

**REVISED AGENDA**

**TRANSPORTATION ADVISORY COMMITTEE**

**Monday, September 24, 2018**

**1:30 p.m.**

**1001 17<sup>th</sup> St.**

**1<sup>st</sup> Fl. Aspen Conference Rm.**

1. Call to Order
2. Public Comment
3. August 27, 2018 TAC Meeting Summary  
(Attachment A)

**ACTION ITEMS**

4. Discussion on amendments to the 2018-2021 Transportation Improvement Program (TIP).  
(Attachment B) Todd Cottrell
5. Discussion on FAST Act performance targets.  
(Attachment C) Beth Doliboa - Tim Kirby, CDOT
6. Discussion on eligibility and evaluation criteria for the FY 2018 and FY 2019 Station Area Master Plan/Urban Center (STAMP/UC) set-aside.  
(Attachment D) Brad Calvert

**INFORMATIONAL ITEMS**

7. Discussion on DRCOG becoming the direct recipient for Federal Transit Administration Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program funding.  
(Attachment E) Matthew Helfant
8. Update on 2020-2023 Transportation Improvement Program (TIP) Regional Share project submittals.  
(Attachment F) Todd Cottrell
9. Briefing on draft Active Transportation Plan.  
(Attachment G) Emily Lindsey
10. Briefing on shared-use mobility data.  
(Attachment H) Emily Lindsey

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.



**ADMINISTRATIVE ITEMS**

11. Member Comment/Other Matters

- September 28 – CDOT's [Colorado Transportation Summit](#) - this year's theme, Power of Partnerships

12. Next Meeting – October 22, 2018

13. Adjournment



## ATTACHMENT A

### MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, August 27, 2018

---

#### MEMBERS (OR VOTING ALTERNATES) PRESENT:

Dave Chambers	Arapahoe County-City of Aurora
Travis Greiman	Arapahoe County-City of Centennial
Megan Davis	Boulder County-City of Louisville
Kathleen Bracke (Alternate)	Boulder County-City of Boulder
Tom Schomer	Broomfield, City and County
Barry Gore (Alternate)	Business
Tim Kirby (Alternate)	Colorado Dept. of Transportation, DTD
Jim Eussen (Alternate)	Colorado Dept. of Transportation, Reg 1
Janice Finch	Denver, City and County
Ron Papsdorf	Denver Regional Council of Governments
John Cotten (Chair)	Douglas County-City of Lone Tree
Debra Baskett	Jefferson County-City of Westminster
Mike Whiteaker (Alternate)	Jefferson County
Stephen Strohming	Non-MPO Area
Hank Braaksma	Non-RTD Transit
Amanda Brimmer (Alternate)	Regional Air Quality Council
Bill Sirois (Alternate)	Regional Transportation District
Ted Heyd	TDM/Non-motor
Kevin Ash	Weld County-Town of Frederick

#### OTHERS PRESENT:

Mac Callison (Alternate)	Arapahoe County-City of Aurora
Bryan Weimer (Alternate)	Arapahoe County
Tim Kirby (Alternate)	Colorado Dept. of Transportation, DTD
Doug Rex (Alternate)	Denver Regional Council of Governments
Chris Hudson (Alternate)	Douglas County-Town of Parker

Public: Kristin Sullivan, Adams County; William Johnson, Marissa Gaughan, CDOT DTD; JoAnn Mattson, Danny Herrmann, CDOT Region 1; Eugene Howard, Denver; Kayla Gilbert, Denver Dept. of Public Health & Environment; Josie Ortiz, City of Greenwood Village; Jason Longsdorf, Chris Primus, HDR/Mobility Choice; Yelena Onnen, Jefferson County; Jill Locantore, WalkDenver

DRCOG staff: Jacob Riger, Todd Cottrell, Matthew Helfant, Derrick Webb, Beth Doliboa, Flo Raitano, Greg MacKinnon, Emily Lindsey, Mark Northrop, Robert Spotts, Steve Cook, Lawrence Tilong, Celeste Stragand, Casey Collins

#### Public Comment

There was no public comment.

#### Summary of July 9, 2018 meeting

The meeting summary was accepted.

#### Call to Order

Chair John Cotten called the meeting to order at 1:32 p.m.

## **ACTION ITEMS**

### **Discussion on TIP Regional Share Project Review Panel representatives.**

Todd Cottrell presented the list of recommendations made by each of the eight subregional forums to participate on the TIP Regional Share Project Review Panel. In addition, staff presented a list of nominees to participate on the Panel as subject matter experts and recommended Piep Van Heuven, Steve McCannon and Tracy Sakaguchi.

Mr. Cottrell noted the Boulder Subregional Forum has revised its representative selection since the agenda memo was posted. The Boulder representative is Kathleen Bracke, with Megan Davis, Louisville, as the alternate.

Kathleen Bracke asked if other transit representatives in addition to RTD were considered. Todd Cottrell said he wasn't aware of any other conversations that occurred.

Tom Schomer MOVED to recommend to the Regional Transportation Committee the list of Regional Share Project Review Panel representatives. The motion was seconded and passed unanimously.

### **Discussion on Congestion Mitigation and Air Quality Improvement (CMAQ) targets.**

Beth Doliboa presented the proposed total on-road emission reduction targets for projects funded with CMAQ dollars. The targets are a projects-based performance planning requirement of the *Fixing America's Surface Transportation* (FAST Act). CDOT coordinated with DRCOG and RAQC to develop 2- and 4-year targets for four criteria pollutants and precursors—Carbon Monoxide, Nitrogen Oxides, Volatile Organic Compounds, and Particulate Matter—but because of data and methodology difficulties, staff recommended DRCOG support the CDOT statewide targets rather than setting separate targets for the DRCOG region.

William Johnson, CDOT Performance and Asset Management branch manager, provided an overview of CDOT targets and the National Performance Measure Targets, as detailed in his presentation.

The evaluation period for these 4-year targets ends in 2022, with the opportunity to adjust the 4-year (2022) targets in 2020.

Bill Sirois MOVED to recommend to the Regional Transportation Committee the proposed targets for on-road emission reductions for projects funded by CMAQ funds as part of the performance-based planning requirement of the FAST Act. The motion was seconded and passed unanimously.

## **INFORMATIONAL ITEMS**

### **Briefing on potential freight projects for FY 2019-2020 National Highway Freight Program (NHFP).**

Tim Kirby, CDOT Multimodal Planning branch manager, discussed the new CDOT project selection process for the NHFP program and the upcoming call for projects in the late fall/November 2018 timeframe. CDOT receives \$15 million annually for the program.

### **Comments**

- Janice Finch asked if the funding is apportioned by region. Mr. Kirby said it is an open call and there is no mandated geographic equity.
- Debra Baskett asked if there are match requirements. Mr. Kirby said there have been discussions, but more definitive guidance will be available before the call.

- Ron Papsdorf asked how MPOs can best engage in the process, noting DRCOG's Regional Freight Plan that will identify regional freight priorities is being developed over the course of the next year. Mr. Kirby recommended starting the conversation with CDOT region planners before the call for projects or sharing the DRCOG perspective through the STAC.

Mr. Papsdorf asked if MPOs could provide earlier input in the MODA process (CDOT's decision-making technical tool). Mr. Kirby said CDOT would be amenable to engaging at venues like TAC committee meetings or at statewide MPO meetings.

- Kathleen Bracke asked if railroad quiet zones are eligible. Mr. Kirby said it was probable; eligibility is still being developed.
- Jacob Riger asked if a local government project would be considered if it was not on the statewide system. Mr. Kirby said staff is developing eligibility requirements and will follow up.
- Debra Baskett suggested having further briefings on eligibility criteria, how to combine to leverage with Regional funding and providing a list of previously funded projects.

#### Briefing on WALKscope Denver.

Derrick Webb introduced Jill Locantore, WalkDenver, and Kayla Gilbert, Denver Dept. of Public Health & Environment, who presented on the WALKscope data collection tool for sidewalks, intersections, and pedestrian counts in Denver. Ms. Locantore and Ms. Gilbert are gauging interest in scaling up the WALKscope tool to become a regional data collection tool, and gauging DRCOG's interest in funding such an effort. Ms. Gilbert noted Denver has built out the tool over the last four years and is interested in further developing the tool in partnership with DRCOG to provide the tool throughout the region. It was noted WALKscope is not an engineering tool; it addresses trends and is crowdsourced data.

#### Update on Mobility Choice.

Jacob Riger introduced Chris Primus, HDR, who presented on the status of the initiative since the last briefing in March. Stakeholders and the consultant team have held several workshops to define 2030 scenarios, and have begun to prepare initial content for the [2030 Blueprint Plan document](#).

#### Overview of upcoming 2017 Annual Report on Traffic Congestion in the Denver Region.

Robert Spotts presented the draft 2017 annual Congestion report for the committee's review. The final report is expected in October. He and Steve Cook reviewed highlights of the 2017 report, including topics such as VMT in the region (this year's growth is about 2.5%, a little less than in the previous 2 years, but still outpacing 2% population growth), impacts of economic growth on congestion, results and benefits of past mitigation projects, and potential impacts of emerging technologies. New this year is a separate section on performance targets and more reporting on past projects.

### **ADMINISTRATIVE ITEMS**

#### Member Comment/Other Matters

No decision was made on potentially changing November meeting date change from Nov. 19 to Nov. 12.

The meeting adjourned at 3:25 p.m. The next meeting is scheduled for September 24, 2018.

**ATTACH B**

## ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Todd Cottrell, Senior Transportation Planner  
303 480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
September 24, 2018	Action	4

### SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), 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 current Board-adopted [TIP Amendment Procedures](#).

### ACTION BY OTHERS

N/A

### SUMMARY

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed policy amendments to the [2018-2021 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

- **2012-116**      **Region 4 2013 Flood-Related Projects Pool**  
Add funding
- **2012-118**      **Region 1 2013 Flood-Related Projects Pool**  
Add funding
- **2016-055**      **I-25: 120<sup>th</sup> Ave to SH-7 Managed Lanes**  
Add funding

The following amendments provide clarity to the Wadsworth Blvd widening project from 35<sup>th</sup> Ave to 48<sup>th</sup> Ave, by moving existing TIP funds from various CDOT TIP projects and funding sources to the existing Wadsworth Blvd project. Of the \$7,200,000 being added to the Wadsworth Blvd project, only \$500,000 is new funding through this amendment.

- **2007-073:**      **Region 1 Hazard Elimination Pool**
  - Remove funding
- **2007-075:**      **Region 1 Traffic Signal Pool**
  - Remove funding
- **2007-096:**      **Region 1 Surface Treatment Pool**
  - Remove pool project and funding
- **2016-020:**      **Wadsworth Blvd Widening: 35th Ave to 48th Ave**
  - Add funding



PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the attached amendments to the *2018-2021 Transportation Improvement Program (TIP)*.

ATTACHMENT

1. Proposed TIP amendments

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](mailto:tcottrell@drcog.org).

**2012-116:** Add additional federal emergency funding to complete flood repairs on SH-7, from MP 19 to MP 33

**Existing**

Title: **Region 4 2013 Flood-Related Projects Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2012-116**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

**Project Scope**

Pool contains flood-related repair projects from the fall of 2013 flood event.

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)
ERLA 47th St	@ Fourmile Canyon Creek		ERLA Sunset Bridge	@ St. Vrain Creek T19		ER SH 7 St. Malo	MP 11	
ERLA 55th St/Cypress Ave	@ Big Dry Creek		ERLA Boston Bridge	@ St Vrain Creek T17		ER US36	MP21	
ERLA Table Mesa Dr	Lehigh To Broadway		ERLA 57th St	@ Fourmile Canyon Creek T22		PR US36	D-15-X D-15-I	
ERLA Lehigh	Table Mesa to Cragmoor		ERLA 75th Ave St Repairs T24			PR SH7 Flood Repair	MP 19-33	
ERLA Violet Ave Bridge	@ Fourmile Canyon Creek		ERLA Kenosha Rd T25	in Erie		PR SH 119A	Boulder Canyon	
19th St	@ Fourmile Canyon Creek		ERLA Valmont Rd Bridge	@ S. Boulder Creek		PR SH 119B	MP 52.9 to 60.0	
26th St	@ Fourmile Canyon Creek		ERLA 95th St	@ Left Hand Creek		PR SH 170	MP 1.08 to 3.64	
ERLA Baseline Rd	@ S Boulder Creek Path		ERLA Airport Rd	@ Left Hand Creek		PR SH 72B Resurfacing		
ERLA Lefthand Canyon Drive T01			ERLA Pike Rd	@ Lefthand Creek Longmont		PR SH 52 Flood Repair	MP 6.9 to 7.2	
ERLA 63rd St	@ Lefthand Creek		ERLA Airport Rd	@ BNSF RR		ERLA Bella Rosa Pkwy/WCR 20 Repairs		
ERLA 73rd St	@ Lefthand Creek T11		ERLA 9th Ave (Ss)	E Hayden Ct		ERLA WCR 7 Repairs		
ERLA Dillon Rd	Over Rock Creek T28		ERLA 95th St	Over Coal Creek Bridge Repl		ERLA Godding Hollow Parkway/WCR 18		
ERLA Sunshine Canyon Drive Detour T29			ERLA Dillon Rd Underpass Repairs			ERLA WCR 13 CR 26A Bridge	Over St Vrain Bridge	
ERLA Ecl/WCR1 Bridge	@ Bldr Creek T20		ERLA Left Hand Canyon Dr.	MP 16.2 - 16.8		ER SH119 DelCamino	D-16-CG	
ERLA 95th St	@ Boulder Creek T14		ER SH 7 Lyons to Raymond	MDB		ER SH66	@ CR17	
ERLA 71st St Pipe T23			ER SH119	MP 26-41		PR SH 119	MP 61.5-63.9	
ERLA Valmont At Dry Creek T09			ER US36	Just South of SH66		PR SH66B Permanent Flood Repairs		
ERLA South Boulder Road Repair T27			ER US36	MP 28 D-15-X				
ERLA Ecl Rd/WCR 1	@ St Vrain Creek T19		ER CROOK FLOOD					

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (EMR)		\$61,922	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$127,433</b>	<b>\$61,922</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$189,355</b>

**Revised**

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (EMR)		\$61,922	\$30,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	\$127,433	\$61,922	\$30,000	\$0	\$0	\$0	\$219,355

**2012-118:** Add additional federal emergency funding to complete flood repairs on SH-72, from SH-93 to SH-119

**Existing (2012-2017 TIP)**

Title: **Region 1 2013 Flood-Related Projects Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2012-118**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

**Project Scope**

Pool contains flood-related repair projects from the fall of 2013 flood event.



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)
ERLA E 124th Ave	Over S Platte River		ER US-36	Boulder to Denver MIT		ERLA N Potomac St	Aurora	
ERLA E 168th Ave	Over S Platte River		ERLA Site 2 Soda Creek Rd			PRLA Chambers Rd	Aurora	
ERLA Mckay Rd Bridge	Over S Platte River		ERLA SH-72 Coal Creek Canyon	SH-93 to SH-119		ERLA Indiana St	Over Big Dry Creek	
ERLA 128th Ave	Riverdale Rd/S Platte River		ERLA Quaker St	Arvada		ERLA McIntyre St	Over Van Bibber Creek	
ERLA Mckay Rd	104th Ave/S Platte River		ERLA Leyden Rd	Arvada		ER RPRS SH-72	@78th, SH-128, SH-93, SH-74	
PR I-225	Mississippi to I-70 Flood Repairs	\$0	ERLA S Peoria St	Aurora				

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal (EMR)		\$0	\$0	\$9,925	\$2,060	\$20		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$0	\$9,925	\$2,060	\$20	\$0	\$12,005

**Revised (Current TIP)**

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (EMR)		\$0	\$11,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$12,005	\$0	\$11,000	\$0	\$0	\$0	\$23,005

**2016-055:** Add funding to cover additional lighting and median work

**Existing**

Title: **I-25: 120th Ave to SH-7 Managed Lanes**

Project Type: **Roadway Capacity**

TIP-ID: **2016-055**

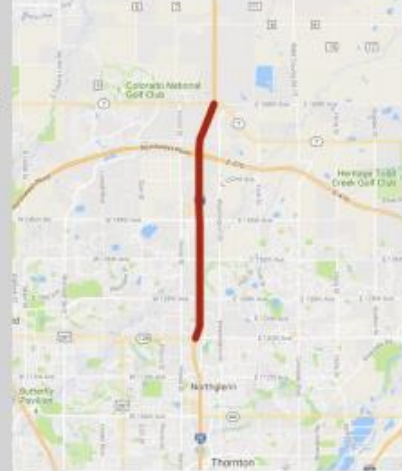
STIP-ID:

Open to Public: **2020**

Sponsor: **CDOT Region 1**

**Project Scope**

This project will extend the existing and under construction managed lanes project (TIPID 2012-073), utilizing existing and new ROW. The project will result in one new managed lane in each direction from the current project's northern terminus near 120th Ave to SH-7. Project will resurface the entire stretch, add traffic management, sound wall, tolling/ITS equipment and safety, bridge and drainage improvements.



Affected Municipality(ies)	Affected County(ies)
Broomfield	Adams
Thornton	Broomfield
Westminster	
Unincorporated	

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$1,750	\$0	\$0	\$0		
State (RMP)		\$0	\$0	\$0	\$0		
State (Surface)		\$0	\$0	\$0	\$0		
State (Water Qlty)		\$0	\$1,348	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$105,579</b>	<b>\$1,750</b>	<b>\$1,348</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$108,677</b>

**Revised**

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$1,750	\$1,800	\$0	\$0		
State (R P P)		\$0	\$6,200	\$0	\$0		
State (Water Qlty)		\$0	\$1,348	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$105,579</b>	<b>\$1,750</b>	<b>\$9,348</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$116,677</b>



**2007-073:** Remove funding and transfer to TIP ID 2016-020, *Wadsworth Blvd Widening: 35<sup>th</sup> Ave to 48<sup>th</sup> Ave.*, to provide funding clarity so all funding sources for the Wadsworth widening are in the same location

**Existing**

Title: **Region 1 Hazard Elimination Pool**

Project Type: **Safety**

TIP-ID: **2007-073**

STIP-ID: **SR16682**

Open to Public:

Sponsor: **CDOT Region 1**

**Project Scope**

CDOT Region 1 Hazard Elimination pool. Specific projects will not be listed.



- Affected County(ies)
- Adams
  - Arapahoe
  - Broomfield
  - Denver
  - Douglas
  - Jefferson

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$16,000	\$16,000	\$16,000	\$16,000		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	\$0	\$16,000	\$16,000	\$16,000	\$16,000	\$0	\$64,000

**Revised**

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$16,000	\$13,400	\$16,000	\$16,000		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	\$0	\$16,000	\$13,400	\$16,000	\$16,000	\$0	\$61,400

**2007-075:** Remove funding and transfer to TIP ID 2016-020, *Wadsworth Blvd Widening: 35<sup>th</sup> Ave to 48<sup>th</sup> Ave.*, to provide funding clarity so all funding sources for the Wadsworth widening are in the same location

## Existing

Title: **Region 1 Traffic Signal Pool**

Project Type: **Safety**

TIP-ID: **2007-075**

STIP-ID: **SR16684**

Open to Public:

Sponsor: **CDOT Region 1**

### Project Scope

CDOT Region 1 pool for traffic signal projects. Specific projects will not be listed.

#### Affected County(ies)

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



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$5,491	\$5,291	\$5,371	\$0		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$10,041</b>	<b>\$5,491</b>	<b>\$5,291</b>	<b>\$5,371</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,194</b>

## Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$5,491	\$4,191	\$5,371	\$0		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$10,041</b>	<b>\$5,491</b>	<b>\$4,191</b>	<b>\$5,371</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,094</b>

**2007-096:** Remove funding and pool project and transfer to TIP ID 2016-020, *Wadsworth Blvd Widening: 35<sup>th</sup> Ave to 48<sup>th</sup> Ave.*, to provide funding clarity so all funding sources for the Wadsworth widening are in the same location

**Existing**

Title: **Region 1 Surface Treatment Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2007-096**

STIP-ID: **SR15215**

Open to Public:

Sponsor: **CDOT Region 1**

**Project Scope**

Projects in CDOT Region 1 to be approved for Pool Funding by Region 1 Director.



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)
University	Arapahoe to Hampden	\$5,000	I-70	32nd Ave to 44th Ave	\$2,500	US-6	Loveland Pass to I-70	\$5,000
Colfax	Galapago to Colorado	\$8,500	SH-83 (Leetsdale Dr)	Mississippi Ave to Colorado Blvd	\$3,000	SH-67	MP 125.6 to SH-105	\$750
US-85	Hampden to Florida	\$2,500	Preventative Maintenance	Various Locations (\$2M/yr)	\$8,000	I-25	Greenland to Larkspur	\$5,000
Santa Fe	Florida to I-25	\$3,500	I-70	EJMT Tunnel Paving	\$3,000	I-70	Floyd Hill to Chief Hosa	\$11,000
US-85	124th to 168th	\$8,000	SH-74	I-70 to CR-65	\$2,500	SH-88	Woodlands Blvd to IREA Access	\$8,000
Wadsworth	Bear Creek to 4th	\$5,500	<b>SH-121</b>	<b>35th to I-70</b>	<b>\$3,000</b>	US-85	MP 191.75 to Louviers	\$4,000
I-25	County Line Rd to Belleview	\$12,000	US-85	H. Ranch Pkwy to C-470	\$3,000	US-36	28th St to Table Mesa Dr	\$4,000
I-225	I-25 to Parker Rd	\$7,500	SH-88	University to I-25	\$4,000	US-85 NB	County Line Dr to Aspen Grove	\$2,000
Colfax	Peoria to Sable	\$2,500	US-287	Colfax to I-70	\$4,000	SH-7	I-25 to US-85	\$8,000
Hampden	Dahlia to Yosemite	\$4,000	US-6	SH-119 to SH-58/SH-93	\$5,000	SH-121	I-70 to 65th Ave	\$4,000
US-6	Frei Pit, east of I-70	\$3,000	I-25	SH-86 to Castle Pines Pkwy	\$2,500	US-40	Genesee to CR-93	\$5,000
SH-88 (Federal Blvd)	Alameda Ave to Hampden Ave	\$4,000	I-70 EB	Georgetown to Empire Junction	\$3,000			

Highlighted project to be removed

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Surface)		\$39,600	\$43,400	\$32,000	\$46,000		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$19,000</b>	<b>\$39,600</b>	<b>\$43,400</b>	<b>\$32,000</b>	<b>\$46,000</b>	<b>\$0</b>	<b>\$180,000</b>



**Revised**

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Surface)		\$39,600	\$40,400	\$32,000	\$46,000		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	\$19,000	\$39,600	\$40,400	\$32,000	\$46,000	\$0	\$177,000

**2016-020:** Provide clarity to project by moving existing funds from various CDOT TIP projects and funding sources. Of the \$7,200,000 being added, only \$500,000 is new funding.

**Existing**

Title: **Wadsworth Blvd Widening: 35th Ave to 48th Ave**

Project Type: **Roadway Capacity**

TIP-ID: **2016-020**

STIP-ID:

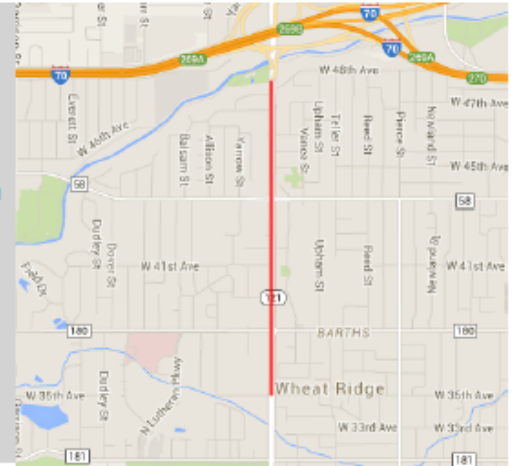
Open to Public: **2020**

Sponsor: **Wheat Ridge**

**Project Scope**

This project will widen Wadsworth Blvd from W 35th Ave to W 48th Ave from 4 to 6 lanes. Features include:

- 8 ft wide sidewalks along both sides of the corridor separated from the street with 9 ft wide tree lawns
- An 11 ft wide two-way cycle track on the east side of Wadsworth Blvd between 35th and 44th
- Street and pedestrian-level lighting
- Landscaped center medians, raised crosswalks, and access consolidation
- Continuous flow intersections with single left turns at 38th and 44th; additional left turn lanes will also be constructed at up to six additional signalized intersections
- Traffic signals upgrades and bicycle detection
- Transit stop enhancements including shelters, benches, and kiosks



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Wheat Ridge	Jefferson	Year	Phase
		2018	Initiate ROW
		2019	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (STP-M)		\$8,000	\$11,280	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$2,000	\$2,820	\$0	\$0		
<b>Total</b>	\$7,500	\$10,000	\$14,100	\$0	\$0	\$0	\$31,600

**Revised**

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STP-M)		\$8,000	\$11,280	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Safety)		\$0	\$4,200	\$0	\$0		
State (Surface)		\$0	\$3,000	\$0	\$0		
Local		\$2,000	\$2,820	\$0	\$0		
<b>Total</b>	\$7,500	\$10,000	\$21,300	\$0	\$0	\$0	\$38,800

**ATTACH C**

## ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Beth Doliboa, Transportation Planner  
303-480-5647 or [bdoliboa@drcog.org](mailto:bdoliboa@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
September 24, 2018	Action	5

### SUBJECT

Proposed *Fixing America's Surface Transportation* (FAST) Act-required targets for infrastructure conditions and system performance.

### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the infrastructure condition and system performance targets shown below.

### ACTION BY OTHERS

N/A

### SUMMARY

The FAST Act requires state DOTs and MPOs to set targets and report on progress towards achieving those targets for several topics in support of a performance-based approach to transportation planning and programming. These topics include safety, infrastructure (pavement and bridge condition), system performance, and transit asset management.

DRCOG has already set targets for safety (2018), and—in conjunction with CDOT—for Peak Hour Excessive Delay and Non-Single Occupancy Vehicles (2020 and 2022). In coordination with RTD and the Federal Transit Administration, DRCOG also addressed the transit asset management target requirements.

DRCOG must also set 2-year and 4-year targets for NHS bridges by deck area, pavement infrastructure conditions for the Interstate system and non-Interstate system, level of travel time reliability for Interstate and non-Interstate NHS routes and truck travel time reliability index for the interstate system. DRCOG has the option to support the state targets set by CDOT or to set its own targets separate from the state.

CDOT coordinated with DRCOG to develop 2-year and 4-year statewide targets for each measure. Given the data and methodology limitations, it would not be useful for DRCOG to set separate targets for the Denver region. Additionally, CDOT will have the opportunity to re-assess the 2022 targets in two years. Therefore, DRCOG staff recommends supporting CDOT's targets for all measures shown in the table below:

		Performance Measures	2-Year Targets (2020)	4-Year Targets (2022)
<b>Infrastructure Condition</b>	<b>Bridge</b>	Percentage of NHS Bridges, by deck area, classified in Good Condition	45%	44%
		Percentage of NHS Bridges, by deck area, classified in Poor Condition	4%	4%
	<b>Pavement</b>	Percent of pavements of the Interstate System in Good Condition	46%	47%
		Percent of pavements of the Interstate System in Poor Condition	1%	1%
		Percentage of pavements of the Non-Interstate NHS System in Good Condition	50%	51%
		Percentage of pavements of the Non-Interstate NHS System in Poor Condition	1%	2%
<b>System Performance</b>	<b>Travel Time Reliability</b>	Interstate Level of Travel Time Reliability (LOTTR)	81%	81%
		Non-Interstate NHS Level of Travel Time Reliability (LOTTR)	64%	64%
	<b>Freight Reliability</b>	Truck Travel Time Reliability (TTTR) Index for the Interstate System	1.5	1.5

**PREVIOUS DISCUSSIONS/ACTIONS**

N/A

**PROPOSED MOTION**

Move to recommend to the Regional Transportation Committee the proposed targets for infrastructure condition and system performance targets as part of the performance-based planning requirements of the *Fixing America's Surface Transportation* (FAST Act).

**ATTACHMENT**

1. Staff presentation

**ADDITIONAL INFORMATION**

If you need additional information, please contact Beth Doliboa, Transportation Planner at 303-480-5647 or [bdoliboa@drcog.org](mailto:bdoliboa@drcog.org) or Tim Kirby, CDOT MPO and Regional Planning Section Manager at 303-757-9619 or [timothy.kirby@state.co.us](mailto:timothy.kirby@state.co.us)



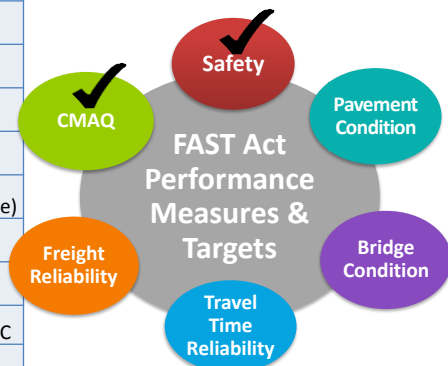
Presented by:  
**Beth Doliboa  
and  
Tim Kirby**

September 24, 2018


# FAST Act Required Targets

## Established targets

<b>Safety</b>	Number of Traffic Fatalities (5-year average)	
	Traffic Fatalities per 100M VMT (5-year average)	
	Number of Serious Injuries (5-year average)	
	Serious Injuries per 100M VMT (5-year average)	
	Number of Non-Motorized Fatalities and Serious Injuries (5-year average)	
<b>CMAQ</b>	<b>Traffic Congestion</b>	Annual hours of Peak Hour Excessive Delay (PHED) per capita
		Percent of Non-Single Occupancy Vehicle (SOV) Travel
	<b>Air Quality</b>	Total Emissions Reduction benefit for Volatile Organic Compounds – VOC
		Total Emissions Reduction benefit for Particulate Matter - PM10
		Total Emissions Reduction benefit for Carbon Monoxide – CO
		Total Emissions Reduction benefit for Nitrogen Oxides –NOx



The diagram shows a central grey circle labeled "FAST Act Performance Measures & Targets" surrounded by six colored circles: CMAQ (green), Safety (red), Pavement Condition (teal), Bridge Condition (purple), Travel Time Reliability (blue), and Freight Reliability (orange). Checkmarks are placed over the CMAQ and Safety circles.

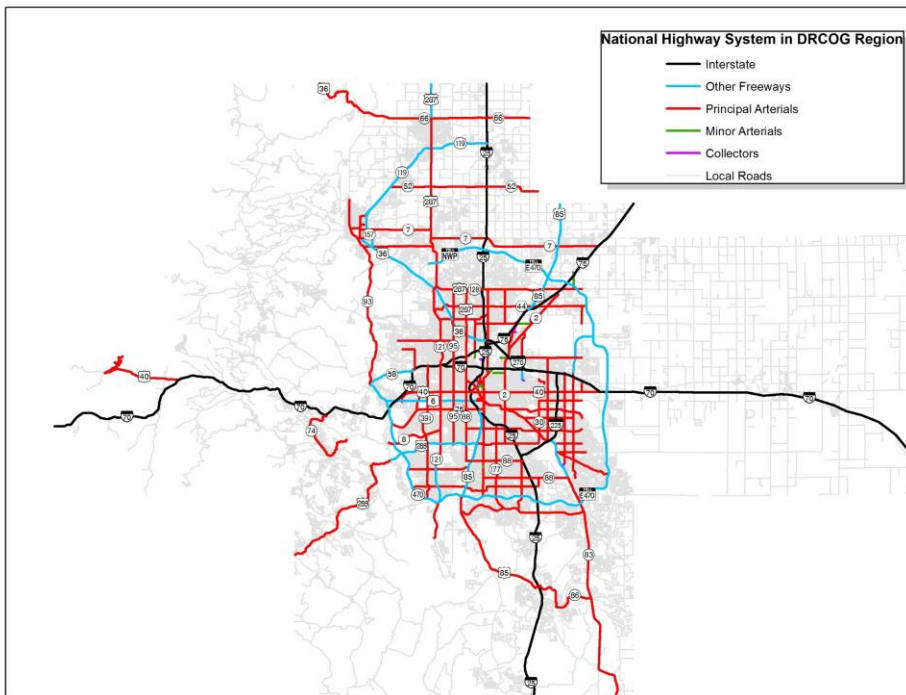


# ATTACHMENT 1



## Remaining performance measure targets

Infrastructure Condition	Bridge	Percentage of NHS Bridges, by deck area, classified in Good Condition
		Percentage of NHS Bridges, by deck area, classified in Poor Condition
	Pavement	Percent of pavements of the Interstate System in Good Condition
		Percent of pavements of the Interstate System in Poor Condition
		Percentage of pavements of the Non-Interstate NHS System in Good Condition
		Percentage of pavements of the Non-Interstate NHS System in Poor Condition
System Performance	Travel Time Reliability	Interstate Level of Travel Time Reliability (LOTTR)
		Non-Interstate NHS Level of Travel Time Reliability (LOTTR)
	Freight Reliability	Truck Travel Time Reliability (TTTR) Index for the Interstate System



# ATTACHMENT 1



## Percentage of NHS Bridges, by deck area, classified in Good and Poor Condition

The percent of deck area in good/fair/poor condition -  
Assessed using the rating of the major structures of the following bridge inventory items:  
Deck, Substructure, Superstructure, and Culverts

CDOT data:

Conditions	2017 Statewide Total Deck Area	2017 Statewide Condition %	2018 Statewide Condition %
All Bridges	30,101,799		
Good Condition	14,691,259	48.81%	47.36%
Fair Condition	14,151,670	47.01%	48.83%
Poor Condition	1,259,870	4.19%	3.81%

Bridge Conditions	State 2020 Target	State 2022 Target
Good Condition	45%	44%
Poor Condition	4%	4%



## Percentage of pavements of the Interstate System in Good or Poor Condition Percent of pavements of the Non-Interstate NHS System in Good or Poor Condition

CDOT leveraged their internal Drivability Life (DL) performance metric and the pavement management system (PMS).

Lane Miles Conditions	2017 Statewide Pavement Conditions	2018 Statewide Pavement Conditions
% Pavement on Interstate System in Good Condition	44.88%	43.09%
% Pavement on Interstate System in Poor Condition	0.25%	0.51%
% Pavement on non-Interstate NHS System in Good Condition	49.34%	41.79%
% Pavement on non-Interstate NHS System in Poor Condition	0.96%	0.16%

Lane Miles Conditions	State 2020 Target	State 2022 Target
% Pavement on Interstate System in Good Condition	46%	47%
% Pavement on Interstate System in Poor Condition	1%	1%
% Pavement on non-Interstate NHS System in Good Condition	50%	51%
% Pavement on non-Interstate NHS System in Poor Condition	1%	2%





# ATTACHMENT 1



## Interstate and Non-Interstate NHS Level of Travel Time Reliability Truck Travel Time Reliability

System Reliability targets were established by using forecasts from the National Performance Management Research Data Set (NPMRDS) and Highway Performance Monitoring System (HPMS) data from 2013 - 2016

### Statewide Interstate LOTTR

Year	LOTTR
2013	80.30%
2014	81.70%
2015	79.20%
2016	81.70%

State 2020 Target	State 2022 Target
81%	81%

### Statewide Non-Interstate NHS LOTTR

Year	LOTTR
2013	67.00%
2014	63.70%
2015	64.00%
2016	63.50%

State 2020 Target	State 2022 Target
64%	64%

### Statewide Truck Travel Time

Year	TTTR
2013	1.55
2014	1.51
2015	1.49
2016	1.45

State 2020 Target	State 2022 Target
1.5	1.5



## Next Steps

- Targets approved by RTC and the Board of Directors before November 15, 2018 - MPO deadline
- 2020 – Mid-year review of the first performance period
  - Adjustments (if necessary) of the four-year targets
  - CDOT submits mid-year performance report
- 2022 – End of first performance period
  - CDOT submit final performance report and significant progress determination performance
  - Target setting for next four-year performance period (2022-2026)





QUESTIONS?

**ATTACH D**

## ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Brad Calvert, Director, Regional Planning and Development Division  
303-480-6839 or bcalvert@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 24, 2018	Action	6

### SUBJECT

Approval of eligibility and evaluation criteria for the FY 2018 and FY 2019 Station Area Master Plan/Urban Center (STAMP/UC) set-aside.

### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the draft FY2018-2019 STAMP/UC eligibility and evaluation criteria.

### ACTION BY OTHERS

N/A

### SUMMARY

The FY 2018-2021 Transportation Improvement Program (TIP) established \$1.2 million in federal funds for the STAMP/UC set-aside in fiscal years 2018 and 2019. In addition to this commitment, previously awarded funds (FY16-17) were recently returned to DRCOG and “rolled-in” to the FY18-19 pool bringing the total available to \$1.4 million.

The set-aside allows for the creation of local visions and action strategies that ultimately assist in the implementation of Metro Vision. There are four types of planning studies eligible through this funding opportunity: station area master plan/urban center studies (original); next steps studies; corridor-wide plans; and area planning and implementation strategies.

The proposed STAMP/UC eligibility and evaluation criteria (Attachments 1 and 2) are similar to previously Board-adopted versions that guided evaluation and selection of FY16-17 studies. The most significant proposed revisions to previous STAMP/UC criteria are due to anticipated changes to program and contract administration.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

Motion to recommend to the Regional Transportation Committee the attached eligibility and evaluation criteria for the FY18-19 Station Area Master Plan/Urban Center funding.


### ATTACHMENTS

1. Presentation slides
2. FY 2018-2019 STAMP/UC Eligibility Criteria
3. FY 2018-2019 STAMP/UC Evaluation Criteria


### ADDITIONAL INFORMATION

If you need additional information, please contact Brad Calvert, Director, at 303-480-6839 or [bcalvert@drcog.org](mailto:bcalvert@drcog.org).

# ATTACHMENT 1



Adrcog  
DENVER REGIONAL COUNCIL OF GOVERNMENTS




## FY 2018-2019 STAMP/UC

### Eligibility and Evaluation Criteria – TAC Presentation

Presented by:  
**Brad Calvert**

September 24, 2018



## Pool History

**Purpose:** STAMP/UC funds are intended to assist local governments and other eligible entities in their efforts to develop station areas and urban center plans and implementation strategies (furthering Metro Vision goals)

**2007** **Beginning of Program:** focus on **Station Area Master Planning (STAMP)** Activities

↓


**2011** **Expansion of Program:** Board of Directors expands the program to include **Urban Centers (UC)**

↘

**FY2018-2019 Cycle** \$1.2 Million Allocated + FY2016-2017 returned funds

**Total Funding Since 2007:**

- 43 studies - over \$6.3 million



Adrcog  
DENVER REGIONAL COUNCIL OF GOVERNMENTS

## Urban centers: a long-standing strategy



- Local identification
- Regional designation



## Types of Studies

**Urban Center Study or Station Area Master Plan:**  
STAMPs are a primary means to develop strategies to ensure that development patterns and policies, and infrastructure investments contribute to a transit-supportive built environment.

**Next Step Studies:**


- Facilitate the realization of outcomes and strategies developed as part of a previous UC/STAMP or similar planning effort

**Corridor-wide Studies** (*must involve all local jurisdictions and stakeholders*):


- Aim to maximize multimodal connectivity along transit corridors and between local jurisdictions

**Area Planning and Implementation Activities:**

- Promote innovative planning activities that can be replicated throughout the region.



# ATTACHMENT 1



## STAMP/UC

### Updated Eligibility and Evaluation Criteria

FF 18-19 Station Area Master Plan & Urban Center Studies (STAMP/UC) Eligibility Criteria

1. Purpose and Authority


2. Eligibility Criteria


3. Evaluation Criteria

4. Funding Requirements

5. Other Requirements

- The proposed criteria are very similar to previously Board-adopted versions that set eligibility and help guided evaluation and selection of proposed studies.
- The most significant proposed revisions to previous STAMP/UC criteria are due to anticipated changes to program and contract administration.
  - Moving from RTD to CDOT
  - Requirement for DRCOG staff to be involved as a member of the project management team or equivalent group charged with study development






## STAMP/UC

### Updated Eligibility and Evaluation Criteria

- Eligibility** Criteria Specific Updates
  - Applied local match and admin fee approach from the TDM set-aside criteria.
  - Created a clear and understandable example of the funding breakdown
 

Example funding breakdown	
Federal Share (82.79%)	\$200,000
Local Share Requirement (17.21%)	\$ 41,575
<b>Total Project Cost</b>	<b>\$241,575</b>
  - Updated to reflect language specific to the new Metro Vision



# ATTACHMENT 1



## STAMP/UC Updated Eligibility and Evaluation Criteria

- **Evaluation** Criteria Specific Updates
  - Updated to reflect language specific to Metro Vision objectives
  - Updated regional prioritization criteria
    - reflects changes to Metro Vision
    - links to the MVRTP
    - Prioritizes efforts related to access to opportunity
    - Prioritizes efforts that increase transferability throughout the region
    - Prioritizes communities that have not previously been awarded funding



## STAMP/UC - Proposed Motion

Motion to recommend to the Regional Transportation Committee the attached eligibility and evaluation criteria for FY18-19 Station Area Master Plan/Urban Center funding.





# ATTACHMENT 1



No.	Funded Previously	Never Funded
1	Adams County (x2)	Boulder
2	Arvada (x2)	Brighton
3	Aurora (x7)	Castle Rock
4	Broomfield (x1)	Glendale
5	Boulder County (x1)	Golden
6	Commerce City (x1)	Jefferson County
7	Denver (x17)	Lone Tree
8	Douglas County (x1)	Parker
9	Englewood (x2)	Superior
10	Lakewood (x3)	Wheat Ridge
11	Littleton (x2)	
12	Longmont (x2)	
13	Louisville (x1)	
14	Northglenn (x1)	
15	Thornton (x4)	
16	Westminster (x1)	



# FY 18-19 Station Area Master Plan & Urban Center Studies (STAMP/UC) Eligibility Criteria

Urban Center Studies and Station Area Master Plans create local visions and action strategies that ultimately assist in the implementation of Metro Vision, the region’s long-range plan for growth and development. There are four types of planning studies eligible through this funding opportunity: Urban Center Study/Station Area Master Plan (original); Next Steps Study; Corridor-wide Plan; and Area Planning and Implementation Strategies. Eligible study sponsors include local governments, RTD, and non-profits (e.g. TMAs/BIDs) that meet criteria listed below. Sponsors may submit any number of proposed studies, but DRCOG will fund only up to two studies per sponsor per fiscal year.

**Funding Source:** Federal Highway Administration (FHWA)

**Funding Mechanism:** DRCOG Transportation Improvement Program (TIP), Surface Transportation Block Grant

**Funding Cycle:** FY 18-19

**Total Federal Amount Available:** \$1.4 Million

**Maximum Federal Funding Request:** \$200,000

**Minimum Federal Funding Request:** \$75,000

## Funding Eligibility Criteria

---

### All Sponsors must:

- Be eligible to be direct recipients of federal funds. As stated above, these include local governments, governmental agencies, and non-profits. Private, for-profit companies (e.g., contractors, suppliers, or consultants) are not eligible.
- Be in good standing with the State of Colorado via the Secretary of State’s business database: <http://www.sos.state.co.us/pubs/business/businessHome.html>
- Develop scopes of work that adhere to the federal STBG Program Guidance, located at: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>
- Be able to incur project costs for later reimbursement.

### Local share requirements:

- A local share of 17.21% of the total study cost is required (federal share = 82.79%).

Example funding breakdown	
Federal Share (82.79%)	\$200,000
Local Share Requirement (17.21%)	\$ 41,575
<b>Total Project Cost</b>	<b>\$241,575</b>

- The local share of all studies must be committed as cash. In-kind match will not be accepted.

### Non-local government requirements:

- Non-local government entities must provide letters of support from impacted jurisdictions.

### All funded studies must:

- Include an outreach and engagement process that includes the involvement of DRCOG as well as other regional partners (e.g. CDOT and RTD where appropriate) and relevant stakeholders in the study area. This process must also include efforts and accommodations to include low- to moderate-income, minority and elderly or people with disabilities.
- Involve a DRCOG staff representative as a member of the project management team or equivalent group charged with study development.

## Eligible Study Types

---

### Station Area Master Plan or Urban Center Study (original)

Metro Vision strives for our region to become an international model for healthy, livable communities by developing vibrant urban centers connected by a robust multi-modal network throughout the metro area. Urban center studies are intended to help communities plan for urban centers to:

## ATTACHMENT 2

- be active, pedestrian-, bicycle-, and transit-friendly places that are more dense and mixed in use than surrounding areas;
- allow people of all ages, abilities, and incomes access a range of housing, employment, and service opportunities without sole reliance on having to drive;
- promote regional sustainability by reducing per capita vehicle miles traveled, air pollution, greenhouse gas emissions and water consumption; and
- respect and support existing neighborhoods.

Station Area Master Plans are a primary means to develop strategies to ensure that development patterns and policies, as well as associated infrastructure investments contribute to a transit-supportive built environment.

### Funded studies of this type must include:

- Development and investment strategies that allow people of all ages, incomes and abilities the opportunity to access a range of housing, employment, and services.
- A market or fiscal feasibility analysis that assesses plan recommendations and ensures the proposed plan is realistic and/or strategies to market the area to the development community in cases where the market for urban center and transit-oriented development is still emerging.
- A clear and realistic action plan to address key findings, including identification of necessary policy or regulatory changes (e.g. comprehensive plan, zoning, etc.); infrastructure improvements, and housing strategies.
- An implementation strategy that describes the organizational structure and process that will be used to ensure the action plan will be implemented, including the roles of community and regional partners.

### Next Step Studies

Next step studies are intended to facilitate the realization of outcomes and strategies, developed as a part of station area master plans and urban center studies. Proposed studies should be identified in an existing Station Area Master Plan/Urban Center Study or similar effort.

### Example studies include but are not limited to:

- Access management plans
- Corridor redevelopment strategies
- Design studies and concepts for multi-modal infrastructure projects
- Street design standards/manuals
- Multi-use trail/Bike facilities plan
- Pedestrian facilities plan
- Urban design guidelines
- Comprehensive wayfinding plans and strategies
- Traffic circulation studies
- First/Last-mile mobility implementation, financing, partnership studies
- Transit enhancement feasibility studies
- Transportation demand management studies and implementation activities
- Parking management strategies

### Corridor-wide Studies

Corridor-wide studies aim to maximize connectivity along transit corridors and between local jurisdictions. These studies must involve all major stakeholders along the proposed corridor.

### Example studies include but are not limited to:

- Studies that aim to maximize multi-modal connectivity within transit corridors (including high frequency bus corridors that serve one or more urban centers – high frequency bus corridors have headways of 15 minutes or less) and at individual urban center/station areas along the corridor.
- Studies that identify barriers to station area development and increased transit use along the corridor – barriers could include current land use, zoning and development standards; parking availability and cost; inadequate bike and pedestrian facilities, first/last mile challenges, etc.

## ATTACHMENT 2

- Efforts to create corridor-wide implementation strategies and/or an action plan identifying such things as needed plan updates, code revisions, marketing activities and financial or regulatory incentive.
- Corridor-wide studies must involve all the local jurisdictions and other major stakeholders along the corridor.

### Area Planning and Implementation Activities

Area planning and implementation activities are studies that promote innovative planning activities that can be replicated throughout the Denver region. Typically, they include multiple jurisdictions, station areas and urban centers aiming to study a common issue while focusing on local context and implementation strategies.

Example studies include but are not limited to:

- TOD strategies including zoning and financing for water, sewer, stormwater, parks, recreational facilities, parks and open space infrastructure
- First- and final-mile mobility implementation, financing, feasibility and partnership studies
- Pedestrian facility assessment and needs plan
- Bike amenities and share programs
- Roadway corridor revitalization plans, strategies and design standards
- Development of Complete Streets policies and ordinances
- Alternative fuel/Electric vehicle facility planning
- Regional multi-use trail feasibility and alignment study

### Award Conditions

---

- Each applicant awarded funds will sign an IGA and enter into a contract with CDOT to implement the study. CDOT is the ultimate steward of these federal funds.
- Project scopes of work are subject to review and approval by DRCOG and CDOT. Additionally, each sponsor will establish a project management team that at minimum will include the project sponsor, DRCOG, and lead consultant.
- Each applicant will be required to attend project implementation training (approximately 4 hours) that defines the documentation required for tracking expenses and requesting reimbursement.
- All awards must follow the adopted TIP project delay policy.
- Study sponsors will work with DRCOG and CDOT, and FHWA to ensure that the study is being implemented in accordance with federal requirements.
- CDOT will specify requirements for status reporting and reimbursement requests upon award.

### Contact Information

For questions regarding STAMP/UC Eligibility Criteria, please contact:

Derrick Webb, AICP

Denver Regional Council of Governments

303-480-6728

[dwebb@drcog.org](mailto:dwebb@drcog.org)

# FY 18-19 Station Area Master Plan & Urban Center Studies (STAMP/UC) Evaluation Criteria

Metro Vision establishes the importance of urban centers and transit station areas in the region's efforts to reach our goals for healthy, livable communities connected by a robust multi-modal transportation network. These areas have high levels of internal connectivity and are well-connected to the region at large. DRCOG staff will certify eligible Urban Center study or Station Area Master Plan submittals following the FY18-19 Eligibility Criteria. All eligible submittals will be evaluated using the criteria below by an independent study selection committee, including representatives from CDOT and jurisdictions within the region that are not seeking funding during the current call for studies.

All funding recommendations from the study selection committee will be presented to the DRCOG Board of Directors for their consideration in determining final funding commitments.

## Evaluation Criteria

---

### Study Need (20%)

- Application includes an issue statement that clearly identifies the local/regional need of the study along with the desired outcomes.

### Potential to contribute to objectives embodied in Metro Vision (60%)

- Application identifies how the study contributes to the following (as applicable):
  - Promote active, pedestrian-, bicycle-, and transit-friendly places that experience a higher density than surrounding areas and a mix of uses
  - Promote built and natural environments that support healthy active choices
  - Create expanded connections to health services
  - Provide reliable mobility choices to all users: residents and visitors of all ages, incomes and abilities, as well as businesses that provide services and produce or sell goods.
  - Promote diverse, livable communities
  - Providing direction in the area for development to occur in an orderly and compact pattern
  - Accommodate a growing share of the region's housing and employment in urban centers
  - Promote a regional transportation system that is well-connected, serves all modes of travel and is safe, reliable and well-maintained

### Local commitment and ability to implement (10%)

- Application describes prior activities in support of the study area.
- Applicant demonstrates their ability to successfully complete the study in a timely fashion.

### Innovation and feasibility (10%)

- Application demonstrates:
  - Innovation in study scope
  - Practicality/feasibility of scope of work

## Regional Prioritization

---

- Priority will be given to areas near existing and planned transit corridors in the 2040 Metro Vision Regional Transportation Plan (2040 MVRTP), shown on the map of the 2040 Metro Vision Rapid Transit System (see figure 18)
- Priority will be given to proposed study areas including a rapid transit station and an urban center designated in Metro Vision.
- Priority will be given to proposed studies that highlight increasing access to opportunity
- Priority will be given to local governments that have not previously been awarded STAMP/UC funding
- Priority will be given to studies that show transferability of outcomes locally and regionally
- Priority will be given to studies that include non-traditional partners and stakeholders working to address a regionally significant issue

**ATTACHE**

## ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Matthew Helfant, Senior Transportation Planner  
303-480-6731 or [mhelfant@drcog.org](mailto:mhelfant@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
September 24, 2018	Informational	7

### SUBJECT

Discussion on DRCOG becoming the direct recipient for Federal Transit Administration (FTA) Section 5310 (*Enhanced Mobility of Seniors & Individuals with Disabilities*) Program funding.

### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of DRCOG continuing to pursue becoming the direct recipient of FTA Section 5310 funds.

### ACTION BY OTHERS

N/A

### SUMMARY

The FTA 5310 program funds projects to increase the mobility of older adults and individuals with disabilities. Eligible projects include both capital investment and operating assistance for service that goes beyond minimum Americans with Disabilities Act (ADA) complementary paratransit service requirements. There is an annual allocation of just under \$2 million for the Denver region.

DRCOG previously selected projects for this program and its predecessor program for several cycles for RTD. The DRCOG Area Agency on Aging (AAA) also administers transportation projects funded through the Older Americans Act (OAA). The coordination of both funding sources could significantly increase service efficiency, reduce duplication, and increase the number of trips provided. Also, the FTA allows funding expended for OAA transportation projects to count towards the local match requirement for FTA 5310. For those reasons, combining both programs is a key recommendation of the 2016-2019 DRCOG Area Plan on Aging. It is also the primary recommendation of the [Transportation Coordination Systems Study](#), a joint effort of DRCOG, the Denver Regional Mobility Access Council (DRMAC), and other stakeholders. In fact, this study recommended as a best practice the integration and leveraging of multiple funding sources to best serve transportation needs for vulnerable populations.

In addition, the new 2020-2023 Transportation Improvement Program Human Service Transportation set-aside could also be combined with the other two funding sources, and potentially others, to make an even more robust coordinated program.

Becoming the direct recipient would be a new responsibility for DRCOG. It would mean working more directly with another federal agency (FTA). It would also mean overseeing federal projects undertaken by subrecipients and compensating them for their work before getting reimbursed from the FTA. These responsibilities are not dissimilar to ones that the DRCOG AAA has had for decades in their role as a recipient of Older Americans Act funds. FTA 5310 direct recipients can use up to 10% of the annual allocation to cover

administrative costs associated with administering the program with no local match requirement.

DRCOG staff have met with CDOT, FTA, RTD, and stakeholders to obtain input and support. CDOT, FTA, and RTD have indicated support, and stakeholders have provided useful feedback.

With approval, DRCOG staff would work with CDOT to transition the program for DRCOG to take over in 2020. The first call for projects would take place in the Summer/Fall of 2019 and the first projects would commence in January 2020.

PREVIOUS DISCUSSIONS/ACTIONS
------------------------------

N/A

PROPOSED MOTION
-----------------

N/A

ATTACHMENT
------------

1. Coordinated Transportation Model illustrations

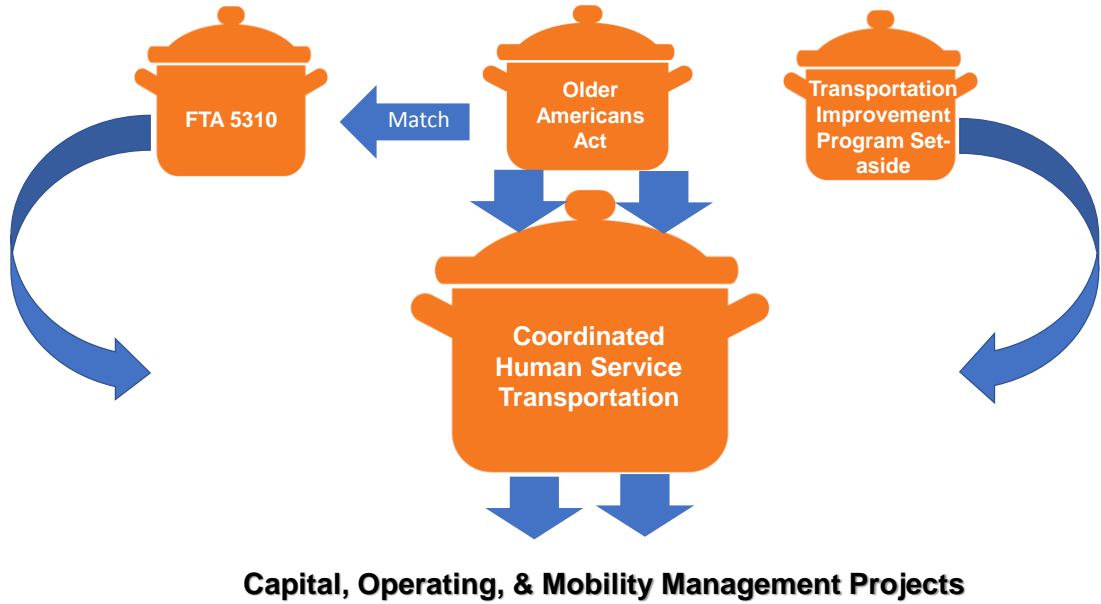
ADDITIONAL INFORMATION
------------------------

If you need additional information please contact Matthew Helfant, Senior Transportation Planner 303-480-6731 or [mhelfant@drcog.org](mailto:mhelfant@drcog.org).

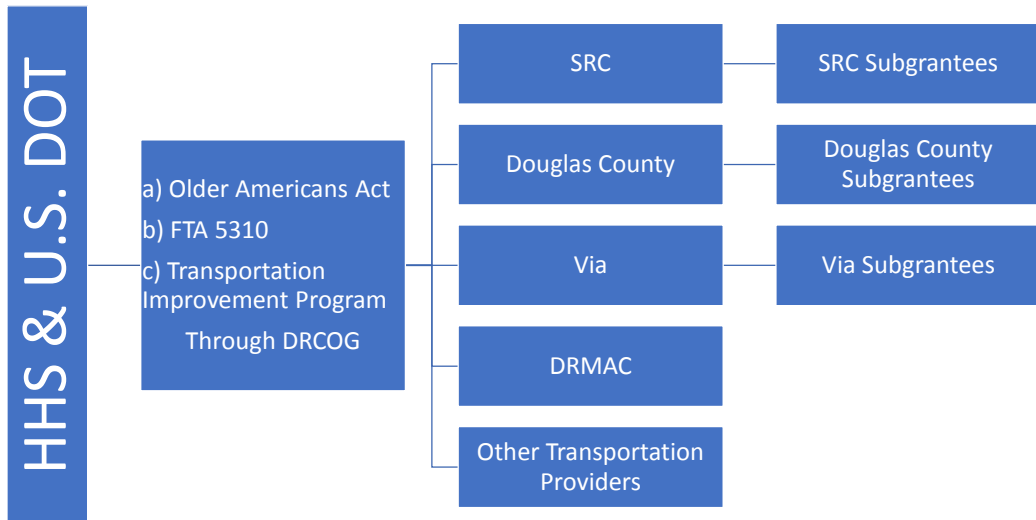


# ATTACHMENT 1

## Coordinated Transportation Model (Funding)



## Coordinated Transportation Model (Administration)



**ATTACH F**

## ATTACHMENT F

To: Chair and Members of the Transportation Advisory Committee

From: Todd Cottrell, Senior Transportation Planner  
(303) 480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
September 24, 2018	Informational	8

### SUBJECT

2020-2023 *Transportation Improvement Program* (TIP) Regional Share project submittals.

### PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

### ACTION BY OTHERS

N/A

### SUMMARY

Funding requests for 2020-2023 TIP Regional Share funding from each subregional forum, RTD, and CDOT were submitted to DRCOG on or before September 21. A total of \$32.5 million in DRCOG-allocated Regional Share funds is available.

DRCOG staff will brief the committee on the funding requests received.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENTS

N/A

### 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](mailto:tcottrell@drcog.org).

**ATTACH G**

## ATTACHMENT G

To: Chair and Members of the Transportation Advisory Committee

From: Emily Lindsey, Transportation Planner  
303-480-5628 or [elindsey@drcog.org](mailto:elindsey@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
September 24, 2018	Informational	9

### SUBJECT

Information and update on the DRCOG Active Transportation Plan

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

DRCOG is developing the region's first-ever Active Transportation Plan (ATP). Alongside the Active Transportation Stakeholder Committee (ATSC), the project team kicked off the planning process at the end of 2017 and conducted stakeholder and public outreach in spring and summer 2018.

In June, the project team held five workshops across the region with local government staff and members of the project team conducted outreach on Bike to Work Day at ten stations across the region and recently analyzed survey results to learn more about barriers to walking and bicycling. In August, the project team received comments from the ATSC regarding the planning framework and draft regional active transportation corridors.

Staff anticipates releasing a draft of the ATP in October 2018. There will be a 30-day public comment period and the project team will revise the document based on feedback received.

Staff anticipates presenting the final draft to DRCOG's Transportation Advisory Committee and Regional Transportation Committee at their November meetings and to the Board of Directors at its December meeting.

### PREVIOUS DISCUSSIONS/ACTIONS

[June 25, 2018](#)

### PROPOSED MOTION

N/A

### ATTACHMENT

Staff presentation

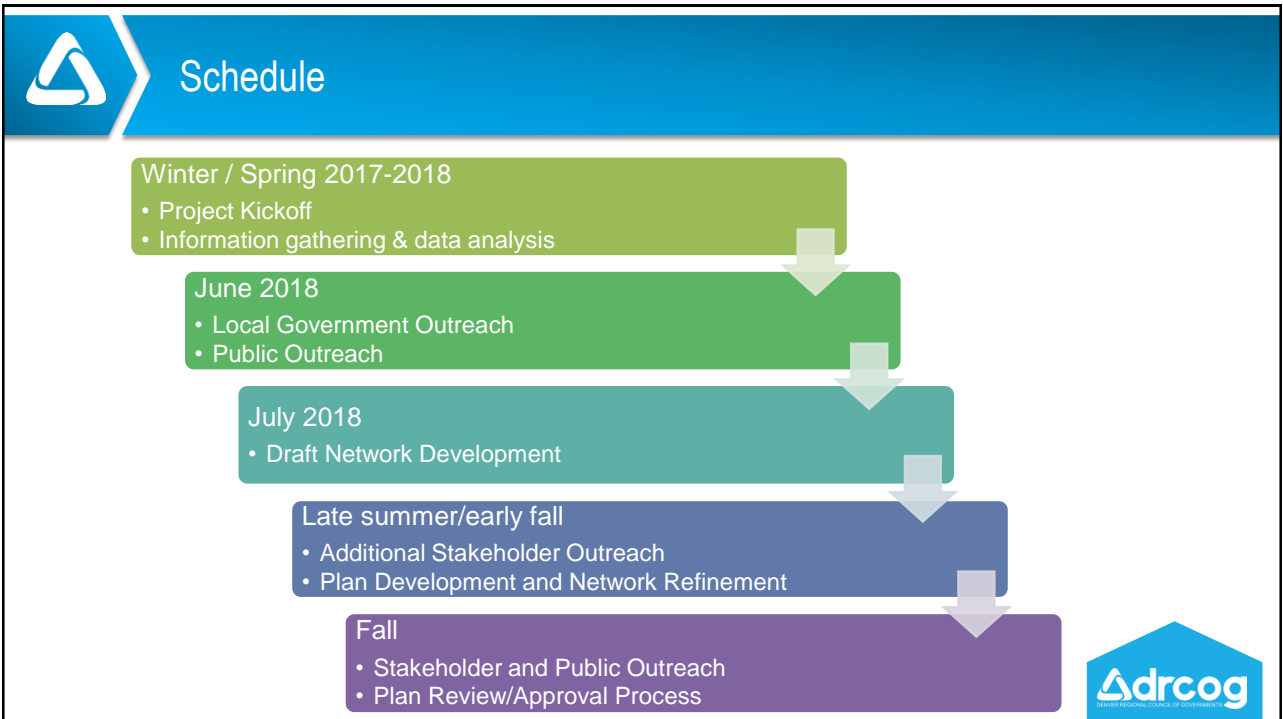
### ADDITIONAL INFORMATION

If you need additional information, please contact Emily Lindsey, Transportation Planner, at 303-480-5628 or [elindsey@drcog.org](mailto:elindsey@drcog.org).



Presented by:  
**Emily Lindsey**  
September 24, 2018

# DRCOG Active Transportation Plan Update



 Outreach Highlights (to date)

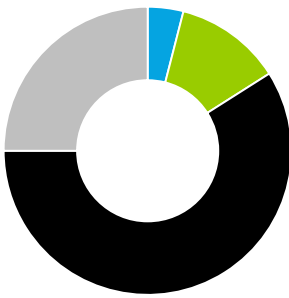
**55 participants** from  
**31 stakeholder agencies** at  
**5 meetings** across the region in June

**412 responses** to an online survey  
from members of the public

**10 stations** on Bike to Work Day and  
**233 responses** to engagement activity



 Who are we planning for?



**4% of people are highly confident**  
**12% of people are somewhat confident**  
**59% of people are interested but concerned**

*DRCOG Survey of Residents About Active Transportation (2018)*





## Plan Structure



### **Introduction + Objectives** **Regional Active Transportation Network** **Tools for Local Implementation** **Taking Action – Strategic Initiatives** **Appendices**

- County profiles
- Engagement summary
- Survey results
- Crash report
- Local plan inventory




## Introductory Components

- Outlines **objectives** and **performance measures**.
- Highlights **local examples** throughout the DRCOG region.
- Describes **connection to Metro Vision**.
- Introduces the **regional active transportation network concept**.











## Planning Framework Themes

- Crashes and safety
- Bicycle and pedestrian activity
- Connectivity of local and regional active transportation networks
- Comfort and usability
- Access to/from transit
- Equitable access to active transportation options

## Regional Active Transportation Network Components

Focus Area	Description	What does it mean for the ATP?
<b>Pedestrian focus area</b>	Areas with a high concentration of existing or potential pedestrian activity.	Efforts to <b>improve pedestrian safety and convenience in these areas</b> will help the region achieve Metro Vision goals related to livable communities, safety, health, and transit integration.
<b>Short-trip opportunity zones</b>	Areas with a high concentration of short trips (2 miles or less).	The average bicycle trip distance in the Denver region is 1.8 miles. Areas with a large number of trips 2 miles or less hold potential for <b>converting car trips to bicycle trips</b> , which will help fulfill a key Metro Vision goal (reduce SOV mode share).
<b>Regional active transportation network</b>	High-comfort routes that connect significant regional destinations and may serve longer distance bike trips, as well as local walking and biking trips.	These routes are intended to allow <b>safe and comfortable access to regional destinations for everyone</b> , supporting Metro Vision's goals related to creating a connected multimodal region and vibrant regional economy. The regional network should facilitate <b>cross-jurisdictional collaboration toward a common vision</b> for a regional active transportation network. <b>Local facilities that feed into the regional network are critical</b> to connect residents to the regional network and will be recognized in the ATP.



## Highlights from Tools for Local Implementation



**Identified planning and design approaches for: bicycle infrastructure, pedestrian infrastructure, and supporting elements for active transportation.**



**New** and **Emerging** – covers topics like e-bikes, Dockless mobility, etc.

**Traditional** – covers topics like accessibility, complete streets, etc.



## Local and Regional Strategic Initiatives

In line with **Metro Vision planning framework**, identified:

- Options for **Regional Organizations**
  - Collaboration
  - Education and Assistance
  - Investments
- Options for **Local Organizations**
  - Collaboration
  - Policies, Plans & Regulations
  - Investments

Highlighted relevant **case studies** too!





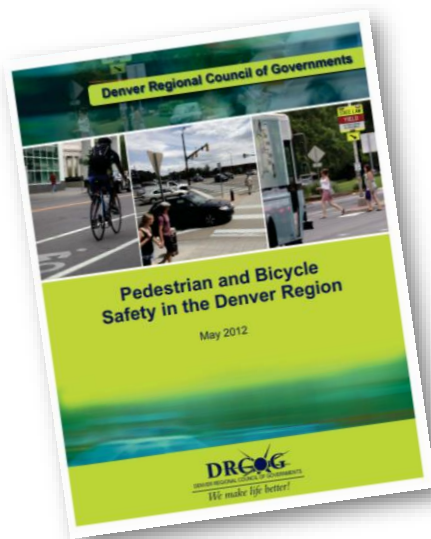
## County Profiles

As part of existing conditions assessment, looked at each County-level geography to:

- Understand **planning context**
- Highlight and incorporate **local plans and policies**
- Examine **existing facilities** and **walking and bicycling activity**.
- Report on active transportation **crashes**.



## Bicycle and Pedestrian Crash Report – Coming soon!





QUESTIONS?

**ATTACH H**

## ATTACHMENT H

To: Chair and Members of the Transportation Advisory Committee

From: Emily Lindsey, Transportation Planner  
303-480-5628 or [elindsey@drcog.org](mailto:elindsey@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
September 24, 2018	Informational	10

### SUBJECT

Information on shared-use mobility data

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

With innovative new mobility options in many communities, attention to policy areas where the region could benefit from communities being in alignment are key to consider as pilot programs are implemented and new permit programs are developed. The National Association of City Transportation Officials (NACTO) recently released *Guidelines for the Regulation and Management of Shared Active Transportation* which lists several areas for discussion including data standards. One example of a robust coordinated-data model is in the Seattle region, where the University of Washington's Transportation Data Collaborative serves as a regional-hub for collecting standardized data.

In the Denver region, there are many communities individually considering and/or implementing shared-use mobility programs. This includes a range of scenarios from full-fledged pilot programs for e-bike, e-scooter and dockless bikeshare to traditional station-based bikeshare. As communities develop and implement shared-use mobility programs, DRCOG staff would like to gauge TAC's interest in DRCOG facilitating a shared-use mobility data sharing coordination process that would coordinate efforts among communities and ensure consistent regional data access and standards.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENTS

1. Staff presentation
2. [NACTO Guidelines for the Regulation and Management of Shared Active Transportation](#) – Excerpt on Data Standards

### ADDITIONAL INFORMATION

If you need additional information, please contact Emily Lindsey, Transportation Planner, at 303-480-5628 or [elindsey@drcog.org](mailto:elindsey@drcog.org).



