | 66,071 | 4.2% | 68,030 | 4.2% | 70,896 | 4.3% |
| Bicycle | 11,358 | 0.9% | 14,581 | 1.0% | 15,679 | 1.0% | 17,473 | 1.1% | 17,370 | 1.1% | 16,753 | 1.1% | 20,025 | 1.3% | 23,011 | 1.4% | 18,868 | 1.1% |
| Walked | 32,868 | 2.5% | 37,454 | 2.5% | 40,408 | 2.6% | 36,813 | 2.3% | 36,149 | 2.3% | 33,247 | 2.2% | 36,489 | 2.3% | 42,604 | 2.6% | 40,116 | 2.4% |
| Other means (e.g. taxi, motorcycle) | 12,569 | 1.0% | 20,066 | 1.3% | 19,207 | 1.3% | 21,472 | 1.3% | 18,533 | 1.2% | 16,222 | 1.1% | 18,738 | 1.2% | 18,634 | 1.2% | 19,005 | 1.2% |
| Worked at home | 76,003 | 5.8% | 84,269 | 5.7% | 90,068 | 5.9% | 98,833 | 6.2% | 105,370 | 6.8% | 99,723 | 6.5% | 99,725 | 6.3% | 108,662 | 6.7% | 121,736 | 7.4% |
| Total | 1,320,669 | 100.0% | 1,491,163 | 100.0% | 1,532,639 | 100.0% | 1,605,454 | 100.0% | 1,553,359 | 100.0% | 1,523,841 | 100.0% | 1,572,114 | 100.0% | 1,617,545 | 100.0% | 1,651,893 | 100.0% |

Source: U.S. Census: ACS 1-year estimates. Table B08301: WORKERS BY MEANS OF TRANSPORTATION TO WORK - Universe: Workers 16 years and over. Note - sampling methodology changed in 2013.

*Note - Denver-Aurora, CO CSA includes the DRCOG region, Weld County, Elbert County, and Park County

ATTACHMENT F

To: Chair and Members of the Transportation Advisory Committee

From: Todd Cottrell, Senior Transportation Planner
303 480-6737 or tcottrell@drcog.org

| Meeting Date | Agenda Category | Agenda Item # |
|------------------|-----------------|---------------|
| January 26, 2015 | Information | 8 |

SUBJECT

Consider unique tasks, products, and actions for the new *FY2016-FY2017 Unified Planning Work Program*.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

The Unified Planning Work Program (UPWP) is a federally-required document that outlines the planning tasks and activities to be conducted within the region with federal transportation planning funds. The document also lists other major planning activities performed by local governments.

DRCOG staff has begun outlining major activities for the new *FY2016-FY2017 UPWP* to be conducted from October 1, 2015 through September 30, 2017. Many activities will continue from the current UPWP.

DRCOG staff anticipates bringing a list of major work items to this committee in April for discussion and comments. A full draft document will be brought to the TAC in June, with DRCOG Board consideration scheduled for July.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Current [FY2014-2015 UPWP](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Transportation Planner, at tcottrell@drcog.org or 303 480-6737.

ATTACHMENT G

To: Chair and Members of the Transportation Advisory Committee
From: Melina Dempsey, Transportation Planner
303-480-5628 or mdempsey@drcog.org

| Meeting Date | Agenda Category | Agenda Item # |
|------------------|-----------------|---------------|
| January 26, 2015 | Information | 9 |

SUBJECT

Discussion of process and eligibility rules for the selection of projects to be funded through the DRCOG TDM Pool set-aside program of the *2016-2021 Transportation Improvement Program (TIP)*.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The DRCOG Board established several off-the-top set-aside programs as part of the *Policy on TIP Preparation for the 2016-2021 TIP*. One is the Regional Transportation Demand Management (TDM) set-aside. Traditionally, DRCOG allocates funds from the pool to specific projects every two years. This year projects will be selected to be funded in fiscal year (FY) 2016 and FY 2017.

The approved 2016-2021 TIP Policy establishes \$1.6 million per year (federal funds) to the TDM set-aside. A \$560,000 annual portion is allocated to the transportation management associations participating in the DRCOG Way to Go Program Regional TDM Partnership. Thus \$1.04 million per year remains for other "TDM Pool" projects. Two categories of projects are eligible. Specific two-year FY 2016-17 total target amounts of funding are as follows:

- \$1.28 million - Target for traditional TDM marketing projects
- \$0.80 million - Target for multimodal supportive infrastructure
- \$2.08 million - Grand Total

The draft overall 2015 schedule for the TDM Pool project selection is as follows:

