

AGENDA
REGIONAL TRANSPORTATION COMMITTEE
Tuesday, October 15, 2019
8:30 a.m.
1001 17th St.
1st Fl. Aspen/Birch Conference Rm.

1. Call to Order
2. Public Comment
3. September 17, 2019 RTC Meeting Summary
(Attachment A)

ACTION ITEMS

4. Discussion on recommendations for amendments to the 2020-2023 Transportation Improvement Program (TIP)
(Attachment B) Todd Cottrell
5. Discussion on recommendations of projects to be funded through the Community Mobility Planning and Implementation (CMPI) set-aside of the 2020-2023 Transportation Improvement Program (TIP)
(Attachment C) Derrick Webb

INFORMATIONAL ITEMS

6. Briefing on Post Transportation Improvement Program (TIP) Assessment
(Attachment D) Todd Cottrell
7. Briefing on Updates for the 2050 Metro Vision Regional Transportation Plan (MVRTP)
(Attachment E) Jacob Riger
8. Briefing on 2018 Annual Report on Roadway Traffic Congestion in the Denver Region.
(Attachment F) Robert Spotts
9. Briefing on CDOT State Highway and Transit funding allocation
(Attachment G) Ron Papsdorf - Rebecca White, CDOT

ADMINISTRATIVE ITEMS

10. Member Comment/Other Matters
11. Next Meeting – December 17, 2019
12. 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.



ATTACH A

ATTACHMENT A

MEETING SUMMARY REGIONAL TRANSPORTATION COMMITTEE Tuesday, September 17, 2019

MEMBERS PRESENT:

Rebecca White (Alternate)	Colorado Department of Transportation-DTD
Paul Jesaitis (Alternate)	Colorado Department of Transportation
Shannon Gifford	Colorado Department of Transportation
Karen Stuart	Colorado Department of Transportation
Eula Adams (Alternate)	Colorado Department of Transportation
Douglas Rex	Denver Regional Council of Governments
Wynne Shaw	Denver Regional Council of Governments
Bob Fifer (Chair)	Denver Regional Council of Governments
David Beacom	Denver Regional Council of Governments
Mike Silverstein	Regional Air Quality Council
Jeff Kullman	Business Interests
Bob Broom	Regional Transportation District
David Genova	Regional Transportation District
Doug Tisdale	Regional Transportation District
Vince Buzek	Regional Transportation District

Others Present:

Kate Williams (Alternate)	Regional Transportation District
Paul Jesaitis (Alternate)	Colorado Department of Transportation
Ron Papsdorf (Alternate)	Denver Regional Council of Governments
Jim Dale (Alternate)	Denver Regional Council of Governments
Bill Van Meter (Alternate)	Regional Transportation District

Public: Faye Estes, Douglas County; Heather McKillop, RTD; Charles Meyer, CDOT; Chris Primus, HDR

DRCOG Staff: Jacob Riger, Todd Cottrell, Steve Cook, Emily Lindsey, Beth Doliboa, Mark Northrop, Brad Calvert, Melinda Stevens

Call to Order

Chair Bob Fifer called the meeting to order at 8:35 a.m.

Public Comment

There was no public comment.

Summary of August 20, 2019 Meeting

The summary was accepted.

ACTION ITEMS

Discussion on recommendations for funding TIP Human Services Transportation Set-Aside (HST) projects for calendar year 2020.

Matthew Helfant presented the 2020 HST Set Aside Program of the 2020-2023 Transportation Improvement Program (TIP). In 2018, a set-aside of \$4 million over four years for HST was created as part of the FY 2020-2023 TIP Policy. The new HST set-aside addresses the Board-adopted 2020-2023 TIP focus area of improving mobility infrastructure and services for vulnerable populations (seniors, individuals with disabilities, etc.)

Mr. Helfant noted this is a pilot joint funding call with CDOT to also include FTA 5310 funding together with HST. RTC is being asked to approve only the proposed HST funding allocations as CDOT will approve the FTA 5310 funding allocations. Matthew then discussed the work of the Project Review Panel to score the applications and make the following HST project funding recommendations:

Recommendations for FTA 5310 and TIP Human Service Transportation Set Aside from Joint CDOT & DRCOG Call for Projects for CY 2020							
Agency	Project Type	Scores	5310 Award	5310 Local Share	HST Award	Local Share	Total
Goodwill Industries of Denver	Replacement Vehicle	240.34	\$ 48,086.00	\$ 12,021.00	\$ -	\$ -	\$ 60,107.00
Laradon Hall Society for Exceptional Children and Adults	Replacement - Van	165.17	\$ 40,466.00	\$ 10,117.00	\$ -	\$ -	\$ 50,583.00
Laradon Hall Society for Exceptional Children and Adults	Replacement - Van	164.75	\$ 40,466.00	\$ 10,117.00	\$ -	\$ -	\$ 50,583.00
Via Mobility Services - Van	Replacement - Van	135.53	\$ -	\$ -	\$ 58,190.00	\$ 14,548.00	\$ 72,738.00
Via Mobility Services - BOC	Replacement - BOC	113.49	\$ -	\$ -	\$ 87,467.00	\$ 21,867.00	\$ 109,334.00
Via Mobility Services	Mobility Management	88.10	\$ 191,760.00	\$ 47,940.00	\$ -	\$ -	\$ 239,700.00
SRC	Mobility Management	87.86	\$ 438,560.00	\$ 109,640.00	\$ 50,000.00	\$ 12,500.00	\$ 610,700.00
Colorado Nonprofit Development Center (DRMAC)	Mobility Management	86.79	\$ 287,807.20	\$ 71,951.80	\$ 60,000.00	\$ 15,000.00	\$ 434,759.00
Via Mobility Services	Operating	85.12	\$ -	\$ -	\$ 42,613.50	\$ 42,613.50	\$ 85,227.00
Douglas County	Mobility Management	84.17	\$ 395,350.40	\$ 98,837.60	\$ -	\$ -	\$ 494,188.00
City of Boulder	Operating	84.05	\$ -	\$ -	\$ 17,250.00	\$ 17,250.00	\$ 34,500.00
City of Broomfield	Equipment	83.20	\$ 25,272.00	\$ 6,318.00	\$ 5,054.40	\$ 1,264.00	\$ 37,908.40
Boulder County	Operating	81.90	\$ -	\$ -	\$ 177,088.00	\$ 177,088.00	\$ 354,176.00
Douglas County	Operating	80.39	\$ -	\$ -	\$ 137,868.00	\$ 137,868.00	\$ 275,736.00
Adams County	Mobility Management	80.24	\$ 108,000.00	\$ 27,000.00	\$ -	\$ -	\$ 135,000.00
SRC	Van Expansion	80.00	\$ 52,372.00	\$ 13,093.00	\$ 9,353.88	\$ 1,870.78	\$ 76,689.66
SRC	Van Expansion	80.00	\$ 52,372.00	\$ 13,093.00	\$ 9,353.88	\$ 1,870.78	\$ 76,689.66
SRC	BOC Expansion	80.00	\$ 70,461.00	\$ 17,615.00	\$ 12,584.48	\$ 2,516.90	\$ 103,177.38
SRC	Van Expansion	80.00	\$ -	\$ -	\$ 61,725.88	\$ 12,345.18	\$ 74,071.06
SRC	Van Expansion	80.00	\$ -	\$ -	\$ 61,725.88	\$ 12,345.18	\$ 74,071.06
SRC	Operating	79.88	\$ 385,406.40	\$ 385,406.40	\$ 100,000.00	\$ 100,000.00	\$ 970,812.80
City of Broomfield	1 Vehicle Expansion	79.40	\$ 61,162.00	\$ 15,291.00	\$ 12,232.80	\$ 3,058.00	\$ 91,743.80
Easter Seals	1 BOC Expansion	78.80	\$ 49,093.00	\$ 12,273.00	\$ -	\$ -	\$ 61,366.00
Douglas County	1 Van Expansion	76.80	\$ 48,000.00	\$ 12,000.00	\$ -	\$ -	\$ 60,000.00
A Little Help	Mobility Management	70.83	\$ -	\$ -	\$ -	\$ -	\$ -
Total			\$ 2,294,634.00	\$ 862,713.80	\$ 902,507.70	\$ 574,005.30	\$ 4,139,672.80

DRCOG TIP Human Service Transportation Set Aside recommendations highlighted in yellow
 DRCOG retains the balance of TIP Human Service Transportation Set Aside (\$97,492.30) to cover administrative costs associated with administering projects.
 HST application not recommended to be funded highlighted in orange

Doug Tisdale MOVED to recommend approval of the 2020 HST projects as recommended by the CDOT/DRCOG Joint Call for Projects Peer Review Panel. The motion was seconded by David Genova and passed unanimously.

INFORMATIONAL ITEMS

Briefing on DRCOG Regional Vision Zero Plan & CDOT Strategic Transportation Safety Plan
 Beth Doliboa briefed the committee on the Regional Vision Zero (RVZ) Plan. Vision Zero is the core principal that “it can never be ethically acceptable that people are killed or seriously injured when moving within the road transport system.” The goals for DRCOG’s RVZ Plan are to:

- Support DRCOG’s various safety performance measures and targets
- Increase awareness of Vision Zero to influence safer behaviors on regional roadways
- Provide strategies and a toolkit to DRCOG’s 58 local jurisdictions to encourage safety in planning and design of the regional transportation system

As part of the RVZ Plan, DRCOG has created a [Vision Zero website](#), a [short video](#), and a comprehensive Regional Vision Zero Stakeholder Committee.

Charles Meyer from CDOT & Chris Primus from HDR discussed CDOT’s just-initiated Strategic Transportation Safety Plan (STSP). They discussed areas of coordination with the RVZ Plan since both plans are on similar schedules.

Chair Bob Fifer asked what DRCOG is planning to do to encourage all 58 jurisdictions to participate in RVZ (currently only Denver, Boulder, and Brighton in the DRCOG region have adopted RVZ plans). Ms. Doliboa responded the RVZ committee over time will develop implementation strategies that each community can tailor to their unique circumstances. Mr. Fifer encouraged the committee to continually educate each jurisdiction on the mission to get more people on board.

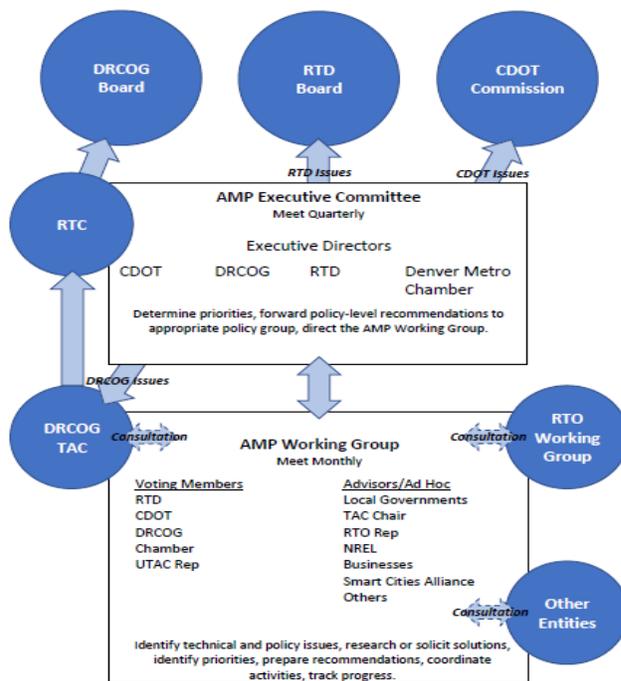
Michael Silverstein asked if the drop in fatality rates is attributed to vehicle safety features, such as airbags and seatbelts, or if it is a combination of different things. Ms. Doliboa stated it is a combination of several factors, and it is hard to single one out. Doug Rex added that newer vehicles is likely a part of the trend. Ron Papsdorf added that new vehicle technology is starting to reach a peak, which is why we need to start looking at other avenues to achieve Vision Zero.

David Beacom asked how we can deal with the psychological aspect, meaning pedestrians/bicyclists/motorists not willing to adhere to the laws after we have made everything as safe as possible. Ms. Doliboa agreed that we can only do so much from an engineering and planning perspective, which is why we need to encourage education and outreach to all.

Briefing on Mobility Choice Blueprint Advanced Mobility Partnership

Jacob Riger updated the committee on initial planning for the Advanced Mobility Partnership (AMP) recommendation from the Mobility Choice Blueprint Study. DRCOG has been working with CDOT, RTD, and other stakeholders to define the AMP's structure, roles, members, and relationship to each agency's planning process and committees/Board structure. Mr. Riger presented the following illustration to help visualize current thinking about the AMP:

Advanced Mobility Partnership



David Genova commented that RTD is working hard with all of these agencies and he believes this structure will be a great tool to help advance the Mobility Choice Blueprint recommendations.

Kate Williams stated she can see where all other organization's tracks go in the flowchart but wants to know where Denver Metro Chamber will play into all of this. Mr. Riger stated the Denver Metro Chamber is an equal stakeholder, but if there are items that deal directly with them, that is when

they will be notified and play a role. Mr. Papsdorf reaffirmed their status but wanted to clarify that they do not have a policy making role like the other three agencies. Ms. Williams suggested we ask the Denver Metro Chamber to make a commitment by showing them this chart to signify that all other organizations are taking these matters to the Board of Directors.

Bob Broom asked for clarification on what "UTAC" stands for. Mr. Riger replied that it stands for "University Transportation Alliance for Colorado," which is an informal partnership between University of Colorado Denver, Colorado State University, and University of Denver to work together on transportation issues across the state.

Doug Rex commented that DRCOG's commitment to the RTC is providing regular updates and seeking direction and assistance in what items should be actionable when they arise. Chair Bob Fifer added he would like to make sure that all information is transparent and that we need a clear informational relationship, meaning any information from that comes from the AMP workgroup, does not get filtered by the executive directors.

Briefing on RTD LiVE Fare Program

Heather McKillop of RTD briefed the committee on the LiVE program. In March 2017 RTD convened a working group to evaluate RTD's pass programs. The group ultimately addressed the question of whether RTD is offering the public passes they want/need and pricing them appropriately. Based on recommendations from this group, RTD created LiVe, an income-based fare discount program, on July 29, 2019.

LiVE applications will be processed through PEAK, the state's public benefits application system. Once approved, qualifying riders must carry two items to ride the RTD system and obtain the discount:

1. proof of eligibility card and
2. one of the following forms of fare media: a MyRide card, a mobile ticket (three-hour or day pass) or a ticket issued by a nonprofit agency.

David Beacom wanted clarification on the fact that each year, RTD has a cost of \$12 million to fund this program that they do not have revenue recovery on. Ms. McKillop stated that is correct, but the RTD PASS program eliminated other discounts from other programs to even recover most, if not all losses involved. Mr. Beacom also wanted to know what RTD was doing to manage fraud control. Ms. McKillop responded that the main way RTD tried to eliminate fraud is by issuing a card that must be scanned.

Jim Dale asked what RTD is doing to reach out to employers so that they can in turn, inform their employees of these discounts. Ms. McKillop stated that RTD has done little outreach so far because they are still working out bugs in the PEAK system. The hope now is to launch by mid-October 2019 to some employers so they can start informing their employees.

Eula Adams wanted to know how this 40% discount compared to other places across the nation. Ms. McKillop stated there are only three other known places in the country that have a low-income program and RTD's is pretty aggressive, compared to the few other similar programs. She also noted that each program is different in terms of the discount and the application of the discount.

Member Comment/Other Matters

The meeting ended at 9:41 a.m. The next meeting is scheduled for October 15, 2019.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Todd Cottrell, Senior Planner, Short Range Transportation Planning
(303) 480-6737 or tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
October 15, 2019	Action	4

SUBJECT

2020-2023 Transportation Improvement Program (TIP) amendments.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the current TIP amendment procedures, as contained within the Board-adopted [2020-2023 TIP Policy](#).

ACTION BY OTHERS

N/A

SUMMARY

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.

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed amendments to the [2020-2023 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

TIP Amendments

- **New Project** **US-36 Emergency Repairs**
Add \$20.43 million State Transportation Commission Contingency funding for emergency repairs
- **2008-076** **R1 FASTER Pool**
Add 7 new pool projects using available TIP project funding
- **2016-035** **30th St. and Colorado Ave. Bike/Ped Underpass**
Roll funding forward to FY 2020 in new TIP and add \$8.050 million in local overmatch
- **2018-014** **I-25 Capacity Improvements: Castle Rock to El Paso County Line**
Add \$8 million in Federal Freight funding to add a southbound truck climbing lane and \$50,000 for various wildlife elements

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the attached amendments to the *2020-2023 Transportation Improvement Program (TIP)*.

ATTACHMENT

1. Proposed TIP amendments

ADDITIONAL INFORMATION

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

New Project: Adds \$20,430,000 in state Transportation Commission Contingency funds for emergency repairs on US-36

New Project

Title: **US-36 Emergency Repairs**

Project Type: **Roadway Operational Improvements**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Adds funds for emergency repairs on US-36. Per prior coordination, these funds have been STIPed and budgeted due to the emergency nature of this work.



Affected Municipality(ies)

Affected County(ies)

Westminster

Jefferson

Performance Measures

- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (TCC)		\$20,430	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$20,430	\$0	\$0	\$0	\$0	\$20,430

2008-076: Add 7 new pool projects using available funding

Existing

Title: Region 1 FASTER Pool

Project Type: Safety

TIP-ID: 2008-076

STIP-ID: SR17002

Open to Public:

Sponsor: CDOT Region 1

Project Scope

Pool contains safety-related improvements and upgrades based on the new FASTER-Safety funding program (Colorado Senate Bill 108) in CDOT Region 1.



