

AGENDA REGIONAL TRANSPORTATION COMMITTEE

Tuesday, April 18, 2017

8:30 a.m.

1290 Broadway

Independence Pass Board Room

1. Call to Order
2. Public Comment
3. February 14, 2017 RTC Meeting Summary
(Attachment A)

ACTION ITEMS

4. Discussion on an amendment to the 2016-2021 Transportation Improvement Program (TIP).
(Attachment B) Todd Cottrell
5. Discussion on the 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) and associated air quality conformity documents.
(Attachment C) Jacob Riger
6. Discussion on the 2018-2021 Transportation Improvement Program (TIP) and associated air quality conformity documents.
(Attachment D) Todd Cottrell

INFORMATIONAL ITEM

7. Briefing on Way to Go Regional Transportation Demand Management (TDM) partnership.
(Attachment E) Steve Erickson

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
9. Next Meeting – May 16, 2017
10. Adjournment

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6744.



ATTACHMENT A

MEETING SUMMARY REGIONAL TRANSPORTATION COMMITTEE Tuesday, February 14, 2017

MEMBERS PRESENT:

Ed Peterson	Colorado Department of Transportation
Shannon Gifford	Colorado Department of Transportation
Debra Perkins-Smith (Alternate)	Colorado Department of Transportation
Gary Reiff	Colorado Department of Transportation
Elise Jones (Chair)	Denver Regional Council of Governments
Douglas Rex (Alternate)	Denver Regional Council of Governments
Ron Rakowsky	Denver Regional Council of Governments
Bob Roth	Denver Regional Council of Governments
Ashley Stolzmann	Denver Regional Council of Governments
Ken Lloyd	Regional Air Quality Council
Bob Broom	Regional Transportation District
Doug Tisdale	Regional Transportation District
Larry Hoy (Alternate)	Regional Transportation District
Bill Van Meter (Alternate)	Regional Transportation District

Alternates Present: Paul Jesaitis, CDOT; Kate Williams, RTD

Others Present: Faye Estes, Douglas County

DRCOG Staff: Steve Cook, Jacob Riger, Brad Calvert, Robert Spotts, Mark Northrop, Casey Collins

Call to Order

Chair Elise Jones called the meeting to order at 8:33 a.m. New RTD members on the committee, Bob Broom and Doug Tisdale, and new RTC alternates, Larry Hoy and Kate Williams, were introduced.

Public Comment

There was no public comment heard.

Summary of January 17, 2017 Meeting

The summary was accepted as written.

ACTION ITEMS

Discussion on an amendment to the 2016-2021 Transportation Improvement Program.

Doug Rex presented CDOT's proposed TIP amendment, *C-470 Managed Toll Express Lanes: Wadsworth to I-25*, that was tabled last month (January) pending further discussion between the Transportation Commission, CDOT staff, and the C-470 Coalition on utilization of excess RAMP funds.

After discussion between the parties, the amendment was modified to temporarily increase the project's total funding by \$52.3 million, with the understanding that once the TIFIA loan closes in early March, and a decision is made on how to utilize the excess project funds, another TIP amendment may be necessary.

Ron Rakowsky MOVED to recommend to the Board of Directors the proposed amendment, *(C-470 Managed Toll Express Lanes: Wadsworth to I-25)* to the *2016-2021 Transportation Improvement Program*. The motion was seconded and approved unanimously.

INFORMATIONAL ITEMS

Briefing on potential TIP Dual Model project selection process.

Doug Rex briefed the committee on recommendations made to the Board by the TIP Review Work Group as proposed in the Work Group's second white paper report, [Recommended Funding and Project Selection Framework for the 2020-2023 TIP](#). This follow-up report specifically addresses the Board's directive to develop a more comprehensive evaluation of the Regional/Subregional dual project selection model process (i.e., Dual Model). Staff presented this report for discussion at the Board Work Session on February 1 and will bring to the Board for further direction on February 15.

The first Work Group report, [2016-2021 TIP Review White Paper](#), was submitted to the Board in February 2016. An update to this initial report was also provided in Appendix A of the second white paper report.

Briefing on preliminary results from the 2016 Who is TOD survey.

Brad Calvert presented findings from the 2016 Transit-Oriented Development (TOD) survey. This survey is an update to the original TOD survey administered in 2009/2010. The original survey sampled businesses, employees, and residents on their experiences/perceptions in existing light rail corridors, while the 2016 survey sampled the same targets on existing and future transit corridors. Approximately 2,500 completed surveys were evaluated; highlights of results were shown in the PowerPoint presentation attached in the agenda.

Member Comments/Other

Doug Rex announced the public comment period is open for the March 15, 2017 Public Hearing on the draft *2040 Metro Vision Regional Transportation Plan*, the draft *2018-2021 Transportation Improvement Program* (TIP) and associated air quality conformity documents.

Mr. Rex noted a Board Orientation is scheduled for Thursday, February 16 at 4:00 p.m.

The meeting was adjourned at 9:36 a.m.

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

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

Meeting Date	Agenda Category	Agenda Item #
April 18, 2017	Action	4

SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), taking place on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the TIP.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the Board-adopted [TIP Amendment Procedures](#).

ACTION BY OTHERS

N/A

SUMMARY

The TIP project to be amended is shown below and listed in Attachment 1. The proposed policy amendment to the [2016-2021 Transportation Improvement Program](#) has been found to conform with the State Implementation Plan for Air Quality.

- **2016-003 Central 70**
Add SB 228 and Bonds/Loans funding categories and reduce FASTER Bridge funding to reflect the current estimate. Overall funding remains unchanged.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board of Directors the attached amendment to the *2016-2021 Transportation Improvement Program* (TIP).

ATTACHMENT

1. Proposed TIP amendment

ADDITIONAL INFORMATION

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

2016-003: Add SB 228 and Bonds/Loans funding categories. Adjust FASTER Bridge funding to reflect current estimates. Total funding remains unchanged.

Existing

Title: Central 70

Project Type: Roadway Reconstruction

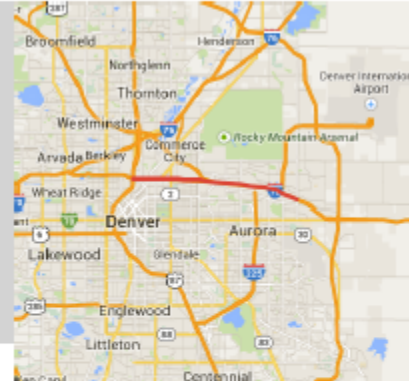
TIP-ID: 2016-003

STIP-ID:

Open to Public:

Sponsor: CDOT Region 1

Project Scope
 Replace the I-70 Viaduct, including the addition of one managed lane in each direction to the east termini to be determined in NEPA.



Affected Municipality(ies)	Affected County(ies)
Denver	Denver

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$6,000	\$3,000	\$16,000	\$25,000		
State		\$0	\$0	\$0	\$0	\$0		
State (FASTER-B)		\$175,000	\$200,000	\$200,000	\$200,000	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$75,000	\$175,000	\$206,000	\$203,000	\$216,000	\$25,000	\$272,000	\$1,172,000

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$6,000	\$3,000	\$16,000	\$25,000		
State		\$0	\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$0	\$0	\$539,645	\$0	\$0		
State (FASTER-B)		\$36,563	\$32,600	\$0	\$95,000	\$165,845		
State (SB 228)		\$0	\$85,534	\$35,466	\$58,155	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$73,192	\$36,563	\$124,134	\$578,111	\$169,155	\$190,845	\$0	\$1,172,000

ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

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

Meeting Date	Agenda Category	Agenda Item #
April 18, 2017	Action	5

SUBJECT

Draft 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) and associated air quality conformity determination documents.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the draft 2040 MVRTP and associated air quality conformity determination documents.

ACTION BY OTHERS

N/A

SUMMARY

The draft 2040 MVRTP presents a complete picture of the region's envisioned and fiscally constrained (cost feasible) multimodal transportation system through 2040. DRCOG developed the 2040 MVRTP in cooperation with local governments, CDOT, RTD, the Regional Air Quality Council (RAQC), and the Air Pollution Control Division (APCD) of the Colorado Department of Public Health and Environment (CDPHE). Decisions were made through DRCOG's committee structure and by the Board with significant public and stakeholder input. The draft 2040 MVRTP (linked attachment):

Builds on and replaces the 2040 Fiscally Constrained RTP

Incorporates guidance and defined requirements of the FAST Act

Chapters 1 and 7

Contains updated population and employment forecasts (planning assumptions) and new traffic model outputs from DRCOG's recently calibrated Focus model

Chapters 2 and 7

Directly incorporates the transportation theme (A Connected Multimodal Region) of Metro Vision

Chapter 3

Updates and expands the description of each component of the region's multimodal transportation system, particularly for freight, transit, active transportation, safety, and technology

Chapter 4 and Appendices

Expands discussion of DRCOG's role in regional transportation security

Chapter 4

Significantly expands documentation of the process, assumptions, and data that were used to create the financial plan

Chapter 5

Includes several new map concepts throughout the document, particularly for illustrating the 2040 Fiscally Constrained RTP

Chapter 6

Integrates RTP amendments since the 2015 adoption of the 2040 FC-RTP

Chapter 6

Expands discussion and illustration of regional environmental mitigation

Chapter 7

DRCOG must also show the 2040 MVRTP 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 APCD to calculate pollutant

emissions. All pollutant emission tests were passed, as shown in the 2040 MVRTP's associated air quality conformity documents (linked attachment).