- January – Initial meeting and discussion with TDM stakeholders (January 13) and TAC (January 26)
- February – TAC recommend project eligibility rules, criteria, and process
- March – Open the call for projects
- April – Project applications due
- May/June – Complete project evaluations (staff and project review panel)
- June/July – Committee recommendations and Board approve project selection

Attachment 1 contains the draft description of the proposed eligibility rules and project selection process. It is based closely on the document used for the previous selection process in 2013. One notable change is the designation of two categories of projects to

be funded: Infrastructure and Non-Infrastructure (e.g., marketing, outreach, and transit fare subsidy programs). Most aspects of the attachment are straight-forward or have been established for many years. Key questions remain however, such as for the following topics:

- Should \$300,000 be the maximum allowable funding request per project?
- What specific types of project components or activities are eligible? Per federal and/or DRCOG rules?
- How should “combination projects” with both infrastructure and marketing be handled?

Updated documentation along with draft evaluation criteria will be provided to TAC in February to provide a recommendation.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Draft TDM Pool Eligibility Rules and Selection Process Call for FY 2016/FY 2017 Projects

ADDITIONAL INFORMATION

If you need additional information, please contact Melina Dempsey, Transportation Planner at 303-480-5628 or mdempsey@drcog.org;

TDM Pool Eligibility Rules and Selection Process
Call for FY 2016-FY 2017 Projects
(Draft – January 16, 2015)

1) Eligibility requirements

- Project sponsors must be eligible to be direct sub-recipients of federal CMAQ funds. These include local governments, governmental agencies, and non-profits. Private, for-profit companies (e.g., contractors, suppliers, or consultants) are not eligible as sponsors/direct sub-recipients of CMAQ funds.
- All applications and scopes of work must adhere to the federal CMAQ Interim Program Guidance under MAP-21 (2013). A link to these guidelines can be found at:
http://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm
- Applications must be for new projects or activities which implement TDM strategies that reduce single occupant vehicle (SOV) travel and ultimately improve regional air quality and/or reduce traffic congestion. If a proposed project is an expansion of a previous project, the applicant must demonstrate how the proposal is distinctly different (i.e., targeted geographic area, population, etc).
- There are two main project categories; infrastructure and non-infrastructure. \$2,080,000 is allocated to the TDM Pool over a two-year period, with \$800,000 targeted to small infrastructure projects and \$1,280,000 to all other projects. These targets are subject to change depending on the types of applications received.
- **Infrastructure multimodal supportive project examples:**
 - Bikeshare – bikes, stations
 - Bike parking – mobile bike parking, bicycle racks, secure bicycle parking, sheltered parking
 - Carshare - carshare capital purchases (vehicles) are eligible (per FHWA “Buy America” approval)
 - Sponsors must show that the newly requested vehicles serve distinctly new locations and members.
 - Alternatively fueled vehicle purchases need to have the Buy America waiver secured prior to procurement.
 - Wayfinding and Signage
 - Other small bicycle or pedestrian travelway facilities that directly serve an RTD transit station or park-n-ride lot. May be a sub-element of a larger project, only if the facility is 100% on publicly-owned land or ROW.
- **Non-infrastructure project examples:**
 - Public Education, Marketing and Outreach promoting or expanding use of TDM measures
 - Marketing-related projects are mandated to utilize a direct working relationship link to the Way to Go campaign. *(Note: Way to Go staff has drafted a comprehensive list of options and ways to collaborate on TDM marketing efforts, and will work one-on-one with each applicant.)*
 - Innovative Projects *(Note: See Section 16 of CMAQ Guidance)*
 - Transit Fare - reduced or free transit fare programs (subsidies) are eligible and should adhere to federal guidance:
 - targeted to distribution during or just prior to the ozone monitoring season and preferably should be associated with the peaks of the ozone season (the

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“ozone monitoring season” has been designated by EPA to be March 1 through September 30),

- for a limited (short-term) duration for any person (multiple years for individuals does not meet the intent),
 - targeted to non-transit-using (SOV-prevalent) individuals, part of, linked to or partnered with a comprehensive area-wide air quality program
- New TMOs
 - Start-up funding assistance for a new Transportation Management Organization (TMO) cannot exceed two years. A minimum 20 percent of matching funds are required the first year, and 50 percent match in the second year. Additionally, the application must show a commitment of 100% locally derived funds to support the operation of the TMO for a third year.
 - Any new TMO seeking funds to start operations must capture a new market not currently served by other TMOs.
 - Sponsor must show it is an eligible agency (e.g., 501(c) (3) etc.)