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

Performance Measures
<input type="checkbox"/> Bridge Condition
<input checked="" type="checkbox"/> Congestion
<input checked="" type="checkbox"/> Freight Reliability
<input type="checkbox"/> Pavement Condition
<input checked="" type="checkbox"/> Safety
<input checked="" type="checkbox"/> Travel Time Reliability

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-95 Intersection Improvements	64th Ave	\$851	Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500	SH-2 and SH95 Traffic Signals	SH-2 @ Arizona, Kentucky, Bayaud, 1st, SH95 @ 14th, 16th, 44th, 38th, 1st	\$1,500
SH-121/72nd Ave	Right turn accel lanes	\$961	VMS for I-25 south of Denver	VMS Installation	\$500	SH83	Mississippi to Colorado	\$3,500
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	SB I-225 Parker Rd Ramp	safety project	\$2,000
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	Aurora Signal Package	I-70 at Tower	\$600	I-25 SB Bottleneck	restripe from I-76 to I-70	\$1,200
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	Aurora Signals 2019	SH30 @ Jewel and Yale	\$500
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	Ramp Metering	I-76	\$1,500	Lakewood Safety Package 2020	I-70 @ Colfax, Colfax @ Quali, SH8 @ Gamson, and SH121 @ 1st Ave	\$4,960
FASTER Safety Design		\$4,000	US-285/SH-30	Resurfacing	\$1,400	I-70 and Kipling	Traffic signal replacement and access consolidation	\$2,000
SH-2 Traffic Signal Upgrades		\$440	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000	6" Lane Lines Pavement Marking (2019-2021)	I-25, I-70, I-225, I-76, I-270	\$9,100
Wadsworth	Right Turn Lane Extensions	\$1,621	SH-40 and SH-121	Signal Improvements	\$900	SH-30 and Tower Improvements	Phase 1	\$691
I-70 between MP 252 & 255	Median Barrier	\$2,000	SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$660	SH-30 and Tower Improvements	Phase 2	\$719
SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	I-25 and Plum Creek/Meadows	Signal poles, storage, and left turn lane and restriping improvements	\$2,300	US-285/SH-30 Resurfacing	Dahlia to Parker	\$1,200
SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300	Broadway Signal Replacement	at 62nd and 70th	\$1,000
US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	South Federal Blvd	safety improvements	\$300			

ATTACHMENT 1

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-5)		\$23,345	\$28,410	\$29,120	\$26,990		
Local		\$0	\$0	\$0	\$0		
Total	\$64,714	\$23,345	\$28,410	\$29,120	\$26,990	\$0	\$172,579

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-95 Intersection Improvements	64th Ave	\$851	Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	Aurora Signals 2019	SH30 @ Jewell and Yale	\$500
SH-121/72nd Ave	Right turn accel lanes	\$981	Aurora Signal Package	I-70 at Tower	\$600	Lakewood Safety Package 2020	I-70 @ Colfax, Colfax @ Quail, SH8 @ Garrison, and SH121 @ 1st Ave	\$4,980
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	I-70 and Kipling	Traffic signal replacement and access consolidation	\$2,000
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	Ramp Metering	I-76	\$1,500	8" Lane Lines Pavement Marking (2019-2021)	I-25, I-70, I-225, I-76, I-270	\$8,100
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	US-285/SH-30	Resurfacing	\$1,400	SH-30 and Tower Improvements	Phase 1	\$691
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 8th, and SH-121 @ Ralston	\$1,000	SH-30 and Tower Improvements	Phase 2	\$719
FASTER Safety Design		\$4,000	SH-40 and SH-121	Signal Improvements	\$900	US-285/SH-30 Resurfacing	Dahlia to Parker	\$1,200
SH-2 Traffic Signal Upgrades		\$440	SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$660	Broadway Signal Replacement	at 62nd and 70th	\$1,000
Wadsworth	Right Turn Lane Extensions	\$1,621	I-25 and Plum Creek/Meadows	Signal poles, storage, and left turn lane and restriping improvements	\$2,300	SH-93 Signal Package		\$2,500
I-70 between MP 252 & 255	Median Barrier	\$2,000	I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300	I-70 @ Sheridan and Harlan Safety		\$3,700
SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	South Federal Blvd	safety improvements	\$300	SH-75 Intersection Improvements	Bowles and Mineral	\$1,000
SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st. SH95@14th, 16th, 44th, 38th, 1st	\$1,500	C-470 and Ken Caryl	Intersection Improvements	\$5,000
US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	SH83	Mississippi to Colorado	\$3,500	C-470 and Morrison Rd	Intersection Improvements	\$5,000
Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500	SB I-225 Parker Rd Ramp	safety project	\$2,000	SH-40 and SH-121	CDOT Traffic Signal Improvements	\$1,720
VMS for I-25 south of Denver	VMS Installation	\$500	I-25 SB Bottleneck	restripe from I-76 to I-70	\$1,200	Denver West Runaway Truck Ramp		\$5,000

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-5)		\$23,345	\$28,410	\$29,120	\$26,990		
Local		\$0	\$0	\$0	\$0		
Total	\$64,714	\$23,345	\$28,410	\$29,120	\$26,990	\$0	\$172,579

2016-035: Move project and funding from the FY 2018 TIP to the FY 2020 TIP and add local overmatch to advertise the project

Existing in 2018-2021 TIP

Title: **30th St and Colorado Ave Bike/Ped Underpass**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2016-035**

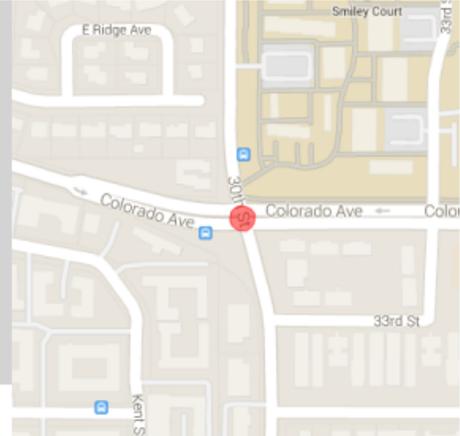
STIP-ID:

Open to Public: **2020**

Sponsor: **Boulder**

Project Scope

This project constructs an underpass at 30th St and Colorado Ave. Additional items as part of the project include 10 ft wide multi-use path connections, ADA/AASHTO compliant lighting, way-finding signage with destination and distance information, and 20 bicycle parking spaces.



Affected Municipality(ies)
Boulder

Affected County(ies)
Boulder

Project Phases	
Year	Phase
2018	Initiate ROW
2019	Initiate Construction

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input type="checkbox"/>	Safety
<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		\$600	\$3,350	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$700	\$2,350	\$0	\$0		
Total	\$1,000	\$1,300	\$5,700	\$0	\$0	\$0	\$8,000

Revised in 2020-2023 TIP

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal (CMAQ)		\$3,950	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$8,871	\$0	\$0	\$0		
Total	\$3,229	\$12,821	\$0	\$0	\$0	\$0	\$16,050

2018-014: Add federal Freight funding to add a southbound truck climbing lane and local funding for various wildlife elements

Existing

Title: **I-25 Capacity Improvements: Castle Rock to El Paso County Line** Project Type: **Roadway Capacity**
 TIP-ID: **2018-014** STIP-ID: Open to Public: **2021** Sponsor: **CDOT Region 1**

Project Scope

Add one new express lane in each direction from Castle Rock to the El Paso County line.

Total CDOT project cost is approximately \$367 million and extends south of the DRCOG boundary to Monument.



Affected County(ies)
 Douglas

Performance Measures

- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (FR8)		\$0	\$0	\$0	\$0		
Federal (INFRA)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (FASTER-B)		\$0	\$0	\$0	\$0		
State (Faster-S)		\$0	\$0	\$0	\$0		
State (SB-1)		\$0	\$0	\$0	\$0		
State (SB267)		\$0	\$0	\$0	\$0		
State (Surface)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$321,500	\$0	\$0	\$0	\$0	\$0	\$321,500

Revised

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0	
Federal (FR8)		\$8,000	\$0	\$0	\$0	\$0	
Federal (INFRA)		\$0	\$0	\$0	\$0	\$0	
State		\$0	\$0	\$0	\$0	\$0	
State (FASTER-B)		\$0	\$0	\$0	\$0	\$0	
State (Faster-S)		\$0	\$0	\$0	\$0	\$0	
State (SB-1)		\$0	\$0	\$0	\$0	\$0	
State (SB267)		\$0	\$0	\$0	\$0	\$0	
State (Surface)		\$0	\$0	\$0	\$0	\$0	
Local		\$50	\$0	\$0	\$0	\$0	
Total	\$321,500	\$8,050	\$0	\$0	\$0	\$0	\$329,550

ATTACH C

ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

From: Derrick Webb, Planner 303-480-6728 or dwebb@drco.org

Meeting Date	Agenda Category	Agenda Item #
October 15, 2019	Action	5

SUBJECT

Recommended project funding through the Community Mobility Planning and Implementation (CMPI) set-aside of the *2020-2023 Transportation Improvement Program (TIP)*.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the projects proposed by the CMPI Set-Aside Project Review Panel.

ACTION BY OTHERS

[September 23, 2019](#) TAC recommended approval of the projects proposed by the CMPI Set-Aside Review Panel to be funded by the CMPI Set-Aside

SUMMARY

The 2020-2023 TIP Policy established \$4.8 million in federal funds for the CMPI Set-Aside over the four-year period. For the first two-year period (FY 2020 and 2021) the CMPI Set-Aside contains:

- o \$1 million for small area planning and/or transportation studies; and
- o \$1.4 million for small infrastructure projects.

In addition to this commitment, \$949,000 from previous calls and returned funds were rolled-in to the small infrastructure portion, bringing the total available for small infrastructure projects to \$2,349,000.

The purpose of the CMPI set-aside is to support small area planning and small infrastructure projects that contribute to the implementation of key outcomes within Metro Vision and the Metro Vision Regional Transportation Plan. In May 2019, DRCOG issued a call for letters of intent, full applications were due July 31, 2019. A total of 32 applications (14 planning, 18 small infrastructure) were submitted for consideration (Attachment 2). The total federal request for all projects was \$7,027,419 (33% planning, 67% small infrastructure).

After applications were received, staff convened an internal Project Review Panel, made up of staff from DRCOG's Executive Office, Regional Planning and Development and Transportation Planning and Operations divisions. The Project Review Panel convened twice, in August and September 2019, to review, discuss and rank projects to recommend to the RTC for funding. The Project Review Panel recommends the following projects for funding:

Planning		
Project Sponsor	Project Title	Recommended Award
Town of Castle Rock	Castle Rock Downtown Alley Master Plan	\$180,000
West Colfax BID	Colfax Viaduct Planning Study	\$200,000
City of Edgewater	Sheridan Corridor Master Plan: Sloan's Lake	\$140,220
City of Thornton	Eastlake Streetscape Conceptual Plan	\$144,880
Adams County	Southwest Adams County Sidewalk Community Prioritization Planning	\$35,000
City of Boulder	Curbside Management Policy and Program	\$248,370
<i>Planning Recommendation Total</i>		<i>\$948,470</i>
<i>Planning Funding Available</i>		<i>\$1,000,000</i>

Small Infrastructure		
Project Sponsor	Project Title	Recommended Award
RTD	RTD Multimodal Wayfinding System	\$240,000
City of Lakewood	Alameda Corridor Shared Use Path	\$336,000
City and County of Denver	Passenger Amenity Program	\$200,000
City of Westminster	US 36/Church Ranch Station Multimodal Access Improvements	\$82,790
City of Sheridan	Safe Stops Through Sheridan	\$158,046
City of Centennial	Orchard Road Trail	\$300,000
City of Littleton	Downtown Littleton Raised Pedestrian Crossings	\$214,160
City of Boulder	Boulder Enhanced Pedestrian/Bicyclist Crossings	\$230,000
City of Aurora	25 th Avenue Pedestrian Improvements	\$391,000
City of Thornton	Trail Wayfinding Signage	\$197,004*
<i>Small Infrastructure Recommendation Total</i>		<i>\$2,349,000</i>
<i>Small Infrastructure Funding Available</i>		<i>\$2,349,000</i>
<i>*denotes partial funding, project can be scaled</i>		

Upon approval by the Board, an administrative modification of the TIP will be conducted to amend the selected projects into the 2020–2023 TIP.

PREVIOUS DISCUSSIONS/ACTIONS

[May 14, 2019](#) – RTC recommended approval of the Eligibility Rules and Selection Process for the CMPI Set-Aside

[April 16, 2019](#) – RTC discussed CMPI Set-Aside

PROPOSED MOTION

Move to recommend to the Board of Directors the project funding through the CMPI Set-Aside of the DRCOG 2020–2023 TIP.

ATTACHMENT

1. Staff Presentation
2. CMPI Set-Aside Projects Submitted

ADDITIONAL INFORMATION

If you need additional information, please contact Derrick Webb, Planner at 303-480-6728 or dwebb@drkog.org.



FY2020-2021 Community Mobility Planning and Implementation

Funding Recommendations

Presented by:

Derrick Webb, AICP



FY 2020-2023 TIP Set-Aside Programs

Table 2. 2020-2023 TIP Set-Aside Programs

Set-Aside Programs	4-Year DRCOG-allocated Funding Allocations for the 2020-2023 TIP	Calls for Projects
Community Mobility Planning and Implementation	\$4,800,000 <ul style="list-style-type: none">• \$2,000,000 for small area planning and/or transportation studies• \$2,800,000 for small infrastructure projects	Calls for Projects for <u>both</u> are tentatively scheduled for the summer of 2019 and 2021.
<u>TDM Services</u>	\$13,400,000 <ul style="list-style-type: none">• \$8,800,000 for the DRCOG Way to Go program• \$2,800,000 for 7 regional TMAs partnership @ \$100,000/year• \$1,800,000 for TDM non-infrastructure projects	Calls for Projects for the TDM non-infrastructure projects are tentatively scheduled for the summer of 2019 and 2021.
<u>Regional Transportation Operations & Technology (traffic signals and ITS)</u>	\$20,000,000	Calls for Projects are tentatively scheduled for the Fall of 2019 and 2021.
Air Quality Improvements	\$7,200,000 <p>Regional Air Quality Council (RAQC) will receive:</p> <ul style="list-style-type: none">• \$4,800,000 for vehicle fleet technology• \$1,800,000 for an ozone outreach and education program• \$600,000 in FY20 for an ozone SIP modeling study	
Human Service Transportation	\$4,000,000 <ul style="list-style-type: none">• \$4,000,000 to improve service and mobility options for vulnerable populations by funding underfunded/underserved trips and rolling stock expansion.	Calls for Projects are tentatively scheduled for the summer of 2019 and 2021.





CMPI Program Purpose and Goals

Purpose: to support planning and small infrastructure projects that contribute to the implementation of key outcomes within *Metro Vision* and the *Metro Vision Regional Transportation Plan*

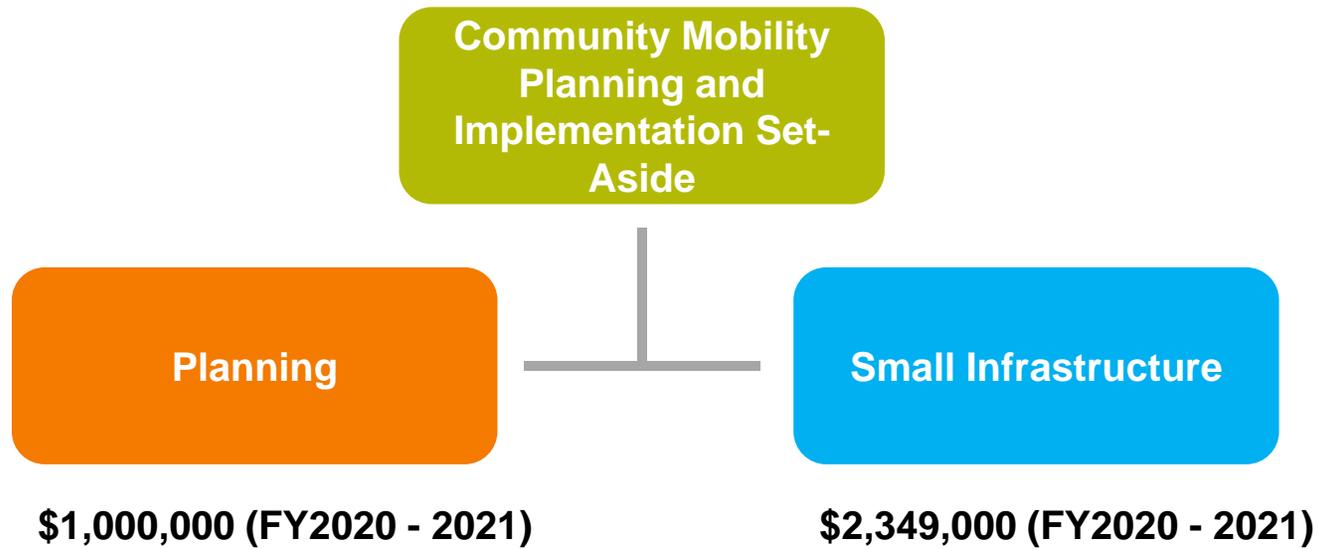
Program Goals

- Support diverse, livable communities
- Support the development of connected urban centers and multimodal corridors
- Support a transportation system that is well-connected and serves all modes of travel
- Support healthy and active choices
- Expand access to opportunity for residents of all ages, incomes and abilities





Funding Availability and Requirements



Key points:

- No funding minimums or maximums
- Local cash match required: 17.21% of total project cost (federal share – 82.79%)



Application Process Overview – Applications Received

Application Timeline

- May 2019: DRCOG issued a call for letters of intent (*44 received*)
- June 2019: Letter of intent review/discussion w/sponsor
- July 2019: Full applications due
- August/September 2019: Review panel recommendation development

Applications Received

- DRCOG received 32 applications – 14 planning/18 small infrastructure
(*see attachment 2*)

**Total Federal Request:
\$7,027,419**





Application review process

- Internal Project Review Panel: Executive Office, Regional Planning and Development and Transportation Planning and Operation divisions
- Panel in August and September 2019 to review, discuss and rank projects
 - Panel members evaluated applications individually and then met with the entire panel to develop the funding recommendation

Evaluation Criteria

- Project Type
- Partnerships and Collaboration
- Innovation and Transferability
- Alignment with CMPI Goals
- Alignment with Metro Vision



Recommended Planning Projects

Project Sponsor	Project Title	Recommended Award
Town of Castle Rock	Castle Rock Downtown Alley Master Plan	\$180,000
West Colfax BID	Colfax Viaduct Planning Study	\$200,000
City of Edgewater	Sheridan Corridor Master Plan: Sloan's Lake	\$140,220
City of Thornton	Eastlake Streetscape Conceptual Plan	\$144,880
Adams County	Southwest Adams County Sidewalk Community Prioritization Planning	\$35,000
City of Boulder	Curbside Management Policy and Program	\$248,370

Planning Recommendation Total: \$948,470

Planning Funding Available: \$1,000,000

Remaining: \$51,530





Recommended Small Infrastructure Projects

Project Sponsor	Project Title	Recommended Award
RTD	RTD Multimodal Wayfinding System	\$240,000
City of Lakewood	Alameda Corridor Shared Use Path	\$336,000
City and County of Denver	Passenger Amenity Program	\$200,000
City of Westminster	US36/Church Ranch Station Multimodal Access Improvements	\$82,790
City of Sheridan	Safe Stops Through Sheridan	\$158,046
City of Centennial	Orchard Road Trail	\$300,000
City of Littleton	Downtown Littleton Raised Pedestrian Crossings	\$214,160
City of Boulder	Boulder Enhanced Pedestrian/Bicyclist Crossings	\$230,000
City of Aurora	25 th Avenue Pedestrian Improvements	\$391,000
City of Thornton	Trail Wayfinding Signage	\$197,004*
	Small Infrastructure Recommendation Total:	\$2,349,000
	Small Infrastructure Funding Available:	\$2,349,000

* Denotes partial funding, project can be scaled



Proposed motion

Move to recommend to the Board of Directors the projects above be funded through the CMPI Set-Aside of the DRCOG *2020–2023 TIP*.