The draft 2040 MVRTP (along with the draft 2018-2021 Transportation Improvement Program) was the subject of a public hearing before the DRCOG Board on March 15, 2017. Attachment 1 contains a summary of testimony received and staff responses. Based on the public comment review period, a few edits were made to the document, and are listed in Attachment 2. The linked draft 2040 MVRTP document and appendices show track changes; any track changes not listed in Attachment 2 are minor editing/grammatical changes.

PREVIOUS DISCUSSIONS/ACTIONS

- [January 26, 2015](#) – recommend approval of the 2040 FC-RTP associated air quality conformity documents.
- [April 27, 2015](#) – info discussion to introduce the topic of developing the transit component of the 2040 MVRTP.
- [September 28, 2015](#) – recommend approval of all proposed projects in air quality conformity modeling networks for 2015 Cycle 2 amendments to the 2040 FC-RTP.
- [November 23, 2015](#) – review of draft Freight and Goods Movement component of the 2040 MVRTP.
- [January 25, 2016](#) – review of draft Coordinated Transit component of the 2040 MVRTP.
- [July 25, 2016](#) – review of draft Active Transportation component
- [November 28, 2016](#) – recommend the 2040 MVRTP fiscally constrained roadway capacity projects and rapid transit networks to be modeled for air quality conformity.
- [December 19, 2016](#) – recommend release of the draft 2040 MVRTP for public review and comment.

PROPOSED MOTION

Move to recommend to the Board of Directors the draft 2040 Metro Vision Regional Transportation Plan and associated DRCOG CO and PM-10 Conformity Determination and the Denver Southern Subarea 8-hour Ozone Conformity Determination.

ATTACHMENTS

Links:

[Action Draft 2040 MVRTP](#) with [Draft Appendices](#)
[DRCOG CO and PM 10 Conformity Determination](#) and [Denver Southern Subarea 8-hour Ozone Conformity Determination](#)

Attachments:

1. Summary of Written and Oral Testimony Received (during public comment review period through public hearing)
2. 2040 MVRTP proposed changes based on public comment review period
3. Presentation slides

ADDITIONAL INFORMATION

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

ATTACHMENT C-1

DRCOG Draft 2040 Metro Vision Regional Transportation Plan, Draft 2018-2021 Transportation Improvement Program & associated Air Quality Conformity Determinations

Summary of Written and Oral Testimony Received

(during the public comment period from February 14, 2017 through the March 15, 2017 Public Hearing)

This document summarizes the written and oral testimony received by the Denver Regional Council of Governments (DRCOG) during the public comment review period and during the March 15, 2017 public hearing:

Written comments received during the public comment review period:

1. Submitted by Aaron Schultz on February 16, 2017 - 8:46 am

We cannot continue to widen roads with reckless abandons and without the consideration of our communities. Instead of widening I-70 and diverting floodwaters through the most polluted neighbourhood in the nation, we need to connect our communities through basic infrastructure like transit, bike lanes, and at the very least sidewalks. We also need to redesign dangerous, auto-centric streets for people. Our cities are becoming ever more popular places to live, but we continue to risk everything that we love about these places by continuing to build suburban developments on wilderness and then widening highways to bring them into the city. This is unsustainable and disastrous. There needs to be a 20 year moratorium on widening roads, while also an increased investment in active forms of transportation. Stop destroying our neighbourhoods to build racetracks.

2. Submitted by Aaron Shultz on March 15, 2017 – 4:50 pm

Hello,

I unfortunately could not attend tonight's meeting, but I could not afford to stay silent.

The methods undertaken by this agency are disastrous and ill-informed with little forethought to what the future of the metro region holds. I am not persuaded by the lip service received by transit, biking infrastructure, and walking infrastructure, when the DRCOG's real goal is to widen roads by any means necessary.

Last year, 605 people died on Colorado roads, including 84 pedestrians and 16 bicyclists. Countless more were injured. These numbers are horrific. This is equivalent to an Aurora theatre shooting every week for the entire year. Many of the methods to make roads 'safer' for cars make them more dangerous for people. While a major reroute of a highway is planned near my house to increase capacity, my calls for a crosswalk to ensure that the people walking currently forced to jaywalk to reach local business are not killed has been disregarded by the city of Broomfield. The same stretch being 'improved' for cars lacks sidewalks along the vast majority. Failing to address these safety issues is your responsibility. Every preventable death is on your hands.

These problems are not unique to Broomfield. DRCOG's last long term plan calls for the tripling in size of I-70 through Denver, an interstate whose original design and placement was inherently

ATTACHMENT C-1

DRCOG Draft 2040 Metro Vision Regional Transportation Plan, Draft 2018-2021 Transportation Improvement Program & associated Air Quality Conformity Determinations

flawed. Meanwhile, land-use practices throughout the metro area exacerbate the traffic problem by ensuring limited connectivity of non-arterial roads. This is clearly evident in the proposed Aurora Highlands development, that isolates homes and orients development with winding roads and great distances to all but ensure that people must drive. If the DRCOG wants to reduce traffic, they can start by completely rethinking development. Broomfield is yet another example, that plans to be a collection of suburban neighborhoods with no central cohesion. All of these so-called cities lack the amenities that people--especially millennials--want: closeness to activities and non-autocentric modes of mobility. Furthermore, it promotes paving over and developing our wild prairies, plains, and wilderness, resources that bring many people to Colorado and the metro area in the first place.

Additionally, Call-n-Rides are ineffective and wasteful. A good transit system could be utilized by elderly, disabled, and able-bodied alike. Broomfield has more grant money for a Call-n-Ride program, but the traditional money is inherently flawed. A "fiscally-constrained" model should try to find innovative solutions rather than throw money away for a handful of people. Other cities are partnering with ride-share companies to save money and meet these needs. Shouldn't Broomfield?

My suggestions: rather than continuously widening roads, determine a specific ROW width. Once that ROW cannot hold a greater SOV capacity, work toward alternatives. The amount of subsidies for cars is astronomical and is hurting our cities. Even in Boulder, which is (incorrectly) lauded for its progressive policies, are cars prioritized. A new University Hill development will have a city-funded parking garage that will not recuperate the costs to build even after 30 years according to city accounts. We literally cannot afford to continue as we have been.

Colorado's population is set to be double 1990 levels by 2040. How can we accommodate this? Do we need twice as many roads? Twice as many lanes? These are billion dollar investments that require maintenance and funding, but no such funding or maintenance capabilities exist. Your decisions will, unfortunately, bankrupt the state for future generations--my generation. Millennials are more willing to take the bus, to ride a bike, to walk. Build infrastructure for the future, not for the past.

I have more to say but not time to say it, so I ask you, I beg you, please think of what you enjoy about Colorado. Think about strong and thriving communities and wild open spaces (not "master-planned open spaces"). If your methods do not ultimately support these goals, it's better to go back to the drawing board than to lean in to bad designs. Innovation can save us.

Thank you for your time and I hope you take my messages to heart.

DRCOG staff response to both comments: DRCOG's Metro Vision Plan and 2040 MVRTP call for a balanced, multimodal approach to mobility for the region's existing population and to address significant growth by 2040. The two plans have specific outcomes, objectives, performance measures,

ATTACHMENT C-1

DRCOG Draft 2040 Metro Vision Regional Transportation Plan, Draft 2018-2021 Transportation Improvement Program & associated Air Quality Conformity Determinations

narrative, and financial allocations addressing multimodal mobility, safety, and system preservation and maintenance. DRCOG also has or is developing specific plans for public and specialized transit, active transportation (walking and bicycling), and freight. DRCOG also funds and coordinates transportation for older adults and vulnerable populations as well as a regional Transportation Demand Management program. Finally, while specific land use and development decisions are the purview of local governments, DRCOG advocates for an integrated regional land use and transportation planning process.

Oral testimony received during the public hearing:

- 1) Gail O'Toole, citizen, discussed the significant traffic and mobility challenges at the I-25 and Belleview Ave. interchange and along the adjacent Belleview Ave. corridor. She urged that a project addressing these concerns be included in the 2040 MVRTP and 2018-2021 TIP.
- 2) David Ruchman, citizen, advocated for greater emphasis in the 2040 MVRTP on mobility services, particularly for older adults and mobility challenged populations. He also urged an expanded role for RTD in coordinating mobility services, and gave an example of potentially deploying school buses for other transportation purposes when not being used to transport school children.
- 3) Drew Sweeney, citizen, endorsed Gail O'Toole's comments and expressed similar sentiments regarding the I-25/Belleview interchange and adjacent Belleview Ave. corridor.

DRCOG staff response to all public hearing comments: The I-25/Belleview interchange has been an unfunded vision project in DRCOG's long range transportation planning process. DRCOG staff is currently working with City of Greenwood Village staff as they initiate an Environmental Assessment for the project. Until this process recommends a specific project and until funding is identified, a project cannot be included in the 2040 MVRTP. However, operational improvements can be applied for in DRCOG's next Transportation Improvement Program call for projects in 2018.

The 2040 MVRTP includes the Coordinated Transit Plan (Appendix 6), a comprehensive and integrated assessment of human service, fixed route, and rapid transit services, needs, and strategies. It is also a federally required document that aids in the selection of projects under the Federal Transit Administration's Section 5310 program (mobility for the elderly and individuals with disabilities). The Coordinated Transit Plan updates and replaces DRCOG's 2035 Transit Element.

Attachment C-2: 2040 Metro Vision Regional Transportation Plan (2040 MVRTP)

Proposed changes based on public comment review period

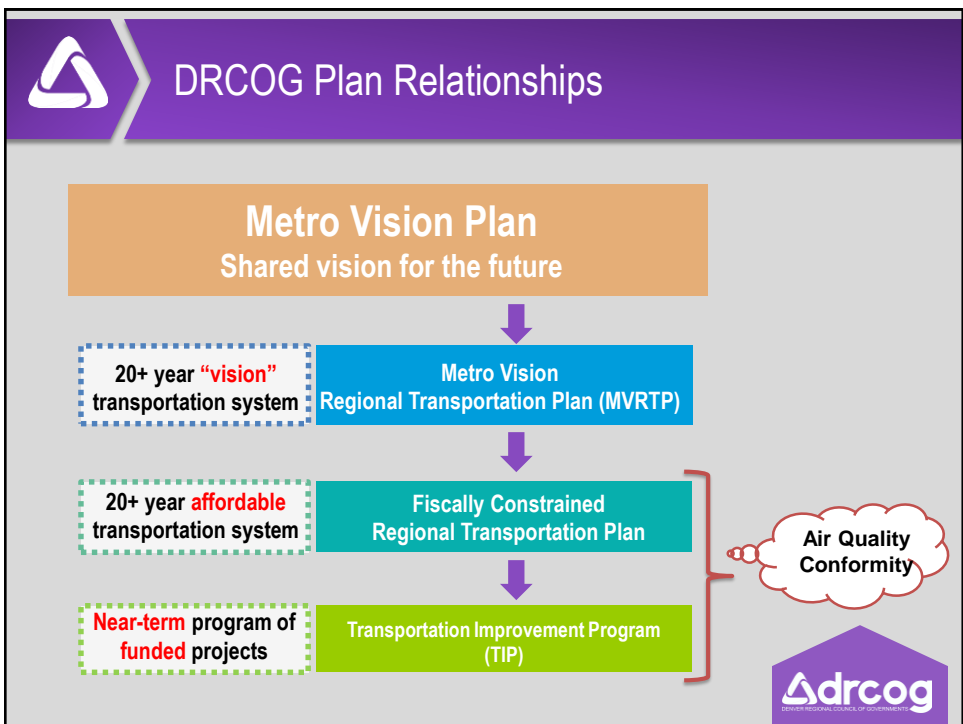
Document	Location	Summary of Change
2040 MVRTP	Figure 2.5	Removed references to rural town centers for consistency with new Metro Vision Plan
2040 MVRTP	Page 120-122	Added language addressing coordination with RTD on asset management and state of good repair target setting to address upcoming federal performance-based planning requirements
2040 MVRTP	Pages 128-129	Text edits to clarify environmental justice data sources used
2040 MVRTP Appendix 5	Page 12, Figure 2	Updated data for number of trains per day
Ozone Air Quality Document	Pages 13-14	Text edits to clarify 2017 staging year input data sources

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DENVER REGIONAL COUNCIL OF GOVERNMENTS

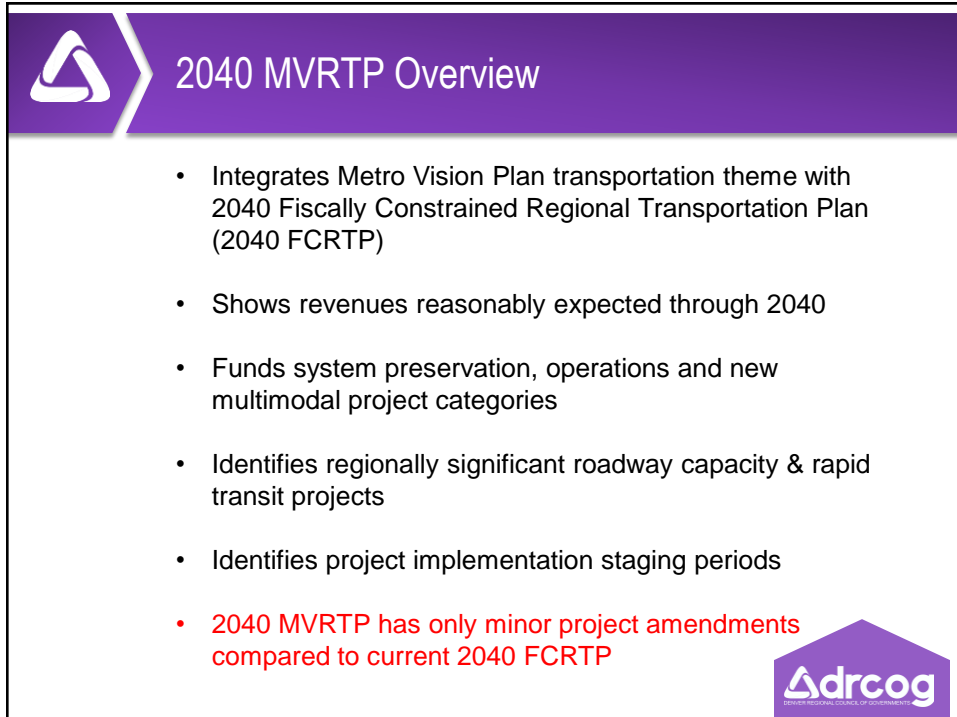
2040 Metro Vision
Regional Transportation Plan
Air Quality Conformity

Presented by:
Jacob Riger
Transportation Planning
and Operations

Regional Transportation Committee
April 18, 2017




ATTACHMENT C-3

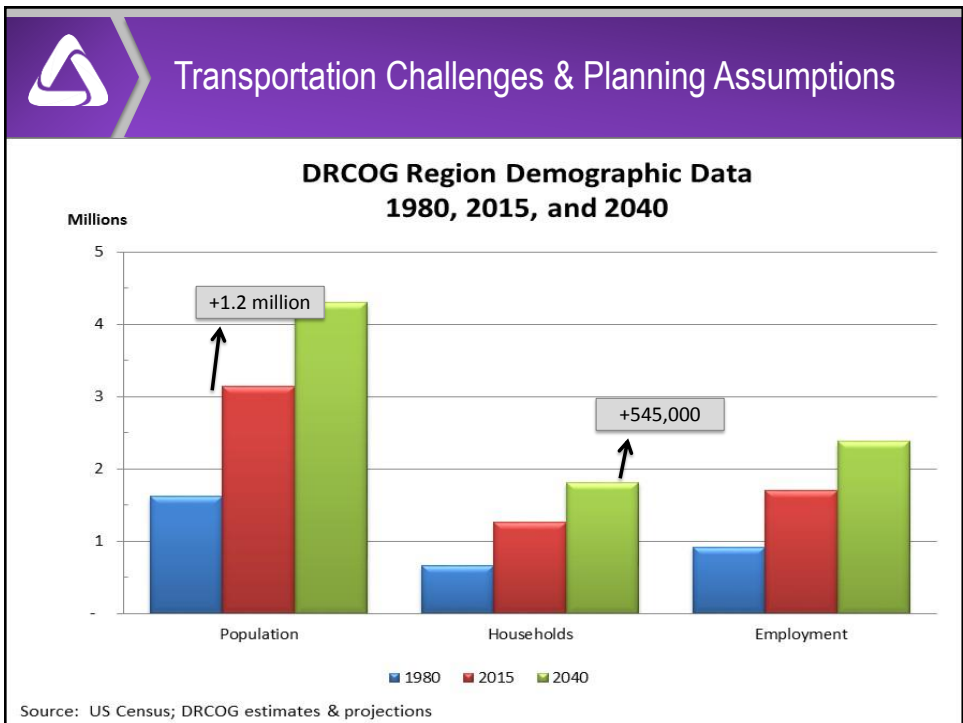


2040 MVRTP Overview

- Integrates Metro Vision Plan transportation theme with 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTTP)
- Shows revenues reasonably expected through 2040
- Funds system preservation, operations and new multimodal project categories
- Identifies regionally significant roadway capacity & rapid transit projects
- Identifies project implementation staging periods
- 2040 MVRTP has only minor project amendments compared to current 2040 FCRTTP



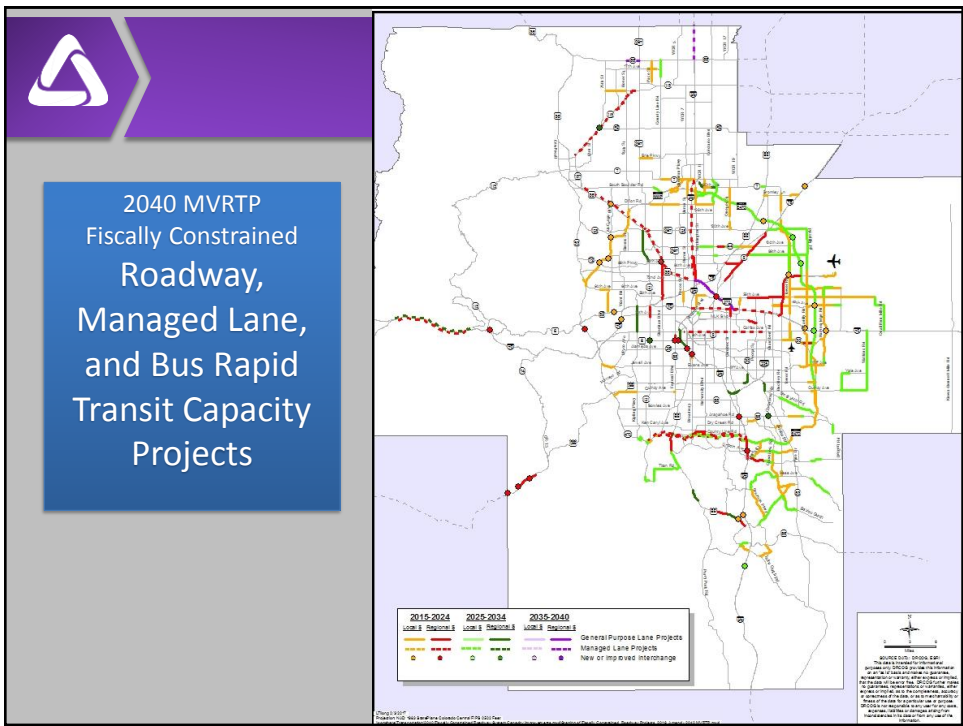
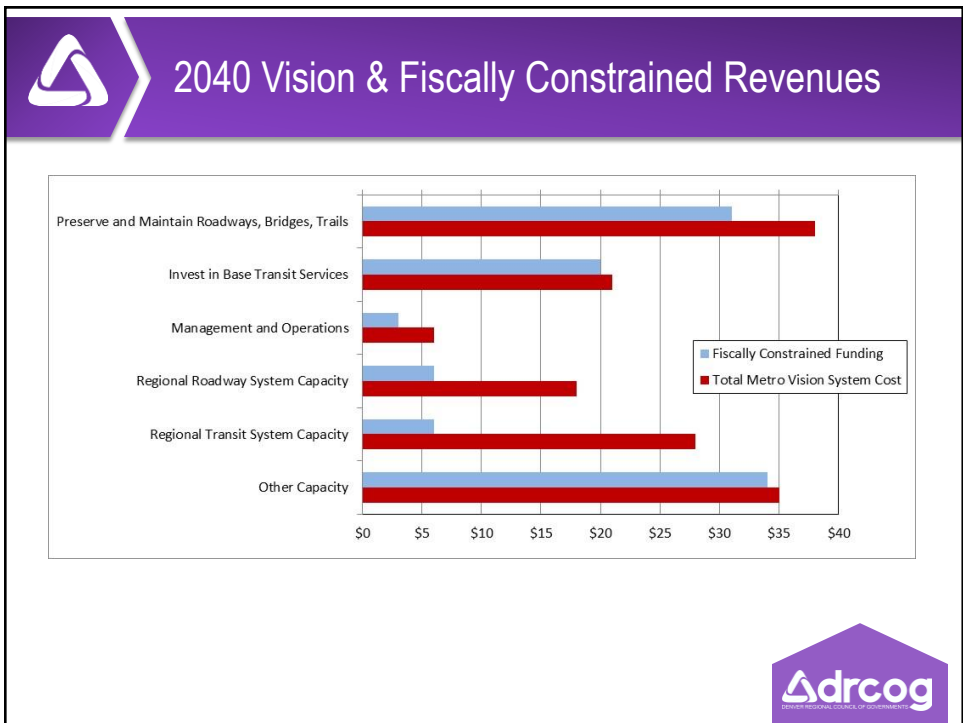

ATTACHMENT C-3



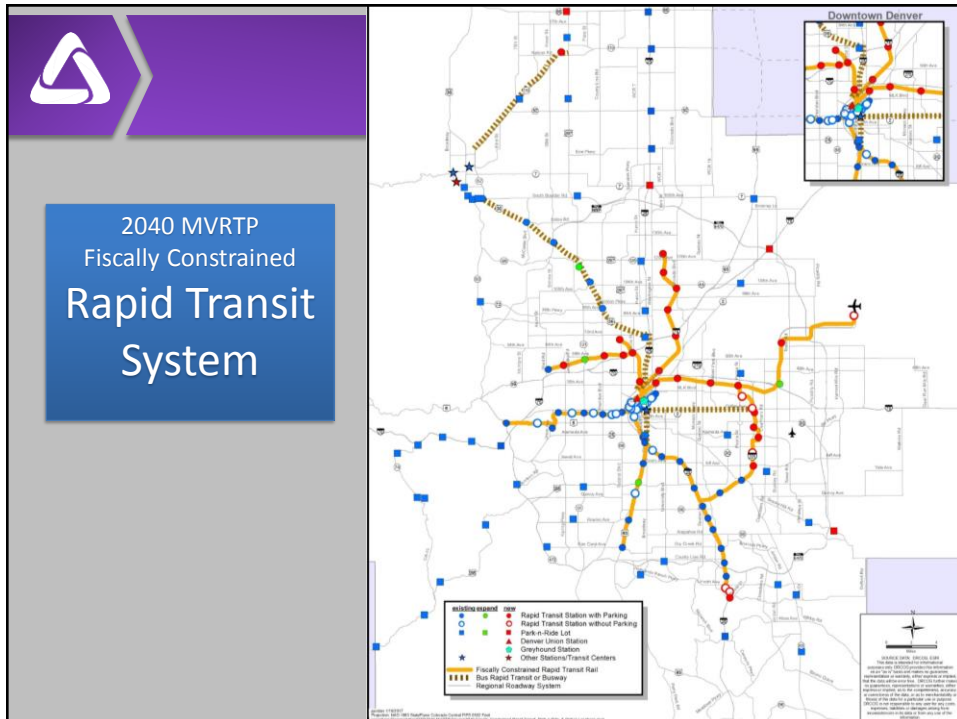
Metro Vision Multimodal Transportation System Components

- Multimodal components, including:
 - Transit plan
 - Walking & bicycling
 - Freight & goods
- Operational elements
 - Operations
 - Transportation Demand Management
- Other topical elements
 - Technology
 - System preservation
 - Safety/security
 - Aviation

ATTACHMENT C-3



ATTACHMENT C-3




Regional Air Quality Conformity

- 2040 MVRTP must address ozone, carbon monoxide, and PM-10 pollutants
- 2040 MVRTP passed pollutant emission tests for regional air quality conformity
- Air quality conformity is regional (entire MVRTP), not based on individual projects




ATTACHMENT C-3



Public Comments Received

- Public hearing at March 15th Board meeting
- Written comments from one person during public review period and oral testimony from three speakers during public hearing
 - Documented in Attachment 1 with staff responses
- A few edits to the 2040 MVRTP and air quality documents to clarify data sources and address upcoming federal requirements
 - Documented in Attachment 2



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ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

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

Meeting Date	Agenda Category	Agenda Item #
April 18, 2017	Action	6

SUBJECT

Draft *2018-2021 Transportation Improvement Program* (2018-2021 TIP) and associated air quality conformity determination documents.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the *2018-2021 TIP* and associated air quality conformity determination documents.

