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AGENDA

JOINT MEETING

TRANSPORTATION ADVISORY COMMITTEE / METRO VISION PLANNING ADVISORY COMMITTEE

Monday, October 27, 2014

1:30 p.m.

1290 Broadway

Independence Pass Board Room - Ground floor, West side

1. **Call to Order – Joint Session of TAC/MVPAC**
2. **Public Comment**

Joint TAC/MVPAC INFORMATIONAL ITEM

3. **(90 min.) Review of the draft Metro Vision 2040 “A Connected Region” transportation section.**
(Attachment A)
Jacob Riger / Brad Calvert
4. **Adjournment of the joint TAC/MVPAC session.**

(5 min. Break)

5. **Call to Order - TAC Meeting**
6. **September 22, 2014 TAC Meeting Summary**
(Attachment B)

TAC ACTION ITEM

7. **Motion to recommend to the Board of Directors amending the *Policy on Transportation Improvement Program (TIP) Preparation-Procedures for Preparing the 2016-2021 TIP Policy to include second phase project selection.***
(Attachment C)
Douglas Rex

TAC INFORMATIONAL ITEMS

8. **Summary of 2016-2021 TIP project submittals and recruitment of peer review participants.**
(Attachment D)
Todd Cottrell
9. **Update on 2040 Fiscally Constrained Regional Transportation Plan.**
(Attachment E)
Jacob Riger

ADMINISTRATIVE ITEMS

10. **Member Comment/Other Matters**
11. **TAC Next Meeting - November 24, 2014**
12. **Adjournment**

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

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ATTACHMENT A

To: Chairs and Members of the Transportation Advisory Committee and Metro Vision Planning Advisory Committee

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

Brad Calvert, Metro Vision Manager
303-480-6839 or bcalvert@drco.org

Meeting Date	Agenda Category	Agenda Item #
October 27, 2014	Informational	4

SUBJECT

TAC and MVPAC will review and provide feedback to staff on the draft language of a potential revised element of Metro Vision 2040: *A Connected Region*.

PROPOSED ACTION/RECOMMENDATIONS

Guidance, but no formal action, is requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

At the August 25, 2014 TAC meeting and September 17, 2014 MVPAC meeting, each committee reviewed DRCOG's existing transportation-related goals, policies, and action strategies from Metro Vision 2035 and the 2035 Metro Vision Regional Transportation Plan (MVRTP). Based on input and guidance from both committees, DRCOG staff and DRCOG's Metro Vision consultant (Clarion Associates) have prepared a first draft of *A Connected Region* (Attachment 1).

As drafted, the *A Connected Region* element of Metro Vision 2040 replaces the *Transportation* element of Metro Vision 2035. It also replaces the goals, policies, and action strategies of the 2035 MVRTP and becomes the policy component of the 2040 MVRTP.

The draft *A Connected Region* incorporates three global revisions from the 2035 policy content:

- Restructuring the 2035 goals, policies, and action strategies into the Metro Vision 2040 policy framework of outcomes, objectives, strategies, and actions. This includes significant re-organization of the 2035 text to fit the new policy framework as well as some new text, particularly for local and regional actions.
- Initial revisions to address TAC and MVPAC input and guidance on policy content.
- Initial layout of the *A Connected Region* element for inclusion in 2040 Metro Vision (policy component plus other items).

Based on these changes, the draft *A Connected Region* proposes three outcomes:

- Outcome 1: A balanced, well-connected multimodal transportation system.
- Outcome 2: A dependable, safe, and efficiently operated transportation system.
- Outcome 3: A transportation system contributing to a better quality of life.

Each outcome is supported by several objectives (primarily restructured 2035 policies). Objectives are in turn supported by strategies (restructured 2035 action strategies and a few 2035 policies). Finally, local and regional actions have been added (drawn from 2035 action strategies and new text).

The draft *A Connected Region* also includes a shell framework for targets and measures; these will be developed by TAC in November and December with input from MVPAC.

Staff is asking the TAC and MVPAC to provide feedback on the following topics during the meeting:

- Is the content of the outcomes reasonable? Are three outcomes sufficient?
- Does the restructuring of the 2035 policy content to the 2040 policy framework seem reasonable? For example, are the various objectives grouped with the appropriate outcome?
- Does the draft *A Connected Region* sufficiently incorporate cross-cutting topics important to multiple elements of Metro Vision 2040?
- What additional local and regional actions should be included in the next draft?

PREVIOUS DISCUSSIONS/ACTIONS

TAC: August 25, 2014 Meeting

MVPAC: September 17, 2014 Meeting

PROPOSED MOTION

N/A

ATTACHMENTS

1. Metro Vision 2040 – Draft *A Connected Region* element
2. 2035 MVRTP Vision, Goals, Policies and Action Strategies
3. September 17, 2014 MVPAC meeting summary excerpt of transportation discussion

Links:

[Metro Vision 2035](#) (*Transportation* element)

[Current working draft of Metro Vision 2040](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Transportation Planning Coordinator, at 303-480-6751 or jriger@drcog.org or Brad Calvert, Metro Vision Manager, at 303-480-6839 or bcalvert@drcog.org.

Attachment 1

A Connected Region

Introduction

In the more than twenty years since Metro Vision was first adopted, the Denver region has invested heavily in multimodal transportation infrastructure—completing the T-REX transportation expansion program, maintaining and expanding Denver International Airport, completing three major rail lines, revitalizing Denver Union Station as a mixed-use regional transportation hub, expanding regional trails, and many other related efforts. This investment has not only enhanced multimodal connectivity within the region, but has served as a catalyst for change—spurring updates to local land use plans and regulations, and encouraging public and private investment in urban centers and communities throughout the region.

As the region grows, ongoing focus on multimodal enhancements will be needed—balancing the need for expansion and improvements to serve emerging growth areas with pressing needs for maintenance and upgrades of existing systems in established parts of the region. Increasing the efficiency of the multimodal system is critical to reducing growth in vehicle miles traveled, improving air quality, and promoting an efficient and predictable development pattern. First and last mile connections to transit will be a key issue, as will ongoing investment in enhanced transit service and expanded connections for all modes, integrated land use and transportation planning, and promoting decisions that consider the needs of and impacts on the most vulnerable populations and the region’s changing demographics.

Achieving a connected region is dependent on the region’s ability to collectively work towards the following outcomes:

- A balanced, well-connected multimodal transportation system;
- A dependable, safe, and efficiently operated transportation system; and
- A transportation system contributing to a better quality of life.

The objectives and strategies in this element aim to promote a balanced multimodal transportation system within the region. This element outlines an overall policy framework and vision for the transportation system for the year 2040. The companion 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) implements the transportation element of Metro Vision. The 2040 MVRTP also contains the fiscally constrained transportation plan, which defines the specific transportation elements and services the region anticipates being able to fund with expected revenues. The fiscally constrained plan is amended frequently to reflect ongoing system changes and must be demonstrated to be in conformance with Federal Air Quality standards.