Questions?

Planning Projects Submitted				
Sponsor	Application Name	Requested Amount	Recommended Award	Score
Castle Rock	Castle Rock Downtown Alley Master Plan	\$ 180,000	\$ 180,000	87.7
West Colfax	Colfax Viaduct Planning Study	\$ 200,000	\$ 200,000	86.2
Edgewater	Sheridan Corridor Master Plan: Sloan's Lake	\$ 140,220	\$ 140,220	85.5
Thornton	Eastlake Streetscape Conceptual Plan	\$ 144,880	\$ 144,880	79.0
Adams County	Southwest Adams County Sidewalk Community Prioritization Planning	\$ 35,000	\$ 35,000	78.7
Boulder	Curbside Management Policy and Program	\$ 248,370	\$ 248,370	78.2
Thornton	York at 144th Station Area Master Plan	\$ 144,880	\$ -	76.5
Aurora	Aurora Industrial Area Multimodal Transportation Study	\$ 164,000	\$ -	72.5
Denver	Evans Ave Mobility Corridor: Multimodal Connections and Next Steps Study	\$ 200,000	\$ -	73.8
Boulder	30th Corridor Plan (Boulder Junction to SH 119)	\$ 320,000	\$ -	70.5
Denver	NW Mobility Network Plan and 38th Avenue Corridor Next Steps Study	\$ 200,000	\$ -	70.2
Littleton	Downtown Littleton's Streetscapes for Accessibility Plan	\$ 100,000	\$ -	69.2
Littleton	Downtown Littleton's Multimodal Circulation & Travel Demand Management Plan	\$ 150,000	\$ -	65.7
Commuting Solutions	Louisville Colorado Technology Center Micro-Transit Feasibility Study	\$ 74,511	\$ -	61.2
Total Planning Awards			\$ 948,470	

Small Infrastructure Projects Submitted				
Sponsor	Application Name	Requested Amount	Recommended Award	Score
RTD	RTD Multi-Modal Wayfinding System	\$ 240,000	\$ 240,000	82.0
Lakewood	Alameda Corridor Shared Use Path	\$ 336,000	\$ 336,000	81.2
Denver	Denver Passenger Amenity Program	\$ 200,000	\$ 200,000	80.2
Westminster	US36/Church Ranch Station Multimodal Access Improvements	\$ 82,790	\$ 82,790	79.0
Sheridan	Safe Stops Through Sheridan	\$ 158,046	\$ 158,046	78.0
Centennial	Orchard Road Trail	\$ 300,000	\$ 300,000	76.7
Littleton	Downtown Littleton Raised Pedestrian Crossings	\$ 214,160	\$ 214,160	76.5
Boulder	Boulder Enhanced Pedestrian/Bicyclist Crossings	\$ 230,000	\$ 230,000	75.3
Aurora	25th Avenue Pedestrian Improvements	\$ 391,000	\$ 391,000	75.3
Thornton	Trail Wayfinding Signage	\$ 250,000	\$ 197,004	74.8
Denver	Mobility Choice Network	\$ 400,000	\$ -	74.2
Aurora	Aurora Arts District - E. Colfax Corridor Streetscape Improvements	\$ 420,000	\$ -	68.7
Boulder	Boulder Junction Secure Bike and Ride Storage	\$ 162,000	\$ -	67.3
Aurora	Transit Orientated, On-demand Bicycle Lockers Pilot	\$ 45,534	\$ -	63.8
Littleton	Prince St. and Church Ave. Intersection Reconstruction	\$ 245,448	\$ -	58.7
Castle Rock	Castle Rock Alley Master Plan Implementation - Phase 1	\$ 535,000	\$ -	56.3
Superior	76th St/Sycamore St. Intersection Enhanced Pedestrian Protection	\$ 165,580	\$ -	56.0
Commerce City	Brighton Road Improvements between E14th Ave and E112th Ave	\$ 350,000	\$ -	48.0
Total Small Infrastructure Awards			\$ 2,349,000	

shaded green denotes recommended for funding

ATTACH D

ATTACHMENT D

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

Meeting Date	Agenda Category	Agenda Item #
October 15, 2019	Informational	6

SUBJECT

Update on the post 2020-2023 Transportation Improvement Program (TIP) assessment process.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Every four years after a TIP is adopted by the Board (a cycle when a TIP Policy document is adopted and call(s) for projects are issued), DRCOG staff evaluates the completed cycle to collect comments on the process. In general, topics typically included policy development and adoption, project eligibility, evaluation criteria, selection process, as well as any other technical, policy, or procedural issue anyone wants to discuss.

Since the 2020-2023 TIP process introduced a new Dual Model Process, an expanded review process will be undertaken. The process includes:

- Survey of elected and staff participants,
- Attending technical committees and Forums to gather input and comment,
- One-on-one stakeholder interviews to gather additional details, as necessary, and
- Developing a white paper on the outcomes.

To assist in the effort, DRCOG is working with Kiernan Maletsky, a CU Denver School of Public Affairs student. Mr. Maletsky requested to work in partnership with DRCOG to complete his capstone project.

The process is expected to begin in October with the release of the survey.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

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

ATTACHE

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
October 15, 2019	Informational	7

SUBJECT

Update on public and stakeholder engagement and upcoming activities for the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP).

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG staff has been engaged in several initial public and stakeholder outreach efforts, including:

- joint county forum stakeholder outreach with CDOT, RTD, and the SW Chief & Front Range Passenger Rail Commission
- attendance at multiple festivals, fairs, and other community events across the region this summer
- participation in CDOT's metro-area telephone town halls
- launching an [online engagement survey](#) and 2050 MVRTP [project webpage](#)

Additional initial engagement efforts will include launching a short project video, engaging with youth commissions across the region, forming an equity/civic workgroup, and other efforts. All these initial efforts are intended to inform/educate the public and stakeholders about the 2050 MVRTP planning process, identify issues, set the vision, and evaluate priorities. These efforts are being guided by the draft 2050 MVRTP Public Engagement Strategy (Attachment 1), which is based on DRCOG's [public engagement plan](#).

Upcoming 2050 MVRTP Planning Activities

Of the several activities DRCOG staff will be working on for the 2050 MVRTP over the next several months, two are especially important: scenario planning and developing the RTP financial plan.

Scenario Planning

DRCOG is currently completing 2050 base land use forecasts as the foundation for being able to conduct robust scenario planning analysis to assist in developing the 2050 MVRTP. This topic will be the subject of the December RTC meeting.

Financial Plan

The 2050 MVRTP financial plan will ultimately identify all revenues, expenditures, and allocations associated with the region's multimodal transportation system through 2050 – major projects, project categories, services, and programs. The financial plan

will include all transportation revenues anticipated to be available through 2050 from federal, state, regional, local, private, and other sources. Further, per federal requirements, the financial plan must be fiscally constrained – meaning it must identify the portion of those transportation investments that can be made based on reasonably anticipated revenues through 2050. DRCOG staff has been working on components of the financial plan, with several more to come.

Staff will provide an overview of these 2050 MVRTP topics at the October RTC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Draft 2050 MVRTP Public Engagement Strategy
2. Staff presentation

ADDITIONAL INFORMATION

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

2050 Metro Vision Regional Transportation Plan

PUBLIC ENGAGEMENT STRATEGY – DRAFT

Project Manager: Jacob Riger

Goal

The goal of the 2050 Metro Vision Regional Transportation Plan is to update our plan to a new horizon year, 2050, and define investment priorities in the region’s multimodal transportation system. The MV RTP will be a comprehensive vision for improving how we get around that reflects the input of the public and our stakeholders. Updated every four years, the plan will explore transportation infrastructure and service needs based on population and employment projections. It will provide information on how federal, state, regional, local, and other funds will be spent on transportation modes, projects, and services. In addition, it will identify major roadway and rapid transit capacity projects.

Purpose of Engagement

Public and stakeholder engagement is vital to this plan. The plan should be a collective vision that represents the input of the public and our stakeholders and partners. Over the two-year process of developing the plan, engagement will be divided into four distinct phases:

- Phase 1: Visioning and education
- Phase 2: Investment priorities and scenario options
- Phase 3: Plan development
- Phase 4: Draft plan review

PUBLIC ENGAGEMENT

The phases of engagement will serve different purposes and will build upon each other. In the **first phase**, engagement will help us understand the priorities of the general public related to transportation, which will guide all future work on the plan. For example, topics that emerge as high priorities in this initial phase of engagement will inform the scenarios that are tested in phase two. In the first phase, we will also ask the public to assess how the current transportation system is doing and share what their vision is for the future of transportation.

The scenarios tested in **phase two** will test various strategies to achieve the vision that aligns with the public’s priorities, as well as responds to the guiding policies and performance measures adopted in the Metro Vision plan. Engagement in phase two will inform our work immensely, as we will learn which choices and tradeoffs within the various scenarios people are willing to make, and which outcomes are most important. Engagement in this phase will also tell us which scenarios (or aspects of scenarios) people view as aligning best with their vision and priorities.

The results and feedback from scenario testing will help reveal where we should prioritize investment of transportation dollars to both specific projects and project funding categories. This involvement will guide the technical plan development that comprises most of **phase three**. During this phase, the primary focus will be on stakeholder engagement. With our stakeholders, we will determine which projects reflect public priorities and which are the best set of major capacity projects and other financial investments to implement Metro Vision.

In the **fourth phase**, the public will review the draft plan and we will learn whether the plan has accurately captured their comments, vision, and priorities. This phase will reveal whether any revisions need to be made to the plan prior to adoption to ensure consistency with the input obtained throughout the process. It should be noted that changes to specific projects will likely be limited, as that would ultimately require re-running the transportation and air quality models, which would not allow the plan to be completed and approved by its June 2021 federal deadline.

STAKEHOLDER ENGAGEMENT

In addition to general public engagement, stakeholder engagement will also be integral to this plan. Stakeholders will similarly play an important role in providing their vision and priorities in **phase one**, as well as technical analysis of scenarios in **phase two**. As noted above, the plan development in **phase three** will be largely led by stakeholders, taking into account the earlier guidance from the public. Our stakeholders, and particularly our member governments, will help to ensure that the plan will support Metro Vision. They will provide guidance on how investment decisions should relate to Metro Vision targets and identify which targets are most important to address. In addition, stakeholders will help ensure that the plan responds to public feedback and that projects in the plan reflect the vision and priorities of the public. During **phase four**, stakeholders will complete a final review of the plan.

Schedule

The following graphic shows the phases of engagement conceptually:



More specifically, below is the anticipated schedule by quarter:

	2019			2020				2021	
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
1: Visioning & education									
2: Investment priorities and scenario options									
3: Plan development									
4: Draft plan review & adoption									*

*Target Committee & Board of Directors final adoption dates:

TAC: 3/29/21 | RTC: 4/20/21 | Board: 4/21/21

After each phase of engagement is completed, a summary of activities will be completed by the engagement specialist, will be posted to the website, and will be shared with the DRCOG Board as an informational update throughout the process.

Tools and Techniques

The following engagement tools and techniques will be implemented throughout the plan process for the 2050 MVRTP.

SURVEY

Phase One: We will develop a 5-minute online survey with questions that will ask the public how they think the transportation system is doing now, how success is measured in a transportation system, funding and policy priorities. This survey will be promoted through in-person pop-up events and through owned and earned media (eblasts, web, and social media promotion).

Phase Two: During phase two, a user-friendly, gamified survey will be developed that will allow the public to review different scenarios and provide input on preferred features of each scenario as well as determine which tradeoffs they are willing to make. We will explore whether there is funding available to support offering incentives to get people to take the survey and whether we would like to work with a research company to ensure that the survey has a statistically valid sample of respondents.

Phase Four: A brief survey may be used in phase four to efficiently obtain feedback from the public and stakeholders on the draft plan. This survey will go along with an executive summary that is created to allow for quicker review, if some members of the public do not have the time to review the entire draft 2050 MVRTP.

IN-PERSON POP-UP EVENTS

Phase One: During the summer of 2019, we will attend fairs and festivals throughout the region to introduce people to DRCOG and the plan, and to start the conversation about transportation in the region. We will use quick, simple activities at our booth to understand the priorities of the public, inform them about the plan, encourage them to take the longer survey, and distribute information. This will allow us to meet people where they already are, rather than asking them to come to meetings hosted by DRCOG. We will partner with CDOT, which is undertaking a similar statewide effort in the summer of 2019, to share booths where possible. Opportunities to partner with RTD as they embark on their Reimagine RTD process will also be explored.

Later Phases: We will continue conversations about the plan as opportunities arise for in-person pop-up events at a more ad-hoc basis during phases two and three. Phase three will focus primarily on stakeholder input and will likely not include many pop-up events. We will target additional events during phase four to further educate about the draft plan and will encourage people to review and comment on the draft.

CIVIC ADVISORY GROUP

We will convene a new civic advisory group to advise the Board, committees, and staff on the perspectives of Environmental Justice and other under-represented communities during the 2050 MVRTP planning process. This group will allow for greater participation by members of populations traditionally under-represented in regional decision-making processes due to demographic,

economic, or geographic circumstances. The group will include representatives from organizations that advocate for the needs of various vulnerable populations, including low-income and minority communities, older adults, veterans, and individuals with disabilities. The group will provide a venue for meaningful dialogue and input on plan issues and products, as well as assist with relationship-building as we further advance the goals in our public engagement plan to engage under-represented groups. This group may also review other transportation-related plans DRCOG is developing, such as the Regional Vision Zero action plan and the Regional Multimodal Freight Plan.

YOUTH ADVISORY PANEL

Considering the primary transportation system users in 2050, it is important to engage today's youth to understand their priorities and vision. Working with staff in our member governments, we will convene a panel of teenagers who already serve on their local government's youth commission. Eighteen of our member governments have youth commissions and the majority have expressed initial interest in participating in a regional advisory panel for this plan. We anticipate that this panel would meet approximately 6 times over the course of the plan development. This panel will provide their input at various phases of the plan, including the phase one visioning work, scenario analysis, and draft review.

In addition to the youth advisory panel, we will seek out additional creative opportunities throughout the plan process to work with younger children and educate them about regional transportation planning and learn about how they view the transportation of their future. For example, in September 2019 we will work with elementary school students in Lakewood completing a "Lego Challenge" that tackles a transportation problem through Lego design.

VIDEO

We will develop a video similar to other MPO regional transportation plan introductory videos created around the country. The video will be approximately two minutes in length. It will be featured on the project website and will be promoted through DRCOG social media channels. The video will also be shown at stakeholder meetings to introduce the project. The video will be tailored to an audience who may not know anything about regional transportation planning and will provide a brief high-level overview of what the plan is and how it impacts people's lives. The video will either be created in-house by the Communications and Marketing team or we will contract externally with a videography firm to create the video. Ideally, the video would be created while we are in phase one of the project.

Examples of videos:

- [Houston-Galveston Area Council](#)
- [Southeast Michigan Council of Governments](#)

ONLINE ENGAGEMENT PLATFORM

We plan to secure a contract for an online engagement platform by the end of 2019 in order to provide online tools to engage the public. The platform will allow us to have more interactive surveys and polls throughout the plan process, as well as a central online location for schedules, videos, and links. This platform will also support other projects in the organization, but the 2050 MVRTP will be a primary use during 2020.

Phase Two: The online engagement platform will be particularly useful during phase two of engagement, as we can leverage those tools to gain robust feedback on the various scenarios and ask what tradeoffs people might be willing to make to reach other goals.

Phase Three: The platform may assist with stakeholder engagement during phase three as a repository for materials. We can also use some of the tools provided through the platform to obtain feedback from our stakeholders as the plan is developed.

Phase Four: The platform will be very useful during phase four as it is used to reach those who already engaged in previous phases of the plan and will allow the public to easily review the plan and provide feedback through the tools available on the platform.

COMMUNITY-BASED ORGANIZATIONS

Throughout all phases of the plan process, we will attend targeted meetings with organizations representing transportation disadvantaged populations or under-represented communities. Rather than asking people to come to us, we will reach out to organizations and ask to join their meetings to give short presentations, solicit feedback through our surveys or simply to have a conversation. Potentially this could also include contracting with organizations to undertake outreach activities on our behalf.

We want to make sure we are reaching those we are not hearing from through our other engagement efforts. We will need to tailor this strategy based on the responses we get to the initial survey and constantly adapt throughout the process to better reach a wider audience. This will help us develop relationships with new organizations and people in the region. Some initial ideas for organizations to reach out to include: Mile High Connects, United for a New Economy, Servicios de la Raza, 9 to 5, and Homeless Out Loud, but may include many others.

OPEN HOUSES

When the draft plan is complete, we will host five public open houses. These will take place in the different general sectors of the region: central, north, south, east, and west. We will secure convenient and accessible locations. We will provide food and childcare, as well as interpretation as needed at these events. Invitations will be sent to a broad range of public who have engaged with DRCOG in the past and we will also try to leverage relationships with community-based organizations to spread the word about the open houses.