ACTION BY OTHERS

N/A

SUMMARY

The 2018-2021 TIP is a four-year, short-term document that lays out how federal, state, and local transportation funding is programmed to projects in the Denver metro area. The TIP includes projects selected by DRCOG, CDOT, and RTD, each with their own selection processes and funding sources. The 2018-2021 TIP is an update to the 2016-2021 TIP to be consistent with CDOT's Statewide Transportation Improvement Program (STIP). Accordingly, a new call for projects for DRCOG-selected projects was not conducted—and no new DRCOG projects were selected—for the 2018-2021 TIP.

Per federal transportation planning requirements, DRCOG must show that the 2040 MVRTP and 2018-2021 TIP will not cause a violation of federal air quality conformity standards. Accordingly, the 2040 MVRTP's roadway and transit networks (which include the air quality regionally significant projects contained in the 2018-2021 TIP) were modeled for air quality conformity. 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 air quality conformity documents.

The documents were subject of a public hearing before the DRCOG Board on March 15, 2017. Attachment 1 summarizes the public comments and the staff response received prior and during the public hearing. Attachment 2 highlights proposed adjustments and changes that are reflected in the draft final TIP document as compared to the public hearing version.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board of Directors approval of the *2018-2021 Transportation Improvement Program* and the associated *DRCOG CO and PM 10 Conformity Determination* and the *Denver Southern Subarea 8-hour Ozone Conformity Determination*.

ATTACHMENTS

Links:

[Draft 2018-2021 Transportation Improvement Program](#)

[DRCOG CO and PM 10 Conformity Determination](#) and [Denver Southern Subarea 8-hour Ozone Conformity Determination](#)

Attachments:

1. Summary of Written and Oral Testimony Received (during public comment review period through public hearing)
2. Errata sheet

ADDITIONAL INFORMATION

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

ATTACHMENT D-1

DRCOG Draft 2040 Metro Vision Regional Transportation Plan, Draft 2018-2021 Transportation Improvement Program & associated Air Quality Conformity Determinations

Summary of Written and Oral Testimony Received

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Last year, 605 people died on Colorado roads, including 84 pedestrians and 16 bicyclists. Countless more were injured. These numbers are horrific. This is equivalent to an Aurora theatre shooting every week for the entire year. Many of the methods to make roads 'safer' for cars make them more dangerous for people. While a major reroute of a highway is planned near my house to increase capacity, my calls for a crosswalk to ensure that the people walking currently forced to jaywalk to reach local business are not killed has been disregarded by the city of Broomfield. The same stretch being 'improved' for cars lacks sidewalks along the vast majority. Failing to address these safety issues is your responsibility. Every preventable death is on your hands.

These problems are not unique to Broomfield. DRCOG's last long term plan calls for the tripling in size of I-70 through Denver, an interstate whose original design and placement was inherently

ATTACHMENT D-1

DRCOG Draft 2040 Metro Vision Regional Transportation Plan, Draft 2018-2021 Transportation Improvement Program & associated Air Quality Conformity Determinations

flawed. Meanwhile, land-use practices throughout the metro area exacerbate the traffic problem by ensuring limited connectivity of non-arterial roads. This is clearly evident in the proposed Aurora Highlands development, that isolates homes and orients development with winding roads and great distances to all but ensure that people must drive. If the DRCOG wants to reduce traffic, they can start by completely rethinking development. Broomfield is yet another example, that plans to be a collection of suburban neighborhoods with no central cohesion. All of these so-called cities lack the amenities that people--especially millennials--want: closeness to activities and non-autocentric modes of mobility. Furthermore, it promotes paving over and developing our wild prairies, plains, and wilderness, resources that bring many people to Colorado and the metro area in the first place.

Additionally, Call-n-Rides are ineffective and wasteful. A good transit system could be utilized by elderly, disabled, and able-bodied alike. Broomfield has more grant money for a Call-n-Ride program, but the traditional money is inherently flawed. A "fiscally-constrained" model should try to find innovative solutions rather than throw money away for a handful of people. Other cities are partnering with ride-share companies to save money and meet these needs. Shouldn't Broomfield?

My suggestions: rather than continuously widening roads, determine a specific ROW width. Once that ROW cannot hold a greater SOV capacity, work toward alternatives. The amount of subsidies for cars is astronomical and is hurting our cities. Even in Boulder, which is (incorrectly) lauded for its progressive policies, are cars prioritized. A new University Hill development will have a city-funded parking garage that will not recuperate the costs to build even after 30 years according to city accounts. We literally cannot afford to continue as we have been.

Colorado's population is set to be double 1990 levels by 2040. How can we accommodate this? Do we need twice as many roads? Twice as many lanes? These are billion dollar investments that require maintenance and funding, but no such funding or maintenance capabilities exist. Your decisions will, unfortunately, bankrupt the state for future generations--my generation. Millennials are more willing to take the bus, to ride a bike, to walk. Build infrastructure for the future, not for the past.

I have more to say but not time to say it, so I ask you, I beg you, please think of what you enjoy about Colorado. Think about strong and thriving communities and wild open spaces (not "master-planned open spaces"). If your methods do not ultimately support these goals, it's better to go back to the drawing board than to lean in to bad designs. Innovation can save us.

Thank you for your time and I hope you take my messages to heart.

DRCOG staff response to both comments: DRCOG's Metro Vision Plan and 2040 MVRTP call for a balanced, multimodal approach to mobility for the region's existing population and to address significant growth by 2040. The two plans have specific outcomes, objectives, performance measures,

ATTACHMENT D-1

DRCOG Draft 2040 Metro Vision Regional Transportation Plan, Draft 2018-2021 Transportation Improvement Program & associated Air Quality Conformity Determinations

narrative, and financial allocations addressing multimodal mobility, safety, and system preservation and maintenance. DRCOG also has or is developing specific plans for public and specialized transit, active transportation (walking and bicycling), and freight. DRCOG also funds and coordinates transportation for older adults and vulnerable populations as well as a regional Transportation Demand Management program. Finally, while specific land use and development decisions are the purview of local governments, DRCOG advocates for an integrated regional land use and transportation planning process.

Oral testimony received during the public hearing:

- 1) Gail O'Toole, citizen, discussed the significant traffic and mobility challenges at the I-25 and Belleview Ave. interchange and along the adjacent Belleview Ave. corridor. She urged that a project addressing these concerns be included in the 2040 MVRTP and 2018-2021 TIP.
- 2) David Ruchman, citizen, advocated for greater emphasis in the 2040 MVRTP on mobility services, particularly for older adults and mobility challenged populations. He also urged an expanded role for RTD in coordinating mobility services, and gave an example of potentially deploying school buses for other transportation purposes when not being used to transport school children.
- 3) Drew Sweeney, citizen, endorsed Gail O'Toole's comments and expressed similar sentiments regarding the I-25/Belleview interchange and adjacent Belleview Ave. corridor.

DRCOG staff response to all public hearing comments: The I-25/Belleview interchange has been an unfunded vision project in DRCOG's long range transportation planning process. DRCOG staff is currently working with City of Greenwood Village staff as they initiate an Environmental Assessment for the project. Until this process recommends a specific project and until funding is identified, a project cannot be included in the 2040 MVRTP. However, operational improvements can be applied for in DRCOG's next Transportation Improvement Program call for projects in 2018.

The 2040 MVRTP includes the Coordinated Transit Plan (Appendix 6), a comprehensive and integrated assessment of human service, fixed route, and rapid transit services, needs, and strategies. It is also a federally required document that aids in the selection of projects under the Federal Transit Administration's Section 5310 program (mobility for the elderly and individuals with disabilities). The Coordinated Transit Plan updates and replaces DRCOG's 2035 Transit Element.

2018-2021 Transportation Improvement Program (TIP) Project Changes from Public Hearing Draft to Action Draft

1. **2008-105:** Add FASTER Transit projects that were recently selected for funding within CDOT Region 1.

Public Hearing Draft

Title: **Region 1 FASTER Transit Pool**

Project Type: **Transit Operational Improvements**

TIP-ID: **2008-105**

STIP-ID: **SR17004**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Pool contains transit-related projects based on the new FASTER Transit program (Colorado Senate Bill 108) in CDOT Region 1 (DRCOG TIP-area only).