(SIDEBAR) CONNECTING THE DOTS: WHY IS THIS IMPORTANT? (Linkages to other sections/issues)

An Efficient and Predictable Development Pattern. Maintaining an integrated approach to land use and transportation planning in the region is essential. Focusing new housing and employment in compact urban centers that are well-connected to other destinations helps promote efficiency in the provision of transit services, increases transportation options for area residents and employees, and creates less reliance on motor vehicle trips. Likewise, encouraging infill and redevelopment in established parts of the region and limiting urban development outside of the urban growth boundary/area minimizes the need to extend new transportation infrastructure or upgrade existing infrastructure.

Healthy, Inclusive, and Livable Communities. A well-connected transportation system plays a direct role in the health and wellness of the region’s population. By reducing vehicle miles traveled, ground level ozone, greenhouse gas emissions, and other air pollutants can be reduced. This in turn will help reduce chronic and acute respiratory diseases, including asthma. In addition, people who have the option of walking or bicycling to meet most of their daily needs are more likely to incorporate regular physical activity into their daily lives and, as a result, are more likely to maintain healthier weights. Lastly, transit can help ensure people of all ages, income levels, and abilities have the means to access the services they need to maintain good health.

A Vibrant Economy. Ensuring people, goods, and services can move through the region safely, efficiently, and predictably is essential to our economic health. Providing a range of multimodal travel options will help ensure the Denver region remains competitive with other major metropolitan areas for new employers and residents seeking a high quality of life, lower transportation costs, and diverse lifestyle choices.

A Safe and Resilient Built and Natural Environment. The region’s transportation decisions play a direct role in the quality of our built and natural environment. Minimizing growth in vehicle miles traveled and providing multimodal travel options are key components to reducing ground level ozone, greenhouse gas emissions, and other pollutants. Likewise, designing roadways and other transportation facilities using stormwater Best Management Practices can help minimize the effects of runoff on the region’s water quality.

Outcome 1: A balanced, well-connected multimodal transportation system.

A balanced, well-connected multimodal transportation system will include rapid transit, a regional bus system, a regional roadway system, local streets, bicycle and pedestrian facilities, as well as air and freight rail linkages. The integrated components of this system will provide reliable mobility choices to all users: residents and visitors of all ages, incomes, and abilities, as well as businesses that provide services and produce or sell goods. Users will find the transportation system easy to access, safe and secure, and it will permit efficient state and nationwide connections for people and freight.

OBJECTIVE 1.1: PROVIDE A MULTIMODAL ROADWAY SYSTEM THAT ENABLES RELIABLE TRAVEL BY AUTOMOBILES, TRUCKS, BUSES, PEDESTRIANS, AND BICYCLES

Strategy 1.1(a): Maintain and enhance a regional roadway system

Maintain and enhance a regional roadway system comprised of freeways; tollways; major regional arterials; and principal arterials that provide regional and statewide multimodal connectivity for the movement of people and goods.

Strategy 1.1(b): Expand the capacity of existing regional roadways in the most critically congested corridors

Expand the capacity of existing regional roadways in the most critically congested corridors and at key traffic bottlenecks only after applying demand management strategies and implementing operational efficiencies.

Strategy 1.1(c): Incorporate multimodal facilities or treatments into all roadways and streets

Build new streets and roadways, and retrofit existing facilities, with applicable multimodal (aka Complete Street) elements where feasible that enable safe, convenient, and comfortable travel and access for all modes—motorized vehicles, transit, bicycles, and pedestrians.

REGIONAL ACTIONS

- Coordinate with the Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), local governments, and other regional stakeholders regarding existing and future roadway needs.
- Maintain a fiscally-constrained transportation plan that reflects regional priorities for roadway system improvements.
- Adopt project funding/selection policies that encourage provision of pedestrian, bicycle, and transit facilities within road projects.
- HOV policy?

LOCAL ACTIONS

- Adopt and implement street and development standards to improve multimodal connectivity in a variety of contexts—urban, suburban, and rural, considering unique land use settings—schools, parks, offices, etc.
- Fund projects that incorporate multimodal connectivity objectives through local capital improvement programs.

Insert 2040 Metro Vision Regional Roadway System map

OBJECTIVE 1.2: EXPAND TRANSIT SERVICE AND FACILITIES TO ACCOMMODATE AN INCREASING SHARE OF DAILY TRAVEL

Strategy 1.2(a): Develop an expanded metropolitan rapid transit system

Develop an expanded metropolitan rapid transit system comprised of rail lines, Bus Rapid Transit (BRT) corridors, and transit-capable managed lane facilities that provide regional connectivity for passengers traveling throughout the region.

Strategy 1.2(b): Provide a comprehensive fixed-route bus system

Provide a fixed-route bus system that includes high frequency bus corridors, regional bus service, feeder routes to rapid transit lines, and other local route service.

Strategy 1.2(c): Provide on-demand service for targeted needs

Provide demand-response bus or van service to serve targeted needs, such as for older adults and persons with disabilities, travelers in less densely developed areas, or feeder service to rapid transit lines.

Strategy 1.2(d): Incorporate bicycle and pedestrian support facilities

Provide bicycle and pedestrian support facilities on transit vehicles and at stations, park-and-Rides, and major transit stops.

Strategy 1.2(e): Encourage use of transit services to serve outlying areas

Encourage the use of public or private transit services to major attractions not currently served by public transit, such as gaming communities or ski resorts in outlying areas.

REGIONAL ACTIONS

- Coordinate with the Regional Transportation District (RTD) and other transit service providers to implement major projects and services.
- Coordinate with Denver Regional Mobility and Access Council (DRMAC) and providers to provide transportation services to older adults, individuals with disabilities, and low income populations to improve the quality of service and increase efficiency.
- Encourage and support pricing structures that keep transit service affordable.

LOCAL ACTIONS

- Adopt transit-supportive policies and development regulations.
- Implement bicycle and pedestrian facility connections to transit service.
- Coordinate with DRCOG, the Regional Transportation District (RTD) and other transit service providers on the provision of transit elements in major development projects.

Insert 2040 Metro Vision Rapid Transit System map

OBJECTIVE 1.3: PROVIDE ROBUST BICYCLE AND PEDESTRIAN ACCESSIBILITY THROUGHOUT THE REGION TO INCREASE THEIR SHARE OF DAILY TRAVEL

Strategy 1.3(a): Require pedestrian accommodations along all roadways

Require sidewalks or pedestrian accommodations that meet or exceed standards along all roadways and within private developments in the region’s urbanized area and in densely developed rural communities.

Strategy 1.3(b): Develop local and regional bicycle facilities

Develop well-connected regional off-street and on-street bicycle corridor facilities and encourage the provision of local facilities throughout the region.