# Shared-Use Mobility

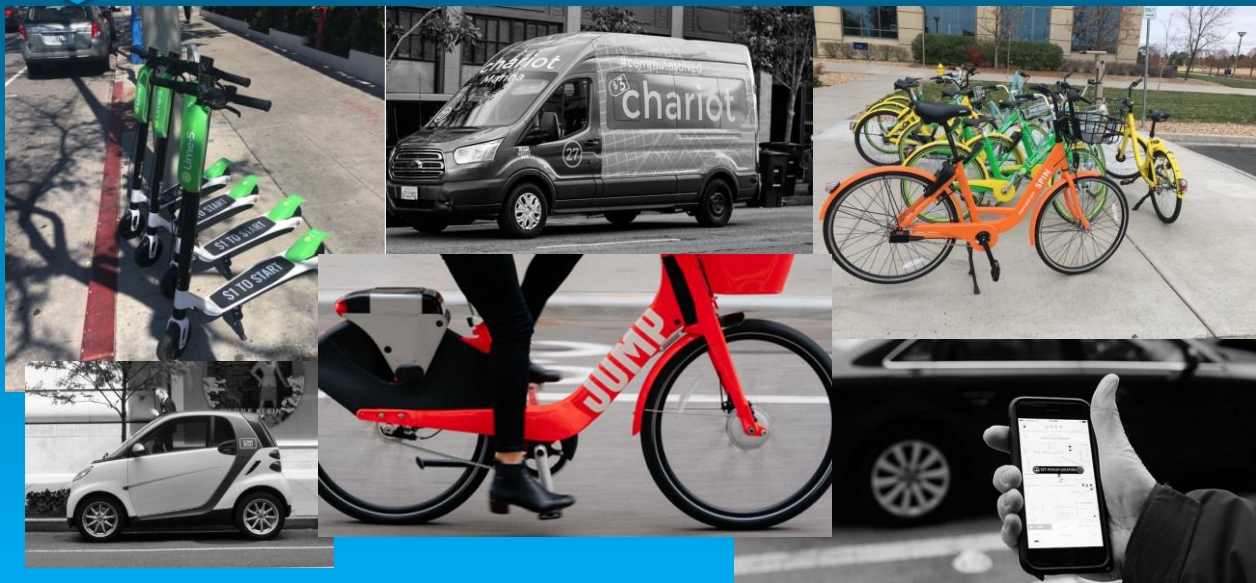
## Data Discussion

Presented by:  
**Emily Lindsey**

September 24, 2018



### Shared-use Mobility







## Opportunities to Collaborate

NACTO recently released *Guidelines for the Regulation and Management of Shared Active Transportation* that outlines policy areas where communities should be in alignment:

- **Oversight and Authority**
  - General Provisions
  - Operations Oversight
  - Public Communications Oversight
- **Data Standards**
  - Provision and Access
  - Quality and Accuracy
  - Privacy
- **Small Vehicle Standards for the Shared Use Context**



## Opportunities to Collaborate

NACTO recently released *Guidelines for the Regulation and Management of Shared Active Transportation* that outlines policy areas where communities should be in alignment:

- **Oversight and Authority**
  - General Provisions
  - Operations Oversight
  - Public Communications Oversight
- **Data Standards**
  - Provision and Access
  - Quality and Accuracy
  - Privacy
- **Small Vehicle Standards for the Shared Use Context**





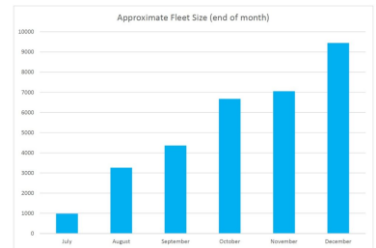
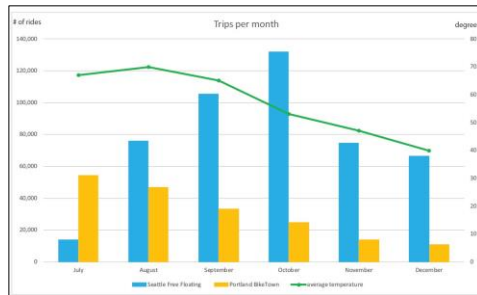
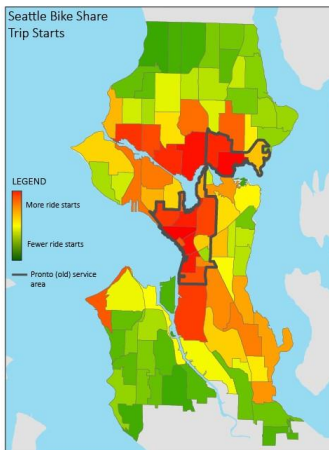


Some of the elements discussed

- General Bikeshare Feed Specification (GBFS) format
- Trips, maintenance/condition, and customer complaint reports and access to aggregated reports (system use, compliance, etc.)
- Anonymized trip data available to the public
- Shared w/ the community and/or approved 3<sup>rd</sup> party data aggregator
- Opt-in user survey to users and provide input on Qs
- Agree upon frequency of reporting
- Require record retention in accordance with local and state policies.
- Ensure customer data privacy
- Provide customers w/clear information about what data will be accessed
- Customers may opt-in (not opt-out) to provide access to files, etc.



Seattle Use Case: Trip Origins, Ridership, Fleet Size, etc.



Source: Seattle DOT

<http://sdotblog.seattle.gov/2018/05/02/bike-share-by-the-numbers/>

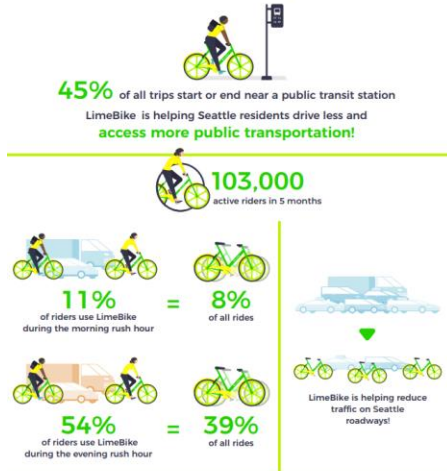


# Seattle Use Case: Trip Origins, Ridership, Fleet Size, etc.

## Helping the Emerald City stay green!



## Less traffic on Seattle roadways



Source: LimeBike

<https://www.limebike.com/hubfs/EOY%20Data%20Report.pdf>

Average riding time is **7:30** min, covering **1 mile**  
LimeBike is helping to solve first and last-mile transportation problems in Seattle!



**THANK YOU**

## Data Standards

**Companies operating in the public right of way must provide cities and local governments with accurate, complete, and timely data about how Shared Active Transportation services are used and, in an appropriately anonymized fashion, who is riding.**

### Data Provision & Access

#### Format:

1. At a minimum, all data should be provided to the city in the General Bike Share Feed Specification (GBFS) format. In addition to GBFS, cities ensure that additional data fields that record small vehicle location are also required. Cities should be aware that GBFS cannot measure maintenance status, small vehicle condition, or record customer complaint reports. In developing data standards and adding small vehicle field(s), cities should look to the data requirements created by Los Angeles, Chicago, and Washington DC.
  - Los Angeles: <https://github.com/CityOfLosAngeles/mobility-data-specification>
  - Washington DC: *To be released—contact DDOT directly.*
  - Chicago: <https://chicago.github.io/dockless-bikeshare-reporting-manual/>
  - GBFS: <https://github.com/NABSA/gbfs>
2. Additionally, cities should retain the right to request aggregated reports on system use, compliance, and other aspects of operations (e.g. parking complaints, crashes, damaged or lost small vehicles). Cities should request the data in any reports to be provided in .csv, .exls, .exlsm, or similar format, in addition to the report format.
3. Cities shall require that companies make anonymized trip data available to the public for use in creating apps that are not affiliated with the companies or city.

#### Process:

1. All data shall be provided directly to the city, or to a city-approved 3rd party data aggregator such as Shared Streets, or university/academic institution.
2. Cities should retain the right to require that companies send an opt-in user survey to all users and to provide input into survey questions.
3. At a minimum, aggregated data shall be provided to the city on a weekly basis, or at a timeframe specified by the city.
4. Cities should require companies to retain all records in full accordance with local and state records retention policies.

### Data Quality and Accuracy

1. In order to accurately convey small vehicle location, use patterns, and other information, all small vehicles shall ping, at a minimum every 90 seconds while in use.
2. In order to ensure that small vehicle locations are known even when the small vehicle is not in use, all data shall be provided by GPS equipment that is affixed to the company's small vehicle (e.g. not customer phones). This does not include phone-based location services information, used by customers, to locate a small vehicle or track their own personal route.

### Data Privacy

1. All companies must ensure customer data privacy and that company policies are in accordance with city data privacy policies.
2. Cities should require companies to provide a clear, written justification for why they need access to each type of customer files (e.g. contacts, camera, photos, location, other apps etc.)

3. Customers shall not be required to share personal data with 3rd parties (e.g. advertisers, investors etc.) in order to use the mobility services.
4. Customers shall not be required to provide access to their contacts, camera, photos, files and other private data to use the mobility service. Location services may be required to use the service for the purpose of locating nearby vehicles, but not for providing trip-level data. For camera and photo access, cities should encourage companies to work with phone software companies to develop “only-open-when-app-is-running” options.
5. Companies must provide customers with clear, prominent notification about what data will be accessed (e.g. location services, camera, contacts, photos etc.) and explain how and why data will be used. Notification must be active (e.g. affirmative confirmation-required to continue) and should not be buried in larger terms-of-service notifications.
6. Customers may opt-in (not opt-out) to providing access to their contacts, camera, photos, files, other private data and 3rd party data sharing.

### Small Vehicle Standards for the Shared-Use Context

Companies must provide small vehicles and other equipment that is safe for public use and developed for the shared-use context.

1. All small vehicles must comply with safety standards established by the CPSC and all other federal, state, and city safety standards:
  - For **regular bikes**, refer to ISO 43.150
  - For **e-bikes/electric-assist bikes**, refer to CPSC Public Law 107-309 for Low Speed Electric Bicycles for maximum engine wattage. Please note that these standards are evolving.
  - For **scooters**, refer to CPSC in Public Law 107-309 for standards around for weight bearing. Please note that these standards are evolving.
2. In addition to safety standards established by the CPSC, companies must provide small vehicles that meets all state and local safety standards.
3. For all electric-assist small vehicles (e.g. e-bikes, e-scooters), the maximum motor-assist speed shall be 15mph.
4. All small vehicles must have always-on front and back lights that are visible from a distance of at least 300 feet under normal atmospheric conditions at night. Front and rear lights must stay illuminated for at least 90 seconds after the bike has stopped.
5. All small vehicles must have, and clearly display, a unique, permanent identification number that is provided to the city.
6. Companies must ensure that all small vehicles are inspected, maintained, and/or replaced on a mutually agreed-upon schedule with the city.
7. Companies have the ability to remotely lock-down individual small vehicles (e.g. when they are deemed/reported unsafe.)