TELEPHONE TOWN HALLS

We will participate as a panelist in telephone town halls for the Denver region with CDOT during phase one of engagement.

MEDIA RELEASES

Media releases will be submitted when the plan draft is out for comment and upon adoption. With the assistance of the public relations specialist, we will submit releases to niche outlets serving under-represented communities. Translated news releases will be submitted to non-English media outlets (some Spanish-speaking examples include La Voz, El Semanario, Viva Colorado, and Univision Colorado).

WEBSITE

The project website will be developed by DRCOG and will be the main source of information to stakeholders, member governments, and the public until the online engagement platform is finalized. The website will include schedules, events, information, promotional videos and map links. Additional content for the webpage such as meeting materials, planning documents, and outreach materials will also be included.

SOCIAL MEDIA

DRCOG will promote the plan on our social media accounts throughout the process. Visual content will be created for posts to increase interactions. Paid social media advertising will be purchased either separately or through the online engagement platform in order to boost participation, particularly in phase two of engagement, to ensure that we are hearing from a diverse range of voices around the region throughout the planning process.

WAY TO GO PARTNERSHIPS – GOTOBER AND BIKE TO WORK DAY

There may be opportunities to partner with Way to Go during GoTober and Bike to Work Day to promote available surveys during phase one (GoTober 2019) and phase two (Bike to Work Day 2020). For example, surveys could be sent out with communication about GoTober, and we could create an activity for the Way to Go booth at Bike to Work Day to receive high-level feedback on preferred scenarios.

TRANSPORTATION PHOTO CONTEST

Phase three is largely stakeholder-focused, but we do not want to lose momentum or the public's attention during this phase, as it is particularly important that they review the draft plan during phase four. To maintain interest and momentum, we will develop a transportation-themed photo contest through social media during phase three (late 2020). This would need to be coordinated with, or could potentially coincide with, GoTober 2020 promotion. These photos could also be used for the design of the plan document.

REGIONAL PARTNER PRESENTATIONS

As needed or requested, DRCOG staff will give presentations about the 2050 MVRTP process to regional partners. These presentations will help spread the word to regional partners about the effort.

COUNTY TRANSPORTATION FORUMS

County transportation forums (also called “subregional forums”) were formed in each county as the committee responsible for coordinating a project prioritization process to recommend projects to the DRCOG Board for the 2020-2023 Transportation Improvement Program. These forums include each participating local government within a county, CDOT, RTD, and other invited stakeholders. These forums will serve as stakeholder sounding boards throughout the plan process. During phase one of engagement, we will partner with CDOT and RTD to introduce each county transportation forum to the 2050 MVRTP and upcoming engagement opportunities. We will attend county transportation forum meetings to seek feedback on each later phase of the plan as well. In particular, the input of the forums will be vital during phase three as the plan is being developed and the forums can provide technical analysis and member government input.

IMAGINE A GREAT REGION EVENT

DRCOG is partnering with the University of Colorado Denver on the Imagine a Great Region initiative. This effort fosters cross-sector, regional conversations on growth, advances knowledge through research, and disseminates findings about managing urban growth in deliberate, sustainable and equitable ways. The events are typically themed and an event in late 2019 will have a transportation focus. We will craft an engagement activity for attendees of that meeting either focused on phase one vision and priorities or phase two scenario planning, depending on the status of scenario planning at that time.

BOARD OF DIRECTORS AND DRCOG COMMITTEE PROCESS

Prior to formal adoption processes, DRCOG staff will attend Transportation Advisory Committee, Regional Transportation Committee, and Board of Directors meetings occasionally to provide updates on the planning process. The Transportation Advisory Committee will serve as the Steering Committee and will be updated on the project every 1-2 months. It is anticipated that an engagement summary will be presented to the Board and committees after each phase is complete.

Phase Four: The plan will be posted for at least a 30-day public comment period prior to Board of Directors adoption. The plan will be presented to the Transportation Advisory Committee and Regional Transportation Committee prior to the Board of Directors meeting during the public comment period. A public hearing before the Board of Directors will be held at the end of the public comment period. The availability of the draft plan for review and comment will be announced through DRCOG social media, website, and e-blasts to interested parties. A project-specific interest list will be compiled throughout the plan’s development and all participants of the planning process will be informed directly of the availability of the draft.

Implementation Timeline

Below is an anticipated timeline of when the various tools and techniques may be implemented.

	2019			2020				2021	
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
County Transportation Forums									
Website									
Social Media									
Survey									
In-Person Pop-Up Events									
Telephone Town Halls									
Youth Advisory Panel and Other Outreach									
Civic Advisory Group									
Video									
Community-Based Organizations									
Imagine a Great Region Event									
Regional Partner Presentations									
Way to Go Partnerships									
Online Engagement Platform									
Transportation Photo Contest									
Open Houses									
Media Releases									
Board of Directors and Committee Process									

Evaluation Criteria

The following criteria from the public engagement plan informed the creation of this strategy document and the tools and techniques recommended for the 2050 MVRTP. These criteria will further guide engagement throughout the plan process. A general assessment of these criteria will be included in the summary after each phase of engagement.

OBJECTIVE: PROVIDE MEANINGFUL OPPORTUNITIES TO PARTICIPATE

- How will you provide information to community organizations and invite their networks to participate?
- How will you invite people to share their perspectives before each decision-making milestone?
- How will you share input from people directly with decision-makers?
- How will you give people opportunities to shape alternatives?
- How will project information be available on DRCOG's website? How will you measure whether people are accessing or downloading the information?
- How will you identify who receives electronic communications about the project?
- How will people sign up for your project's interest list?
- How will you work with Communications and Marketing to create eblast and social media content that encourages recipients to follow links to information at DRCOG's website?
- How will you work with Communications and Marketing to create content that encourages recipients to open emails or surveys about your project?
- How will you work with Communications and Marketing to craft social media content to garner replies, mentions or comments?
- How will you encourage people to attend in-person opportunities (such as public hearings or open houses) to provide their perspectives?
- How will you determine whether venues for in-person participation are accessible? How will you select venues for in-person participation?
- How will you determine the various times at which in-person opportunities to participate will be held? Do they accommodate a range of people's other commitments (work, school, family)?
- How will you supplement in-person opportunities to participate with online opportunities to participate?
- How will you encourage people to comment on your project?
- How will you ensure that the comments you receive on the project represent a diversity of perspective?
- How will you engage people of various demographic groups?
- How will you ensure participants remain willing to provide their perspectives in the future? How will you measure such willingness?
- How will you modify or change the project based on public input?

OBJECTIVE: INVOLVE UNDER-REPRESENTED COMMUNITIES

- How will you engage community organizations affiliated with low-income communities, communities of color, people who speak languages other than English, youth or people with disabilities?
- Will you facilitate translation of materials or meeting presentations into languages other than English?

- How will you track comments you receive in languages other than English?
- Will publicity for meetings and meeting materials include an Americans with Disabilities Act notice?
- How will you respond to requests to provide materials in alternative formats, such as Braille?
- How will you define accessibility? How will you select venues for public participation that are accessible and barrier free?

OBJECTIVE: COMMUNICATE COMPLETE, ACCURATE, UNDERSTANDABLE AND TIMELY INFORMATION

- Do federal regulations guide public engagement? How will you comply with all federal requirements?
- How will you test information, materials or surveys for clarity among people not involved in the project?
- How will you review (or invite review of) information for accuracy?
- Will any information be deemed a vital document? If so, will you translate it into other languages as guided by DRCOG's Limited English Proficiency plan?
- How will you make people aware of the availability of information through email, web or partner networks?
- How will you clearly advertise meetings, workshops, surveys and other opportunities to participate on DRCOG's website?
- How will you provide notice of meetings, workshops and other opportunities to participate? How far in advance are you providing notice?
- How will you invite community organizations to share opportunities to participate with their members?
- How will you invite people to indicate whether they believe their involvement will be considered or influence the project?
- How will you work with Communications and Marketing to email information about meetings, workshops, surveys and other opportunities to participate to relevant DRCOG lists?
- How will you work with Communications and Marketing to provide information and notice of opportunities to participate via social media?
- How will you work with DRCOG's public relations coordinator to provide information about the engagement process to the media?
- How will you make information about pending decisions available to the public at least one week in advance of any decision-making milestones?



2050 Metro Vision Regional Transportation Plan Update

Regional Transportation Committee
October 15, 2019

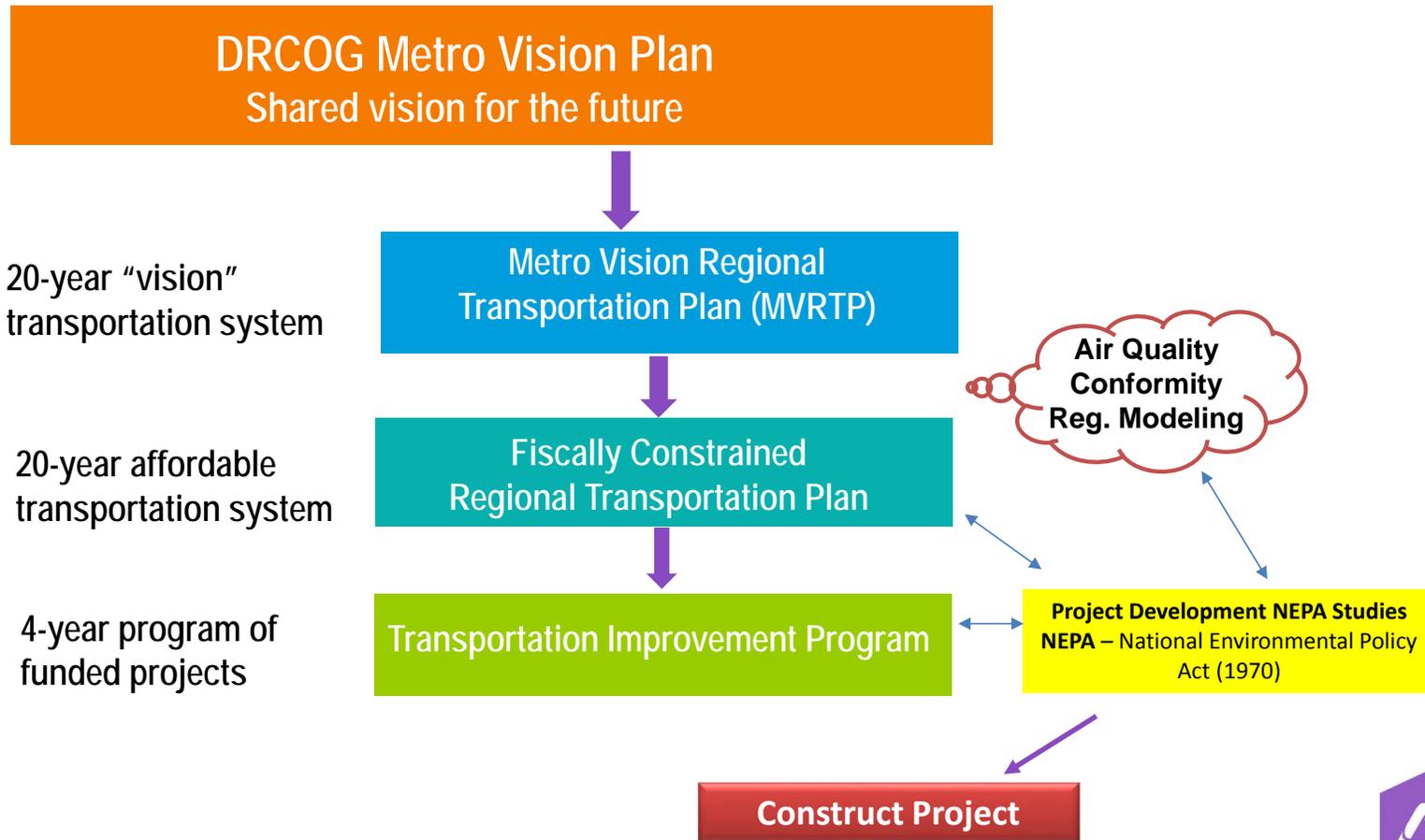
Presented by:

Jacob Riger, AICP

TAC – Oct. 15, 2019

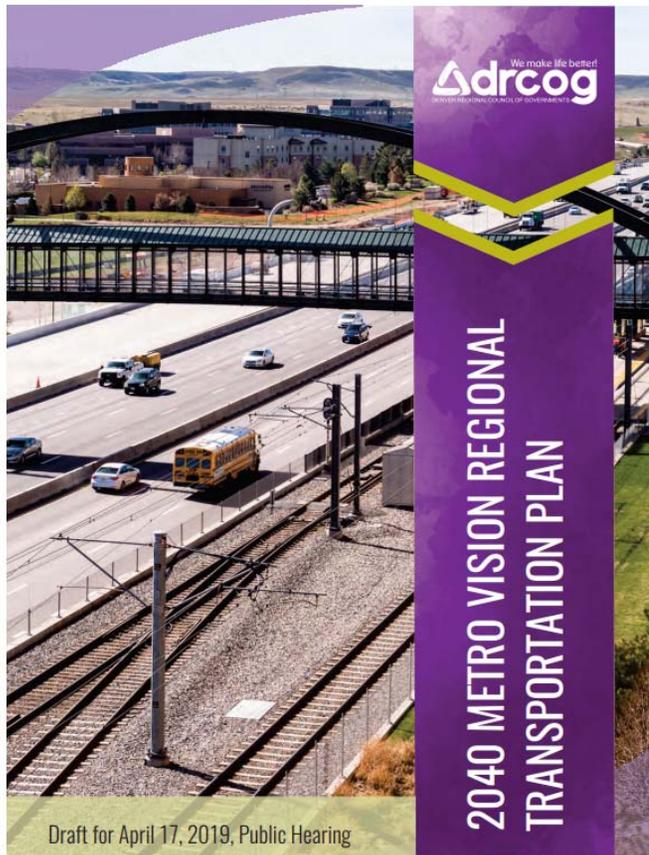


Metro Vision Plan and MVRTP Overview





MVRTP Overview



Draft for April 17, 2019, Public Hearing

- Helps implement Metro Vision
- Meets federal requirements
- Presents region's vision for multimodal transportation system
- Identifies "fiscally constrained" (cost feasible) system & project investments
- Identifies major roadway capacity & rapid transit projects
- Is updated every four years and amended more frequently





Today's 2050 MVRTP Topics

- Public/stakeholder outreach
 - 2050 MVRTP engagement strategy
 - Community & stakeholder engagement this summer
- Upcoming technical activities
 - Scenario planning (October TAC)
 - 2050 MVRTP financial plan overview



PUBLIC/STAKEHOLDER OUTREACH



2050 MVRTP public engagement strategy



Phase one: vision & priorities



Pop-up events



Online survey



Telephone town hall



County transportation forums



Youth outreach



Video development



Pop-up events

- Six events
- Talked to over 500 people
- Activity:
 - Safety
 - Transit
 - Sidewalk and bike paths
 - Maintenance
 - New roads or lanes





Online survey

- Over 300 responses in first week
- Open until Oct. 4
- bit.ly/2050survey
- bit.ly/MVRTPespanol



 Help us shape the
**METRO VISION REGIONAL
TRANSPORTATION PLAN**

2050 Metro Vision Regional Transportation Plan Survey

1. How well do you think the regional transportation system is doing in each of the areas listed below?

Rate each of them on a scale of 1 to 5, with 1 being "not well at all" and 5 being "very well".

	1 Not Well at All	2	3	4	5 Very Well
Using the latest technology	<input type="radio"/>				
Locating transit service near attractions and services	<input type="radio"/>				
Supporting the regional economy	<input type="radio"/>				
Maintaining roads and bridges	<input type="radio"/>				
Expanding public transit	<input type="radio"/>				
Expanding roads and highways	<input type="radio"/>				
Providing incentives for using types of transportation other than driving	<input type="radio"/>				



Telephone town hall

- Partnered with CDOT
- Held August 21-22 for Denver region
- Over 500 attendees
- Participant questions emphasized safety, mobility, and funding



Credit: Roger Sherman

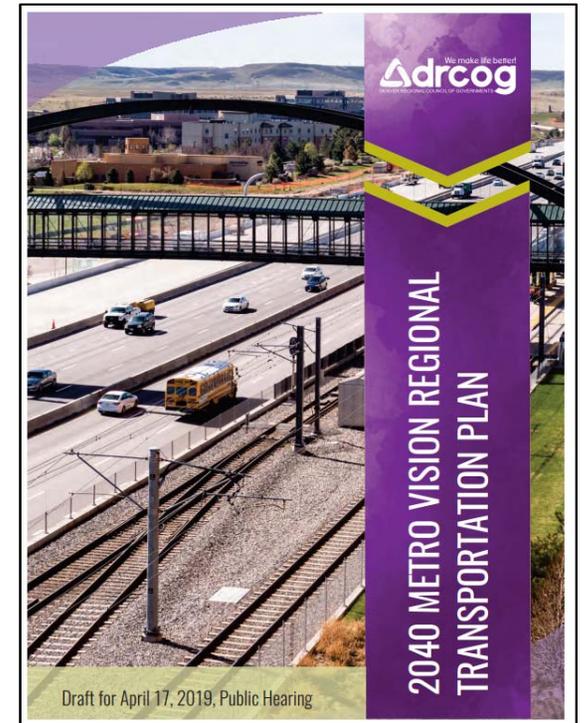




County transportation forums



**SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION**





Upcoming – youth outreach

- Youth advisory panel – member governments
- Elementary school Lego challenge outreach





Upcoming – video development

- 2 minute introductory video
- Produced by DRCOG Communications & Marketing department
- Anticipated completion: November





Next steps – public & stakeholder engagement

- Complete video
- Convene youth advisory panel first meeting
- Imagine a Great Region event
- Survey analysis
- Phase two planning

The background features a dynamic, abstract composition of multi-colored light streaks in shades of blue, yellow, orange, and purple, radiating from a central point. A solid purple horizontal banner is positioned across the middle of the image, containing the title text.

2050 MVRTP FINANCIAL PLAN



Fiscally Constrained Financial Plan Introduction

- Part of Fiscally Constrained RTP
- Cooperative effort of DRCOG, CDOT, RTD, local governments, and other agencies
- Three key steps:
 1. Estimate available revenues through 2050
 2. Define system category expenditure needs, costs, and revenue allocations
 3. Evaluate and prioritize regionally significant projects



Fiscal Constraint (Balance Costs & Revenues)

Metro Vision Needed System

Transit, Roads,
O&M, TDM,
Bicycle &
Pedestrian, etc.

Unfunded
"Vision"

Funded projects
and categories

Reasonably
expected
revenues
through
2050





Fiscal Constraint (Balance Costs & Revenues) – 2040 MVRTP

Table 5.1 2040 Fiscally Constrained RTP Costs and Revenues

	(millions)	
	Constant (FY 15\$)	Inflated (YOES)
Transportation System Costs (2016-2040)	\$106,550	\$141,890
Anticipated Transportation System Revenues (2016-2040)	\$106,550	\$141,890

Demonstrate fiscal constraint in:

- Constant year \$ (FY 15)
- Inflated \$ (year of expenditure)



Revenue Estimates: Sources

- CDOT Program Distribution: most federal and state revenues
- RTD: financial plans and budgets
- Local Revenues: CDOT receipts & expenditure reports, local general fund revenues for transportation
- **State/Regional Revenues: potential ballot or other funding measure(s) assumption**
- Example (Table 5.2): [https://drcog.org/sites/default/files/resources/FINAL-2040MVRTP-0619.pdf#80=\[80number\]](https://drcog.org/sites/default/files/resources/FINAL-2040MVRTP-0619.pdf#80=[80number])



Expenditures – Two Types:

System Categories

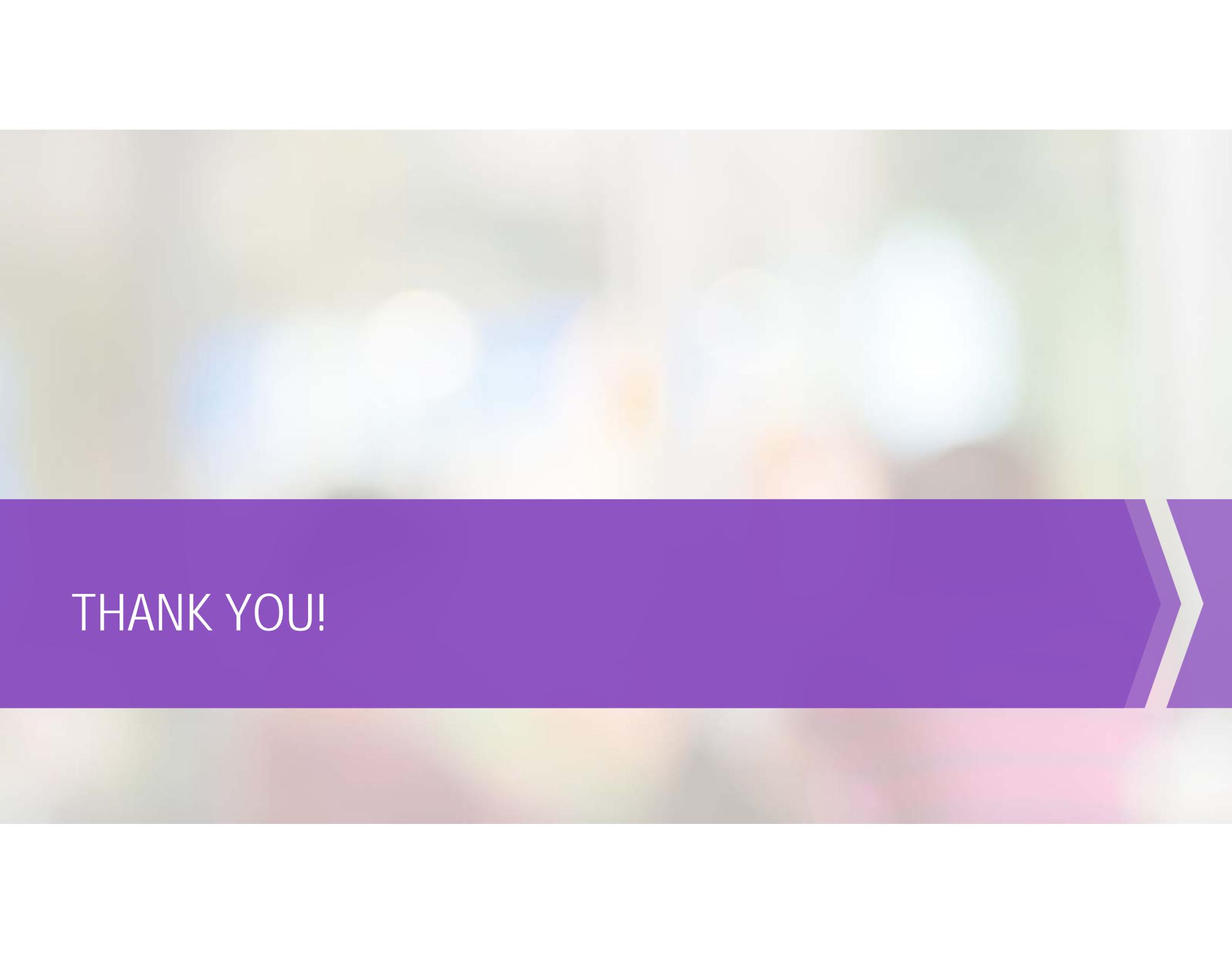
- Not project specific – address broad areas of need
- Specific projects developed through TIP process
- Expenditures listed by category
- Examples: system preservation, local bus service, roadway operations, sidewalks, safety, many others

Regionally Significant Projects (air quality)

- Major capacity projects (roadway, interchange, rapid transit)
- Listed individually in RTP by AQ staging period
- Expenditures listed by project

Example (Table 5.4): <https://drcog.org/sites/default/files/resources/FINAL-2040MVRTP-0619.pdf>



A blurred background image showing a group of people, possibly at a social gathering or event, with various colors of clothing and lights visible. The image is out of focus, creating a bokeh effect.

THANK YOU!

ATTACH F

ATTACHMENT F

To: Chair and Members of the Regional Transportation Committee

From: Robert Spotts, Planning Supervisor, Air Quality and Mobility Analytics
303-480-5626 or rspotts@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
October 15, 2019	Information	8

SUBJECT

Congestion Management Process and preliminary results of the 2018 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 present to the RTC a draft version of the *2018 Annual Report on Roadway Traffic Congestion in the Denver Region*, including topics such as vehicle miles traveled in the region, mobility related trends of the past five years, and the importance of incident management to safety and traffic congestion.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Draft *2018 Annual Report on Roadway Traffic Congestion in the Denver Region*
2. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Robert Spotts, Planning Supervisor, at 303-480-5626 or rspotts@drcoq.org.



2018 ANNUAL REPORT ON ROADWAY TRAFFIC CONGESTION IN THE DENVER REGION

October 2019

1. Introduction

Quality of life in the Denver region depends on mobility, the ease with which people and goods move from place to place. The region's residents and visitors frequently cite the importance of reliable access to jobs, services, education and recreation via a variety of travel options.

Each year, the Denver Regional Council of Governments publishes a report on congestion in the Denver metro area. This year's report includes information on a range of mobility subjects beyond roadway traffic congestion. Federal law requires DRCOG to implement a congestion management process, but DRCOG's staff and member

governments are also concerned with other aspects of mobility that affect, or are affected by, car and truck traffic. Please consult previous congestion reports that address specific subjects related to traffic congestion.

Topics addressed in this report include:

- annual monitoring of vehicle miles traveled
- five-year trends in demographic, mobility and travel characteristics
- traffic congestion measures
- incident management and safety
- recent and ongoing transportation projects



2. Travel and vehicle miles traveled on a typical weekday

Rapid household and economic growth pose a challenge to providing adequate mobility.

Every year, DRCOG staff estimates the annual change in total vehicle miles traveled (VMT) per day. VMT demonstrates how much people are traveling on roadways across the region. VMT influences traffic congestion, pollutant emissions, petroleum fuel use and traffic safety, and informs transportation professionals about transportation needs. Staff consolidates data from Federal Highway Administration annual reports, automated traffic recorders, the Colorado Department of Transportation's Highway Performance Monitoring System and local agency and toll highway traffic counts.

“Figure 1: Average daily VMT in the Denver region (2000-2018)” on page 3 depicts average weekday VMT by all types of motor vehicles for the Denver region.

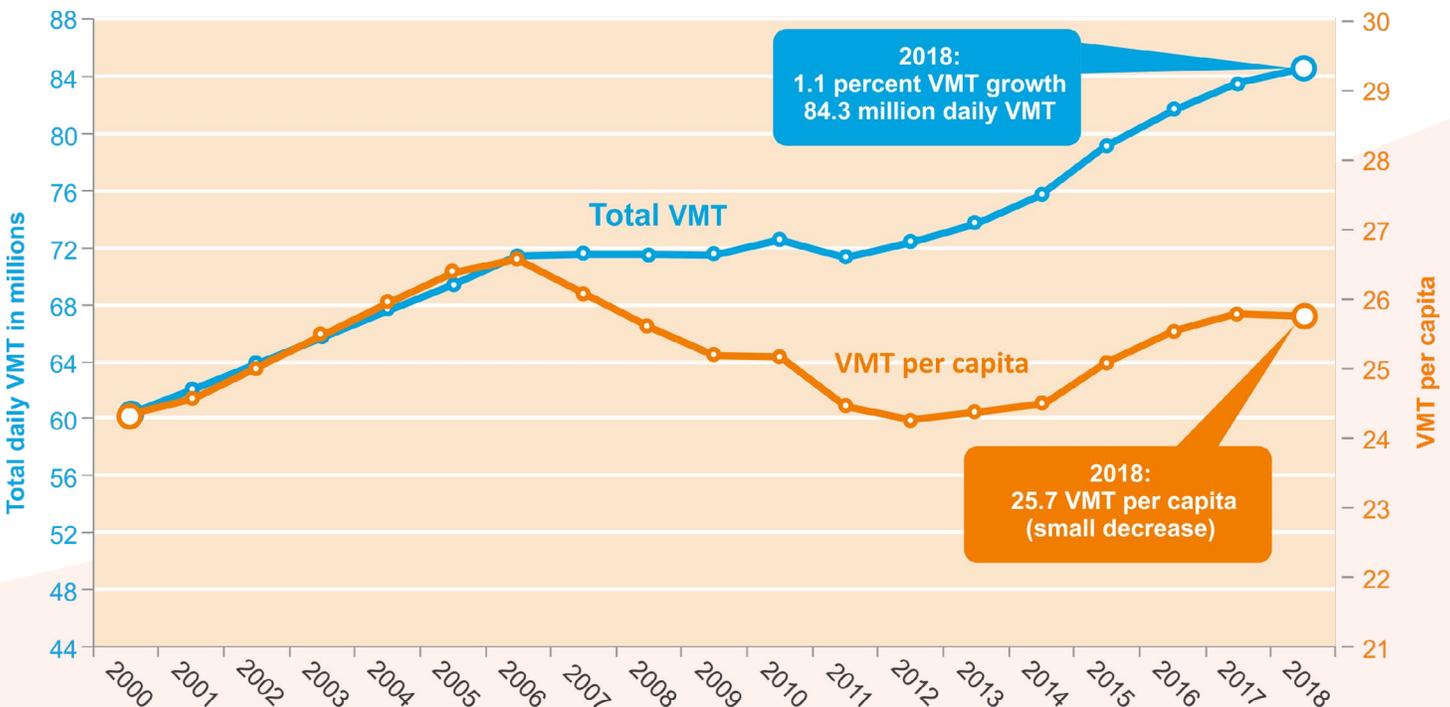
In 2018 the DRCOG region experienced a slowdown in VMT growth and a small decrease in VMT per capita. VMT increased by an estimated 1.1%, slower than

population growth of 1.4%. Before 2007, VMT and VMT per capita grew at a relatively stable and predictable rate. From 2007 through 2011 VMT was mostly flat, but with noticeable declines in the per capita value. A resurgence in VMT growth occurred through 2017. Is 2018's slower VMT growth the start of a new trend?

As the region looks toward its future, many unpredictable factors will influence transportation and mobility, such as fuel prices and availability, personal habits, alternative fuels, connected vehicle technologies and driverless (automated) vehicles. Technology is rapidly evolving and could have many unknown implications.

The Mobility Choice Blueprint (final report published in February 2019) initiative is a regional effort to plan and prepare for technological and service innovations affecting mobility. The blueprint suggests a set of 34 tactical actions led by an agency designated as the responsible initiator (champion) to help define the Denver region's mobility future. The first of the recommended tactical actions is to establish an Advanced Mobility Partnership committee to provide guidance on Mobility Choice Blueprint implementation activities.

Figure 1: Average daily VMT in the Denver region (2000-2018)



3. Mobility-related trends for the past five years and the foreseeable future

During the past five years, the Denver region has experienced significant growth in population and travel, new options and challenges from emerging transportation service technologies, and new transportation infrastructure. Since 2013, the Denver region has consistently ranked as one of the fastest-growing areas in the nation. Population and VMT have grown faster than the transportation system's capacity, resulting in more congestion and decreased travel time

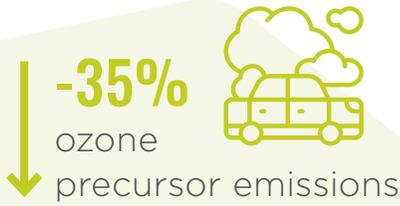
reliability. Meanwhile, technology and cultural forces have enabled large increases in teleworking, e-commerce, micromobility and on-demand ride-hailing.

Just five years ago Union Station wasn't open, our region had 40 fewer miles of passenger rail lines, and bus rapid transit was not yet serving the U.S. Route 36 and I-25 north corridors. I-225 was four lanes wide and construction had not yet begun on managed lane projects on Central I-70, South I-25 and C-470. The following infographic summarizes five-year trends influencing transportation.

FIVE-YEAR TRAVEL TRENDS



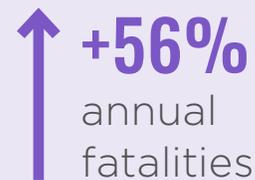
FIVE-YEAR MOTOR VEHICLE EMISSION TRENDS



FIVE-YEAR FREIGHT TRENDS



FIVE-YEAR CRASH AND CONGESTION TRENDS



4. Traffic congestion on major roadways

Per Federal Highway Administration rules, DRCOG maintains a database to monitor traffic congestion and performance measures for the 2,400-mile designated Regional Roadway System (“Figure 2: Key congested locations in 2018 and 2040” on page 8). The Regional Roadway System includes major streets, highways, freeways and tollways. It does not represent the entire roadway system. The congestion database identifies key attributes associated with roadway capacity, traffic volume and person volume (number of individuals) for each segment of the system.

“Table 1: Current and future congestion measures on Denver regional freeways and major roads” on page 7 displays several measures for the Regional Roadway System, with 2040 estimates based on forecasts from the DRCOG regional travel demand model. The model assumes an additional 1 million people will live in the Denver region by 2040. The model incorporates the population’s future demographic makeup and future transportation facilities, transit lines and employment concentrations. However, it does not include speculative factors for emerging technologies related to vehicles, roadways, fixed guideways and mobility services.



Photo courtesy of the Colorado Department of Transportation.

Table 1: Current and future congestion measures on Denver regional freeways and major roads

	2018		2040 (RTP)		Percent change between 2018 and 2040
	Average weekday	Annual total estimate (1)	Average weekday	Annual total estimate (1)	
Vehicle measures:					
Vehicle miles of travel	65,110,000	22,007,167,000	93,360,000	31,555,829,000	43%
Vehicle hours of travel	1,449,000	489,671,000	2,239,000	756,803,000	55%
Vehicle hours of delay	229,000	77,359,000	531,000	179,387,000	132%
Travel delay per driven registered vehicle (2)	7 minutes	40 hours	12 minutes	70 hours	74%
Travel delay per household	11 minutes	60 hours	17 minutes	97 hours	63%
Person measures:					
Person miles of travel	89,450,000	30,234,071,000	130,817,000	44,216,212,000	46%
Person hours of travel	2,029,000	685,901,000	3,165,000	1,069,898,000	56%
Person hours of delay	316,000	106,741,000	729,000	246,295,000	131%
Travel delay per resident	5.8 minutes	33 hours	10 minutes	56 hours	72%
Other:					
Percent of travel time in delayed conditions	16%	N/A	23%	N/A	48%
Travel time variation (peak vs. off peak)	1.22	N/A	1.37	N/A	13%
Lane miles of roads congested for three-plus hours	1,489	N/A	2,819	N/A	89%
(percent of total lane miles)	21%	N/A	36%	N/A	N/A
Economic travel delay costs:					
Commercial vehicles (3)	\$1,600,000	\$527,600,000	\$3,100,000	\$1,031,100,000	95%
Passenger vehicle persons (3)	\$3,200,000	\$1,067,900,000	\$5,800,000	\$1,945,600,000	82%
Total cost of delay	\$4,700,000	\$1,595,500,000	\$8,800,000	\$2,976,600,000	87%
Transit and other regionwide measures:					
Total RTD transit boardings	325,000	N/A	641,000	N/A	97%
Rail transit boardings	110,300	N/A	250,000	N/A	126%
"RTD Park-n-Ride parking space use (out of 31,225 spaces)"	65%	N/A	N/A	N/A	N/A
Modeled bicycle and pedestrian trips	1,088,000	N/A	1,532,000	N/A	41%
Population	3,278,000	N/A	4,373,000	N/A	33%
Employment	1,793,000	N/A	2,387,665	N/A	33%
Traffic crashes (2017)	217	73,366	N/A	N/A	N/A

Sources: DRCOG Congestion Management Program database, RTD ridership statistics, 2040 Regional Transportation Plan

Technical notes:

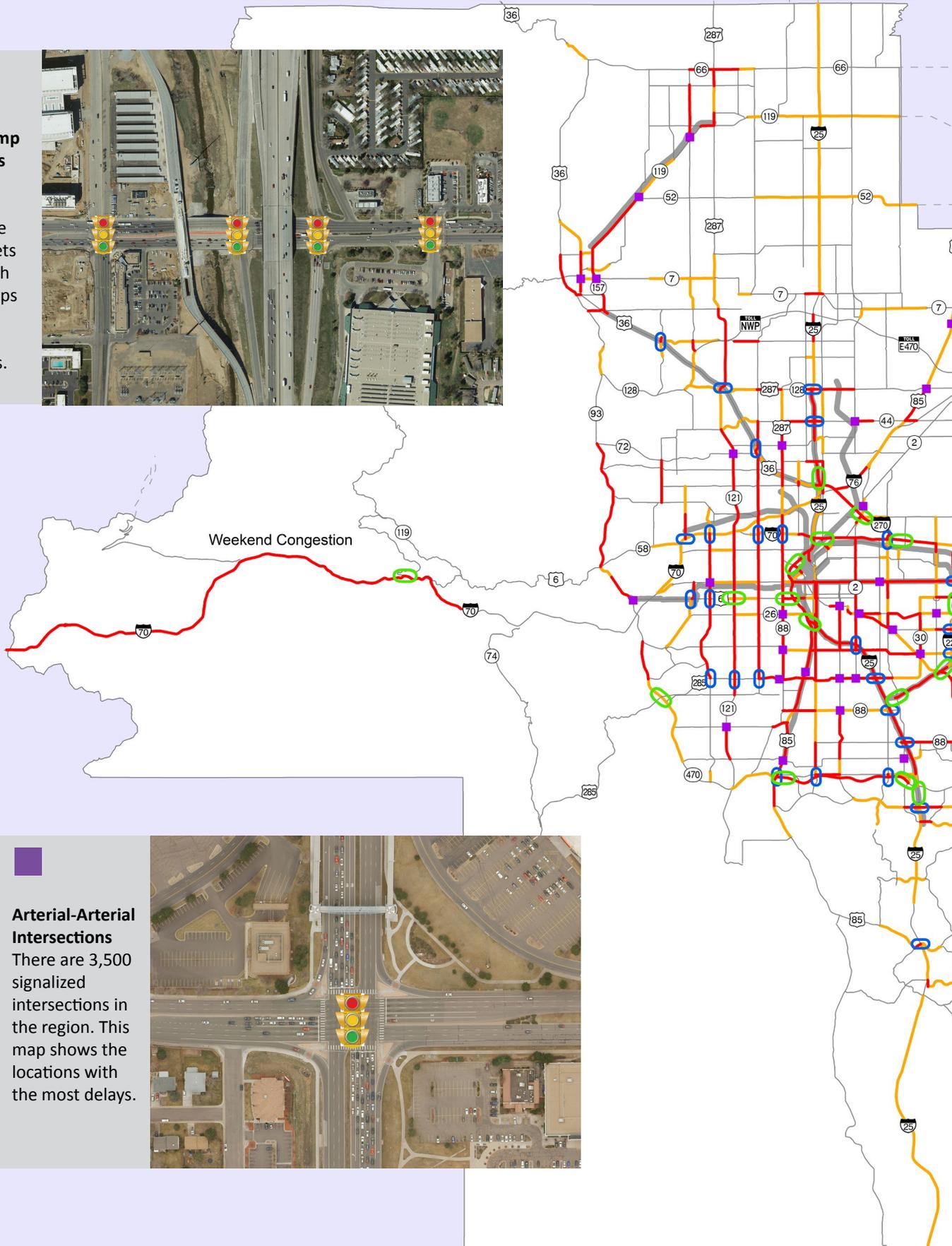
(1) Annual total estimate is "Average weekday" total multiplied by 338

(2) Assumption of 1,922,270 driven registered vehicles in 2018 and 2,564,710 in 2040

(3) Cost calculations incorporate \$12 per hour per adult in car, \$48.30 per hour per light commercial vehicle operator and \$71 per hour for heavy commercial.

Arterial-Freeway Ramp Intersections

Extensive congestion occurs where arterial streets intersect with freeway ramps in a series of signalized intersections.



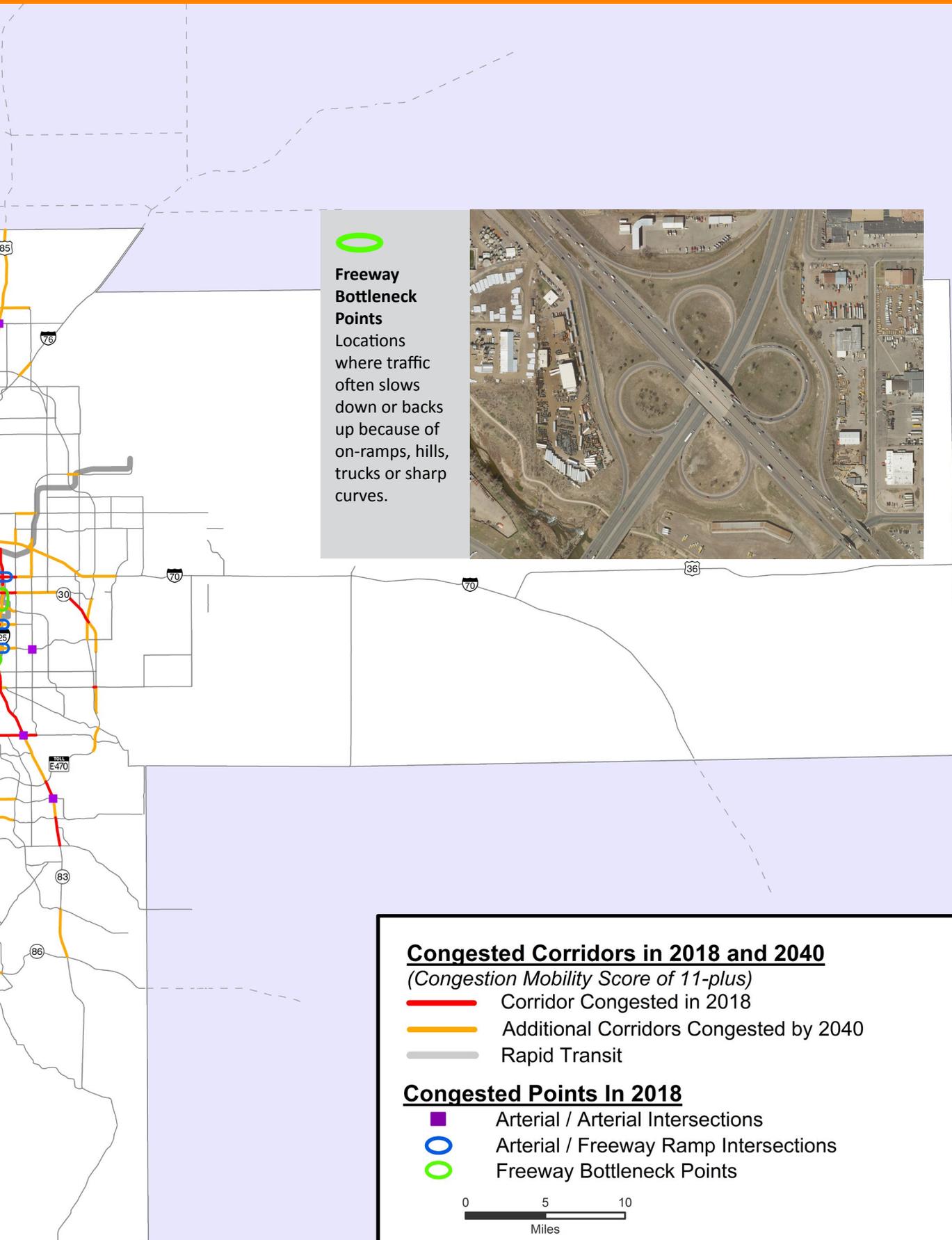
Arterial-Arterial Intersections

There are 3,500 signalized intersections in the region. This map shows the locations with the most delays.



Locations in 2018 and 2040

Mobility Score of 11 or higher



5. Incident management

Open a traffic app on your mobile phone. You'll likely see crash or incident locations on the map. Incidents create both additional travel delays beyond routine traffic congestion, and conditions that increase the chance of secondary crashes. On an average day in the Denver region, authorities receive more than 200 crash reports. Even more minor incidents or breakdowns are never reported. Though increased travel delays inconvenience other roadway users, the most critical factor is the **safety** of people involved in crashes, individuals along the roadside and first responders.

A) Incidents, traffic congestion and unreliability

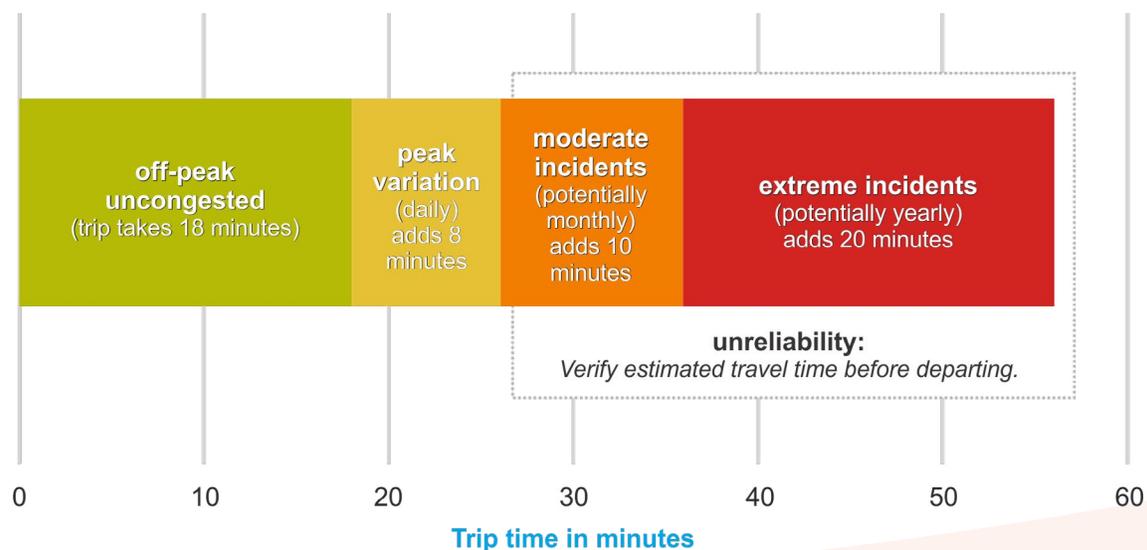
Incidents along highways or streets disrupt the roadway capacity by physically blocking lanes or stimulating vehicle slowdowns that are justified (for safety) or not (rubberneckers on opposite side of highway). Incidents may also divert traffic from the scene and overload nearby routes. For example, vehicles may detour onto other roadways.

Congested traffic conditions with extra delay for travelers occur every day. Daily peak period morning and afternoon rush hours cause routine travel time variations for most

drivers. Typically, a person traveling by car or truck during rush hour may plan for a 20% to 30% increase in travel time over off-peak times. Peak hour delay is predictable. "Figure 3: Sample 18-minute off-peak trip" on page 10 below displays the types of travel delay potentially associated with a trip. Routine congestion during rush hour may add 8 minutes to the trip when compared to off-peak travel time. If a moderate incident occurs along the travel route, the trip may include an additional 10 minutes of delay. Extreme incidents occur less frequently, but might add another 20 minutes or more to the trip. Such moderate and extreme incidents cause unreliability in predicted travel time, as well as close to half of all delay encountered by travelers. Motorists and passengers should check traffic apps, the Colorado Department of Transportation's cotrip.org or other sources for incidents prior to starting a trip. If possible, they can then choose to either:

- adjust their departure time
- travel via a different mode (contact Way to Go, waytogo.org)
- take a different route, or
- cancel the trip

Figure 3: Sample 18-minute off-peak trip



Southbound I-25 completely reopened after semitrailer spills sheet metal on highway

Thornton police advise commuters use alternative routes to avoid crash at 84th Avenue

B) Planned incidents: Prepare prior to a specific event.

Planned incidents at specific locations, such as construction, are generally scheduled ahead of time or reasonably expected. Anticipated incidents, such as snowstorms, can affect the entire region. Roadway operations staff, event organizers and law enforcement agencies can plan ahead for specific times and sites. The media and traffic app providers can be notified beforehand. Roadway operations staff can be ready to mobilize personnel, equipment and logistical elements for things such as:

- construction and utility work zones
- scheduled events (such as sporting events, festivals, runs and parades)
- forecast bad weather (However, unpredicted weather may catch travelers and road crews by surprise.)

C) Unplanned incidents: response and management

Unplanned incidents occur more frequently and cause a greater and less predictable level of traffic congestion. They happen at unforeseen times and locations. Critical roadway locations such as bridges or tunnels (for example, the Eisenhower-Johnson Memorial Tunnel on I-70) may have preplanned logistics and equipment set up for when sudden incidents occur. The types of incidents that occur along roadways include:

- crashes (reported)
- crashes (unreported)

- vehicle breakdowns
- rockfalls, landslides and avalanches (precautionary actions may be done at known locations)
- fallen debris on roadways
- emergency road repairs
- crime scenes or public disturbances

In the aftermath of major incidents, first responders and support staff review procedures and actions that went well or can be improved. They may use data from monitoring sources (such as INRIX or Google Maps) to measure congestion effects including roadway and incident clearance times, vehicle queue backups and dispersion time, and secondary crashes. The new DR 3447 Colorado Crash Report form includes a section in which to identify whether a crash was secondary to a previously occurring crash or related to a construction zone.

Many smaller incidents and vehicle breakdowns also require quick detection and response, even when not as many resources are deployed as in the example “[After a crash occurs](#)” on page 12. For example, the Colorado Department of Transportation State Farm Safety Patrol monitors freeways in the Denver area during peak periods and weekends, assisting about 30,000 motorists annually (approximately 80 each day).



After a crash occurs

- If they did not sustain an injury in the crash, people involved or on the scene may call 911 and conduct initial efforts to assist people or clear debris. Colorado Department of Transportation State Farm Safety Patrol drivers may come upon the scene.
- Roadside cameras (closed-circuit TV), automated incident detection systems or crowd-sourced apps (such as Waze) may pick up the crash. Road operations personnel, such as in the Colorado Department of Transportation's transportation management center in Golden, may see the incident on a monitor or receive an automated notification. Roadway operations personnel:
 - post alerts or information on variable message signs and websites
 - notify applicable local government traffic staff and public information officers, media, traffic apps and the public through 511 alerts and email or text notifications
- Relevant agencies identify, dispatch and deploy the appropriate type and scale of response.
 - First responders arrive. They establish incident command and communications protocols, mobilize to assess the safety and security of scene, and follow established incident management protocols.
 - Incident command coordinates the efforts of fire, law enforcement officers, the state highway patrol, ambulance crews, emergency medical technicians, standard tow trucks, heavy tow and lift equipment, debris and hazardous material removers, and clean-up crews.
 - Responders refer to an incident management plan for the corridor, if applicable.
- Relevant agencies set up detour routes, guidance signs and equipment. They may also direct responsive traffic signal system management efforts.
- Law enforcement and traffic management centers monitor vehicle queue backups and other off-site effects of the incident. For example, they may position a police cruiser ahead of the backup.
- Relevant agencies complete crash investigations and clear of all remnants of the scene.



Photo courtesy of the Colorado Department of Transportation.

U.S. 36 stretch collapses, forcing closure of eastbound lanes and CDOT blitz to re-build bridge approach that's 45 feet above ground

“It’s too soon” to estimate how long eastbound U.S. 36 will be closed, CDOT director Shoshana Lew said

D) Emerging technologies

DRCOG and its partners are closely monitoring in-vehicle technologies and implementing roadside technologies (known as intelligent transportation systems) which will further improve incident management efforts and reduce the likelihood of their occurrence. Most newer vehicles are equipped with features such as lane-departure warning, blind spot monitoring, adaptive headlights and automated braking.

In the near future, the majority of vehicles (and mobile phones) on the road will be connected and communicate with other vehicles, roadside equipment and the wireless network. Vehicles will provide real-time advance alerts to drivers for conditions or incidents along their route such as:

- icy roadways or fog
- stopped vehicles along the road
- whether vehicles ahead have deployed air bags, used fog lights, or turned on windshield wipers
- whether drivers ahead have pumped the brakes at a certain rate or for longer than a specific duration
- pedestrians crossing the road
- stop signs or sharp curves
- traffic signal lights malfunctioning

More vehicles with connected vehicle technology operating on the region’s roadways have the potential to significantly reduce crashes. All types of roadway users should benefit.



Road collapse

A section of U.S. 36 near Church Ranch Boulevard between Broomfield and Westminster collapsed after a large crack turned into a sinkhole.



E) Supporting incident management efforts in the Denver region and Colorado

Partners within the region have formed several standing groups and formalized efforts for involvement with incident management, including:

Regional Transportation Operations Working

Group: DRCOG has convened this group of boots-on-the-ground operators from local governments, the Colorado Department of Transportation and the Regional Transportation District for 25 years. It frequently discusses and makes recommendations on roadway system technologies which improve incident management activities.

The Governor’s Task Force on Responder Safety:

Led by the Colorado State Patrol, this group is charged with executing the recommendations of the 2017 Task Force Report: (colorado.gov/pacific/sites/default/files/Responder%20Safety%20Task%20Force%20Report%20June%202017.pdf)

Standing program management teams: These geographic area forums meet to discuss specific traffic

incident management plans and procedures including outcomes, needs, implementation and best practices.

Traffic incident management training – The Federal Highway Administration, National Highway Traffic Safety Administration and the Colorado Department of Transportation routinely coordinate and conduct trainings for first responders and other participants. Trainings are held in classrooms, in the field and or at the new Liniger Emergency Vehicle Operations Center located in Douglas County.

6. Projects recently completed or underway

Several congestion relief projects were completed by local governments, the Colorado Department of Transportation and the Regional Transportation District in 2018 or are underway, as show in “[Table 2: Example transportation projects addressing congestion and mobility](#)” on page 15. Transit and bicycle/pedestrian projects expand and enhance non-roadway facilities that encourage people to use alternative modes, avoiding congestion and reducing traffic.