Strategy 1.3(c): Provide bicycle and pedestrian support facilities and services

Provide bicycle and pedestrian support facilities and services, such as bikesharing, wayfinding, and bicycle parking in association with major multi-use trails, transit stations, and other popular destinations.

Strategy 1.3(d): Provide first and final mile connections to transit

Provide specific bicycle and pedestrian facilities that connect transit services and stations to nearby employment and other major destinations.

REGIONAL ACTIONS

- Facilitate coordination between jurisdictions in expanding the region’s bicycle and pedestrian network.
- Support public and private bicycle sharing programs throughout the region.

LOCAL ACTIONS

- Adopt and implement local street standards that address multimodal connectivity objectives in a variety of land use contexts, and other development codes/standards, such as cul-de-sac cut-throughs.
- Fund projects that address multimodal connectivity objectives through local capital improvement programs.
- Establish wayfinding signage, bicycle parking, and other infrastructure in high traffic areas to support walking and bicycling.
- Provide first and final mile infrastructure.
- Implement protected bike lanes (on-street and separated by a barrier from traffic) with proper consideration of how users transition to and from the lanes.
- Implement off-street sidewalks and multi-use paths that are convenient to less comfortable users by providing separation (by landscaping, etc) from traffic.

OBJECTIVE 1.4: PROVIDE EFFICIENT INTERCONNECTIONS OF THE TRANSPORTATION SYSTEM WITHIN THE REGION AND TO THE REST OF THE STATE AND NATION

Strategy 1.4(a): Facilitate the movement of goods

Facilitate the movement of goods and services throughout the region by reducing obstructions such as congestion, bottlenecks, and disconnections between facilities, while providing sufficient opportunities for intermodal freight connection to destinations outside of the region.

Strategy 1.4(b): Encourage multimodal commuting and carpooling

Provide location-appropriate balances of parking and redevelopment at Park-n-Rides to encourage transit ridership and carpooling.

Strategy 1.4(c): Provide safe and convenient access for pedestrians and cyclists

Provide safe and convenient access for pedestrians and bicyclists to rapid transit stations, bus stops, and Park-n-Ride lots. Also provide secure bicycle parking and bike sharing at these locations and promote the capability of transit vehicles to carry bicycles.

Strategy 1.4(d): Support and maintain Denver Union Station as the region's primary multimodal hub

Support and maintain Denver Union Station to function as the primary multimodal hub of the regional transportation system. Further develop rapid transit hubs to support other urban centers and major destinations within the region.

Strategy 1.4(e): Improve transportation linkages to major destinations and attractions outside the region

Continue to expand the region's intercity bus and rail system, and plan for future linkages to destinations outside of the region as articulated in the State Transit and Rail Plans, the Interregional Connectivity Study (ICS), and the Advanced Guideway System (AGS) Feasibility Study.

Strategy 1.4(f): Ensure multimodal access to Denver International Airport

Ensure convenient access to Denver International Airport (DIA) for all modes of travel, and maintain DIA's important role in connecting the Denver region to the rest of the world.

Strategy 1.4(g): Maintain and enhance airport capacity throughout the region

Maintain the capacity of DIA, as well as general aviation airports throughout the region by supporting the provision of facility enhancements in response to air transportation demands, consistent with adopted plans.

REGIONAL ACTIONS

- Coordinate with CDOT and other stakeholder to include recommended projects identified through the Interregional Connectivity Study (ICS), Advanced Guideway System (AGS) Feasibility Study, and other major studies into the fiscally-unconstrained Regional Transportation Plan once funding is identified for such project recommendations.
- Support continuing activities that might eventually enable through rail freight traffic to bypass population centers
- Facilitate the provision of wayfinding signage for bicyclists, pedestrians and transit users to reach key regional destinations.

LOCAL ACTIONS

- Adopt local multimodal transportation plans that address both internal and external connectivity.
- Adopt land use standards around airports.
- Facilitate the provision of wayfinding signage for bicyclists, pedestrians and transit users to reach key regional destinations.

Outcome 2: A dependable, safe, and efficiently operated transportation system.

As the region continues to grow, maintaining the safety, dependability, and efficiency of the region's multimodal transportation system is essential. A variety of approaches will be used to monitor the flow of people and goods throughout the system and to identify ways to enhance safety and improve functionality. Continued jurisdictional coordination, innovation and advancement in tools and technologies used to manage the efficiency of the transportation system will be encouraged to maximize the use of available infrastructure and effectively leverage the region's investment.

OBJECTIVE 2.1: ASSURE EXISTING AND FUTURE TRANSPORTATION FACILITIES ARE WELL-MAINTAINED

Strategy 2.1(a): Protect the long-term viability of previous investments

Allocate transportation funds to cost-effectively maintain existing and future transportation infrastructure so as to protect the long-term viability of previous investments.

Strategy 2.1(b): Develop and apply asset management principles and techniques

Develop and apply asset management principles and techniques for operating, maintaining, and improving existing transportation infrastructure.

REGIONAL ACTIONS

- Coordinate with the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), local governments, and other regional stakeholders on a variety of asset management considerations.
- Coordinate with local governments on periodic updates to the Transportation Improvement Program.

LOCAL ACTIONS

- Actively participate in periodic updates to the Transportation Improvement Program.

OBJECTIVE 2.2: IMPLEMENT MEASURES THAT ACTIVELY MANAGE AND INTEGRATE SYSTEMS TO OPTIMIZE PERFORMANCE

Strategy 2.2(a): Implement Transportation Systems Management (TSM) projects

Implement transportation systems management (TSM) projects such as intersection improvements, ramp metering, acceleration/deceleration lanes, and others that improve the flow of motor vehicles and transit while balancing considerations for all modes.

Strategy 2.2(b): Deploy Intelligent Transportation Systems (ITS)

Deploy Intelligent Transportation Systems (ITS) such as roadway and traffic monitoring systems, transit monitoring systems, and coordinate traveler information systems to improve the effectiveness and efficiency of the transportation system.

Strategy 2.2(c): Develop effective strategies for incident management

Develop strategies for incident management that reduce the duration and impact of incidents such as motor vehicle crashes or stalled vehicles upon the movement of vehicles on the regional roadway system.

Strategy 2.2(d): Implement and operate coordinated traffic signal systems

Implement and operate coordinated traffic signal systems including across jurisdictional lines and integrate transit signal priority techniques for transit and emergency vehicles.

Strategy 2.2(e): Implement Travel Demand Management (TDM) strategies

Implement Travel Demand Management (TDM) strategies, including selective incentives and targeted promotions that will reduce the demand for single occupant motor vehicle trips by informing the region's residents and businesses about alternative travel choices and encouraging their use.

Strategy 2.2(f): Optimize existing infrastructure and reduce conflict points

Manage access (curb cuts on arterials or interchange ramps on freeways) to optimize existing infrastructure and reduce conflict points (safety) along highways in accordance with the CDOT State Highway Access Code and local codes.

Strategy 2.2(g): Support the use of congestion pricing and other tolling techniques

Develop opportunities for implementing congestion pricing and other tolling techniques on existing freeways, and implement a tolling component (price-management) on new freeway lane-addition projects, where feasible. Implement parking supply and pricing mechanisms, where appropriate. Include all impacted communities in tolling decisions, considering issues of social and economic equity, and using surplus revenues for multimodal investment or system preservation.

REGIONAL ACTIONS

- Facilitate and provide services for car-sharing, ride-sharing, and teleworking.
- Work with the Colorado Department of Transportation, Regional Transportation District, and other regional stakeholders to implement effective TSM and ITS projects; incident management strategies; congestion pricing; and other innovative tools and techniques to optimize performance and safety.
- Support legislation that would implement VMT-based fees, pay-as-you-drive insurance, and other pricing strategies that more directly and immediately reflect the cost of vehicle travel to the user.

LOCAL ACTIONS

- Implement parking supply and pricing mechanisms in urban centers and other nodes of activity throughout the region to incentivize walking, bicycling, carpooling and transit use.
- Develop and implement access management principles along major streets.

OBJECTIVE 2.3: DEVELOP AND MAINTAIN A SAFE AND SECURE TRANSPORTATION SYSTEM

Strategy 2.3(a): Identify and implement safety enhancement projects

Identify and implement safety enhancement projects that analyses show will reduce the likelihood and severity of crashes involving motor vehicles, freight and passenger trains, buses, bicycles, and pedestrians.

Strategy 2.3(b): Develop and implement strategies that enhance security

Develop and implement projects and strategies that enhance the security of all transportation facilities and users, including air and transit passengers, and aid in the efficient movement of people and vehicles during homeland security events.

REGIONAL ACTIONS

- Assess threats to and vulnerabilities of the transportation system, including consideration of national and regional homeland security initiatives, and establish and implement resolution processes in response.
- Coordinate with federal, state, regional, and local agencies to implement elements of the Transportation Systems Sector-Specific Plan (SSP) of the National Infrastructure Protection Plan (NIPP).
- Facilitate interagency coordination on a variety of safety and homeland security initiatives.

- Support legislation aimed at cost-effectively improving the safety of drivers, passengers, pedestrians, and bicyclists.

LOCAL ACTIONS

- Accurately monitor and maintain crash and traffic safety data.
- Implement projects that analyses show will reduce the likelihood and severity of crashes involving motor vehicles, freight and passenger trains, buses, bicycles, and pedestrians.
- Enforce traffic laws and ordinances as they apply to all users of the transportation system.
- Participate in federal, state, and regional initiatives related to safety and homeland security initiatives.

Outcome 3: A transportation system contributing to a better quality of life.

The region will continue to promote integrated planning and decision-making with regard to land use and transportation. Concentrating new housing, employment, and services near transit and in more compact, mixed-use urban centers will provide a broader range of travel options for residents of all ages, incomes, and abilities. Although specific needs will vary by location—all development will be encouraged to incorporate compact development patterns, a mix of land uses, complete streets, direct bicycle/pedestrian connections to transit and multiple land uses, and other features that can help reduce vehicle miles traveled, and enhance the quality of life of the region’s residents.

OBJECTIVE 3.1: IMPLEMENT EFFICIENT LAND USE AND DEVELOPMENT PATTERNS

Strategy 3.1(a): Maintain and improve efficient transportation access to downtown Denver and other regional employment hubs

Continue to support transportation improvements that enhance access to downtown Denver and other major employment hubs within the region, such as the Denver Tech Center/South I-25 Corridor, Denver Federal Center, Anschutz Medical Campus and the Fitzsimons Life Science District, the Interlocken Business Park, and Boulder/University of Colorado employment hubs.

Strategy 3.1(b): Support the growth of housing and employment options in urban centers

Provide internal pedestrian and bicycle connections between common and multiple land uses, and provide more mixed and compact land uses.

Strategy 3.1(c): Focus roadway capacity increases within the urban growth boundary/area

Focus roadway capacity increases and new freeway interchanges primarily in areas within the urban growth boundary/area, and link the provision of new capacity to supporting Metro Vision outcomes, except for major statewide connections.

Strategy 3.1(d): Promote multimodal connectivity

Promote multimodal connectivity in the design of new development and the retrofitting of established communities to facilitate the efficient movement of pedestrians, bicyclists, buses, and motor vehicles within and between centers, corridors, and neighborhoods.

Strategy 3.1(e): Implement transportation improvements that enhance transit-oriented development (TOD) opportunities

Implement targeted bus, rapid transit, bicycle, pedestrian, and other transportation improvements in locations where transit-oriented development (TOD) already exists or is planned.

Strategy 3.1(f): Consider issues of land use compatibility

Encourage coordinated decision-making to ensure potential issues of compatibility between high intensity uses—such as airport operations, intermodal facilities, or other similar uses—and neighboring land uses can be minimized.

REGIONAL ACTIONS

- Promote integrated land use and transportation planning among state and regional agencies, local governments, and the development community.

LOCAL ACTIONS

- Integrate comprehensive plan and transportation plan updates when feasible to promote efficiency and minimize the potential for future conflicts.
- Adopt land use policies and development regulations to support compact, mixed-use development patterns where appropriate.
- Reserve adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit, and roadway facilities.

OBJECTIVE 3.2: PROVIDE A TRANSPORTATION SYSTEM THAT CONSIDERS THE NEEDS AND IMPACTS ON MINORITY, LOW-INCOME, AND OLDER ADULT POPULATIONS, AS WELL AS INDIVIDUALS WITH DISABILITIES

Strategy 3.2(a): Ensure traditionally underserved populations receive a proportionate share of transportation improvements

Ensure that minority, low-income, and older adult populations, as well as individuals with disabilities receive a proportionate share of accessibility benefits, travel mode choices, and services from future transportation system improvements, and are not disproportionately affected by negative impacts associated with transportation projects and facilities.

REGIONAL ACTIONS

- As projects and facilities are implemented, ensure that benefits are proportional and negative impacts are not disproportional to vulnerable populations.

LOCAL ACTIONS

- Facilitate connections between populations in need of transportation assistance and service providers.

OBJECTIVE 3.3: DEVELOP AND MAINTAIN A TRANSPORTATION SYSTEM THAT PROTECTS AND ENHANCES AIR QUALITY, ENERGY EFFICIENCY, AND THE OVERALL ENVIRONMENT

Strategy 3.3(a): Provide efficient, low-polluting alternatives to single occupant vehicles

Provide a wide variety of transportation facilities, including rapid transit, bus service, high-occupancy vehicle (HOV) lanes, and bicycle and pedestrian facilities, that are more energy efficient and less polluting in aggregate than single occupant vehicles.

Strategy 3.3(b): Reduce potential environmental impacts of roadway construction and maintenance activities

Promote improvements in roadway construction and street maintenance activities to reduce dust and particulates; decrease associated energy consumption and pollutant emissions; and minimize and mitigate polluted water running off roadways.

Strategy 3.3(c): Encourage the use of alternative fuel vehicles and infrastructure

Encourage use of alternative fuel sources and clean-burning technology and provision of supporting infrastructure and services for alternative fuels.

Strategy 3.3(d): Support legislation that increases fuel economy standards

Support legislation that would increase fuel economy beyond current Federal Corporate Average Fuel Economy (CAFÉ) standards, impose fuel economy standards for heavy duty vehicles, incentivize purchasing high fuel economy or alternative fuel vehicles, and provide incentives for accelerated retirement of inefficient and/or high-polluting personal, commercial and fleet vehicles beyond repair.

REGIONAL ACTIONS

- Prioritize transportation system improvements that minimize transportation-related fuel consumption and air pollutant and greenhouse gas emissions.
- Support actions or regulations that reduce engine idling.
- Cooperatively develop mitigation strategies with affected regulatory or resource agencies in instances of unavoidable environmental impacts.

LOCAL ACTIONS

- Develop supporting infrastructure and local regulations, policies, ordinances (what is best term)?

Tracking our Progress/Measures of Success (To Be Completed)

The table below contains some possible measures for discussion purposes. Additional discussion with staff and stakeholders is needed to identify the most effective measures and appropriate targets. Key considerations in selecting measures will include the overall availability of data and the extent to which measures are currently being tracked by DRCOG or others in the region to minimize overlap and promote efficiency.

OUTCOMES/OBJECTIVES	POSSIBLE MEASURES	POSSIBLE TARGETS
Outcome 1. A balanced multimodal transportation system that provides for the efficient movement of people and goods.		
Objective 1.1: Provide a sustainable roadway system that enables safe and efficient travel by automobiles, trucks, buses, pedestrians, and bicycles.	•	•
Objective 1.2: Expand transit service and facilities to accommodate an increasing share of daily travel and provide mobility options.	•	•
Objective 1.3: Provide robust bicycle and pedestrian accessibility throughout the region.	•	•
Objective 1.4: Provide efficient interconnections of the transportation system within the region and to the rest of the state and nation.	•	•
Outcome 2: A dependable and safe transportation system that maximizes the efficiency and effectiveness of the region’s investments.		
Objective 2.1: Assure existing and future transportation facilities are well-maintained.	•	•
Objective 2.2: Implement measures that actively manage and integrate systems to optimize system performance and safety.	•	•
Objective 2.3: Develop and maintain a safe and secure transportation system for all users.	•	•

<p>Outcome 3: An integrated land use and transportation framework that promotes a high quality of life; supports the region’s health, economic vitality, and competitiveness; and protects our limited resources.</p>		
<p>Objective 3.1: Implement efficient and effective land use and development patterns</p>	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> •
<p>Objective 3.2: Provide a transportation system that considers the needs of and impacts on minority, low-income, elderly, and disabled persons.</p>	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> •
<p>Objective 3.3: Develop and maintain a sustainable transportation system that protects and enhances air quality, energy efficiency, and the overall environment.</p>	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> •



2035 Metro Vision Regional Transportation Plan Vision, Goals, Policies and Action Strategies

September 1, 2010

Metro Vision Transportation Vision:

A balanced sustainable multimodal transportation system will include rapid transit, a regional bus system, a regional roadway system, local streets, bicycle and pedestrian facilities, and associated system and travel demand management services. The integrated components of this system will provide reliable mobility choices to all users: residents and visitors of all ages, incomes, and physical abilities, as well as businesses that provide services and produce or sell goods. Users will find the transportation system easy to access, safe, and secure, and it will permit efficient state and nationwide connections for people and freight.

Metro Vision Transportation Goals:

Provide safe, environmentally sensitive, efficient, and sustainable mobility choices for people and goods; and integrate with and support the social, economic, and physical land use development of the region and state while supporting the following Metro Vision goals:

- Urban Centers will accommodate 50% of new housing and 75% of new employment between 2005 and 2035;
- Increase the rate of construction of alternative transportation facilities;
- Reduce the percent of trips to work by SOV to 65% by 2035 (per US Census);
- Reduce the regional per capita VMT by 10% by 2035; and
- Reduce the annual per capita greenhouse gas emissions from the transportation sector by 60% by 2035.

Metro Vision Transportation Policies:

Policy #1: System Preservation. Assure existing and future transportation facilities are maintained and preserved.

Action Strategies:

- Allocate transportation funds to cost-effectively maintain existing and future transportation infrastructure so as to protect the serviceability of previous investments.
- Develop and apply asset management principles and techniques for maintaining existing transportation infrastructure.

Policy #2: Transit. Provide increased transit service and facilities that can accommodate an increasing share of daily travel, encourage transit-oriented development, and provide mobility options.

Action Strategies:

- Develop an expanded metropolitan rapid transit system comprised of rail and bus/BRT/HOV/HOT facilities that provide regional connectivity for passengers traveling throughout the region and to and from other regions.
- Provide a fixed-route bus service system that includes high frequency bus corridors, regional bus service, feeder routes to rapid transit lines, and other local route service.
- Provide demand responsive bus or van service in appropriate circumstances, such as for elderly and disabled persons, travelers in less densely developed or smaller market areas, or feeder service to rapid transit lines.
- Encourage and support pricing structures that keep transit service affordable.
- Encourage the use of private transit services to major attractions not served by public transit, such as gaming communities or ski resorts.

Policy #3: Roadways. Provide a sustainable roadway system that enables safe and efficient travel by automobiles, trucks, buses, and bicycles.

Action Strategies:

- Maintain and enhance a regional roadway system comprised of existing, expanded, or new freeways, major regional arterials and principal arterials that provide regional and statewide multimodal connectivity for the movement of people and goods.
- Expand the capacity of existing regional roadways in the most critically congested corridors and at key traffic bottlenecks, and only after applying demand management strategies and implementing operational efficiencies.
- Implement multimodal facilities and system management improvements when constructing new or retrofitting existing major travel corridors.
- Support local streets and roadways that provide vehicular, local transit, bicycle, and pedestrian access to and from residential and non-residential areas throughout the region.
- Prioritize roadway capacity funds for projects that address gaps in the existing roadway system and eliminate bottlenecks consistent with findings of the congestion management planning process.
- Develop opportunities for implementing congestion pricing and other tolling techniques on existing freeways, and implement a tolling component (price-management) on new freeway lane-addition projects, where feasible, with all impacted communities included in the tolling decision and surplus revenue directed to multimodal investment or system preservation.

- Support legislation that would implement VMT-based fees, pay-as-you-drive insurance, and other pricing strategies that more directly and immediately reflect the cost of vehicle travel to the user.

Policy #4: Management and Operations. Make the best use of existing and future transportation facilities by implementing measures that actively manage and integrate systems to optimize system performance and safety, provide accurate real-time information, reduce the demand for single-occupant motor vehicle travel, and reduce per capita Vehicle Miles Traveled (VMT).

Action Strategies:

- Implement transportation systems management (TSM) projects such as intersection improvements, ramp metering, and acceleration/deceleration lanes that improve the flow of motor vehicles and transit.
- Deploy Intelligent Transportation Systems (ITS) such as vehicle flow treatments and national real-time system information programs, and transit monitoring system to improve the effectiveness and efficiency of the transportation system.
- Work with all involved parties to develop strategies for incident management that reduce the impact of incidents such as motor vehicle crashes upon the movement of vehicles on the regional roadway system.
- Implement coordinated traffic signal systems including across jurisdictional lines and integrate transit signal priority techniques for transit and emergency vehicles.
- Implement stand-alone and project-related Travel Demand Management (TDM) strategies, including selective incentives and targeted promotions, that will reduce the demand for single-occupant motor vehicle trips by informing the region’s residents and businesses about alternative travel choices and encouraging their use.
- Facilitate and encourage trip and vehicle sharing and teleworking.
- Manage access (curb cuts on arterials or interchanges on freeways) to maintain and restore capacity in accordance with the CDOT State Highway Access Code along state highways, and encourage local governments to develop similar standards for non-state roadways.
- Implement parking pricing mechanisms that better reflect the cost of providing infrastructure for personal vehicles.

Policy #5: Rights-of-way Preservation. Reserve adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit, and roadway facilities.

Policy #6. Denver Central Business District. Improve and maintain efficient transportation access by all modes to downtown Denver.

Policy #7: Safety. Develop and maintain a safe transportation system for all users.

Action Strategies:

- Emphasize projects on existing and future facilities that will reduce the likelihood or severity of crashes involving motor vehicles, trains, bicycles, and pedestrians.
- Support legislation aimed at cost-effectively improving the safety of drivers, passengers, pedestrians, and bicyclists.

Policy #8: Security. Develop and maintain a transportation system that provides increased security for all users.

Action Strategies:

- Assess threats to and vulnerabilities of the transportation system, including consideration of national and regional homeland security initiatives, and establish and implement resolution processes in response.
- Coordinate with federal, state, regional and local agencies to implement elements of the Transportation Systems Sector-Specific Plan (SSP) of the National Infrastructure Protection Plan (NIPP).
- Develop and implement projects and strategies that enhance the security of transportation facilities and users including air and transit passengers, and aid in the efficient movement of people and vehicles during homeland security events.

Policy #9: Bicycle and Pedestrian. Provide robust bicycle and pedestrian accessibility throughout the region.

Action Strategies:

- Require adequate sidewalks or pedestrian accommodations be provided along all roadways and within and between private developments in the region's urbanized area and in densely developed rural communities.
- Develop regional off-street and on-street bicycle corridor facilities and encourage the provision of local facilities throughout the region.
- Prioritize transportation system improvements locally and regionally that support bicycle and pedestrian modes as viable alternative travel choices.
- Encourage bicycle sharing programs.

Policy #10: Interconnections. Provide efficient interconnections of the transportation system within modes, among different modes, and between the metropolitan area and the rest of the state and nation.

Action Strategies:

- Improve transportation linkages to major destinations and attractions outside the region.
- Facilitate the movement of goods throughout the region by reducing obstructions such as congestion, bottlenecks, and disconnections between facilities, while providing sufficient opportunities for intermodal freight connection.
- Provide sufficient and secure automobile parking capacity at park-n-Rides to encourage multimodal commutes and ridesharing.
- Provide safe and convenient access for pedestrians and bicyclists to park-n-Ride lots, rapid transit stations, and bus stops. Also provide bicycle parking and promote the capability of transit vehicles to carry bicycles.
- Develop the Denver Union Station to function as the primary multimodal hub of the regional transportation system. Consider the development of rapid transit hubs in all major communities.
- Consider opportunities for the development of an intercity commuter rail or bus system along the Front Range, and also incorporate, within the region, elements of a statewide intercity rail system.
- Ensure convenient access to Denver International Airport (DIA) for all modes of travel, and maintain DIA's important role in connecting the Denver region to the rest of the nation.
- Maintain the capacity of DIA and support the provision of capacity enhancements in response to air transportation demands, consistent with original DIA development plans.
- Support continuing activities that might eventually enable through rail freight traffic to bypass population centers.
- Support actions to maintain and incrementally improve regional general aviation airport capacity.

Policy #11: Transportation-Efficient Housing and Business Developments.

Design new developments within communities to allow the efficient movement of pedestrians, bicyclists, buses, and motor vehicles within, to, and through the area.

Policy #12: Land Use Integration. Implement transportation system components that support Metro Vision’s urban growth boundary/area, urban centers, open space, and associated concepts.

Action Strategies:

- Encourage transportation projects that support the growth of housing and employment within designated urban centers.
- Provide roadway capacity increases and new freeway interchanges primarily in areas within the urban growth boundary/area, except for major statewide connections.
- Promote multimodal interaction between streets and adjacent development in the design of new developments, and through the retrofitting of existing streets.
- Encourage open space preservation in conjunction with new major transportation facilities.
- Encourage transportation projects that directly serve the designated freestanding communities.
- Encourage bus, rapid transit, bicycle, pedestrian and other transportation facilities and amenities that enhance transit-oriented developments (TOD).
- Encourage decision makers to consider the mutual effects of airport operations, off-airport activities, and neighboring land uses on each other.
- Provide a transportation system that supports the region’s economic vitality, competitiveness, and sustainability.

Policy #13: Transportation for the Disadvantaged. Provide a transportation system that considers the needs of and impacts on minority, low-income, elderly, and disabled persons.

Action Strategies:

- Ensure that minority, low-income, elderly, and disabled households receive a proportionate share of accessibility benefits, travel mode choices, and services from future transportation system improvements, and are not disproportionately affected by negative impacts associated with those improvements.
- Promote coordination between disadvantaged transit service providers to improve the quality of service and increase efficiency.

Policy #14: Environmental Quality. Develop and maintain a sustainable transportation system that protects and enhances air quality, energy efficiency and the overall environment.

Action Strategies:

- Provide a wide variety of transportation facilities, including rapid transit, bus service, high-occupancy vehicle (HOV) lanes, and bicycle and pedestrian facilities, that are more energy efficient and less polluting in aggregate than single-occupant vehicles.
- Prioritize transportation system improvements that minimize transportation-related fuel consumption and air pollutant and greenhouse gas emissions.
- Promote improvements in roadway construction and street maintenance activities to reduce dust and particulates; decrease associated energy consumption and pollutant emissions; and minimize and mitigate polluted water running off roadways.
- Encourage use of alternative fuel sources and clean-burning technology and provision of supporting infrastructure and services for alternative fuels.
- Cooperatively develop mitigation strategies with affected regulatory or resource agencies in instances of unavoidable environmental impact.
- Support legislation that would increase fuel economy beyond current Federal Corporate Average Fuel Economy (CAFÉ) standards, impose fuel economy standards for heavy duty vehicles, incentivize purchasing high fuel economy or alternative fuel vehicles, and provide incentives for accelerated retirement of inefficient and/or high-polluting personal, commercial and fleet vehicles that are beyond repair.
- Support actions or regulations that reduce engine idling.
- Explore the potential of select speed limit reductions.