Affected County(ies)

- Adams
- Arapahoe
- Broomfield
- Denver
- Douglas
- Jefferson

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
RTD	East Colfax/15L Transit Enhancements Project	\$770	RTD	Mineral PnR Bridge Rehab (FY17)	\$57			
RTD	First and Last Mile Study (FY17)	\$200	RTD	Thornton PnR Passenger Amenities (FY17)	\$308			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-T)		\$3,000	\$3,000	\$3,000	\$3,000		
Local		\$0	\$0	\$0	\$0		
Total	\$1,335	\$3,000	\$3,000	\$3,000	\$3,000	\$0	\$13,335

Revised Pool Projects

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
RTD	East Colfax/15L Transit Enhancements Project	\$770	RTD	Thornton PnR Passenger Amenities (FY17)	\$308	RTD	Downtown Track and Switches (FY18)	\$1,150
RTD	First and Last Mile Study (FY17)	\$200	RTD	US-36 and Sheridan PnR (FY18)	\$1,500			
RTD	Mineral PnR Bridge Rehab (FY17)	\$57	RTD	Rider Alert System (FY18)	\$350			

2018-2021 Transportation Improvement Program (TIP) Project Changes from Public Hearing Draft to Action Draft

2. **2008-106:** Add one FASTER Transit project that was recently selected for funding within CDOT Region 4.

Public Hearing Draft

Title: Region 4 FASTER Transit Pool

Project Type: Transit Operational Improvements

TIP-ID: 2008-106

STIP-ID: SR47005

Open to Public:

Sponsor: CDOT Region 4

Project Scope

Pool contains transit-related projects based on the FASTER Transit program (Colorado Senate Bill 108) in CDOT Region 4 (DRCOG-TIP area only).

Affected County(ies)

Boulder
Weld



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-T)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$5,374	\$0	\$0	\$0	\$0	\$0	\$5,374

Revised Funding Table and Pool Project

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
VIA	Bus Replacement (FY18)	\$480						

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-T)		\$490	\$0	\$0	\$0		
Local		\$123	\$0	\$0	\$0		
Total	\$5,374	\$613	\$0	\$0	\$0	\$0	\$5,987

2018-2021 Transportation Improvement Program (TIP)

Project Changes from Public Hearing Draft to Action Draft

3. **2012-107:** Add FTA 5310 projects that were recently selected for funding.

Public Hearing Draft

Title: **Enhanced Mobility for Elderly and Disabled (FTA 5310)**

Project Type: **Transit Operational Improvements**

TIP-ID: **2012-107**

STIP-ID:

Open to Public:

Sponsor: **CDOT**

Project Scope

Funds will be used for Mobility Management and activities such as purchase of vans and operating assistance for door-to-door service for the elderly and disabled.



Affected County(ies)

Regional

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5310)		\$4,013	\$4,093	\$4,175	\$4,259		
State		\$0	\$0	\$0	\$0		
Local		\$1,003	\$1,023	\$1,044	\$1,065		
Total	\$6,433	\$5,016	\$5,116	\$5,219	\$5,324	\$0	\$27,108

Revised Pool Projects

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Via (Boulder)	Accessible Minivan Replacements (FY17 Small Urban)	\$82	SRC (Arapahoe Co)	Cutaway Replacements (FY17 Large Urban)	\$124	SRC (Adams Co)	Cutaway and Sedan Replacements (FY17 Large Urban)	\$153

2018-2021 Transportation Improvement Program (TIP) Project Changes from Public Hearing Draft to Action Draft

4. **2012-121:** Adjust funding on two pool projects per sponsor's request.

Public Hearing Draft

Title: **Region 4 Non-Regionally Significant RPP Pool**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2012-121**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Pool contains projects selected under the Non-Regionally Significant Regional Priority Program in CDOT Region 4 (DRCOG-TIP area only).

Affected County(ies)

Boulder

Weld



All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-66: WCR 7 Intersection Imp		\$1,000	SH-7: Adaptive Signals - SH-287 to 28th St		\$1,147			
SH-66: Lyons to I-25 Access and PEL		\$300	Cherryvale Rd to N. 75th St		\$850			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (R P P)		\$2,147	\$850	\$1,887	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$3,900	\$2,147	\$850	\$1,887	\$0	\$0	\$8,784	

Revised Pool Projects

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-66: WCR 7 Intersection Imp		\$1,000	SH-7: Adaptive Signals - SH-287 to 28th St		\$1,147			
SH-66: Lyons to I-25 Access and PEL		\$2,187	Cherryvale Rd to N. 75th St		\$850			

2018-2021 Transportation Improvement Program (TIP) Project Changes from Public Hearing Draft to Action Draft

5. **2016-003:** Adjust funding to reflect current estimates by year per sponsor's request. Total funding remains unchanged.

Public Hearing Draft

Title: **Central 70**

Project Type: **Roadway Reconstruction**

TIP-ID: **2016-003**

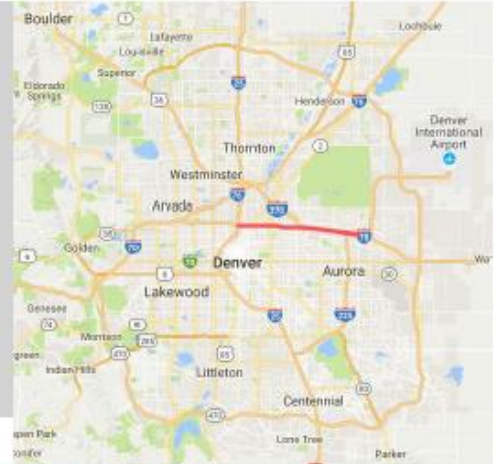
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Replace the I-70 Viaduct, including the addition of one managed lane in each direction from I-25 to Chambers Rd.



Affected Municipality(ies)	Affected County(ies)
Denver	Denver

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$3,000	\$16,000	\$12,500	\$12,500		
State		\$0	\$0	\$0	\$0		
State (FASTER-B)		\$200,000	\$200,000	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$456,000	\$203,000	\$216,000	\$12,500	\$12,500	\$272,000	\$1,172,000

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$3,000	\$16,000	\$12,500	\$12,500		
State		\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$539,645	\$0	\$0	\$0		
State (FASTER-B)		\$0	\$95,000	\$52,000	\$113,845		
State (SB 228)		\$35,466	\$58,155	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$233,889	\$578,111	\$169,155	\$64,500	\$126,345	\$0	\$1,172,000

2018-2021 Transportation Improvement Program (TIP)

Project Changes from Public Hearing Draft to Action Draft

6. **2016-013:** Add the purchase of 2 buses to the project scope. This element was part of the original application but inadvertently omitted.

Public Hearing Draft

Title: **Superior Call-n-Ride**

Project Type: **Bus Service Projects (New)**

TIP-ID: **2016-013**

STIP-ID:

Open to Public: **2016**

Sponsor: **Superior**

Project Scope

This project adds a new Call-n-Ride servicing an area generally from McCaslin Blvd to 96th St, and US 36 to south of Interlocken Loop. Service hours will be approximately 5:30am to 7pm Monday through Friday.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Year	Phase		
Superior	Boulder	2018	Initiate Bus Service - Year 3

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		\$106	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$27	\$0	\$0	\$0		
Total	\$397	\$133	\$0	\$0	\$0	\$0	\$530

Revised Project Scope

Title: **Superior Call-n-Ride**

Project Type: **Bus Service Projects (New)**

TIP-ID: **2016-013**

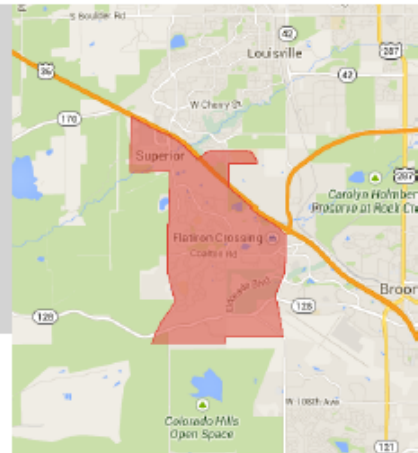
STIP-ID:

Open to Public: **2016**

Sponsor: **Superior**

Project Scope

This project adds a new Call-n-Ride servicing an area generally from McCaslin Blvd to 96th St, and US 36 to south of Interlocken Loop. Service hours will be approximately 5:30am to 7pm Monday through Friday. **The project includes the purchase of two additional buses.**



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Year	Phase		
Superior	Boulder	2018	Initiate Bus Service - Year 3

2018-2021 Transportation Improvement Program (TIP) Project Changes from Public Hearing Draft to Action Draft

7. **2016-065:** Add one FTA 5311 project that was recently selected for funding.

Public Hearing Draft

Title: Transit Operating and Capital (FTA 5311)

Project Type: Transit Operational Improvements

TIP-ID: 2016-065

STIP-ID:

Open to Public:

Sponsor: CDOT

Project Scope

Expends 5311 grant funds on transit for non-Urbanized Areas.



Affected County(ies)

Regional

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5311)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$1,284	\$0	\$0	\$0	\$0	\$0	\$1,284

Revised Pool Project and Funding

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SRC (Jefferson Co)	Cutaway Replacement (FY17)	\$66						

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5311)		\$66	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$17	\$0	\$0	\$0		
Total	\$1,284	\$83	\$0	\$0	\$0	\$0	\$1,367

2018-2021 Transportation Improvement Program (TIP) Project Changes from Public Hearing Draft to Action Draft

8. **2018-002:** Adjust the TIP project name.

Public Hearing Draft

Title: Region 1 Transportation Alternatives Program (TAP) Pool

Project Type: Bicycle and Pedestrian Projects (New)

TIP-ID: 2018-002

STIP-ID:

Open to Public:

Sponsor: CDOT Region 1

Project Scope

Pool contains TAP funds and projects selected by CDOT Region 1.

Affected County(ies)

Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson



Revised Project Name

Title: **Region 1 Transportation Alternatives (TA) Pool**

Project Type: Bicycle and Pedestrian Projects (New)

TIP-ID: 2018-002

STIP-ID:

Open to Public:

Sponsor: CDOT Region 1

Project Scope

Pool contains **TA** funds and projects selected by CDOT Region 1.

Affected County(ies)

Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson



2018-2021 Transportation Improvement Program (TIP) Project Changes from Public Hearing Draft to Action Draft

9. **2018-004:** Add a new TIP project pool as the result of one new FTA 5339 project that was recently selected for funding.

New Project

Title: **Transit Capital Program (FTA 5339)**

Project Type: **Transit Vehicles**

TIP-ID: **2018-004**

STIP-ID:

Open to Public:

Sponsor: **CDOT**

Project Scope

Expend 5339 grant funds on capital transit for urbanized areas.



Affected County(ies)

Regional

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Via	Electric Charging Station (FY17 Small Urban)	\$120						
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (5339)		\$120	\$0	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$30	\$0	\$0	\$0			
Total	\$0	\$150	\$0	\$0	\$0	\$0	\$150	

10. **TIP Document Text:** Changed numerous “Transportation Alternatives Program (TAP)” funding program references to “Transportation Alternatives (TA)”.
11. **Appendix B: Rollover List:** a) Added TIP ID 2012-082, and b) replaced TIP ID 2012-080 with an updated version.
12. **Table 1, Table 2, Appendix A, Appendix C:** Updated to reflect the project changes listed above in #'s 1-9.

ATTACHMENT E

To: Chair and Members of the Regional Transportation Committee

From: Steve Erickson, Director, Communications and Marketing
303-480-6716 or serickson@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 18, 2017	Informational	7

SUBJECT

Overview of Way to Go, the regional Transportation Demand Management (TDM) partnership focused on reducing traffic congestion and improving air quality.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG's Way to Go program is a regional partnership between DRCOG and seven Transportation Management Associations that work together to reduce traffic congestion and improve air quality. The partnership focuses on providing travel choice options to help commuters save time, money, and stress. DRCOG staff will outline the partnership structure and funding, describe the program's mission and areas of focus, provide highlights of campaigns and initiatives, and share results and plans for 2017.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

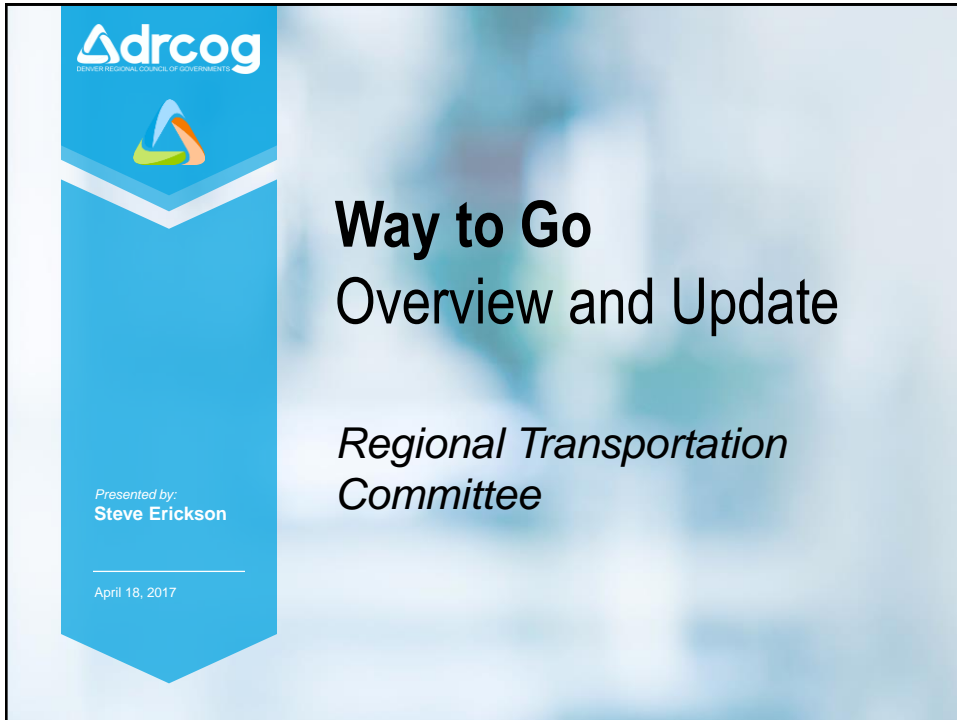
ATTACHMENT

1. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Steve Erickson, Director, Communications and Marketing, at 303-480-6716 or serickson@drcog.org.

ATTACHMENT 1



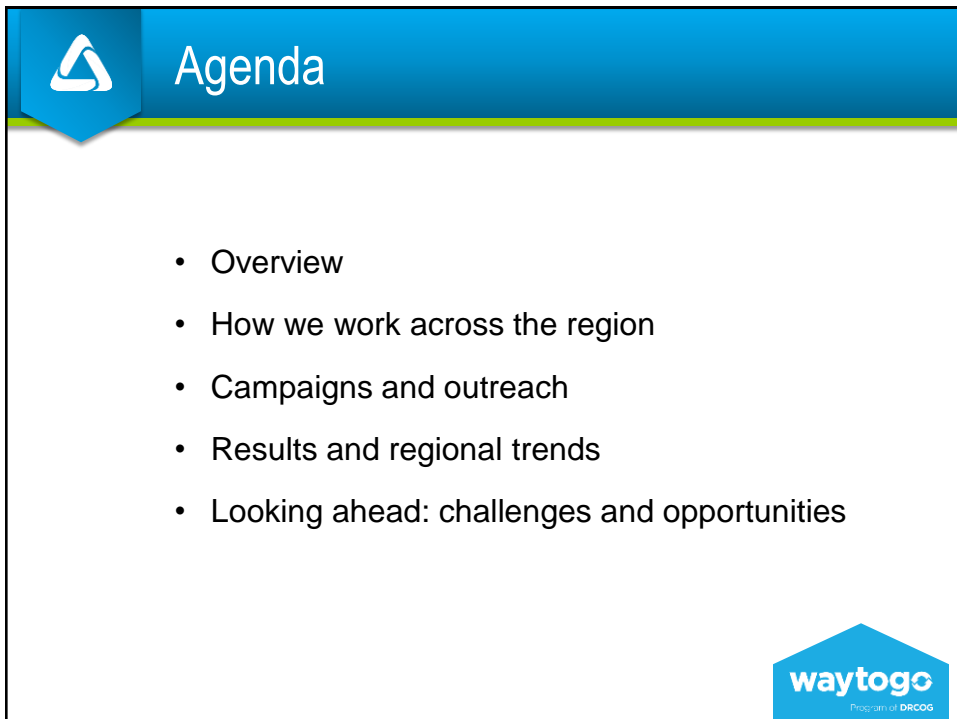
The slide features a blue vertical banner on the left side. At the top of the banner is the DRCOG logo, which includes a stylized 'd' and 'r' forming a triangle, followed by 'drcog' and 'DENVER REGIONAL COUNCIL OF GOVERNMENTS' in smaller text. Below the logo is a colorful graphic of a stylized mountain or wave. The main title 'Way to Go' is in a large, bold, black font, with 'Overview and Update' in a slightly smaller, bold, black font below it. The text 'Regional Transportation Committee' is in a smaller, italicized, black font. At the bottom of the banner, it says 'Presented by: Steve Erickson' and 'April 18, 2017'. The background of the slide is a blurred image of a person's face.