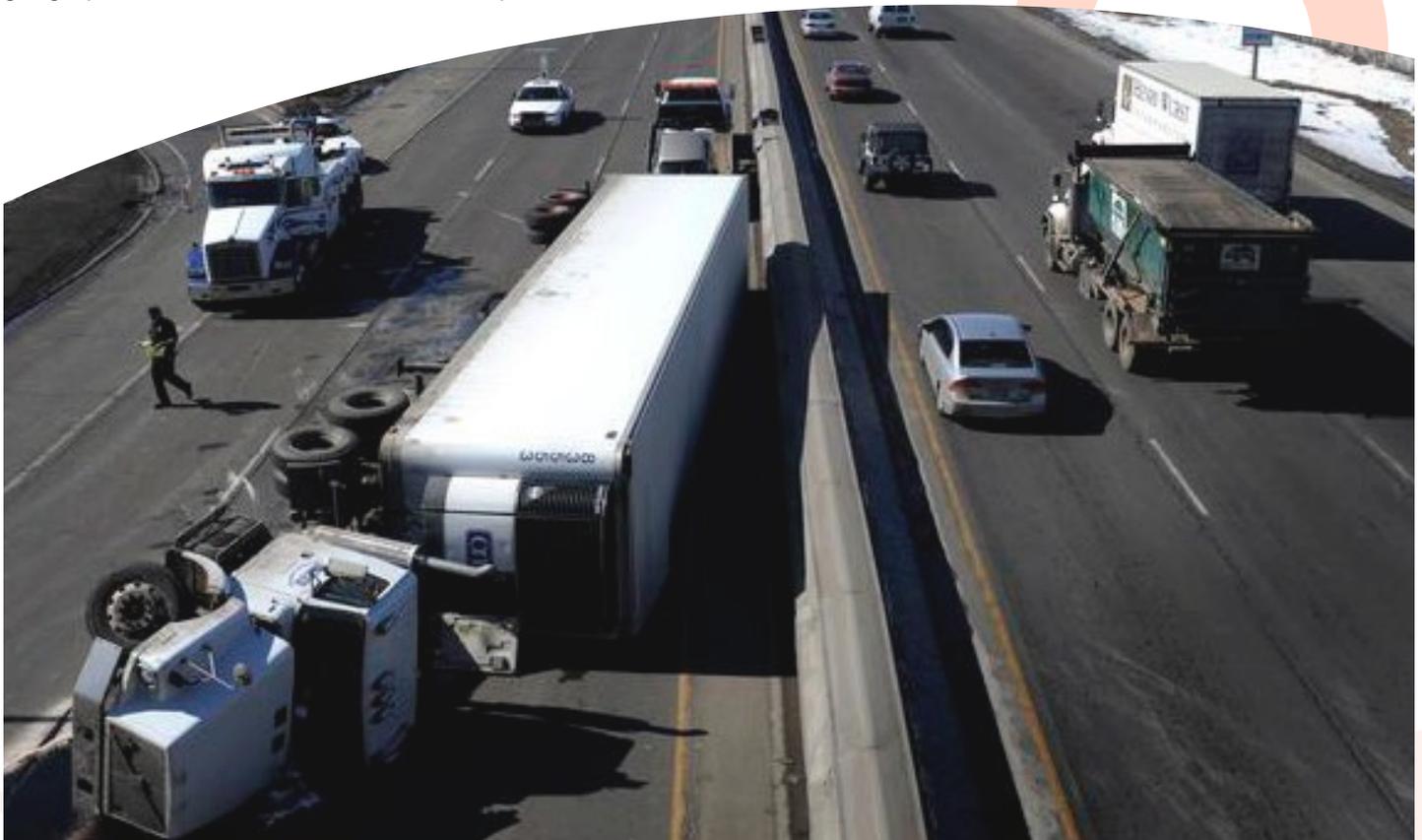


Table 2: Example transportation projects addressing congestion and mobility

Interchange and roadway projects:	Status
Tower Road at Peña Boulevard: new on-ramp	completed
E-470 from Parker Road to Quincy Avenue: widening	completed
I-25 from 120th Avenue to State Highway 7: new managed lanes	underway
C-470 from Kipling Parkway to I-25: new managed lanes	underway
I-25 from Castle Rock to El Paso county line: new managed lanes	underway
Central 70 from I-25 to Chambers Road: new managed lanes	underway
Rapid transit projects:	Status
1 G Line (Ward Road station to Denver Union Station) commuter rail	completed
Southeast Rail Extension (Lincoln to RidgeGate Parkway stations) light rail	completed
North Metro Rail Line (Denver Union Station to Eastlake-124th Station) commuter rail	underway
Bicycle/pedestrian projects:	Status
U.S. Route 6 shared use path: Colfax to Johnson Road	completed
North Metro Rail bicycle/pedestrian access to FasTrack stations	completed
Nine Mile Station: bicycle/pedestrian access improvements	completed
23rd Ave bicycle/pedestrian path at Fitzsimons Station	completed
28th Street/U.S. Route 36 multiuse bicycle/pedestrian path: Iris Avenue to Yarmouth Street	completed
2 Wonderland Creek underpass and path connection: Foothills Parkway to Diagonal Highway	completed
C-470 multiuse trail: grade separation at Yosemite Street	underway
Superior Trail: McCaslin bus rapid transit station to Davidson Mesa underpass	underway
Westerly Creek Trail to Toll Gate Trail Connector	underway
Boulder Slough multiuse path: 30th Street to Pearl Street	underway



Visit DRCOG's partner agency websites for more information:

Colorado Department of Transportation
(codot.gov)

Regional Transportation District
(rtd-denver.com)

Colorado Department of Transportation Traveler Information (cotrip.org)

For ways to avoid or adapt to congestion, visit Way to Go (waytogo.org).

Preparation of this report has been financed in part through grants from the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. This report and others are available at DRCOG's congestion mitigation webpage (drcog.org/congestion).

Contact Robert Spotts, planning supervisor, at rspots@drcog.org for additional information regarding DRCOG's congestion mitigation program.



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2018 Annual Report on Traffic Congestion in the Denver Region

Presented by:

**Robert Spotts and
Steve Cook**

RTC October 15, 2019



Congestion Management Program and VMT growth

5-year trends in demographic, mobility, and travel characteristics

Traffic congestion measures

Incident management and safety



CONGESTION MANAGEMENT PROGRAM AND VMT GROWTH

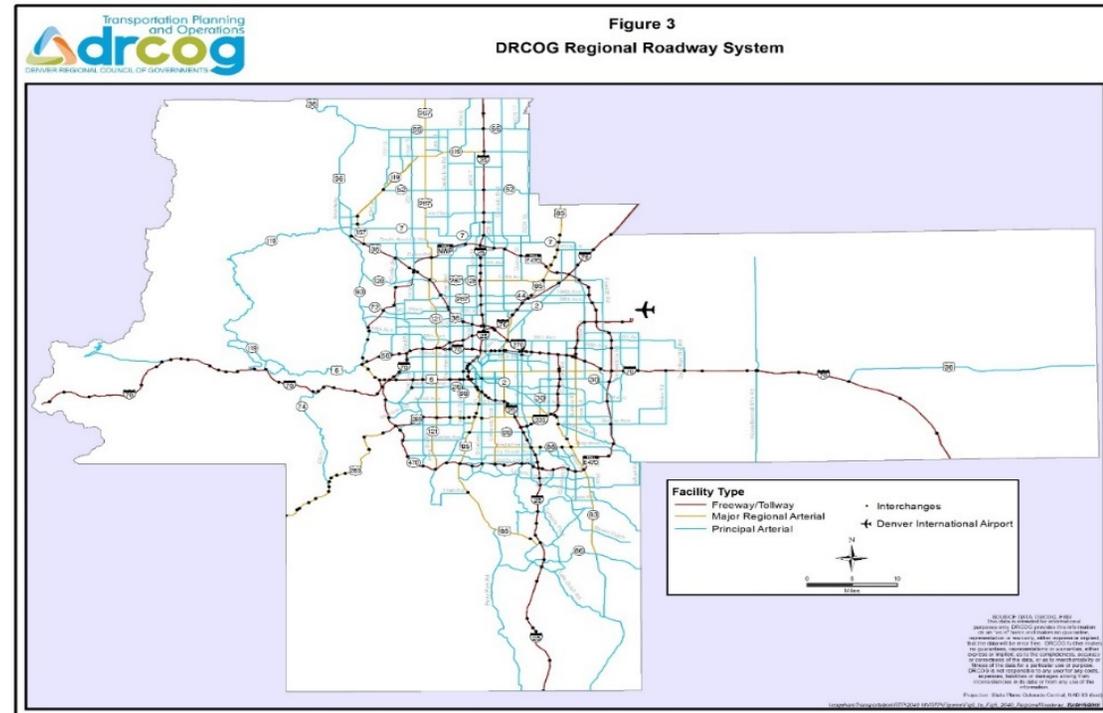
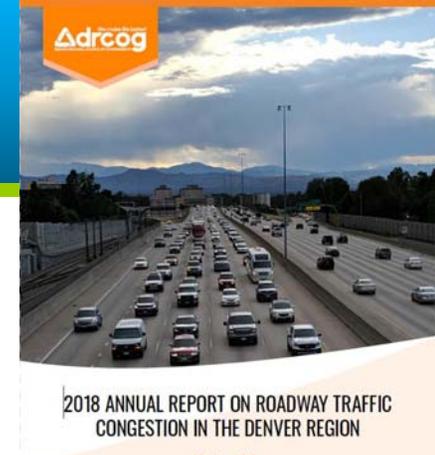


DRCOG Congestion Management Process

MPOs are federally required to monitor congestion.

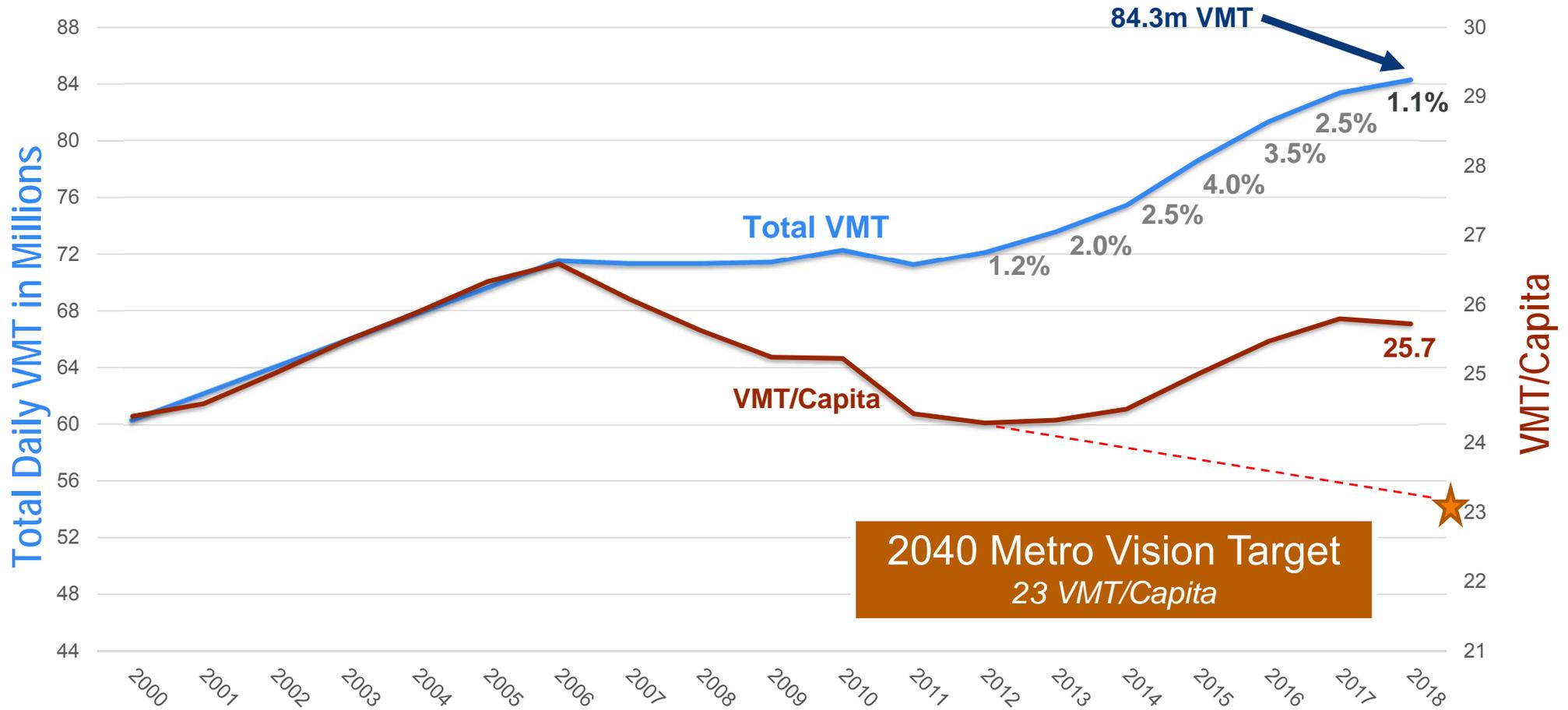
Annual Reports on Congestion since 2006

- Regional vehicle (VMT) and person (PMT) miles traveled
- Roadway networks: physical traits, traffic volumes, transit routes
- Used for TIP and RTP planning and project evaluation



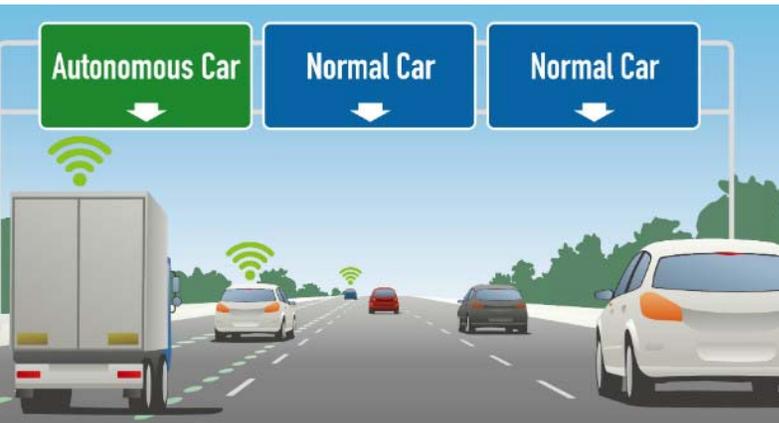


Average Daily VMT in the Denver Region (2000 – 2018)





Emerging factors impacting VMT

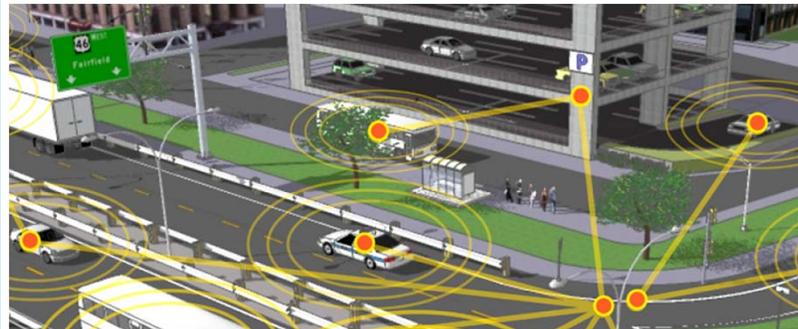


MOBILITY CHOICE
BLUEPRINT



- Unknown and unpredictable mobility factors

- Personal habits and preferences
- Mobility services, transit evolution, TNCs, micromobility
- Alternative fueled vehicles
- Connected vehicles
- Automated vehicles



- Mobility Choice Blueprint

- Prepare for rapid technological and other innovations affecting mobility



**MOBILITY RELATED TRENDS-
PAST FIVE YEARS & FORESEEABLE**



Transportation Infrastructure Changes Since 2013

Over 40 Miles of
passenger rail lines



US-36 Bus Rapid Transit
and HOT



I-225 Widening

Union Station





Five-Year Travel Trends

↑ **+8%**
population



↑ **+23%**
Denver International
Airport passengers



↑ **+21%**
working from
home



↑ **+250%**
vehicle miles traveled
via ride-hailing services



↑ **+INFINITY%**
e-scooter share of
vehicle miles traveled





Five-Year Travel Trends



-3%
transit
boardings



+15%
vehicle miles
traveled



+6%
vehicle miles
traveled per capita





Five-Year Motor Vehicle Emission Trends



-35%

ozone precursor emissions



+507%

registered electric vehicles



+2%

greenhouse gas emissions





Five-Year Crash and Congestion Trends

+56%
annual
fatalities



+29%
miles congested more
than three hours



+26%
daily vehicle
hours of delay





Five-Year Freight Trends

↑ **+12%**



Denver International
Airport air cargo

↑ **+50%**



package
deliveries

↑ **+80%**



e-commerce
retail sales

The background of the slide is a blurred photograph of a road. A car is visible in the center, moving away from the viewer. The colors are muted and out of focus, creating a sense of motion and depth. A solid blue horizontal bar is overlaid on the bottom half of the image, containing the title text.