- **Limited and ineligible project types**

- Projects eligible as stand-alone TIP projects—e.g., constructing or striping bicycle lanes and crosswalks (*Note: this item is contingent on 5th bullet under Infrastructure/Physical Project Category*)
- Direct cash payment incentive programs are ineligible, except as a minor element within a larger project (less than 5% of the federal funding request).
- Stand-alone studies and plans are ineligible. This does not apply to minor studies within larger projects.
- Funding provided to local government sponsors should not significantly replace existing local funding for staff.
- Applicants should not request funding for projects or services that are currently performed by other agencies or government entities.
- Existing TMAs/TMOs participating in the Regional TDM Program may not submit project elements that duplicate activities outlined in the Regional TDM Program master agreement. Activities should be unique to those conducted as part of the TDM Regional Program.
- Bikeshare memberships/subsides are not eligible per FHWA interpretation of CMAQ Guidance. Subject to change if FHWA changes/updates this interpretation (December 2015).

2) Funding requirements

- Applicants may request funding for up to two years for federal Fiscal Years (FY) 2016 and 2017.
 - Federal FY 2016 is from October 2015 to September 2016
 - Federal FY 2017 is from October 2016 to September 2017.

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- Minimum project request – must be for no less than **\$80,000** of federal funds, which can be allocated over two years. This minimum reduces the administrative burden of managing numerous small projects.
- Maximum individual project request is **\$300,000** over two years.
- A local match of at least 17.21% of the total project cost is required (federal TDM Pool = 82.79%). It may be a cash or an approved in-kind match contribution; however a cash match is encouraged. Applicants proposing a 100% cash match will be awarded additional scoring points. CDOT does not track overmatch (cash or in-kind). If a sponsor wants to overmatch the project on their own, they may do so, but without point incentives.

3) Application process

- Interested applicants will be required to attend a half day of application training sponsored by DRCOG and CDOT.
- Applicants submitting infrastructure-focused projects are required to include estimates of quantified VMT reduction benefits (emission reductions). Every effort should be taken to ensure that determinations of air quality benefits are credible and based on a reproducible and analytical procedure (2013 CMAQ Guidance, Section VII(A) (1)).
- Although quantitative analysis of air quality impacts is expected for almost all project types, an exception will be made when it is not possible to accurately quantify emissions benefits. Marketing, outreach and public education fall into this category. Qualitative assessments based on reasoned and logical estimates of how the project will decrease emissions are acceptable (2013 CMAQ Guidance, Section VII(A) (2)).
- Non-local government sponsors must include documentation of support from the applicable local government(s) where the project is located.
- **Sponsors of projects involving installation of infrastructure or construction must consider, prior to applying, federal right-of-way rules and procedures when estimating costs, schedule, and funding requests.**
- If there are any questions at all about eligibility, please send DRCOG staff your question so that we may address the question with FHWA.

4) Project evaluation and selection process

- Establish Project Review Panel to assist with scoring and evaluating projects. Participants may include:
 - DRCOG Divisions: Transportation Planning & Operations and Communications and Marketing (Way to Go)
 - CDOT
 - EPA Region 8
 - Colorado Air Pollution Control Division
 - FHWA
 - RTD, if they did not submit an application
 - Transportation Management Association/Organization, if they did not submit an application
 - Other TDM subject matter experts

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Each panel member participates in the review and evaluation of projects by assigning points for specific criterion; and meeting together to reach consensus on final total score for each project and prepare a recommended list of projects to present to the TAC.

- Define project evaluation criteria and associated questions for application. The criteria used in the 2013 call for projects was as follows:

A diagram showing a list of criteria grouped into a single category. The criteria are listed on the left, and a large right-facing curly bracket groups them, with the text 'Scored by Review Panel' to the right of the bracket. The criteria are:

- Level of innovation and uniqueness
- Project readiness
- Timing/synergy of project
- Motor Vehicle trip reduction potential
- VMT reduction potential
- Cost-effectiveness

Other factors/intangibles

- User base
- Percent of area environmental justice designated
- Congestion level in project area
- Urban Centers served
- Metro Vision points for covered jurisdiction
- 100% Cash match

5) Award conditions

- Each organization awarded funds will sign an IGA and enter into a contract with the Colorado Department of Transportation (CDOT) to complete their projects. CDOT serves as the steward of these federal funds.
- Awardees are required to allocate 5-10 percent of their budget to surveys and/or tracking mechanisms to determine project results. Final project evaluations (reported results) will be due to DRCOG and CDOT upon project completion.
- Reported results must clearly articulate the estimated trips and VMT reduced due to the project. Final reimbursements are contingent upon receiving final project results.
- Additionally, CDOT requires status reports and reimbursement forms to be submitted throughout the duration of the project.

Resource: CMAQ Guidance 2013

http://www.fhwa.dot.gov/ENVIRonment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm