

AGENDA

TRANSPORTATION ADVISORY COMMITTEE

Monday, September 25, 2017

1:30 p.m.

1290 Broadway

Independence Pass Board Room – 1st Floor, west side

1. Call to Order
2. Public Comment
3. August 28, 2017 TAC Meeting Summary
(Attachment A)

ACTION ITEMS

4. Discussion on removal of the National Highway System designation for a portion of Peña Boulevard.
(Attachment B) Jacob Riger – Jeff Sudmeier, CDOT – Rachel Carr, City and County of Denver/Denver International Airport
5. Discussion on eligibility rules, selection process, and evaluation criteria for the selection of FY 2018 and FY 2019 projects to be funded through the DRCOG TDM set-aside of the FY 2018–2021 Transportation Improvement Program (TIP).
(Attachment C) Emily Lindsey

INFORMATIONAL ITEMS

6. Briefing on Congestion Management Process and upcoming 2016 Annual Report on Roadway Traffic Congestion in the Denver Region.
(Attachment D) Robert Spotts
7. Briefing on the proposed Volkswagen Beneficiary Mitigation Plan for Colorado.
(Attachment E) Robert Spotts – Steve McCannon, RAQC

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
9. Next Meeting – October 23, 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 TRANSPORTATION ADVISORY COMMITTEE Monday, August 28, 2017

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Jeanne Shreve	Adams County
Mac Callison (Alternate)	Arapahoe County-City of Aurora
Tom Reed	Aviation
Heather Balsler	Boulder County-City of Louisville
Kathleen Bracke	Boulder County-City of Boulder
Tom Schomer	Broomfield, City and County
Jeff Sudmeier (Alternate)	Colorado Dept. of Transportation, DTD
Richard Zamora	Colorado Dept. of Transportation, Reg 1
David Gaspers	Denver, City and County
Douglas Rex	Denver Regional Council of Governments
Art Griffith	Douglas County
Chris Hudson (Alternate)	Douglas County-City of Parker
Greg Fischer	Freight
Bob Manwaring (Chair)	Jefferson County-City of Arvada
Steve Durian	Jefferson County
Hank Braaksma	Non-RTD Transit
Ken Lloyd	Regional Air Quality Council
Bill Sirois (Alternate)	Regional Transportation District
Sylvia Labrucherie	Senior
Ted Heyd	TDM/Non-motor
Kevin Ash (Alternate)	Weld County-Town of Frederick

OTHERS PRESENT:

Phil Greenwald (Alternate)	Boulder County – City of Longmont
Sarah Grant (Alternate)	Broomfield
Flo Raitano (Alternate)	Denver Regional Council of Governments
Tom Reiff (Alternate)	Douglas County-Town of Castle Rock
Aaron Bustow (Ex-Officio)	Federal Highway Administration
Debra Baskett (Alternate)	Jefferson County-City of Westminster
Dawn Sluder (Alternate)	Non-RTD Transit

Public: Charles Meyer, CDOT Traffic & Safety; Danny Herrmann, JoAnn Mattson, CDOT Region 1, Karen Schneiders, CDOT Region 4; Hannah Polow, David Evans & Associates; Justin Begley, City/County of Denver; Daniel Hutton, Denver South TMA; Megan Davis, City of Louisville;

DRCOG staff: Jacob Riger, Todd Cottrell, Steve Cook, Robert Spotts, Matthew Helfant, Emily Lindsey, Celeste Stragand, Casey Collins

Call to Order

Chair Bob Manwaring called the meeting to order at 1:30 p.m. He introduced Keven Ash, Traffic Engineer, Town of Frederick, as the new Alternate for Weld County (replacing Janet Lundquist).

Public Comments

There were no public comments.

Summary of July 24, 2017 Meeting

The meeting summary was accepted.

ACTION ITEMS

Discussion on amendments to the 2018-2021 Transportation Improvement Program (TIP).
Todd Cottrell presented the six proposed amendments.

Second Commitment in Principle

- **2012-010** **DRCOG Second Commitment to FasTracks Pool**
Funds will be removed from the pool to reflect the Northwest Corridor Partners' drawdown of their remaining allocated funds
- **New Project** **Broomfield Quiet Zones**
A portion of the remaining SCIP funding allocated to the Northwest Corridor will be allocated to this new project, as agreed upon by the Northwest Corridor Partners
- **New Project** **Westminster Quiet Zones**
A portion of the remaining SCIP funding allocated to the Northwest Corridor will be allocated to this new project as agreed upon by the Northeast Corridor Partners

RTD Amendments

- **1997-084:** **RTD Preventative Maintenance: Transit Vehicle Overhaul and Maintenance**
- **1999-052:** **State of Good Repair**
- **2012-108:** **RTD Capital Improvements: Bus and Facilities Funding**

Heather Balsler MOVED to recommend to the Regional Transportation Committee the amendments to the *2018-2021 Transportation Improvement Program (TIP)*.
The motion was seconded, and passed unanimously.

Discussion on process and eligibility rules for the selection of projects to be funded through the TDM set-aside of the 2018–2021 Transportation Improvement Program

Emily Lindsey presented the TDM set-aside program's draft eligibility rules, selection process, and evaluation criteria to use for selection of FY 2018 and FY 2019 projects in the FY 2018-2021 TIP Call for Projects. She noted \$3.2 million is available over a two-year period for the TDM call, of which:

- \$2.08 million is allocated for the FY 2018-2021 TDM Call for Projects, apportioned as:
 - \$800,000 for small infrastructure projects, and
 - \$1.28 million for non-infrastructure (marketing/outreach) projects.

(The remaining \$1.12 million is allocated to the Way to Go Regional TDM Partnership, which is not part of the TDM Call for Projects.)

Ms. Lindsey noted approximately \$250,000 in returned funds and savings from the FY 2016 and FY 2017 call will carryover for this TDM call.

She noted no incentives of any type are eligible, per federal requirements.

Ms. Lindsey noted the major proposed eligibility changes from the prior TDM call in 2015. She said staff recommended carshare projects not be eligible and that bicycle/pedestrian travelway projects minimum/maximum project amounts be the same as any other project type (from \$80,000 to \$300,000, and not limited to \$100,000). She also noted the evaluation criteria remains basically the same as in the previous call.

Jacob Riger noted small infrastructure projects must be submitted by a local government. Todd Cottrell said if several local governments collaborate, one entity would be responsible to sign the CDOT IGA.

Mr. Riger said the ~\$250,000 carryover is recommended to be used for small infrastructure projects.

Comments

- Ken Lloyd asked for clarification in the criteria that transit fare subsidy projects that focus on ozone should specifically target the High Ozone season (June, July, and August). He also asked that the website address (URL) be updated for RAQC's "Simple Steps. Better Air." program.
- Mr. Lloyd asked for clarification that ineligible operating expenses refer to small infrastructure projects.
- Mr. Lloyd suggested 60% of the \$250,000 carryover amount be allocated for TDM marketing projects and 40% for small infrastructure projects. He suggested waiting until the end of the process before allocating this funding.
- Tom Reiff asked why a bike parking project must be within ¼ mile of transit stations or a bus stop, saying many bike trips are not associated with transit. He suggested connection to transit only be used for additional points scoring. Doug Rex agreed it is not a federal restriction. Jacob Riger observed that a stand-alone bike parking project might have a more difficult time meeting CMAQ requirements for reducing congestion and improving air quality than a project closely associated with transit.
- Chris Hudson asked if the \$250,000 carryover was specifically from small infrastructure project returns/savings. Todd Cottrell said he would research.

Ken Lloyd MOVED to recommend to the Regional Transportation Committee the process and eligibility rules for the selection of projects to be funded through the TDM set-aside of the 2018-2021 Transportation Improvement Program, contingent on:

- clarifying that transit fare subsidies must target High Ozone season (June, July and August);
- updating the "Simple Steps. Better Air." website address;
- clarifying that ineligible operating expenses refer to small infrastructure projects; and
- clarifying the carryover will be held until the end of the project call process and allocated at 60% TDM marketing and 40% small infrastructure.

The motion was seconded.

Discussion continued. Doug Rex suggested also including in the motion removing the requirement for bicycle parking projects to be within ¼ mile of transit. Mr. Riger said staff would research this issue.

Doug Rex clarified the TDM Peer Review Panel would provide a wait list of eligible projects with the Panel's recommendations for carryover distribution amounts to the Transportation Advisory Committee for its recommendation to the Board.

Jeanne Shreve asked for clarification of carshare being eliminated because of the Denver region being a "mature market." Jacob Riger noted DRCOG has focused on the capital purchase of cars for nonprofit entities over several TIP cycles and asked if this should continue to be an eligible project activity.

Debra Baskett suggested deleting the ¼ mile of transit reference. She also disagreed that carshare is a mature market and suggested continuing its eligibility. Ms. Baskett also expressed support for using carryover for small infrastructure, but said the carryover distribution depends on understanding what project types the carryover funds came from originally.

After some discussion on whether to delay a month or not, a vote was taken on the motion with the additional revisions that were discussed. Jacob Riger re-stated the revised motion.

Ken Lloyd MOVED to recommend to the Regional Transportation Committee the process and eligibility rules for the selection of projects to be funded through the TDM set-aside of the 2018-2021 Transportation Improvement Program; contingent on:

- clarifying that transit fare subsidies must target High Ozone season (June, July and August);
- updating the “Simple Steps. Better Air.” website address;
- clarifying that ineligible operating expenses refer to small infrastructure projects;
- clarifying the TDM Panel would provide a wait list of eligible projects with the Panel’s recommendations for carryover distribution amounts to the Transportation Advisory Committee for its recommendation to the Board; and
- deleting the reference to ¼ mile bicycle parking proximity to transit station or bus stop requirement.

The seconder agreed to the amendments. The motion did not pass.

The discussion will be brought back to the committee next month with the revisions.

Jacob Riger asked the committee for guidance on whether capital carshare projects should be retained as an eligible activity.

Chris Hudson asked staff to provide a listing of the returned projects/savings involved in the carryover. Staff will provide at the next meeting.

INFORMATIONAL ITEMS

Briefing on performance-based planning – CDOT Safety targets

Charles Meyer, CDOT Traffic & Safety Branch Manager, presented CDOT’s 2018 FAST Act-required safety targets and the methodology used to create them. Both CDOT and DRCOG are federally-required to annually set targets and report on progress towards achievement. DRCOG has until February 2018 to set its safety targets.

Briefing on RTD’s Strategic Budget Plan (SBP) and FasTracks Annual Program Evaluation (APE)

Bill Van Meter, RTD Assistant General Manager of Planning, presented the annual updates for both the SBP, the financial plan for the base system (non-FasTracks), and the APE, the financial plan for the FasTracks program. Both plans provide RTD’s projections of operating costs and available revenues over a six-year period (2018-2023).

Mr. Van Meter noted his presentation was updated from the TAC agenda version. The update reflects the revision of the SBP’s \$420 million 6-year cumulative gap (in June) to \$116 million (as of August 8); and the APE’s \$235 million 6-year cumulative gap (in June) to \$85 million (as of August 8).

He said the RTD Board was presented with both financial plans being balanced on August 22.

The SBP reductions were made by deferring needed capital and operating projects that were identified to keep the system in a state of good repair over the long term. More details on what capital projects will be deferred (\$322 million) will be provided to the RTD Board in September. Both plans will be presented to the RTD Board for approval in October.

The revised presentation will be emailed to the committee.

Comments

- Doug Rex asked for clarification of how the APE gap was closed. Mr. Van Meter said several techniques were used, such as subsidies from the base system to FasTracks, refining assumptions of future capital costs, refining operating cost assumptions more conservatively, and adjusting revenue forecasts.
- Bill Van Meter noted this presentation is a “snapshot in time”, and is based on several forecasts and data points that change frequently.
- Kathleen Bracke said the magnitude of cuts will affect the ability to deliver the level of service needed for the region. Mr. Van Meter said RTD is prioritizing service by deferring some asset management and state of good repair expenditures.
- Jeanne Shreve asked for a list of itemized assumptions to filling in the APE gap. Mr. Van Meter said he could provide a list of key assumptions and drivers, rather than exact dollar amounts.

ADMINISTRATIVE ITEMS

Todd Cottrell noted the September DRCOG [On Board newsletter](#) featured two completed TIP underpass projects in Longmont, on SH 119/Hover Street and on Hover Street/Dry Creek. He encouraged committee members to let DRCOG know of TIP project ribbon-cuttings/completions and they would be included in the Board newsletter.

The meeting was adjourned at 3:15 p.m. The next meeting is scheduled for September 25, 2017.

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
September 25, 2017	Action	4

SUBJECT

Discussion on the City and County of Denver's request to FHWA to remove the National Highway System (NHS) designation for the portion of Peña Blvd. east of E-470.

PROPOSED ACTION/RECOMMENDATIONS

Recommend to the Regional Transportation Committee concurrence with the City and County of Denver's request to FHWA to remove the National Highway System (NHS) designation for the portion of Peña Blvd. east of E-470.

ACTION BY OTHERS

N/A

SUMMARY

The [National Highway System](#) (NHS) is the federally designated system of roadways that are important to the nation's economy, defense, and mobility. The NHS includes all interstate highways as well as other roadways that provide access to public transportation facilities, airports, ports, military installations, and intermodal facilities. In the Denver region ([static maps](#), [dynamic portal](#)), the NHS includes all existing interstates, freeways, and toll roads, as well as US highways (e.g., US-85, US-285, US-287) and several arterials (Wadsworth Blvd., Arapahoe Rd., Colfax Ave., 104th Ave., SH-7, SH-119, and others).

The City and County of Denver and Denver International Airport (DEN) are requesting that FHWA remove the NHS designation on Peña Blvd. from E-470 to the airport terminal (see map in Attachment 1). This section of Peña Blvd. is currently designated as an NHS Intermodal Connector. Roadways with these designations provide access between major intermodal facilities and the other roadways/highways that comprise the NHS.

Denver's rationale for requesting the removal of the portion of Peña Blvd. east of E-470 from the NHS is that when intermodal connectors were added to the NHS, DEN did not receive notice or an opportunity to meaningfully participate in the process; maps are conflicting as to what segment of Peña is an intermodal connector; and this segment of Peña was built by DEN, maintained and operated by DEN, on airport property and never a recipient of federal funds. DEN's justification is provided in further detail in the attached letter and exhibits (Attachment 2).

Per FHWA guidelines, the request is submitted through the MPO (DRCOG) to CDOT, which formally submits the request to FHWA. If the DRCOG Board concurs with the City's request, CDOT, DRCOG, and the City would work together to prepare the [required documentation](#) to submit to FHWA.

Staff from CDOT and the City and County of Denver/DEN will present this item at the September TAC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Recommend to the Regional Transportation Committee concurrence with the City and County of Denver's request to FHWA to remove the National Highway System (NHS) designation for the portion of Peña Blvd. east of E-470.

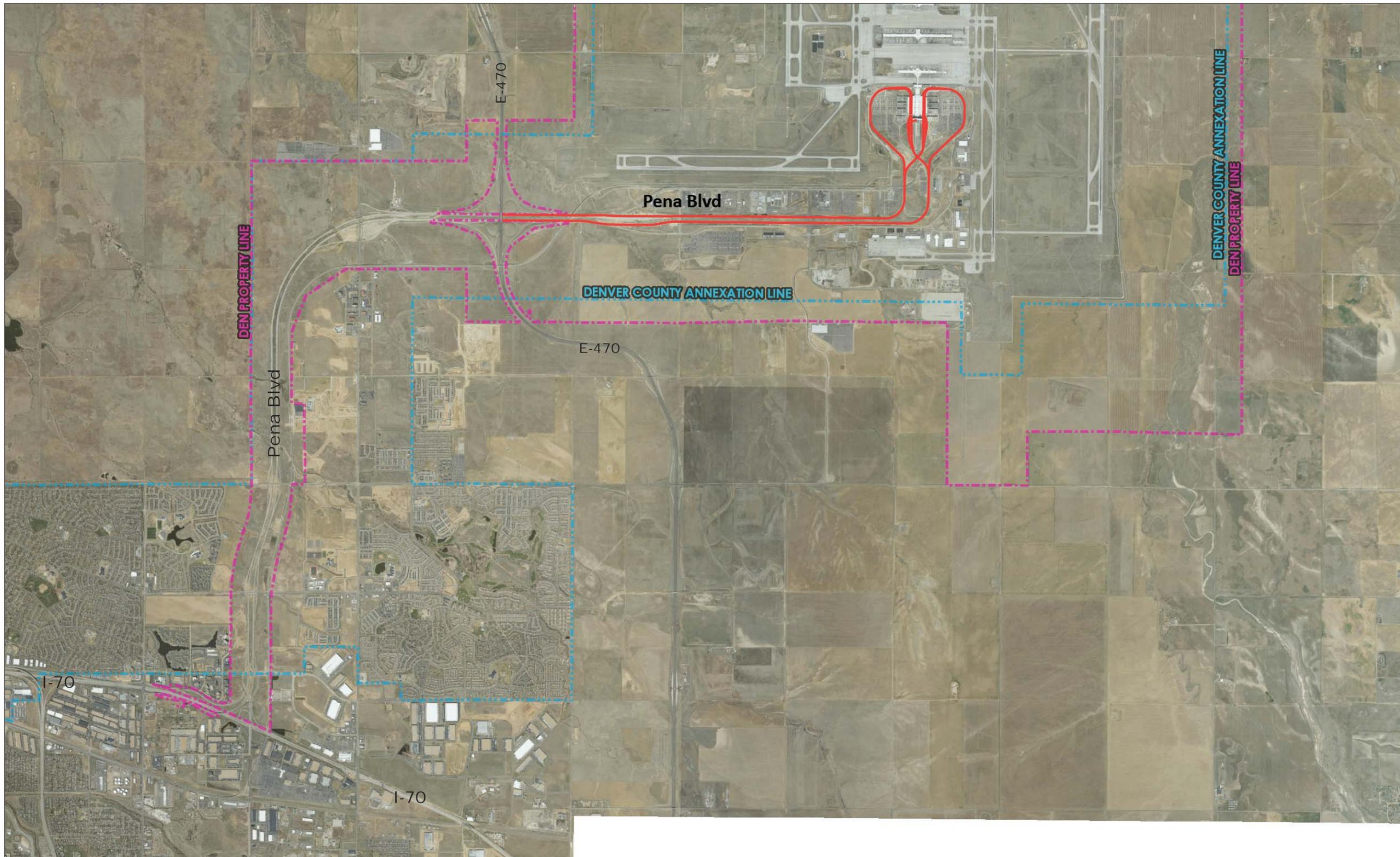
ATTACHMENTS

1. Map of Peña Blvd. east of E-470
2. Letter and exhibits from City and County of Denver to CDOT (August 9, 2017)

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Transportation Planning Manager, at 303-480-6751 or jriger@drco.org; or Jeff Sudmeier, CDOT, at 303-757-9063 or jeffrey.sudmeier@state.co.us.

- - - DEN Property Line
- - - County Annexation Line
- Property/Annexation Labels



Notes

Pena Boulevard east of E470 to DEN terminal

12,520.2 0 6,260.08 12,520.2 Feet





MICHAEL HANCOCK
Mayor

CITY AND COUNTY OF DENVER

DEPARTMENT OF LAW
Kristin M. Bronson
CITY ATTORNEY

DEN Legal
AIRPORT OFFICE BUILDING
DENVER INTERNATIONAL AIRPORT
8500 PEÑA BOULEVARD, 9TH FLOOR
DENVER, COLORADO 80249
PHONE: (303) 342-2540
FAX: (303) 342-2552

August 9, 2017

Colorado Department of Transportation
ATTN: Josh Laipply
Chief Engineer
4201 East Arkansas Avenue
Denver, CO 80222

Dear Mr. Laipply:

Following our meeting on July 21, 2017, I am writing on behalf of the City and County of Denver, Denver International Airport ("Airport or DEN") to formalize a request through the Colorado Department of Transportation ("CDOT") to the Federal Highway Administration ("FHWA") for a correction to the maps reflecting the National Highway System ("NHS"). Existing maps are conflicting, and incorrectly include the portion of Peña Blvd. (east of E-470) on the NHS, when the segment of Peña Blvd. east of E-470 only serves the airport and functions as its "driveway." The inadvertent inclusion of the Airport-serving segment has stymied important development initiatives of the Airport. While the ultimate decision to correct official highway maps remains with the FHWA, we appreciate CDOT's cooperation in initiating the administrative removal process.

When Congress made the initial NHS designation, Peña was not a part of the system.

The statutory history underlying the creation of the NHS provides context for Peña Boulevard's ("Peña") inclusion into the system. In 1991, prior to the Airport and Peña being built, the U.S. Department of Transportation ("DOT") created the NHS through passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Pub. L. No. 102-240 (Dec. 18, 1991). In 1993, the DOT designated the entire system, but did not include intermodal terminals – ports, railroad terminals, and airports (*i.e.*, DEN). Therefore, at that time, Peña was not part of the NHS. In 1994, the DOT began the process of establishing the procedures and criteria for identifying major intermodal terminals and in 1995 codified a process to include intermodal connectors in NHS system. This 1995 National Highway System Designation Act (the "Act"), Pub. L. No. 104-59, § 101, 109 Stat. 570 (Nov. 28, 1995), required the state to work with Municipal Planning Organizations ("MPOs") and local governments to make recommendations to the FHWA for intermodal terminals and connectors appropriate for inclusion in the system.

ATTACHMENT 2

When intermodal connectors were added to the NHS, DEN did not receive notice or an opportunity to meaningfully participate in the process.

State law gives both the Public Highway Authority and the Regional Transportation Authority power to designate a roadway as part of the NHS, but requires cooperation and consent of the local jurisdiction. See C.R.S. §§ 43-4-510 and 43-4-610. We can find no evidence that this cooperative process occurred. Despite exhaustive searches of archival records conducted by both the Airport and CDOT, the only documentation existing from that time is a Resolution approved by the Colorado Transportation Commission on April 15, 1993 proposing that Peña from DIA to I-70 be included on the NHS and a letter sent by CDOT to the Denver Regional Council of Governments¹ (DRCOG) dated June 26, 1995, where DEN is identified as an intermodal terminal and DRCOG is invited to work with CDOT to select connections to intermodal terminals. (Letter and Resolution attached). Had DEN meaningfully participated in the process to make recommendations for NHS inclusions, as contemplated by the statutory authorization, DEN would have recommended that the private Airport-serving segment of Peña not be included as part of the NHS because this section of Peña Boulevard serves only airport traffic and is maintained exclusively by the airport using airport-related funds.

Maps are conflicting as to what segment of Peña is an intermodal connector to the NHS.

By the time Congress passed Moving Ahead for Progress for the 21st Century (MAP-21), Pub. L. No. 112-141 (July 6, 2012), Peña was depicted on NHS maps as an intermodal connector and appeared in lists and tables maintained by FHWA and identified as an intermodal connector. The maps, lists, and tables are inconsistent in how they describe the facility and the length they give.² For example, an FHWA interactive map suggests that Peña west of E-470 was part of the pre-ISTEA Federal Aid-Primary system, but not the portion east of E-470.³ Peña east of E-470 is included on FHWA's list of intermodal connectors in Colorado (facility ID CO22A) and is described as running from the "E-470 interchange east to airport terminal," and is listed at 4.3 miles.⁴ However, published on the same website, the FHWA U.S. List of NHS Connectors, uses the same facility ID, but describes the Intermodal Connector segment as "E-470 interchange," and shows

¹ DEN and CDOT are currently in the process of working with DRCOG to determine what role DRCOG has with respect to DEN's current request to remove Pena east of E-470 from the NHS.

² A review of the FHWA interactive map website and map metadata failed to identify sources for the NHS layer or information about when each segment was added. The FHWA intermodal connector's website similarly did not date facility additions or provide any information about when and how each segment was added to the NHS. Without historical data to compare against, there is no way to know when the Airport-serving segment was officially added from these sources.

³[http://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information|1991+Federal+Aid+Primary+\(FAP\)#](http://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information|1991+Federal+Aid+Primary+(FAP)#), (last accessed July 25, 2017).

⁴ FHWA Intermodal Connectors, Colorado, https://www.fhwa.dot.gov/planning/national_highway_system/intermodal_connectors/colorado.cfm, (last accessed July 25, 2017).

ATTACHMENT 2

the length as 0.7 miles.⁵ The inconsistencies in the various publications emphasize the need to correct NHS maps and other supporting publications.⁶

DEN has always operated under the premise that the Airport serving segment of Peña east of E-470 is subject solely to FAA's regulatory oversight, that it would be maintained exclusively with airport revenue, and that the Airport has authority to develop the median and adjacent areas.

The construction bids for Peña were received in early 1992 and the final construction was completed in late 1994. Current DRCOG traffic counts show that E-470 bisects Peña Blvd. based on use: the Airport-serving segment carries 125,000 vehicles per day and does not connect into the broader roadway system for all practical purposes⁷, while the western portion carries 85,000 vehicles per day and has major intersections with non-airport owned roadways at Tower Rd, 56th Ave, 40th Ave, and Green Valley Ranch Blvd.⁸

As early as 1991 when preliminary designs of Peña were completed, the Airport was in consultation with air carriers in anticipation of an application to the Federal Aviation Administration ("FAA") for approval of a passenger facility charge ("PFC"). On January 30, 1992, the Airport placed on file an official application with the FAA and three months later, on April 28, 1992, received a Record of Decision from the FAA, approving a PFC on DEN air carriers in order to pay for facility construction of Denver International Airport, including the main access road (i.e. Peña). FAA ROD (Apr. 28, 1992). The use of PFC revenue is strictly limited to projects that enhance safety, security, or capacity, reduce noise, or increase air carrier competition. See 49 U.S.C. § 40117. FAA's decision to approve the use of PFCs for construction of Peña was based on important factors, including that Peña from the Airport terminal to the Tower Road interchange is the airport's primary access road and intended "clearly for the exclusive use of airport patrons."

Since its inception, DEN has always operated under the premise that the Airport is subject to the FAA's regulatory oversight, that operation and maintenance of Peña is the sole responsibility of the Airport, with no responsibilities falling to other DOT agencies. Moreover, the Airport estimates that it will spend \$1M annually of airport revenue for operation and maintenance costs for Peña. The Airport has always paid for operation and maintenance on Peña; it has never sought FHWA funds or services from the FHWA or CDOT for Peña Blvd. Further, the segment of Peña east of E-470 that is mistakenly included on the NHS is part of the airport proper that has been developed to provide services demanded by airport patrons and tenants,

⁵ FHWA U.S. NHS Connectors List,

https://www.fhwa.dot.gov/planning/national_highway_system/intermodal_connectors/all_connectors.cfm.

⁶ For reference, DEN Planning measures the Airport-serving segment of Peña, east of E-470 as 4.87 miles and the portion of Peña Blvd. west of E-470 as 7.21 miles.

⁷ While there is an interchange with Peña Blvd. and Jackson Gap Rd, which ties into 56th Ave, the traffic counts show that there is no significant vehicle diversion along this route; at 56th Ave and Monaghan Rd, the closest count location, had an ADT of only around 500 cars. DRCOG Regional Traffic Counts, <http://gis.drcog.org/trafficcounts/> (last visited July 24, 2017).

⁸ DRCOG Regional Traffic Counts, <http://gis.drcog.org/trafficcounts/> (last visited July 24, 2017).

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including a cell phone lot, remote airport parking lots with shuttles to the terminals, and rental car and other airport-related businesses. The Airport has plans for commercial development that remains uncertain under FHWA jurisdiction so long as the portion of Peña Blvd. east of E-470 remains improperly classified as part of the NHS.

Similarly, directional signage on the airport-serving side of Peña is typical of other airports in the final approach. This is likely because the FAA has addressed the applicability of the MUTCD in AC 150/5360-12E, which attempts to balance the unique circumstances of airports with safe highway engineering. While the FHWA clarified the application of the MUTCD under 23 CFR § 655.603(a) to “all streets, highways, or bicycle trails open to public travel” by noting that roads within “shopping centers, airports, and sports arenas” were subject to the manual’s requirements, the Preamble to the Final Rule explained that this list was provided only as “general examples of what [open to public use] means....” See 71 Fed. Reg. 75,112. In response to a comment from AASHTO, the Preamble goes on to note that FHWA does not “require State or local agencies to police the private properties open to public travel to ensure compliance with the MUTCD.”

Relatedly, the Airport was informed by the FAA that it was impermissible to continue to use exclusively airport revenue for the portion of Peña west of E-470, clearly part of the NHS, because it serves measurable non-airport traffic. Correcting the maps of the NHS will allow the Airport to continue to fund the operation and maintenance of the airport serving segment of Peña, pursue important commercial development initiatives both in the median and adjacent to Peña, and preserve the Airport’s eligibility for federal transportation funds necessary to complete a capacity expansion project on Peña Blvd. west of E-470 serving a portion of the general public. If Peña east of E-470 remains on the NHS, DEN’s hands will be tied and funding eligibility for Peña west of E-470 will be in jeopardy.

The Secretary of Transportation has statutory authority to withdraw roads from the NHS when it is reasonable and appropriate.

As you know, DEN is and will continue to pursue a legislative change to the NHS map. To date, we have garnered the support from the U.S. Senate. Last month, the Senate Appropriations Committee passed an FY18 transportation appropriations bill that would require DOT to remove Peña east of E470 from the NHS.⁹ We are not aware of any opposition to this effort.

However, since the timeline for a legislative change is uncertain and Airport development projects are on the horizon, we are hopeful that no opposition from CDOT’s Transportation Commission will be sufficient for FHWA to remove the Airport-serving segment of Peña from the NHS. 23 U.S.C. §103(b)(3)(A)(ii)(II) supports that removals can be made when it is “reasonable

⁹ Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2018, S.1655, 115th Cong. § 127 (2017).

ATTACHMENT 2

and appropriate.” Further, FHWA guidance contemplates technical corrections without involvement of the Secretary.¹⁰

We very much appreciate CDOT’s cooperation in this process and are respectfully requesting the assistance of CDOT in approaching FHWA with this request. Please do not hesitate to contact me with questions or let me know how I can be of further assistance in this process.

Best Regards,



Kirsten J. Crawford
Senior Assistant City Attorney
City and County of Denver

Cc: Kim Day, Chief Executive Officer, DEN
Mark Baker, Senior Vice President of AIM, DEN
Dan Reimer, Assistant General Counsel, DEN
Rachel Carr, Federal Affairs Manager, DEN
Doug Rex, Acting Director, DRCOG

Enclosure: 4

¹⁰ FHWA website, https://www.fhwa.dot.gov/planning/national_highway_system/update/index.cfm.

ATTACHMENT 2

2920rc

COLORADO PROPOSED NATIONAL HIGHWAY SYSTEM

The proposed NHS was approved by the transportation commission on April 15, 1993 and submitted to the FHWA on May 7. It consisted of the following mileages:

	Rural	Urban	Total
Interstate	768	185	953
Other Routes	<u>1,548</u>	<u>505</u>	<u>2,053</u>
Total	2,316	690	3,006
NHS Target Mileage	2,308 (+8)	668 (+22)	2,976 (+30)
Additional Requested Mileage	253	72	325
Possible STRAHNET Route	40	3	43

Major Statewide Routes are:

I-25	From New Mexico State Line to the Wyoming State Line
I-70	From Utah State Line to the Kansas State Line
I-76	From Denver to the Nebraska State Line
I-225	In Denver
I-270	In Denver
U.S. 24	From Divide to Limon
U.S. 34	From Granby to I-76 at Wiggins (part in Rocky Mountain National Park is not on the NHS)
U.S. 40	From Utah State Line to I-70 at Empire Junction, in Denver from Broadway to I-70 East and from Limon to Kit Carson
U.S. 50	From Grand Junction to the Kansas State Line
U.S. 85	In Denver from SH 470 to I-25 and from I-76 to Greeley
U.S. 160	From the New Mexico State Line to I-25 at Walsenburg

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U.S. 287 From the Oklahoma State Line to Kit Carson and
in Denver from West Colfax Ave. to the Wyoming
State Line

U.S. 550 From the New Mexico State Line to Montrose

U.S. 666 From the New Mexico State Line to U.S. 160

Major Regional Routes are:

S.H. 14 From Fort Collins to I-25

U.S. 36 From Boulder to Denver

S.H. 45/
Pueblo Blvd. From I-25 south of Pueblo to I-25 north of
Pueblo

I-70 B From U.S. 50 in Grand Junction to I-70 at
Clifton

S.H. 82 From Glenwood Springs to Aspen

S.H. 93 From Golden to Boulder at Baseline Road

S.H. 119 From Boulder to Longmont and I-25

In Colorado Springs

S.H. 16/Peaceful
Valley Road From I-25 to Powers Blvd.

S.H. 83/
Academy Blvd. From I-25 south of Colorado Springs to I-25
North of Colorado Springs

Airport Rd. From Powers Blvd. to Academy Blvd.

Powers Blvd. From I-25 south of Colorado Springs to I-25
north of Colorado Springs

Woodman Road From I-25 to Powers Blvd.

In Boulder

U.S. 36 Spur/
Baseline Road From U.S. 36 to S.H. 93

S.H. 157/
Foothills Pkwy. From U.S. 36 to S.H. 119

ATTACHMENT 2

In Denver

S.H. 2/U.S. 6/ Colorado Blvd.	From I-25 to I-76
U.S. 6/ 6th Ave.	From S.H. 93 & 58 to Broadway
S.H. 30/ 6th Ave.	From I-225 to Buckley ANGB
S.H. 83/ Parker Rd.	From E-470 to Colorado Blvd.
S.H. 88	From Colfax Ave. to U.S. 285 and from U.S. 85 to I-25
S.H. 121/ Wadsworth Blvd.	From Martin Marietta Plant to 120th Ave.
S.H. 128/ 120th Ave.	From Federal Blvd. to Beltway/Tower
S.H. 177/ University Blvd.	From S.H. 470 to I-25
U.S. 285/ Hampden Ave.	From S.H. 470 to I-25
S.H. 470	From U.S. 6 to I-25
E-470	From I-25 to Parker Road
Beltway/Tower Road	From 120th Ave. to Pena Blvd.
Buckley Rd./ Quincy Ave.	From I-70 to Parker Road
Fox/23rd Pair/Broadway/ Lincoln Pair	From North I-25 to South I-25
Pena Blvd.	From DIA to I-70
Peoria St.	From I-70 to Fitzsimons AMC

ATTACHMENT 2

Additional Requested Routes are:

Statewide

U.S. 285/
S.H. 17/
U.S. 24 From the New Mexico State Line to Denver

In Boulder

U.S. 36/
28th St. From U.S. 36 to S.H. 119

S.H. 119 From S.H. 157 to U.S. 36

In Denver

S.H. 30/
Hampden/
Havana Ave. From I-25 to Alameda Ave.

U.S. 40/
Colfax Ave. From Broadway to Speer Blvd.

S.H. 44/104th Ave. From Wadsworth Blvd. to Beltway/Tower Rd.

S.H. 75/
Bowles Ave. From S.H. 470 to Santa Fe Drive

S.H. 88/
Arapahoe Rd. From University Blvd. to Parker Rd.

1st Ave./
Speer Blvd. From Colorado Blvd. to I-25

Alameda Ave. From Colorado Blvd. to Buckley Rd.

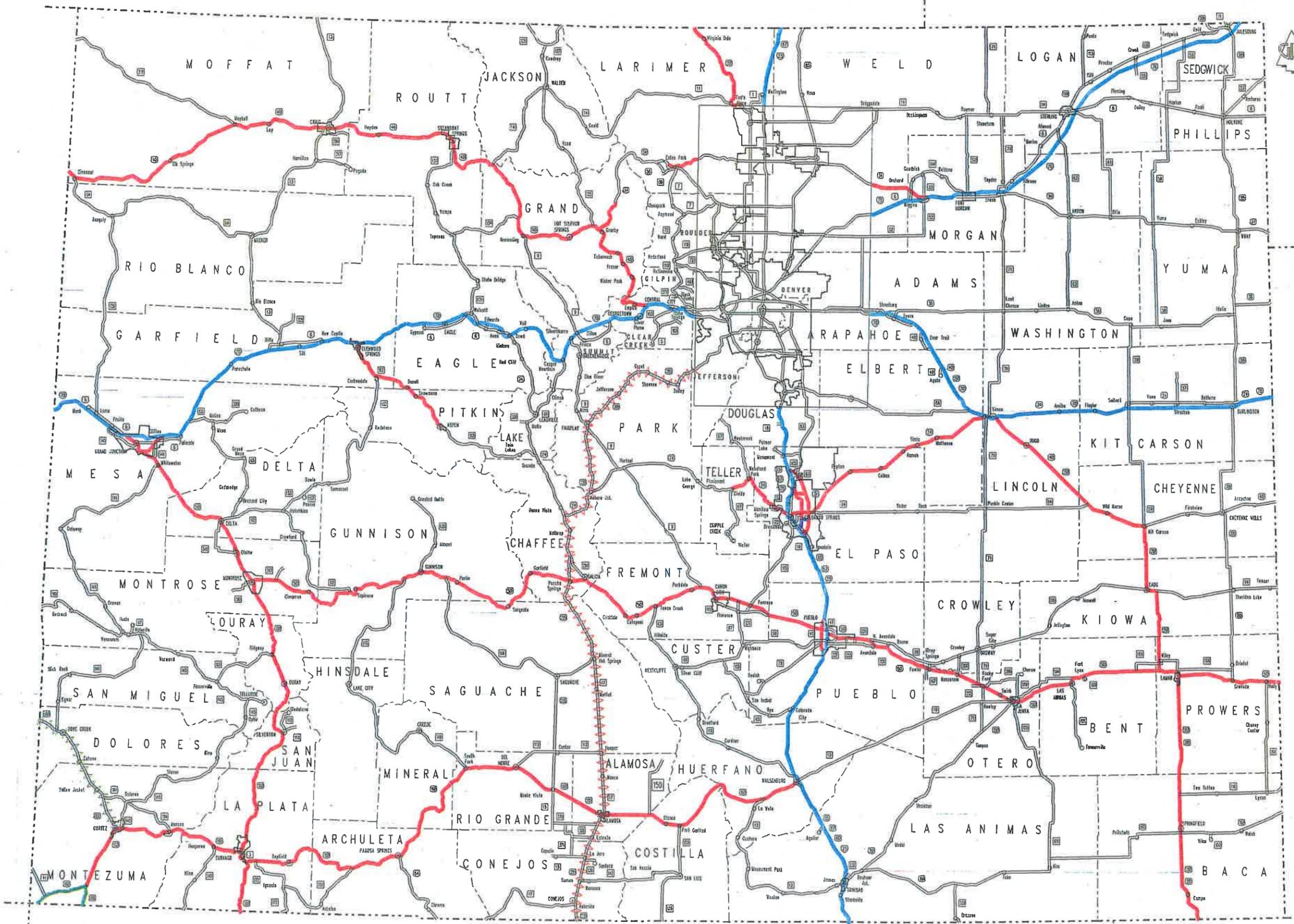
Beltway S.E. From Parker Rd. to Pena Blvd.

Beltway N.E. From Beltway/Tower Road to I-25

The NHS was developed in accordance with Section 1006 of the ISTEA and used the "illustrative" NHS as a base. Additional routes were added based on input from CDOT staff, MPOs and local governments.

The requested system slightly exceeds the target mileage of 2976. It is over by 30 miles. In addition, the Department has requested an additional 325 miles for routes that should be on the NHS but were not included because of the mileage limitation placed on Colorado by FHWA.

Action by FHWA has been projected by June 30, 1993 and congressional action by September 30, 1995.

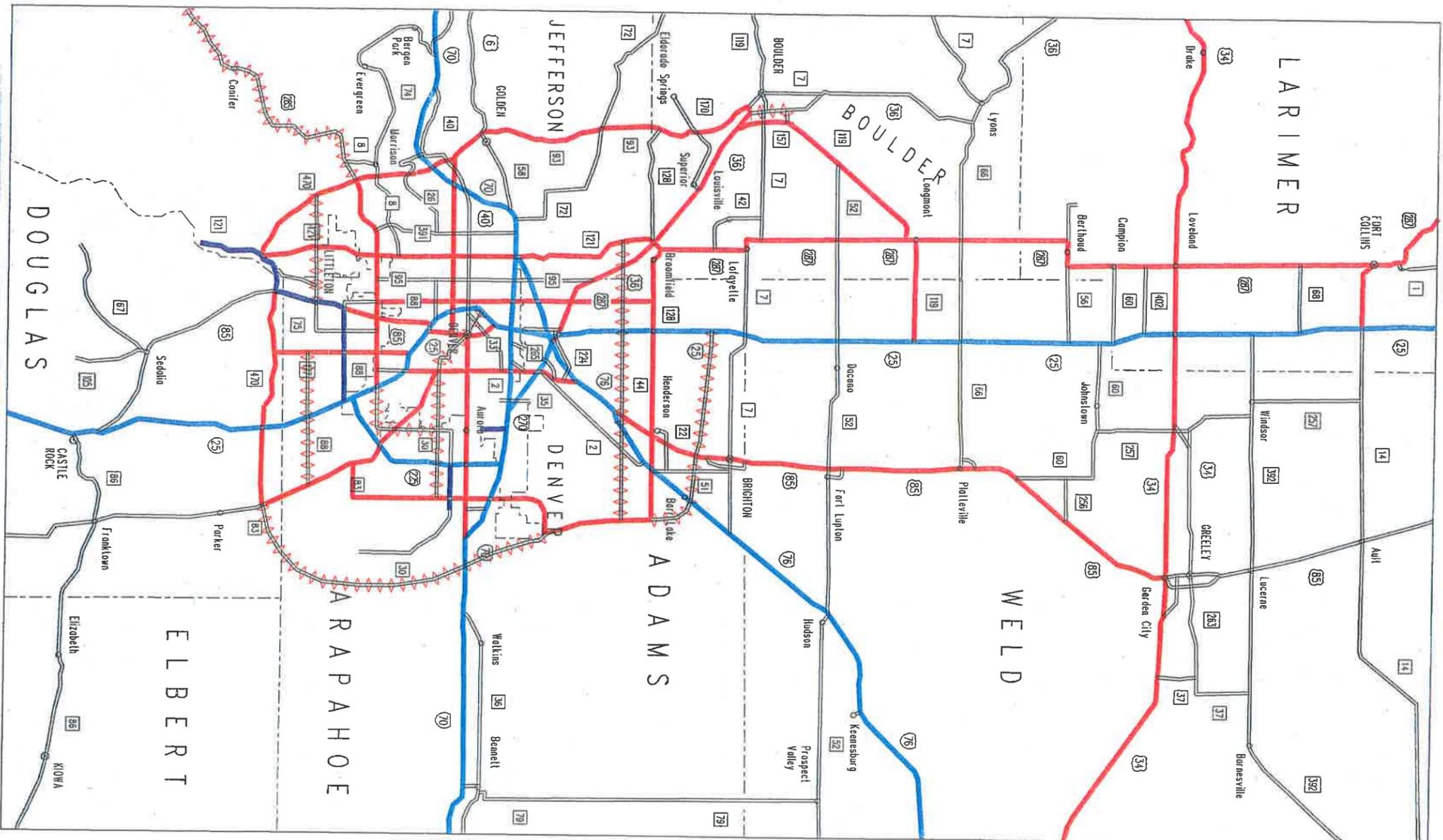


- COLORADO PROPOSED NATIONAL HIGHWAY SYSTEM**
APRIL 30, 1993
-  INTERSTATE
 -  OTHER PRINCIPAL ARTERIALS
 -  STRAHNET ROUTE
 -  POSSIBLE STRAHNET ROUTE
 -  STRAHNET CONNECTORS
 -  ADDITIONAL REQUESTED NHS ROUTES
 -  OTHER STATE HIGHWAYS
- A MAJOR AIRPORTS M MILITARY INSTALLATIONS

COLORADO PROPOSED
NATIONAL HIGHWAY SYSTEM

APRIL 30, 1993

- INTERSTATE
- OTHER PRINCIPAL ARTERIALS
- STRAHNET ROUTE
- POSSIBLE STRAHNET ROUTE
- STRAHNET CONNECTORS
- ADDITIONAL REQUESTED NHS ROUTES
- OTHER STATE HIGHWAYS
- MILITARY INSTALLATIONS



STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



June 26, 1995

Mr. George Scheuernstuhl
Director of Transportation Services
Denver Regional Council of Governments
2480 W. 26th Avenue, Suite 200-B
Denver, CO 80211

Dear. Mr. Scheuernstuhl:

Our letter to you dated December 6, 1995, requested your assistance in completing an inventory of all intermodal facilities in Colorado to be used by the Federal Highway Administration (FHWA) in developing the criteria and procedures for identifying National Highway System (NHS) connections to Intermodal Terminals. Several Transportation Planning Regions (TPR's) provided responses to the December 6 request and we submitted the data requested by FHWA to them in January of this year. Attached is a copy of an April 14, 1995, memorandum from the FHWA Headquarters Office in Washington, D.C. to their Regional Administrators, and the "Guidelines and Criteria for Identifying NHS Connections to Major Intermodal Terminals". Copies of this information was also sent you May 17, 1995. Copies of an FHWA list of major intermodal terminals are also attached.

The following list includes major intermodal terminals from the FHWA list plus others we have identified from information you supplied us and work we have done on the Intermodal Management System.

1. Denver International Airport
2. Denver Union Station
3. Denver Bus Station (Greyhound)
4. Denver DRGW
5. Denver UP
6. Denver BN
7. Rolla UP
8. Broomfield Park and Ride
9. Burkhardt Transit Station and Park and Ride
10. Southmoor Park & Ride
11. Table Mesa Park & Ride
12. Thornton Park & Ride
13. Wagon Road Park & Ride
14. Civic Center Transit Station
15. Market Street Transit Station

We would appreciate your review of this list and any correction or additions you may have. We also would appreciate any data you have on these intermodal facilities as requested by FHWA in Attachment 2.

A number of these facilities will require connections to the NHS and we would like to work with you on the selection on these connections.

ATTACHMENT 2

Mr. George Scheuernstuhl
Page Two
June 26, 1995

Please contact me at 757-⁹⁸~~99~~19 or Mr. Dallace Unger at 757-9814 of this office to set up a meeting to discuss this matter. Thank you for your assistance in this matter.

Very truly yours,



Dave Ruble, Manager
Intermodal Business Group

DR:mt

cc of all letter to TPR's to Dave Ruble
and Brian Pinkerton (included FAWA att. for
Brian)
Greg F. will obtain input from transit,
intercity bus, terminal, carrier and shipper
operators
cc of DRCOG letter to Regions 1, 4, & 6.

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Emily Lindsey, Transportation Planner
303-480-5628 or elindsey@drcog.org.

Meeting Date	Agenda Category	Agenda Item #
September 25, 2017	Action	5

SUBJECT

Recommendation on process and eligibility rules for the selection of projects to be funded through the DRCOG Transportation Demand Management (TDM) set-aside of the *2018–2021 Transportation Improvement Program (TIP)*.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed rules, selection process, and evaluation criteria.

ACTION BY OTHERS

N/A

SUMMARY

The approved 2018–2021 TIP Policy establishes \$3.2 million in federal funds for the TDM set-aside over the two-year period. The set-aside contains two major sub-programs:

- \$1.12 million is allocated directly to DRCOG’s Way to Go Regional TDM Partnership for seven transportation management associations (*not part of this call*), and
- \$2.08 million for a TDM Call for Projects. The TIP Policy identifies two project categories and approximate funding targets:
 - \$800,000 for small infrastructure projects, and
 - \$1.28 million for non-infrastructure (marketing/outreach) projects.

In addition to the \$2.08 million available for this TDM Call for Projects, at this time there are approximately \$211,000 in returned funds and savings from prior TDM set-aside non-infrastructure awards, meaning there will be at least **\$2.29 million** available.

Based on input from TAC members at the August meeting, staff has updated the draft Eligibility Rules and Selection Process document with track changes (Attachment 1).

Updates include:

- Removal of transit-proximity requirement for bicycle parking projects
- Clarification regarding carsharing eligibility
- Updated language regarding the high ozone season and “Simple Steps. Better Air.” Program website URL
- Updated language specific to projects regarding operating, incremental expansion, and start-up costs

Attachment 2 contains a clean version of the document reflecting the track changes shown in Attachment 1.

The TAC is asked to recommend **two components** of the fiscal year 2018 and fiscal year 2019 TDM set-aside process:

1. **Eligibility Rules and Selection Process (Attachment 2)** — This document has been revised as described above. TAC is also asked to provide direction on how to award the ~\$211,000 in returned funds and savings from prior non-infrastructure TDM awards.
2. **Evaluation Criteria (Attachment 3)** — These evaluation criteria are based closely on those used for the previous selection process in 2015 with no changes from the August TAC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

June 26, 2017 TAC

August 28, 2017 TAC

PROPOSED MOTION

Move to recommend to the Board of Directors eligibility rules, selection process, and evaluation criteria for the selection of fiscal year 2018 and fiscal year 2019 projects to be funded through the DRCOG TDM set-aside of the 2018–2021 TIP.

ATTACHMENTS

1. Draft TDM Set-aside Eligibility Rules and Selection Process (track changes)
2. Draft TDM Set-aside Eligibility Rules and Selection Process (clean)
3. Draft Evaluation Criteria for Fiscal Year 2018 and Fiscal Year 2019 TDM Set-aside Projects

ADDITIONAL INFORMATION

If you need additional information, please contact Emily Lindsey, Transportation Planner, at 303-480-5628 or elindsey@drcog.org.

ATTACHMENT 1

TDM Set-aside Eligibility Rules and Selection Process

Call for FY 2018 and FY 2019 Projects

(Track Changes Draft for TAC review – September 2017)

1. Eligibility Requirements – Applicants/Project Sponsors

- a. Project sponsors must be eligible to be direct recipients of federal funds, particularly CMAQ funds. These include local governments, governmental agencies, and non-profits. Private, for-profit companies (e.g., contractors, suppliers, or consultants) are **not** eligible as sponsors/direct recipients of CMAQ funds.
- b. For small infrastructure projects, only local governments, CDOT, RTD, and other governmental agencies are eligible project sponsors. Non-profits and Transportation Management Associations/Organizations (TMA/Os) are not eligible project sponsors for small infrastructure projects, but may partner with a governmental agency. Non-profits and TMA/Os are eligible project sponsors for non-infrastructure projects.
- c. Project sponsors must also 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>
- d. All scopes of work must adhere to the federal CMAQ Program Guidance, located at: https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm and https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq13ig.cfm
 - o Through this Transportation Demand Management (TDM) set-aside, DRCOG is funding some – but not all – projects/activities that may be eligible under the federal CMAQ Program Guidance. Additionally, there is a distinction between TDM-related projects/activities DRCOG is funding in this TDM set-aside and the activities listed in the “Travel Demand Management” section of the federal CMAQ Program Guidance (Section VII.F.8). DRCOG TDM set-aside projects/activities encompass several sections and project types of the federal CMAQ guidance.

2. Eligible Projects/Activities Overview

- a. Applications must be for new projects or activities which implement TDM strategies that reduce single occupant vehicle (SOV) travel and ultimately contribute to improving regional air quality and reducing traffic congestion. Applicants must demonstrate how their project/program will have a direct impact on reducing SOV travel, improving air quality, and reducing traffic congestion. If a proposed project is an expansion of a previous project, the applicant must demonstrate how the proposal is distinctly different (i.e., targeted geographic area, population, etc.).
- b. There are two main project categories: infrastructure (capital only) and non-infrastructure (marketing/outreach, etc.). \$2,080,000 is allocated to the TDM set-aside for the Call for Projects over a two-year period, with \$800,000 for small infrastructure projects and \$1,280,000 to all other projects. Additional funding may also be available [and may be allocated to infrastructure or non-infrastructure projects](#). These totals are subject to change depending on the types of applications received and the total amount available. Infrastructure and non-infrastructure projects will be ranked separately from one another.

ATTACHMENT 1

TDM Set-aside Eligibility Rules and Selection Process Call for FY 2018 and FY 2019 Projects (Track Changes Draft for TAC review – September 2017)

3. Eligible Projects - Small Multimodal Infrastructure (Capital)

- a. Bicycle and pedestrian travelway facilities that are not exclusively recreational and reduce vehicle trips
- b. Bicycle parking and supporting infrastructure: mobile bicycle parking, bicycle racks, secure bicycle parking, sheltered parking
 - ~~Bicycle parking projects must be within ¼ mile of a transit station, bus stop, or park-n-ride facility.~~
- c. Bike share: bicycles and stations only
- d. Wayfinding and signage
- e. Carshare Vehicles: new carshare program or expansion of an existing eligible carshare program
 - Sponsors must demonstrate an emissions reduction from the new carshare program.
 - For expansion of an existing eligible carshare program, sponsors must show that the new vehicles will serve distinctly new locations and members.
 - All vehicle purchases need to have the Buy America waiver secured prior to procurement. Note: FHWA accepts Buy America waiver applications on a quarterly basis and prefers alternatively-fueled vehicles.
 - Operating assistance is restricted to start-up costs for new carshare programs or the incremental cost of expanding an existing eligible carshare program. Operating assistance includes the costs of providing new or expanded transportation services, including but not limited to: labor, fuel, administrative costs, and maintenance.