TRAFFIC CONGESTION ON MAJOR ROADWAYS



Congestion Mobility Score

severity:

- How bad does congestion get on the roadway during rush hour?

duration:

- How many hours per day is the roadway congested?

magnitude:

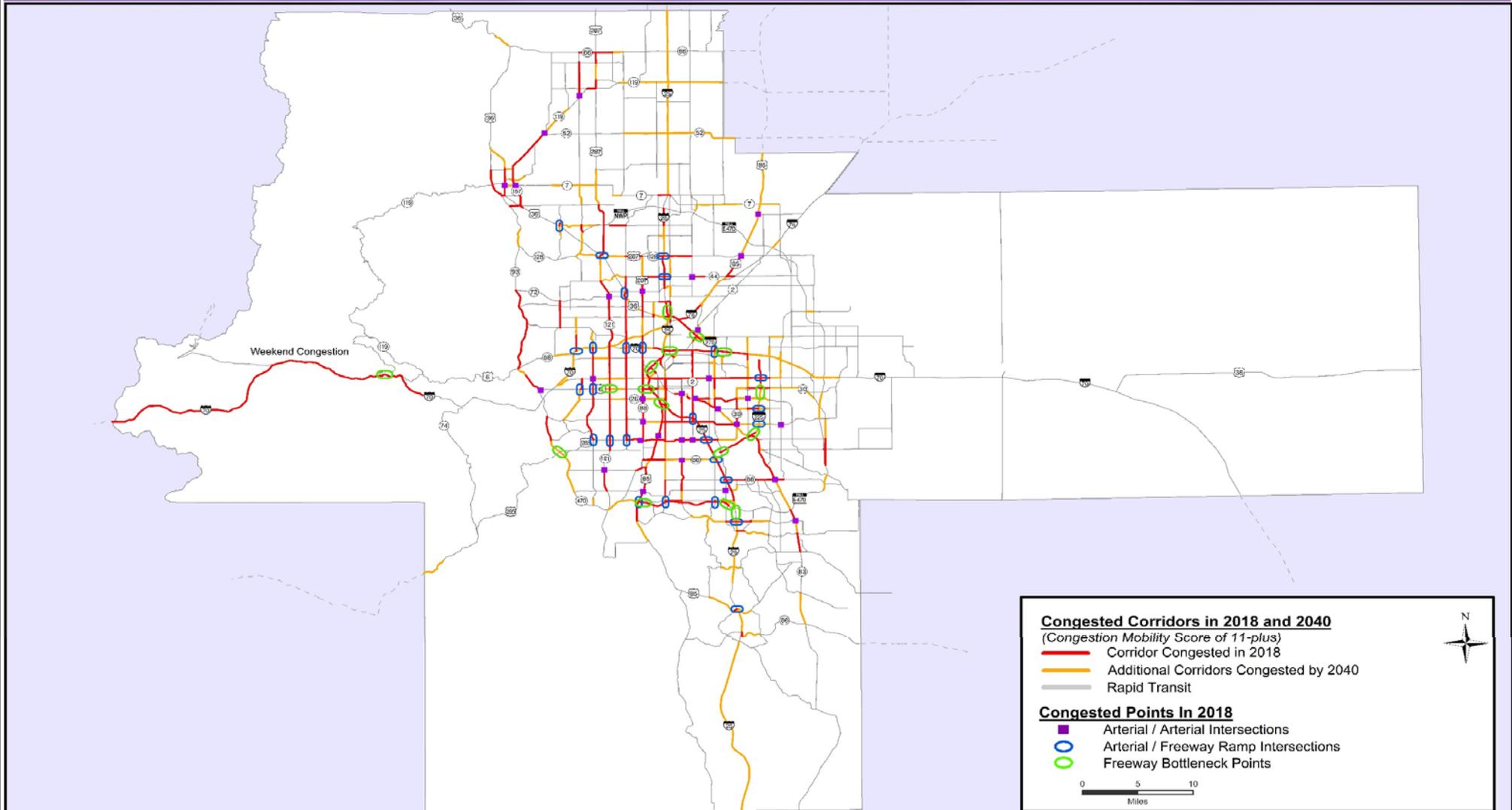
- How many people (traffic volume) are impacted by congestion on the roadway?

reliability:

- How often do crashes or incidents occur on the roadway?

Figure 3: Key Congested Locations in 2018 and 2040

Segments with a Congestion Mobility Score 11 or higher





Projects Recently Completed or Underway

Interchange and roadway projects:	Status
Tower Road at Peña Boulevard: new on-ramp	completed
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C-470 from Kipling Parkway to I-25: new managed lanes	underway
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Wonderland Creek underpass and path connection: Foothills Parkway to Diagonal Highway	completed
C-470 multiuse trail: grade separation at Yosemite Street	underway
Superior Trail: McCaslin bus rapid transit to Davidson Mesa underpass	underway
Westerly Creek Trail to Toll Gate Trail Connector	underway
Boulder Slough multiuse path: 30th Street to Pearl Street	underway





Mitigating Congestion

waytogo

Program of DRCOG

How to Mitigate Congestion

adrcog We make life better!
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Avoid it

Real-Time Information
Extra Night in Mountains
Flexible Work Hours
Telework

Adapt to it

Mobility Choices:
- *Alternative modes*
- *Transit, Walk, Bicycle*
- *Car/Vanpool*
Real-Time Information
Efficient Land Use Designs

Alleviate it

Add Lanes / Capacity
Improve Operations:
- *Traffic Signals*
- *Signing and Striping*
- *Access Management*
- *Incident Management*
Expand Transit Facilities



INCIDENT MANAGEMENT



Incident Management



200+ reported crashes every day in Denver region
Many more minor incidents and breakdowns



#1 Concern: **Safety** of persons at the scene or coming upon the scene



Increased travel delays for people and freight in cars, buses, and trucks



BREAKING NEWS
DEADLY FOUR-CAR CRASH IN ENGLEWOOD
SANTA FE DRIVE AND DARTMOUTH



Incidents and Traffic Congestion and Unreliability

Incidents affect roadway carrying capacity

- Blocking lanes
- Rubber necking
- Snow on pavement

Incidents cause traffic diversions

- Heavy traffic on side streets

Get the information out!

- Alerts and messages
- People can adjust plans
 - Depart at a different time or cancel trip
 - Use a different travel route or mode of travel



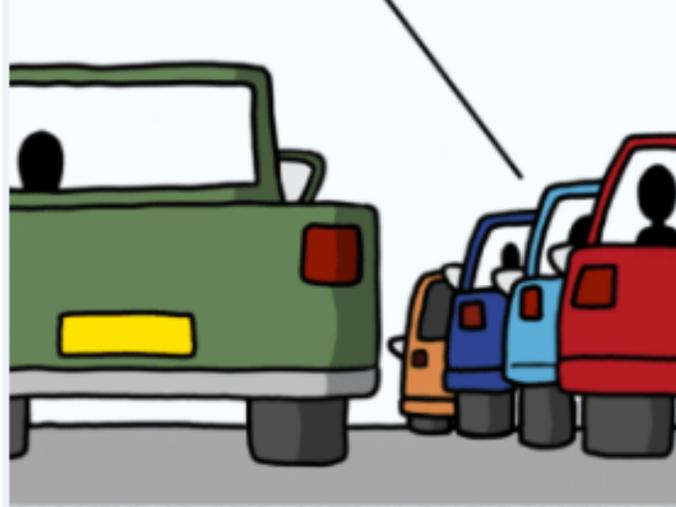


Don't do this!!!

OH COME ON, PEOPLE! YOU'VE ALL SEEN AN ACCIDENT BEFORE. STOP RUBBERNECKING!



ALRIGHT, ALMOST THROUGH IT.. FINALLY!

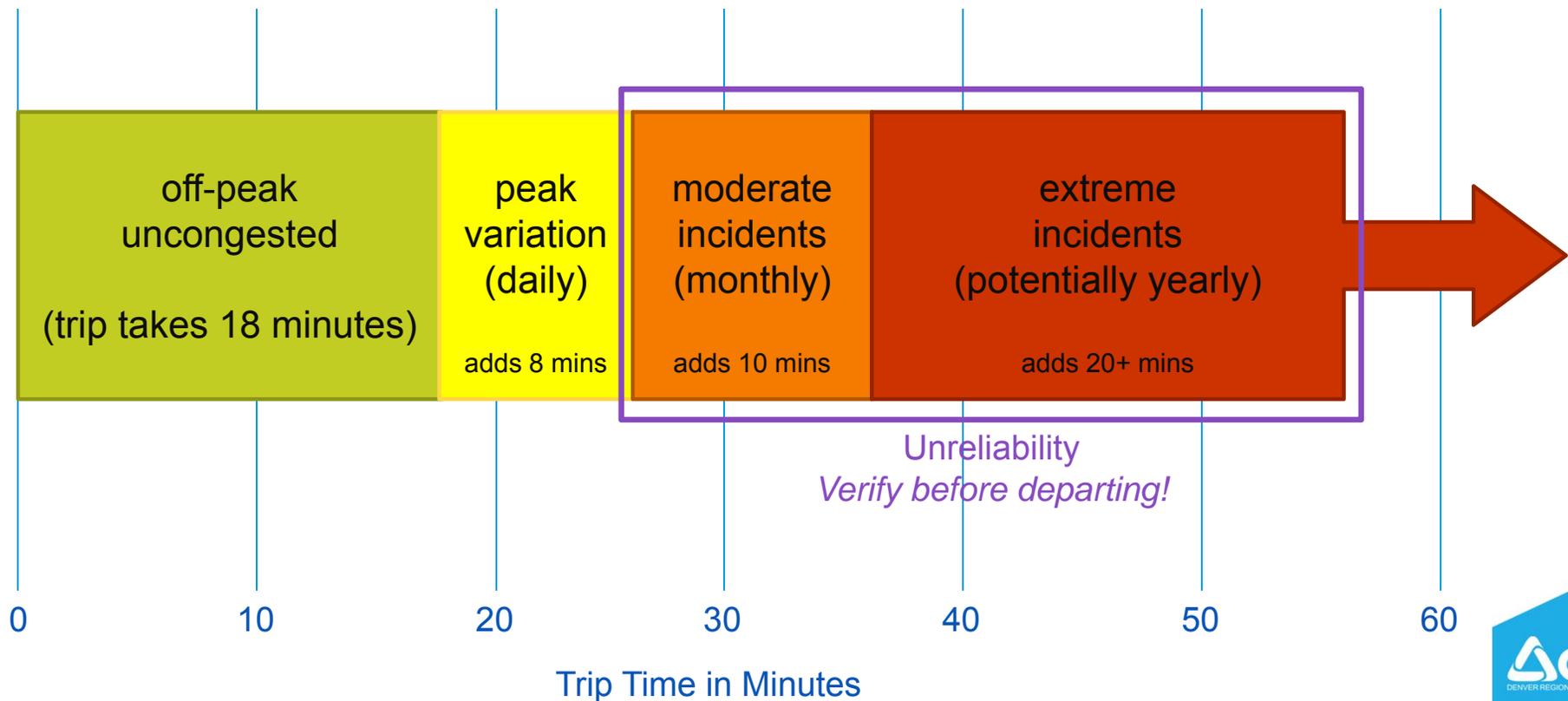


NOW LET'S SEE WHAT EVERYONE FOUND SO INTERESTING..





Sample 18-Minute Off-Peak Trip





“Planned” or Forecasted Incidents

Areawide forecasted incidents, such as snowstorms

Specific locations scheduled ahead of time

- Construction and utility work zones
- Scheduled events (sporting events, festivals, runs, parades, etc.)

Roadway operation staff, event organizers, and law enforcement agencies can plan ahead

Media and traffic app providers can be notified beforehand





Unplanned Incidents

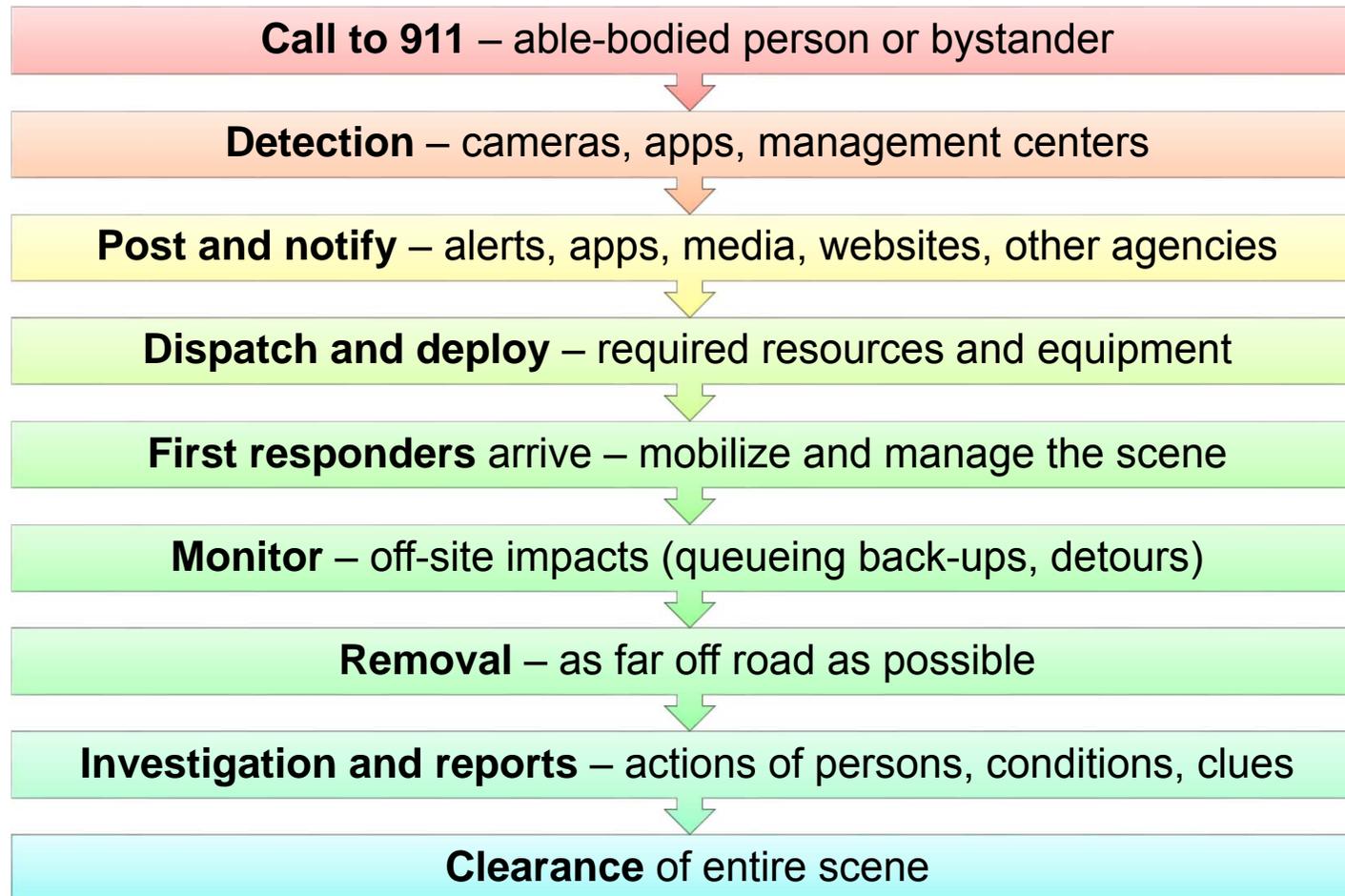
Occur frequently and cause unreliable travel times:

- Crashes (reported)
- Crashes (not reported)
- Rockfalls, landslides, and avalanches
- Fallen debris on roadways
- Emergency road repairs
- Crime scenes or public disturbances
- Vehicle break-downs
 - CDOT State Farm Safety Patrol





Example Sequence of Events for a Major Incident





Emerging Technologies

Connected vehicles and infrastructure

Driver assistance - immediate

- Lane departure, blind spots, automated braking, adaptive headlights

Information alerts – What's ahead of you?

- Pedestrian in road
- Weather and pavement conditions
- Actions by drivers ahead – turn on fog lights or wipers, brakes engaged
- Events – air bag deployed, traffic lights malfunctioning
- Stop sign or caution signs (e.g. sharp curve, steep grade)





Supporting Efforts



DRCOG Regional Transportation Operations Working Group

Governor's Task Force on Responder Safety

Standing Program Management Teams

Traffic Incident Management (TIM) Training

Legislation: I-70 Mountain Corridor traction and chain laws





QUESTIONS?

ATTACH G

ATTACHMENT G

To: Chair and Members of the Regional Transportation Committee
From: Ron Papsdorf, Director, Transportation Planning & Operations
303-480-6747 or rpapsdorf@drcog.org

Meeting Date	Agenda Category	Agenda Item #
October 15, 2019	Informational	9

SUBJECT

CDOT State Highway and transit funding allocation discussions.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Funding

Over the past three years, the Colorado Legislature has enacted three transportation funding bills that increase revenues to CDOT for state highways and transit capital.

SB17-267 authorizes lease-purchase agreements on state facilities totaling \$2 billion, in equal amounts over four years, beginning FY '18-'19. CDOT receives \$1.8 billion of those proceeds, with the remainder dedicated to controlled maintenance and capital projects on state buildings. At least 10% of CDOT's proceeds will be dedicated to transit projects and at least 25% of the funding must be spent on projects in rural counties (population of 50,000 or less). The first year has been previously allocated by the Transportation Commission, along with a portion of the second year resources.

SB18-001 creates two years of transfers from the General Fund for transportation purposes and 20 years of additional General Fund transfers to the State Highway Fund. The amounts allocated to the State Highway Fund for FY 18/19 through FY 21/22 total \$601.5 million.

SB19-262 transfers \$100 million from the General Fund to the Highway Users Tax Fund to be distributed to the State Highway Fund and local governments on July 1, 2019. Of the \$100 million transfer, \$60 million is transferred to the State Highway Fund.

All told, CDOT is considering allocations from these sources to projects and programs over the next several years of \$1.707 billion (\$1.515b highway and \$192m transit) in addition to the Year 1 and Year 2 SB17-267 and Year 1 SB18-001 funds previously allocated.

Based on discussions with the Transportation Commission, CDOT staff presented a funding approach to the Statewide Transportation Advisory Committee (STAC) with target allocations of 75% to urban interstate and arterials and rural interstate projects and 25% to rural non-interstate paving projects, with an overall target that 50% of the total investment should include elements of asset management.

DRCOG Input

In order to provide input to CDOT on regional priority projects, DRCOG staff has evaluated candidate state highway and transit projects from a variety of sources,

including the 2040 Financially Constrained Metro Vision Regional Transportation Plan (MVRTP), Proposition 110 projects, and the 2020-2023 TIP Waiting List. As part of the Regional Vision Zero effort, a preliminary High Injury Network (HIN) has also been identified and cross-checked against those lists.

With input from the DRCOG Transportation Advisory Committee (TAC), staff believes that considerations should include a focus on corridor-level improvements with high mobility impact rather than smaller-scale projects; an emphasis on urban arterial multimodal enhancements; safety improvement; and readiness.

Discussions and Allocations

The Transportation Commission will begin discussing priorities and draft allocations at the October 16, 2019 Commission Workshop with action on allocations anticipated at the November 21, 2019 Commission Meeting. DRCOG staff has been working closely with CDOT staff to develop recommended allocations for the Denver region. CDOT staff will present their recommendations to the RTC. Supplemental materials will be distributed as soon as they are available.

PREVIOUS DISCUSSIONS/ACTIONS

[September 23, 2019](#) – TAC discussed CDOT State Highway funding allocation considerations

PROPOSED MOTION

N/A

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

For additional information, please contact Ron Papsdorf, Director, Transportation Planning & Operations, at 303-480-6747 or rpapsdorf@drkog.org; or Rebecca White, Director, CDOT Division of Transportation Development, at 303-757-9525 or rebecca.white@state.co.us.