Metro Vision 2040 – Draft Plan Element: A Connected Region

Jacob Riger, DRCOG Transportation Coordinator, presented and facilitated an introductory discussion on the transportation section (*A Connected Region*) of Metro Vision 2040.

He reviewed that the development of the *2040 Metro Vision Regional Transportation Plan (2040 MVRTP)* and its subset document, the *Fiscally Constrained 2040 Regional Transportation Plan*, are closely integrated with the policy framework of the Metro Vision 2040. The 2040 MVRTP will be developed together and adopted with the final Metro Vision 2040 plan in June 2015. He noted that the *Fiscally Constrained 2040 RTP* will be adopted by January 2015 to meet federal requirements, but incorporates MV 2040 policy direction to date. .

He asked the committee to provide comment on the restructuring of the previous 2035 MVRTP's *Vision, Goals, Policies and Action Strategies* into the new 2040 format of *Outcomes, Objectives, Strategies, and Actions (and Measures and Targets)*. (Attachment 1 in agenda). He noted the Transportation Advisory Committee (TAC) provided initial comment on Attachment 1 at its August 25 meeting (as noted in red font in Attachment 1).

Timeline:

- September/October –Draft *A Connected Region* element of Metro Vision 2040
- October 27 - TAC/MVPAC joint meeting to review draft Connected Region text and policy component and provide guidance to staff.

Member comments:

- Metro Vision Transportation Goals
 - The RTP doesn't reflect the policy direction to encourage more multimodal transportation. Only 1% of funding directed to bicycle/pedestrian projects in the 2035 MVRTP. Jacob noted that the RTP lists large roadway and rapid transit capacity projects for federal air quality modeling purposes. The TIP implements the RTP, and the TIP scoring criteria and RTP project selection criteria incentivize multimodal projects and strongly implement Metro Vision.
 - We should encourage roadway projects to include bicycle/pedestrian elements.
 - The language should include more discussion on BRT opportunities, as well as bicycle and pedestrian opportunities.
 - Language should include reference to affordability and transportation equity. i.e., last sentence in Vision "...system easy to access, safe, secure, and affordable, and..." in both Vision and Goals
 - In 4th bullet. *Reduce the regional (2005) per capita VMT by 10% by 2035*, agrees with TAC/staff comments to change to a new base year of 2010.
 - A member asked if 10% would apply if changing the base year to 2010. Jacob responded this question highlights that the VMT indicator should be a target rather than a rate.
 - It was noted that the urban centers 50/75 goal is mentioned in the goals language, but is not mentioned anywhere else until Policy #12. It should also be in policies 2, 9, 10, and 11.
- General comments
 - Overall, need to have more local action strategies on some of these policies.
 - Overall, the document is missing the perspective of looking at person trips.
 - Needs more reference to land use integration.

Attachment 3

Metro Vision Planning Advisory Committee Summary
September 17, 2014
Page 4

#1 System Preservation.

- Suggested using “maintenance”, rather than “preservation”.

#3 Roadways.

- *1st bullet, “Maintain and enhance a regional roadway system comprising.....”*
 - Suggested revising or qualifying “and enhance”. Capacity improvements on regional system based strictly on level of service is not sufficient, should be tied to multiple goals (i.e., air quality or economic development).
- *6th bullet, “Develop opportunities for implementing congestion pricing and other tolling techniques on existing freeways,...”*
 - Integrate equity issues into any road pricing approaches. Also could apply to strategies to address gaps and eliminate bottlenecks.
 - Strategies should encourage incorporating express bus and BRT into managed lanes projects (to serve people of all income levels).

#4: Management and Operations

- Call out telecommuting more explicitly. Jacob said it is listed in Policy #4 as a TDM strategy.
- Recognize and support the innovation in ride and car sharing technology (Car2Go, Lyft, Uber, etc.)
- Encourage pilot “cutting edge” technology, i.e, Google cars that may be “mainstream” in 2040

#6: Denver Central Business District

- As suggested by TAC the policy should identify areas beyond just Denver CBD (not universal agreement on this point).

#9 Bicycle and Pedestrian.

- Explicitly state we are attempting to increase the mode share for bicycle and pedestrian travel. (i.e., a hub and spoke system at transit centers, for example, short, protected bike routes from a transit center).
- What is “adequate” sidewalks? Need to consider an expanded notion of what the pedestrian environment should be (the land use adjacent, etc.) Jacob said statement is to address the issue of actual existing physically substandard and unsafe sidewalks.

#10 Policy Interconnections.

- *3rd bullet. “Provide sufficient and secure automobile parking capacity at park-n-Rides....”*
 - A strategy of replacing or evolving park-n-Rides with development should be considered, as has been recently done at the Alameda station.
 - Others noted that parking at stations is critical in some areas of the region. A blanket policy statement would not recognize this nuance.
 - The strategy should not just suggest parking elimination, but should speak to optimizing land uses that support ridership.
 - We should not have an overall regional policy that suggests parking is the highest and best use around a station, and that local jurisdictions should determine parking needs.

#12 Land Use Integration. *2nd bullet. Provide roadway capacity increases....*

- Projects should meeting multiple goals including being located within UGB/A.

ATTACHMENT B

MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, September 22, 2014

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Jeanne Shreve	Adams County
Kimberly Dall	Adams County-City of Brighton
Dave Chambers	Arapahoe County – City of Aurora
Joy McGee	Arapahoe County
Tom Reed (Alternate)	Aviation Interests
George Gerstle	Boulder County
Heather Balsler	Boulder County – City of Louisville
Debra Baskett (Chair)	Broomfield, City and County
Steve Klausing	Business/Economic Development Interests
Jeff Sudmeier (Alternate)	Colorado Dept. of Transportation, Div. Transp. Dvlpmnt.
Dave Gaspers (Alternate)	City and County of Denver
Janice Finch	City and County of Denver
Douglas Rex	Denver Regional Council of Governments
John Cotten	Douglas County-City of Lone Tree
Tom Reiff	Douglas County-Town of Castle Rock
Kathleen Osher	Environmental Interests
Bob Manwaring	Jefferson County-City of Arvada
Kevin French	Jefferson County
Bert Weaver	Non-MPO Area
Tex Elam	Non-RTD Transit
Ken Lloyd	Regional Air Quality Council
Jim Taylor	Senior Interests
Ted Heyd (Alternate)	TDM/Non-motor
Richard Leffler	Weld County – City of Frederick

OTHERS PRESENT:

Kent Moorman (Alternate)	Adams County – City of Thornton
Bryan Weimer (Alternate)	Arapahoe County
Phil Greenwald (Alternate)	Boulder County – City of Longmont
Danny Herrmann (Alternate)	Colorado Dept. of Transportation, Reg. 1
Mike Salisbury (Alternate)	Environmental Interests
Dave Baskett (Alternate)	Jefferson County-City of Lakewood
Kate Cooke (Alternate)	Regional Air Quality Council

Public: Paul Jesaitis, CDOT; Amanda Brimmer, RAQC; Brian Welch, Susan Wood, RTD

DRCOG staff: Jacob Riger, Matthew Helfant, Mark Northrop, Casey Collins

Call to Order

Chair Debra Baskett called the meeting to order at 1:34 p.m.