4. Eligible Projects - Non-Infrastructure Projects:

- a. Public education, marketing and outreach promoting or expanding use of TDM measures
 - Marketing-related projects are required to utilize a direct working relationship link to the Way to Go campaign. (Note: Way to Go staff has drafted a comprehensive list of options and ways to collaborate on TDM marketing efforts, and will work one-on-one with each applicant.)
- b. Innovative Projects (Note: See Section 16 of CMAQ Guidance)
- c. Transit fare subsidies: reduced or free transit fare programs (subsidies) are eligible under the following conditions per federal guidance:
 - Must be targeted for use on days during the typical high ozone season (June to August). ~~high-ozone days during the ozone monitoring season (designated by EPA to be March 1 through September 30). Transit fare subsidies may not be used for the entire ozone monitoring season.~~
 - Should be part of a comprehensive areawide air quality program, such as RAQC's "Simple Steps. Better Air." program: ~~http://raqc.org/our_programs/ozone_aware/~~ <http://simplestepsbetterair.org/>
 - Should be available to the general public and not limited to specific groups.
 - Should demonstrate that the proposed fare subsidy will be combined with a robust marketing program to inform SOV drivers of transportation alternatives.
- d. New Transportation Management Association/Organization (TMA/O)

ATTACHMENT 1

TDM Set-aside Eligibility Rules and Selection Process

Call for FY 2018 and FY 2019 Projects

(Track Changes Draft for TAC review – September 2017)

- Start-up funding assistance for a new TMA/O cannot exceed two years. A minimum 20 percent of matching funds are required the first year, and 50 percent match in the second year. Additionally, the application must show a commitment of 100% locally derived funds to support the operation of the TMA/O for a third year.
- Any new TMA/O seeking funds to start operations must capture a new market not currently served by other TMA/Os.
- Per federal guidance, sponsor must show it is an eligible agency (e.g., 501(c)(3), etc.)

5. Limited-Eligible and Ineligible Project Types

- a. **Incentives of any type are ineligible** including, but not limited to: memberships and subsidies, cash payments or discounts, specialty advertising giveaways such as t-shirts, water bottles, pins, etc.
- ~~b. Operating expenses as part of projects are not eligible to be funded through the TDM set-aside, with the limited exception of a portion of start-up costs associated with a new Transportation Management Association/Organization (Section 4.d above).~~
- ~~c.~~ Stand-alone studies and plans are ineligible.
- ~~d.~~ Funding provided to local government sponsors should not replace existing local funding for staff.
- ~~e.~~ Applicants should not request funding for projects, activities, or services that are currently performed by other agencies or government entities.
- ~~f.~~ Applicants should also not request funding for projects, activities, or services that are currently performed by, or may compete with, the private sector.
- ~~g.~~ Existing TMAs/TMOs participating in the Regional TDM Partnership Program may not submit project elements that duplicate activities outlined in the Regional TDM Program Master Agreement.
- ~~h.~~ Bikeshare and carshare memberships/subsidies are not eligible per FHWA interpretation of CMAQ Guidance.
- ~~i.~~ Stand-alone projects that do not have a direct impact on reducing SOV travel, improving air quality, and reducing traffic congestion are not eligible. (For example, curb cuts or bus pads as stand-alone projects do not have a direct impact on these outcomes).

6. Funding Requirements

- a. Applicants may request funding for up to two years for federal Fiscal Years (FY) 2018 and 2019.
 - Federal FY 2018 is from October 2017 through September 2018
 - Federal FY 2019 is from October 2018 through September 2019
- b. Minimum project request – must be for at least **\$80,000** of federal funds, which can be allocated over two years. This minimum reduces the administrative burden of managing numerous small projects.
- c. Maximum individual project request is **\$300,000** over two years.
- d. A local match of at least 17.21% of the total project cost is required (federal TDM Set-aside = 82.79%). It may be a cash or an approved in-kind match contribution; however, a cash match is encouraged as in-kind match contributions are only eligible in certain circumstances. Applicants proposing a 100%

ATTACHMENT 1

TDM Set-aside Eligibility Rules and Selection Process

Call for FY 2018 and FY 2019 Projects

(Track Changes Draft for TAC review – September 2017)

cash match will be awarded additional scoring points. CDOT does not track overmatch (cash or in-kind). If a sponsor wants to overmatch the project on their own, they may do so, but without point incentives.

7. Application Process

- a. Interested applicants will be required to attend a half day of application training sponsored by DRCOG and CDOT.
- b. As part of the application, applicants must provide reasonable information and estimates regarding project **attributes** that will impact the amount of VMT reduced due to the project, for example:
 - For Infrastructure Projects: e.g., (as applicable to the type of project) number of new bike/carshare members, average number of trips per day, number of new bicyclists/transit users as a result of secure bike parking, etc.
 - For Non-Infrastructure Projects: e.g., (as applicable to the type of project) number of new businesses and individuals participating in program, current level of transit service in program area, number of new transit trips or new car/van pool trips, etc.

Applicants must calculate detailed predictions of VMT reduction. The application instructions will provide specific details on what type of information is required.

- c. Non-local government sponsors **must** include documentation of support from the applicable local government(s) where the project is located.
- d. Sponsors of projects involving installation of infrastructure or construction must consider, prior to applying, federal right-of-way rules and procedures when estimating costs, schedule, and funding requests.
- e. All project sponsors must complete a Risk Assessment as part of the application process.
- f. If there are any questions at all about eligibility, please send DRCOG staff your question to address with FHWA.

8. Project Funding Evaluation and Selection Process

- a. DRCOG will establish a Project Review Panel to assist with scoring and evaluating projects. Participants may include:
 - DRCOG Divisions: Transportation Planning and Operations; Communications and Marketing (Way to Go); and Regional Planning and Development
 - CDOT
 - EPA Region 8
 - Colorado Air Pollution Control Division
 - FHWA
 - RTD (if not submitting an application)
 - RAQC (if not submitting an application)
 - Transportation Management Association/Organization (if not submitting an application)
 - Other neutral TDM subject matter experts

ATTACHMENT 1

TDM Set-aside Eligibility Rules and Selection Process

Call for FY 2018 and FY 2019 Projects

(Track Changes Draft for TAC review – September 2017)

- b. Each member of the Project Review Panel will review the applications and assign points to the criteria based on information contained in the project application forms.
- c. The Panel will convene to discuss the applications and reach consensus on the final criteria points and total score for each project.
- d. The Panel will recommend a list of projects to be funded by the Regional TDM Set-aside.
- e. The list will then be taken through DRCOG committees for review and final approval by the Board.

9. Award Conditions

- a. Each applicant awarded funds will sign an IGA and enter into a contract with either the Colorado Department of Transportation (CDOT), DRCOG, or the Regional Transportation District (RTD) to implement the project depending on the type, location, and other characteristics of the project. CDOT is the ultimate steward of these federal funds.
- b. Each applicant will be required to attend reimbursement training (approximately 4 hours) that defines the documentation required for tracking expenses and requesting reimbursement.
- c. Projects must be completed within two years from the contract start date.
- d. Project sponsors will work with DRCOG, CDOT, RTD (as appropriate), and FHWA/FTA to ensure that the project is being implemented in accordance with federal requirements.
- e. Awardees are required to allocate at least 5-10 percent of their budget to surveys and/or tracking mechanisms to determine project results and benefits. Final project evaluations (reported results) will be due to DRCOG and CDOT upon project completion. Awardees have up to two months after the contract end date to complete and submit the project evaluations.
- f. Reported results must clearly articulate the estimated trips and VMT reduced due to the project. Final reimbursements are contingent upon receiving final project results.
- g. The contracting entity will specify requirements for require status reporting and reimbursement requests.

ATTACHMENT 2

TDM Set-aside Eligibility Rules and Selection Process

Call for FY 2018 and FY 2019 Projects
(Draft for TAC review – September 2017)

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- b. For small infrastructure projects, only local governments, CDOT, RTD, and other governmental agencies are eligible project sponsors. Non-profits and Transportation Management Associations/Organizations (TMA/Os) are not eligible project sponsors for small infrastructure projects, but may partner with a governmental agency. Non-profits and TMA/Os are eligible project sponsors for non-infrastructure projects.
- c. Project sponsors must also 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>
- d. All scopes of work must adhere to the federal CMAQ Program Guidance, located at: https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm and https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq13ig.cfm
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 - o Start-up funding assistance for a new TMA/O cannot exceed two years. A minimum 20 percent of matching funds are required the first year, and 50 percent match in the second year. Additionally, the application must show a commitment of 100% locally derived funds to support the operation of the TMA/O for a third year.
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ATTACHMENT 2

TDM Set-aside Eligibility Rules and Selection Process

Call for FY 2018 and FY 2019 Projects
(Draft for TAC review – September 2017)

- Per federal guidance, sponsor must show it is an eligible agency (e.g., 501(c)(3), etc.)

5. Limited-Eligible and Ineligible Project Types

- a. **Incentives of any type are ineligible** including, but not limited to: memberships and subsidies, cash payments or discounts, specialty advertising giveaways such as t-shirts, water bottles, pins, etc.
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- a. Interested applicants will be required to attend a half day of application training sponsored by DRCOG and CDOT.
- b. As part of the application, applicants must provide reasonable information and estimates regarding project **attributes** that will impact the amount of VMT reduced due to the project, for example:
 - For Infrastructure Projects: e.g., (as applicable to the type of project) number of new bike/carshare members, average number of trips per day, number of new bicyclists/transit users as a result of secure bike parking, etc.
 - For Non-Infrastructure Projects: e.g., (as applicable to the type of project) number of new businesses and individuals participating in program, current level of transit service in program area, number of new transit trips or new car/van pool trips, etc.

Applicants must calculate detailed predictions of VMT reduction. The application instructions will provide specific details on what type of information is required.

- c. Non-local government sponsors **must** include documentation of support from the applicable local government(s) where the project is located.
- d. Sponsors of projects involving installation of infrastructure or construction must consider, prior to applying, federal right-of-way rules and procedures when estimating costs, schedule, and funding requests.
- e. All project sponsors must complete a Risk Assessment as part of the application process.
- f. If there are any questions at all about eligibility, please send DRCOG staff your question to address with FHWA.

8. Project Funding Evaluation and Selection Process

- a. DRCOG will establish a Project Review Panel to assist with scoring and evaluating projects. Participants may include:
 - DRCOG Divisions: Transportation Planning and Operations; Communications and Marketing (Way to Go); and Regional Planning and Development
 - CDOT
 - EPA Region 8
 - Colorado Air Pollution Control Division
 - FHWA
 - RTD (if not submitting an application)
 - RAQC (if not submitting an application)
 - Transportation Management Association/Organization (if not submitting an application)
 - Other neutral TDM subject matter experts
- b. Each member of the Project Review Panel will review the applications and assign points to the criteria based on information contained in the project application forms.
- c. The Panel will convene to discuss the applications and reach consensus on the final criteria points and total score for each project.

ATTACHMENT 2

TDM Set-aside Eligibility Rules and Selection Process

Call for FY 2018 and FY 2019 Projects
(Draft for TAC review – September 2017)

- d. The Panel will recommend a list of projects to be funded by the Regional TDM Set-aside.
- e. The list will then be taken through DRCOG committees for review and final approval by the Board.

9. Award Conditions

- a. Each applicant awarded funds will sign an IGA and enter into a contract with either the Colorado Department of Transportation (CDOT), DRCOG, or the Regional Transportation District (RTD) to implement the project depending on the type, location, and other characteristics of the project. CDOT is the ultimate steward of these federal funds.
- b. Each applicant will be required to attend reimbursement training (approximately 4 hours) that defines the documentation required for tracking expenses and requesting reimbursement.
- c. Projects must be completed within two years from the contract start date.
- d. Project sponsors will work with DRCOG, CDOT, RTD (as appropriate), and FHWA/FTA to ensure that the project is being implemented in accordance with federal requirements.
- e. Awardees are required to allocate at least 5-10 percent of their budget to surveys and/or tracking mechanisms to determine project results and benefits. Final project evaluations (reported results) will be due to DRCOG and CDOT upon project completion. Awardees have up to two months after the contract end date to complete and submit the project evaluations.
- f. Reported results must clearly articulate the estimated trips and VMT reduced due to the project. Final reimbursements are contingent upon receiving final project results.
- g. The contracting entity will specify requirements for require status reporting and reimbursement requests.

ATTACHMENT 3

DRAFT TDM Set-Aside Fiscal Year 2018 and Fiscal Year 2019 Evaluation Criteria

A. Scored by Project Review Panel				
Criterion	Category	Specific Measure (if applicable)	Scoring	Points (Max)
1	Level of Innovation and Uniqueness (uniqueness of market geographic area, market population/demographics, project type)		1 - Does not reach new market or is continuation of existing service/project/campaign; very similar to past endeavors; serves a population comparable to those that have been served by past similar programs <range> 15 - Totally new (market/connections/project type) and unique, seed funding to test concept is critical; project reaches completely new area and/or serves/targets a new demographic; project is unlike anything tried in the region in the past	15
2	Project Readiness		1 - Sponsor just getting started, extensive additional coordination required (ie. right of way needs to be acquired, etc.) <range> 3 - Sponsor is ready to go and an experienced partner in TDM projects; coordination between agencies is strong; right of way has been acquired	3
3	Timing/Synergy of Project		1 - Benefits years out, undeveloped area, no link to roadway or transit project <range> 5 - Immediate benefits/link to major roadway/rapid transit project; project coincides with an immediate major construction project (traffic congestion) or opening of new rapid transit line/segment	5
4	Motor Vehicle Trip and VMT Reduction Potential (Based on attributes provided in application specific to infrastructure and to non-infrastructure projects)	Vehicle Trips, VMT	5 - Low 11 - Medium 22 - High **consider reliability and realism of attributes and assumptions used to reflect decreased VMT and improve air quality. Detailed calculation by applicant of trip & VMT reduction is optional.	22
5	Transit Service Relationship		1 - No relationship to transit <range> 10 - Direct promotion of transit through marketing, or subsidized transit fares OR infrastructure project directly serves and is proximate to transit. **Project directly promotes, incentivizes, or is located in proximity to transit.	10
6	Funding Effectiveness Potential	Project Cost/User Base	1 - Higher cost for smaller user base <range> 5 - Lower cost for larger user base **consider reliability and realism of assumptions used in the calculation of results	5
7	Other Factors		1 - Poor products, contract management, coordination, or project application form <range> 5 - Successful performance of Past Projects, clear/concise application, cooperation with Regional TDM Program	5
TOTAL PROJECT REVIEW COMMITTEE				65
B. Measured/Scored by DRCOG Staff:				
				Max
8	User Base	Population, Employment	1 - Smaller user base Thresholds based on all projects submitted 5 - Larger user base	5
9	Environmental Justice Area	EJ Population (Minority, Low-Income)	1 - Does not serve any EJ area Thresholds based on all projects submitted 5 - Entirely in EJ area	5
10	Congestion Level in Project Area	Vehicle Hours of Delay/Square Miles	1 - Low (<) Thresholds based on all projects submitted 10 - High (>)	10
11	Serves DRCOG Designated Urban Centers (UCs)	Urban Centers: Existing and Emerging Dataset	1 - No Urban Centers Thresholds based on all projects submitted 5 - Strongly serves/focused on established UCs	5
12	Jurisdiction's TIP Metro Vision Points		From TIP Policy Document	5
13	Financial Partners		0 - no other financial partners 2 - one additional financial partner 3 - if two+ partners (must be identified in application as funding match partners)	2
14	Local Match		0 - Any "in-kind" 3 - All cash	3
TOTAL DRCOG STAFF REVIEW				35
TOTAL PROJECT REVIEW COMMITTEE				65
TOTAL				100

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Robert Spotts, Senior Transportation Planner
303-480-5626 or rspotts@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 25, 2017	Information	6

SUBJECT

Presentation on Congestion Management Process and preliminary results of the 2016 Annual Report.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG maintains a federally-required congestion management process (CMP). One component of the process is the calculation of congestion measurements for roadways in the DRCOG region, and presentation within an annual report on traffic congestion. The annual reports have been prepared since 2006.

Staff will specifically present to the TAC a new methodology using “big data” from vehicle probes available from the INRIX company for calculating freeway congestion measurements. As our CMP has done in the past, five individual measure values for each freeway segment will be combined into a single congestion mobility score.

Other subject areas to be covered in the upcoming *Annual Report on Roadway Traffic Congestion in the Denver Region* will also be presented, such as the growth in VMT, and the impacts of traffic crashes and incidents on congestion.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Robert Spotts, Senior Transportation Planner, at 303-480-5626 or rspotts@drcog.org.

Adrcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

DRAFT

**2016 ANNUAL REPORT ON
TRAFFIC CONGESTION
IN THE DENVER REGION**

Presented by:
Robert Spotts

September 25, 2017

 **Topics**

1. Daily Vehicle Miles of Travel
2. New congestion methodology using INRIX data
3. Impacts of crashes on traffic congestion

Adrcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

DRCOG Congestion Management Process

- MPOs are federally required to monitor congestion
 - Database of network details, volumes, and delay measures
 - Results used in project evaluation for RTP and TIP
- DRCOG Annual Reports on traffic congestion since 2006
 - Regional VMT data, delay measures (person and vehicle), and “news”

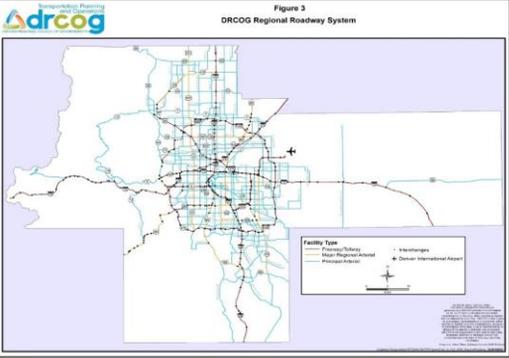
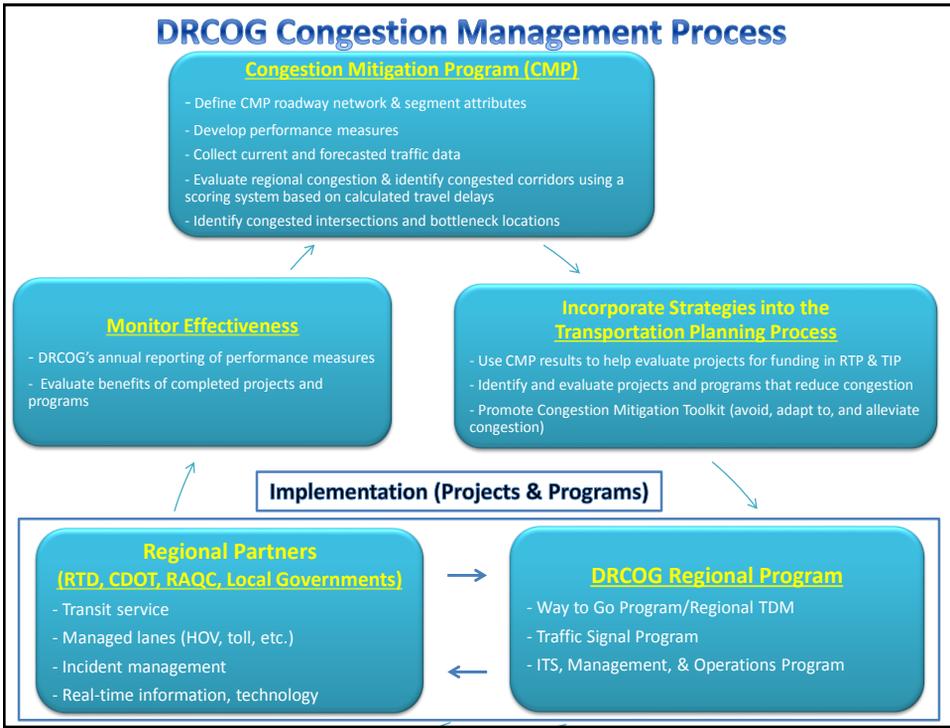


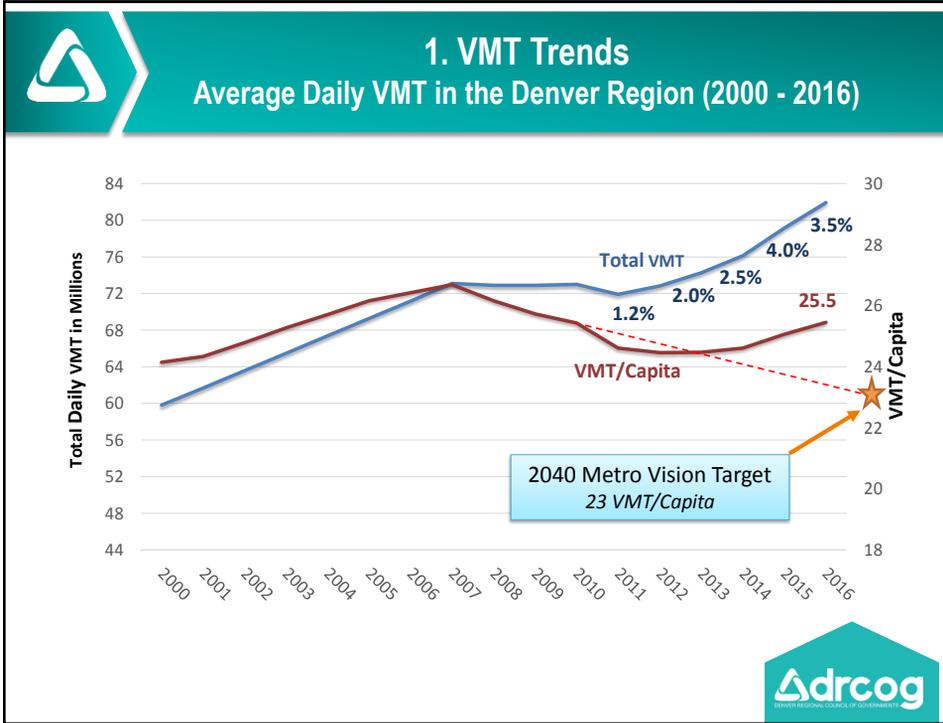
Figure 3
DRCOG Regional Roadway System



2015 Annual Report on Traffic Congestion in the Denver Region
October 2016







Why is VMT Increasing?

- Booming economy
- Consistently low fuel costs
- Population growth

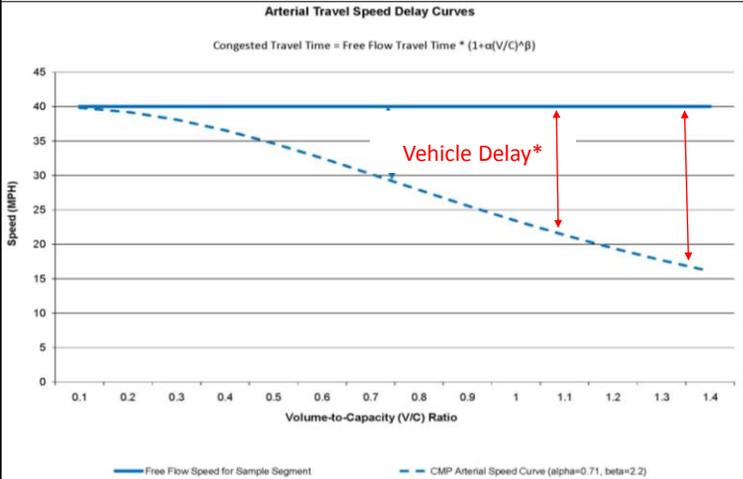



2. MEASURING CONGESTION



Current CMP Methodology (Freeways and Arterials)

- Volume to capacity (V/C) with “BPR” formula
- Vehicle speed differential (Uncongested speed – Congested speed)



Arterial Travel Speed Delay Curves

Congested Travel Time = Free Flow Travel Time * (1+α(V/C)^β)

Legend:
— Free Flow Speed for Sample Segment
--- CMP Arterial Speed Curve (alpha=0.71, beta=2.2)

* - Basis for person delay calculations

Arterial CMP Methodology

Example:
Broadway from Hampden to Evans

Volume

- All day volume- 33,960
- Peak hour volume- 2,800

Capacity

- 4 through lanes
- Max capacity of 6,000 vehicles per hour
- Resulting capacity of 3,660 vehicles per hour

Operational Speed Reduction

- $V/C = 2,800 / 3,660 = 0.77$
- Uncongested speed = 35 mph
- Peak congested speed = 25 mph

Signals

On street parking

Non signalized access points

Bus activity

Congestion Mobility Score

- Scores based on five performance measures
- Grades based on total score from 0-20

Duration - How long does the congestion last?
(number of hours per day congested)

Severity - How much of driving time is in delayed conditions?
(percent of travel time in delay in peak hour)

Magnitude - What is the total amount of delay for all travelers at that location?
(total daily delay time per mile)

Variation - What is the variation in travel time between off-peak and rush hour?