Way to Go
Overview and Update

Regional Transportation Committee

Presented by:
Steve Erickson

April 18, 2017



The slide has a blue header bar with a white triangle logo on the left and the word 'Agenda' in white text. Below the header is a white area with a list of five bullet points. At the bottom right, there is a blue logo for 'waytogo' with 'Program of DRCOG' written below it.

Agenda

- Overview
- How we work across the region
- Campaigns and outreach
- Results and regional trends
- Looking ahead: challenges and opportunities

waytogo
Program of DRCOG

ATTACHMENT 1



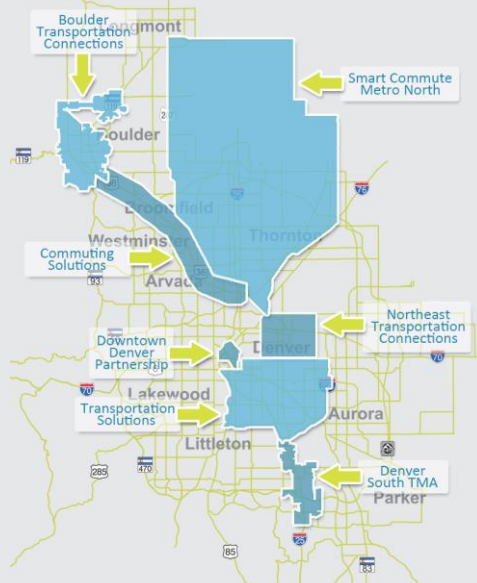
Way to Go: A DRCOG partnership

- Way to Go is a partnership between the **Denver Regional Council of Governments** and seven local **transportation management associations**.
- Funded using federal **Congestion Mitigation Air Quality** dollars
- Goals: **Reduce traffic congestion** and **improve air quality**
 - Reduce single-occupant vehicle (SOV) trips from 75 percent to 65 percent by 2040
 - Reduce vehicle miles traveled (VMT) per capita by 10 percent by 2040

waytogo
Program of DRCOG



Partners throughout the region



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Program of DRCOG

ATTACHMENT 1



Way to Go: A DRCOG partnership

- DRCOG role in the partnership
 - Manage advertising and promotional contracts
 - Manage vanpool, guaranteed ride home and schoolpool initiatives
 - Manage development and design of MyWayToGo trip planning/tracking platform
 - Outreach outside TMA boundaries
- TMA role in the partnership
 - Employer and community outreach
 - Boots on the ground
 - Local execution of campaigns and events

waytogo
Program of DRCOG




Transportation demand management (TDM)




waytogo
Program of DRCOG

ATTACHMENT 1

 We promote commute choice

Carpooling



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Program of DRCOG

This image shows four people (two men and two women) smiling and talking inside a car. The driver is a man in a light blue shirt holding a silver travel mug. The passengers are three women, one of whom is wearing a blue and white checkered scarf. The scene is set from the driver's perspective, looking towards the back of the car.


 We promote commute choice

Vanpool




waytogo
Program of DRCOG

This image shows a white vanpool parked in a parking lot. Four people (two men and two women) are standing around the van. The van has a large green recycling symbol on its side and the 'waytogo' logo. The background shows a brick building with large windows.

 We promote commute choice

Transit



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Program of DRCOG


 We promote commute choice

Biking




waytogo
Program of DRCOG

ATTACHMENT 1

 We promote commute choice

Walking



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Program of DRCOG

This image shows a man and a woman walking on a sidewalk. The man is wearing a white shirt and dark pants, and the woman is wearing a white blouse and dark pants. They are both smiling and appear to be in a pleasant mood. The background shows a paved road and some greenery.

 We promote commute choice

Teleworking



waytogo
Program of DRCOG

This image shows a person sitting on a white leather couch, teleworking. They are using a laptop and a tablet. There is a cup of coffee on a table in front of them, along with some papers and a pen. The person is wearing a grey sweater and blue pants.


ATTACHMENT 1

 We promote commute choice

SchoolPool




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Program of DRCOG

 Educate, encourage and create change


- Advertising campaigns
- Employer outreach
- Community outreach
- Events and outreach campaigns
 - Bike to Work Day
 - Way to Go-Tober
- Trip planning and tracking platform: MyWaytoGo
- Guaranteed Ride Home program
- Integration of Way to Go with regional projects and partner initiatives

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Program of DRCOG



ATTACHMENT 1



Bike to Work Day



- Annual event, **second largest** nationwide
- Introduce people to cycling in a **supportive, fun** atmosphere
- **37 percent** of riders last year (12,000) **first-time bike commuters**


Beyond the day



- Winter Bike to Work Day
- Bike Month, Bike to Work Wednesdays
- **Year-round** promotion of biking
- **Fastest-growing** mode in our region





ATTACHMENT 1

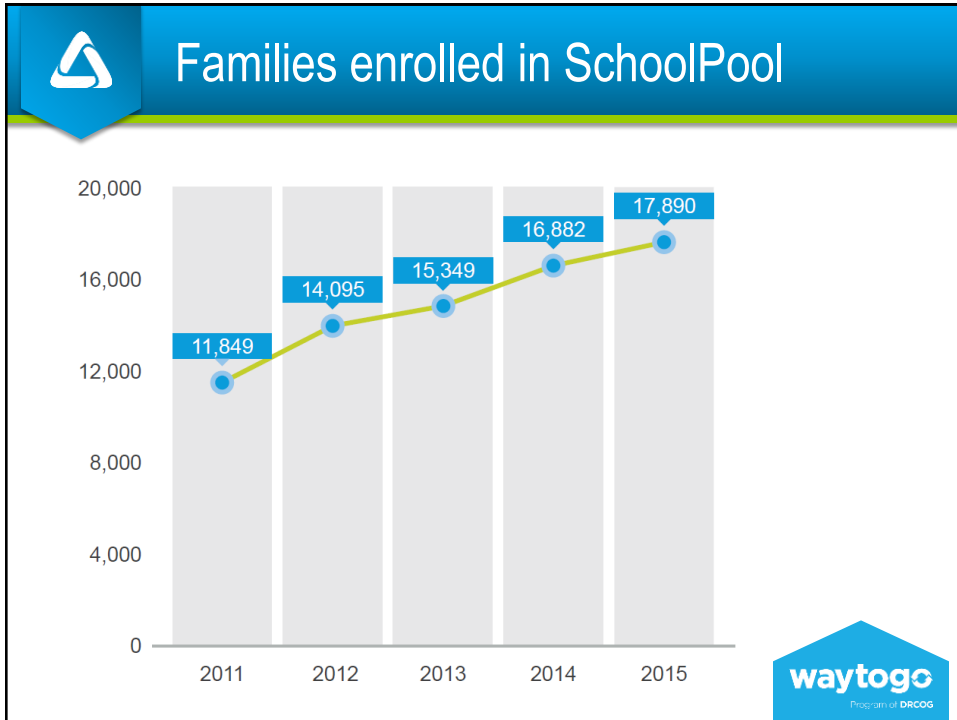


SchoolPool

- **Model** for similar programs nationwide – more than 18,000 families currently enrolled
- Primarily **non-traditional schools** without yellow bus service
- Uses our innovative **MyWaytoGo** platform
- Nearly **40 percent** of enrollees find carpool matches
- Families can find **walking and biking buddies**

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Program of DRCOG

ATTACHMENT 1



Program results: The right direction

- Way to Go **program results improve** each year
 - new VMT reductions improved
- Encouraging data on **mode share** from the American Community Survey
 - Biking fastest growing mode-share
- Colorado telework penetration **highest in nation**
 - **Denver matches state average of 7%**
 - **Boulder at 10%**

waytogo
Program of DRCOG

ATTACHMENT 1



Regional Trends

- Congestion report: VMT per capita had been declining until 2014, then . . .
- VMT per capita flattened and **actually increased** the last two years, due to:
 - Inexpensive gasoline
 - Healthy economy – more trips, personal and freight
 - Population and employment growth across region

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Our focus in 2017

- Enhancements to our **multi-modal trip planning** platform
- Exploring integration with **other applications**
- Outlining how we leverage technology and **shared-use mobility partnerships**
- **Ride-hailing:** Uber, Lyft, Hovit
- Improving our vanpool and guaranteed ride home programs
- **Active transportation plan**

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Our focus in 2017 (continued)

- **TDM Summit**
- Establishing regionwide standardized **performance measures**, monitoring and reporting progress toward objectives
- **Expanding our reach:** Recent meeting with the Federal Highway Administration convened TDM providers and jurisdictions to discuss **collaboration and partnerships**
- **Improving Results**

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We promote commute choice

Way to Go



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