Reliability - How often do crashes or incidents occur?
(crashes per mile per year)



New Methodology for Freeways- INRIX Data

- INRIX collects minute by minute speed observations on roadways, 24 hours a day, 365 days a year
 - Available through CDOT – *Thanks!*
 - Real world speed observations vs. calculated speeds
 - Being used by FHWA for performance measures



Integrating INRIX Data into the Freeway CMP

- Compile and download millions of records of data from INRIX
 - Link to DRCOG freeway segments
 - Group and average the hourly segment speeds for every weekday of the year
 - INRIX speeds used as the main CMP input *instead of* calculated BPR speeds
- Same 5 scoring categories, updated thresholds for assigning points

INRIX



Example Segment - Final Score and Grade

5 Performance Measure Values

Road Seg	PM 1	PM 2	PM 3	PM 4	PM 5
001	1.18	0 hrs	15%	68	51

↓

→

Performance Measure Scores

Road Seg	PM 1	PM 2	PM 3	PM 4	PM 5	Total Score
001	1	0	2	2	1	6

Congestion Mobility Grade

Grade	Total Score
A	0 to 1
B	2 to 6
C	7 to 10
D	11 to 16
F	17 to 20

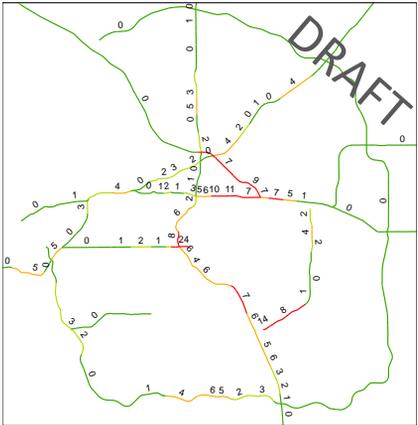
Grade
B



New Freeway Methodology - INRIX

Duration - How long does congestion last?

- Number of hours per day each roadway segment is congested
- A “congested hour” = INRIX hourly speed 20% less than free flow speed
- Points based on the number of congested hours per day



0 Pts.	1 Pt.	2 Pts.	3 Pts.	4 pts.
<1 hour	1 to 2	3 to 4	5 to 6	7 +



Severity - How much of driving time is in delayed conditions?

- Percentage of travel time in the peak hour due to delays
- Points based on the percentage

0 Pts.	1 Pt.	2 Pts.	3 Pts.	4 pts.
<15%	15% to 24%	25% to 39%	40% to 49%	50% +

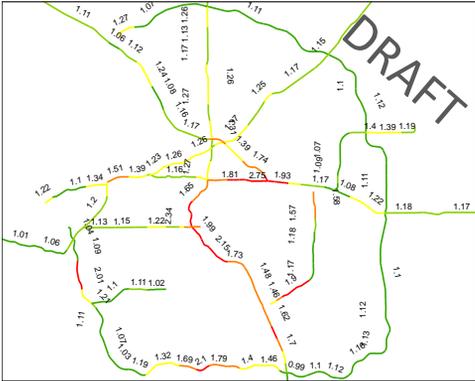
Magnitude - What is the total amount of delay for all travelers at that location?

- Total hours of delay experienced by all vehicles each hour of the day
 - Example: Total delay over 24 hours experienced by 60,000 vehicles is 200 hours
 - If segment is .5 miles, then $200 / 0.5 = \text{"400 Hours of Delay per Mile"}$

0 Pts.	1 Pt.	2 Pts.	3 Pts.	4 pts.
< 50 hours	50 to 99	100 to 199	200 to 499	500 +

Variation - What is the "usual" variation in travel time between off-peak and rush hour

- Calculated as a ratio between uncongested and congested travel time
- Example:
 - Uncongested travel time is 90 seconds
 - Congested travel time is 120 seconds
$$120 \text{ sec} / 90 \text{ sec} = 1.33 \text{ (or 33\% more travel time)}$$



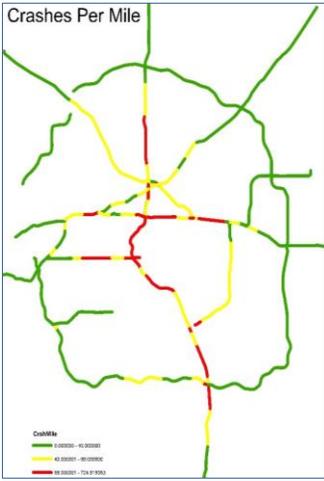
0 Pts.	1 Pt.	2 Pts.	3 Pts.	4 pts.
< 1.1	1.1 to 1.2	1.2 to 1.3	1.4 to 1.5	1.5 +



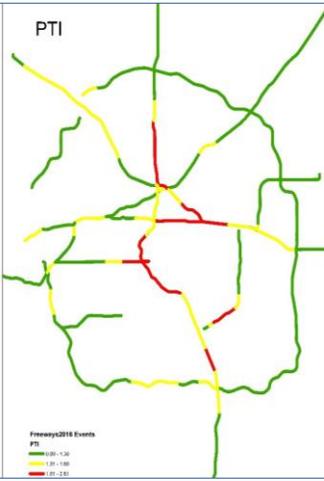
Reliability - "Unexpected" Delay

- Use INRIX's Planning Time Index (PTI) (*previous CMP crashes per mile*)
 - Higher values when higher frequency/severity of 'unexpected delay'

Crashes Per Mile



PTI

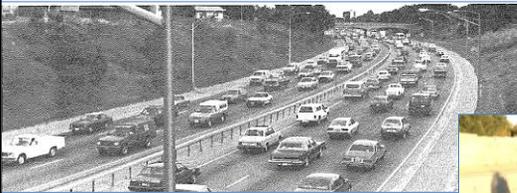


0 Pts.	1 Pt.	2 Pts.	3 Pts.	4 pts.
<1.25	1.25 to 1.49	1.5 to 1.74	1.75 to 2	2 +

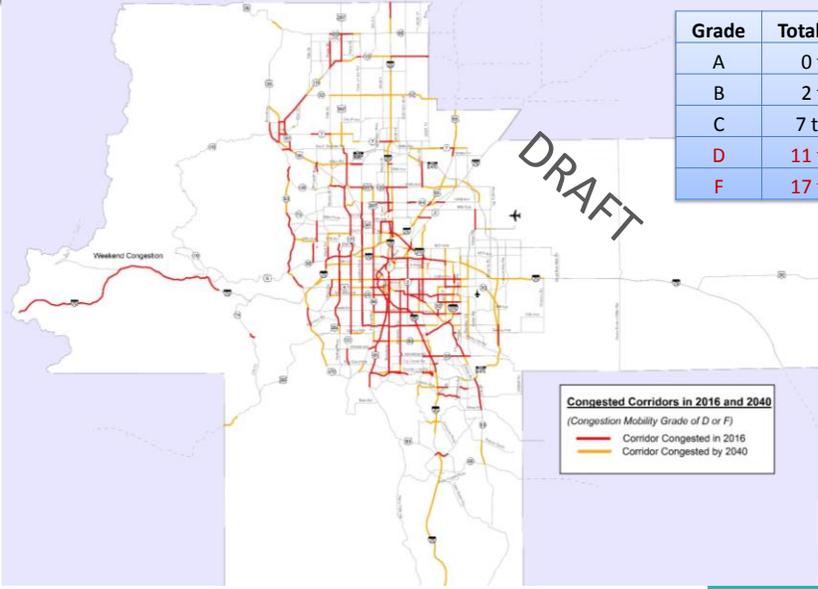


▶ Estimating Future 2040 Freeway Speeds

- Use the DRCOG Focus Travel Model to estimate the change in operating speed on every segment
 - Focus Model 2040 speed – 2016 speed = Change
 - Apply change to 2016 INRIX speeds
 - Resulting speed used for calculating 2040 performance measures




▶ Map of 2016 and 2040 CMP Grades - DRAFT



Grade	Total Score
A	0 to 1
B	2 to 6
C	7 to 10
D	11 to 16
F	17 to 20

Congested Corridors in 2016 and 2040
(Congestion Mobility Grade of D or F)

— Corridor Congested in 2016
— Corridor Congested by 2040





Congestion Performance Measures - Regional Roadway System -

	2016		2040 (RTP)		% Change between 2015 and 2040
	Average Weekday	Annual Total Estimate (1)	Average Weekday	Annual Total Estimate (1)	
Vehicle Measures:					
Vehicle Miles of Travel	62,550,000	21,141,937,000	84,384,000	28,521,859,000	35%
Vehicle Hours of Travel	1,405,000	475,050,000	1,981,000	669,458,000	41%
Vehicle Hours of Delay	218,000	73,822,000	403,000	136,172,000	84%
Travel Delay Per Driven Registered Vehicle (2)	7 minutes	40 hours	9 minutes	53 hours	31%
Travel Delay Per Household	10 minutes	57 hours	13 minutes	74 hours	29%
Person Measures:					
Person Miles of Travel	84,443,000	28,541,615,000	113,919,000	38,504,509,000	35%
Person Hours of Travel	1,897,000	641,317,000	2,674,000	903,768,000	41%
Person Hours of Delay	295,000	99,660,000	544,000	183,833,000	84%
Travel Delay Per Resident	5m 30s	34 hours	7m 30s	42 hours	36%
Other:					
Percent of Travel Time in Delayed Conditions	16%	n.a.	20%	n.a.	31%
Travel Time Variation (peak vs. off peak)	1.21	n.a.	1.40	n.a.	15%
Lane Miles of Roads Congested for 3+ Hours (Percent of total Lane Miles)	1,359 19%	n.a.	2,820 38%	n.a.	108% n.a.
Economic Travel Delay Costs:					
Commercial Vehicles (3)	\$1,300,000	\$424,800,000	\$2,200,000	\$741,800,000	75%
Passenger Vehicle Persons (3)	\$2,500,000	\$938,200,000	\$4,400,000	\$1,487,600,000	77%
Total Cost of Delay	\$3,700,000	\$1,263,000,000	\$6,600,000	\$2,229,400,000	77%
Transit and Other Regionwide Measures:					
Total RTD Transit Boardings	332,000	n.a.	580,000	n.a.	75%
Rail Transit Boardings	91,200	n.a.	200,000	n.a.	119%
RTD Park n Ride Parking Space Utilization (out of 32,011 spaces)	62%	n.a.	n.a.	n.a.	n.a.
Modeled Bicycle and Pedestrian Trips	1,409,700	n.a.	2,081,800	n.a.	48%
Traffic Crashes (2014)	207	69,831	n.a.	n.a.	n.a.

DRAFT




Special Congestion Topic

3. IMPACTS OF CRASHES



Impacts of Crashes

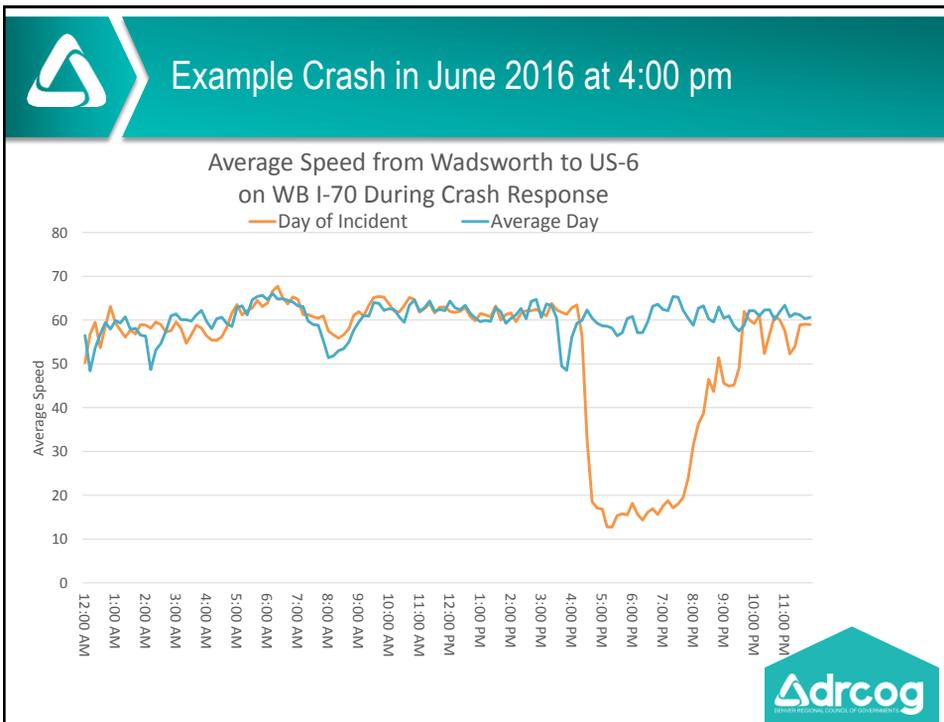
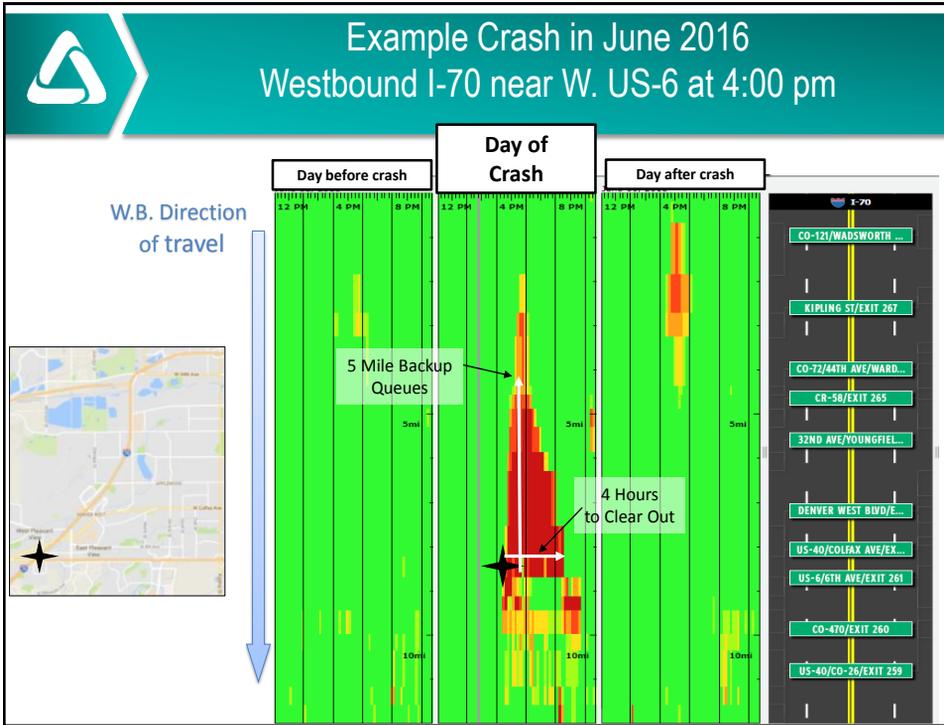
- 69,800 “Reported” crashes in 2014 in the region (200/day)
- Fatalities and serious injuries biggest concern
- Mitigating impacts of crashes
 - Incident Management Plans, Traveler alerts
 - Clearing of crash and incident scenes (e.g. CDOT Motorist Patrol)
 - Roadway design elements
- Freeways experience greatest impact of crashes

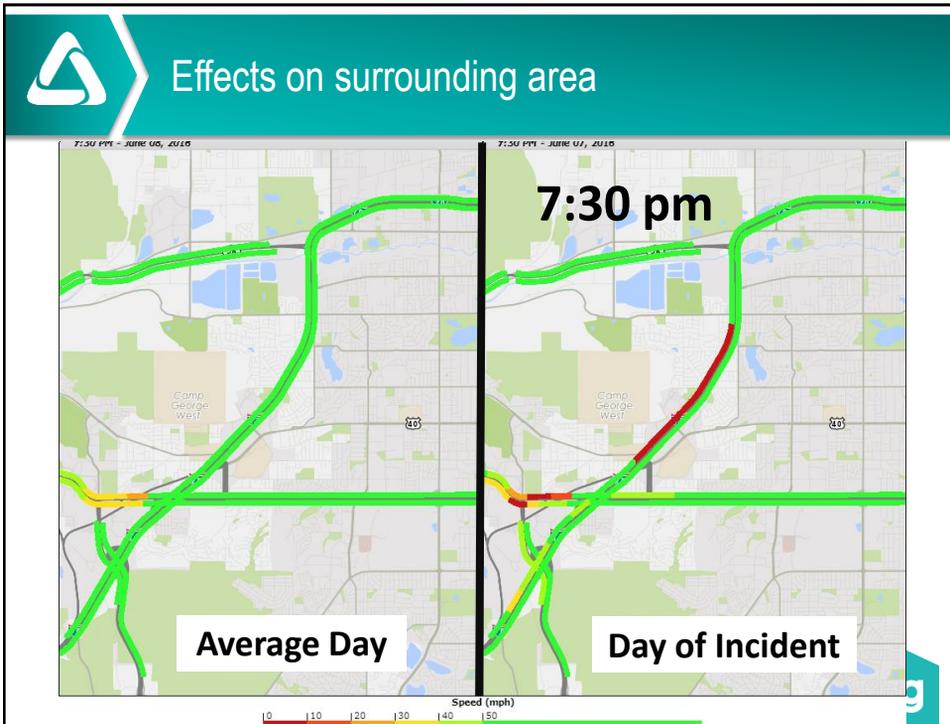
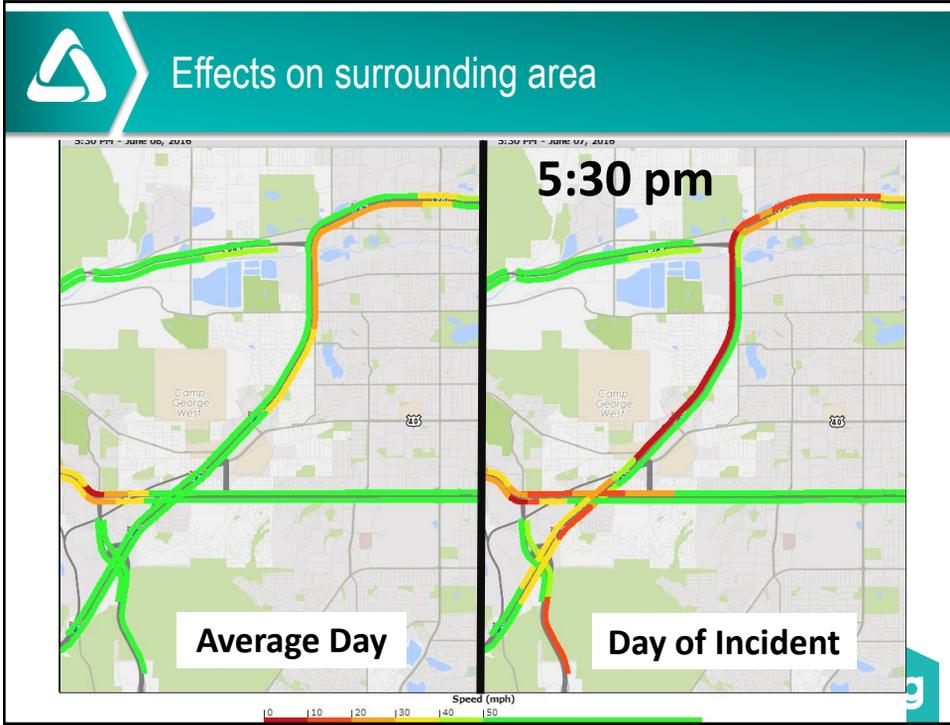


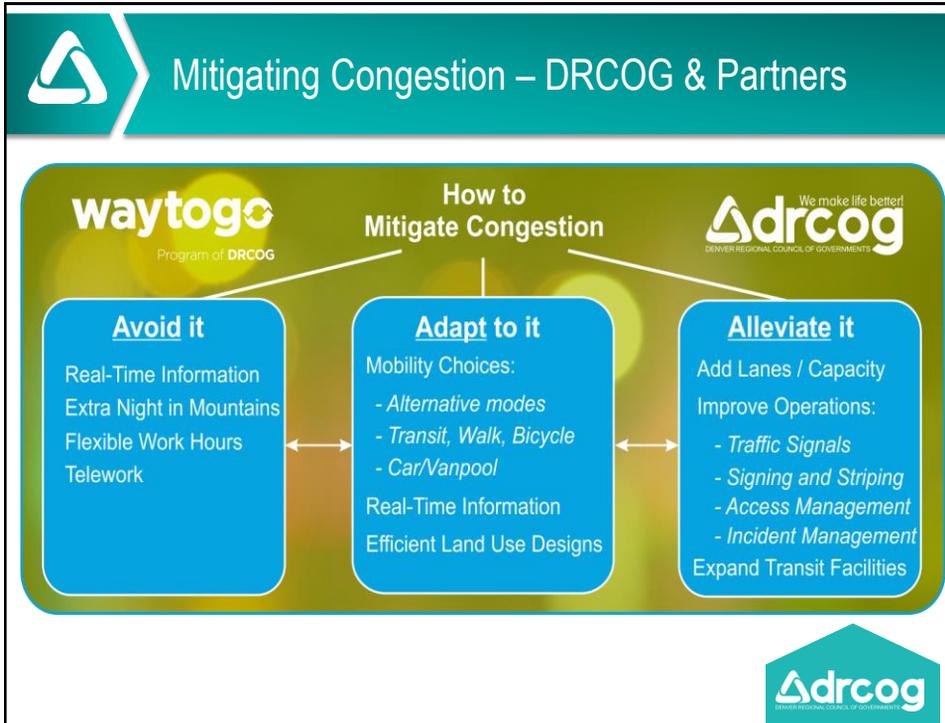
Examining an individual crash with INRIX data

- DRCOG maintains a database of reported crashes in the region
- Using INRIX, we can examine the duration and severity of congestion associated with a crash









QUESTIONS? COMMENTS?

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Robert Spotts, Senior Transportation Planner
303-480-5626 or rspotts@drco.org

Meeting Date	Agenda Category	Agenda Item #
September 25, 2017	Information	7

SUBJECT

Presentation on implementation of the Volkswagen Mitigation Trust Fund in Colorado.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

In September 2015, automaker Volkswagen admitted to using sophisticated software in their diesel automobiles to manipulate exhaust emissions test results. In June 2016, Volkswagen agreed to a settlement with US authorities to pay up to \$15.3 billion for car buybacks, investments in zero emission vehicles, and environmental mitigation for the 2.0 liter vehicles in violation of emission standards.

As part of the \$2.7 billion Environmental Mitigation Trust Fund established under the settlement, Colorado was allocated \$68.7 million to fund certain mitigation projects to reduce emissions of nitrogen oxides (NOx). Eligible projects include funding incentives for alternative fuel vehicles and engine repowers for heavy and medium-duty trucks, transit buses, shuttle buses, school buses, freight switcher locomotives, and airport ground equipment. In addition, the Mitigation Fund can also provide funding for incentives for light-duty zero emission vehicle supply equipment.

After receiving recommendations from RAQC, CDOT, Colorado Energy Office, and the public, the Colorado Department of Health and Environment (CDPHE) published a [Proposed Beneficiary Mitigation Plan](#) on August 28, 2017. CDPHE and its partner agencies are soliciting comments from the public and interested stakeholders through October 13, 2017. CDPHE anticipates finalizing the plan and submitting it to the VW Environmental Mitigation Trustee in late 2017.

Steve McCannon from the RAQC will provide an overview of the allocation of funds and program administration under the proposed mitigation plan.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. RAQC presentation

Link: [Proposed Beneficiary Mitigation Plan](#)

ADDITIONAL INFORMATION

If you need additional information, please Robert Spotts, Senior Transportation Planner, at 303-480-5626 or rspotts@drcoq.org; or Steve McCannon, RAQC Mobile Sources Program Director, at 303-629-5450, ext.230 or smccannon@raqc.org.

Volkswagen Settlement Proposed CO Beneficiary Mitigation Plan



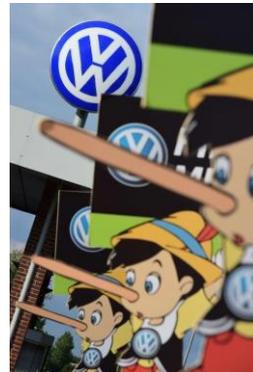
September 25, 2017



1

Settlement Overview

- Many cases, many consequences
- \$2.9 billion trust fund
 - \$68.7 million for Colorado
 - Eligible projects to reduce emissions
- \$10.3 billion to buy back vehicles
- \$2 billion national Zero Emission Vehicle (ZEV) investment
 - Under VW's control through Electrify America

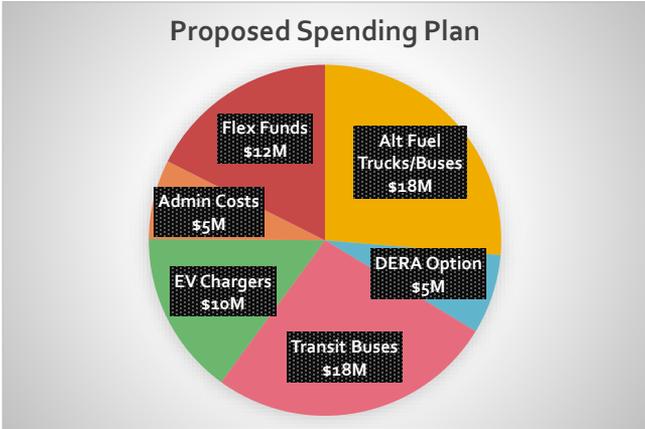


2

Environmental Mitigation Trust Milestones

Event	Approximate Time Frame
Trust Effective Date (TED) <small>*Wilmington Trust selected as Trustee - March 2017</small>	Summer-Fall 2017 (Not yet occurred)
Colorado proposes Beneficiary Mitigation Plan for public comment	August 28, 2017
Colorado files beneficiary certifications	Summer-Fall 2017 (Due 60 days after TED)
Beneficiary designation	Late 2017 - Early 2018 (Due 120 days after TED)
Colorado files a Beneficiary Mitigation Plan	Late 2017 - Early 2018 (Due 90 days after beneficiary designation)
Colorado requests/receives funds	2018

Allocation of Funds



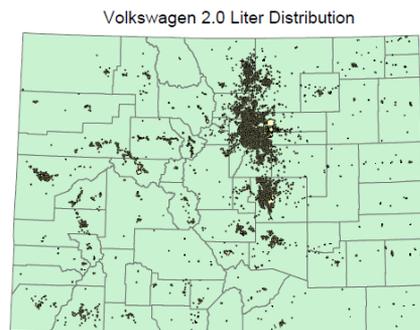
Proposed Incentives

- Vehicles
 - Based on vehicle category and fuel type
 - % of new vehicle cost, with a cap
 - Higher incentive for public fleets
 - Generally covers incremental cost of electric or alternate fuel vehicle
- Charging stations
 - Consistent with ALT Fuels & Charge Ahead Colorado

5

Areas of Disproportionate Impact

- Ozone nonattainment area
- Location of VWs
- Environmental justice areas
- Funds will likely flow to these areas
 - Not setting criteria at this time
 - EV chargers should be statewide



6

Public Comment Opportunities

- Public meeting held September 18
- Public comments due October 13
 - cdphe.commentsapcd@state.co.us
- For more information
 - <https://www.colorado.gov/cdphe/vw>