Public Comments

There was no public comment.

Membership Announcements

The following changes to the TAC membership as of this meeting were noted by the Chair:

New Members

Joy McGee, City of Greenwood Village
Jim Taylor, Senior Interests
Aylene McCallum, TDM/Non-motorized Interests
Kimberly Dall, City of Brighton

Switched from Alternate to Member

Jeanne Shreve, Adams County
John Cotton, City of Lone Tree
Richard Leffler, Town of Frederick
Steve Klausing, Business/Econ. Dev. Interests

New Alternates

Kent Moorman, City of Thornton
Tom Reiff, Town of Castle Rock

Switched from Member to Alternate

Mike Sutherland, Town of Parker
Janet Carter, Weld County
Ted Heyd, Bicycle Colorado

Summary of August 25, 2014 Meeting

The meeting summary was accepted, with the following corrections:

- in Member Present list, add Mike Salisbury.
- in Member Comment/Other Matters section, Janice Finch requested a correction to clarify that she asked for TAC review of the TIP project scoring both before and after the Peer Review Panel, and review the second phase scenario development before it goes to MVIC.

ACTION ITEMS

Motion to recommend to the Regional Transportation Committee approval of the *Updated DRCOG 2014 FasTracks Baseline Review and Determination Report*.

Matthew Helfant presented an updated version of the *DRCOG 2014 FasTracks Baseline Review and Determination Report* recommended by the committee at the previous meeting on August 25. Staff decided to bring its report back to TAC because they became aware of the following substantive change not reflected in the previous staff report:

- Northwest Rail Line trains (between DUS and Westminster) will not stop at the 41st/Fox or Pecos Junction stations (shared with the Gold Line). This change is noted in the updated DRCOG Review and Determination Report on page 4 under Operating Characteristics. RTD will re-evaluate this operational change after one year of implementation in 2017.

Mr. Helfant said staff has concluded that neither this change nor moving up of the opening day for the Southeast Extension from the 2030-2035 timeframe to 2019 (presented at the August 25 TAC) will require SB-208 action.

Additionally, Mr. Helfant provided answers to questions that were asked at the last meeting:

1. What are expenditures included in the \$29.2 million on Northwest Rail Phase 2 before 2019?
 - Confirmed that the \$29.2 million total includes \$12.2 million for monies previously spent on planning and environmental studies, as well as preliminary engineering. The remaining \$17 million is for the Downtown Longmont station.
2. Does the 1% growth level of bus service identified include US-36 BRT?
 - The RTD Baseline Report, on page 62, states that *“the increases in bus service between today and 2020 are a result of two FasTracks bus projects; the Free MetroRide and US-36 BRT”*.

Brian Welch, RTD Senior Manager of Planning Technical Services, spoke on the Northwest Rail Line non-stop route from DUS to Westminster. He said the concessionaire agreement signed in 2010 with Denver Transit Partners (part of the Eagle P3 project), specified the segment between DUS and

Westminster would be direct service. The electrified commuter trains will slow down, but not stop, at the 41st/Fox and Pecos Junction stations.

Mr. Welch said RTD will allow the agreement to run one full year in the current configuration and would re-evaluate sometime in 2017 to see if additional stops are warranted, based on discussion with the concessionaire and stakeholders.

Jim Taylor said the Executive Committee of the Sustainable Communities Initiative (SCI), which has station area work underway on the corridor, has concerns about the Northwest Rail Line's route from DUS to Westminster not stopping at the 41st/Fox and Pecos Junction stations. He requested the re-evaluation be done as soon as possible. Jeanne Shreve agreed.

George Gerstle said stakeholders have not received a current draft of the US-36 BRT operating plan from RTD for review. The initial draft was presented a year ago with significant local concerns and said stakeholders are concerned about what the opening day frequencies will look like. Heather Balser was also concerned about what expectations are through 2040, as substantial service increases are expected.

George Gerstle MOVED to recommend approval of the updated *DRCOG 2014 FasTracks Baseline Review and Determination Report*, with two comments:

- Encouraging RTD to re-evaluate the operational change—Phase I Northwest Rail Line trains not stopping at the 41st/Fox or Pecos Junction stations*—as quickly as feasible. (**Stations are shared with the Gold Line*)
- Recognizing the need for continued work on an operational plan for BRT on US-36 in a cooperative manner with RTD and corridor stakeholders.

Heather Balser SECONDED the motion and the MOTION PASSED unanimously.

INFORMATIONAL ITEMS

Presentation on implications of the 2014 Ozone Season

Doug Rex introduced Ken Lloyd, Regional Air Quality Council (RAQC) Executive Director, who presented an overview of the region's air quality. Ozone is the principal air quality concern in the region and is primarily a summertime problem.

EPA's current health-based ozone standard is 75 ppb (parts per billion) and a recommendation to lower the standard is expected to be announced by December 2014. The new proposed standard is expected to be between 60-70 ppb. The EPA standard is reviewed every five years; the last review was 2008.

Mr. Lloyd said the 2014 summer season demonstrated the lowest regional ozone values ever recorded (due to cooler, wet weather), but noted the region is still out of compliance when considering the federally mandated 3-year average.

Typically, 10-15 days are above the 75 ppb standard on a bad year; if the EPA standard is lowered to 60 ppb, the number of exceedences could increase to around 80. He advocated for looking at regional strategies, rather than only local, to reduce ozone.

Janice Finch asked if RAQC's models take into account assumptions of climate change. Mr. Lloyd said the models generally deal in a 5-year horizon and currently are not adjusted for climate change.

Mike Salisbury asked if extra strategies are needed to meet new ozone standards. Mr. Lloyd said the region will be close to the 75 ppb standard by 2018, but it will be a huge challenge to meet the new 60 ppb standard. He noted transport is also a challenge, as only 20% of the region's ozone is actually generated in Colorado.

Jeanne Shreve asked if DRCOG plans to submit comments when the proposed standard is announced in December. Doug Rex said DRCOG will likely comment as it has in the past.

George Gerstle said a key assumption is the long-term forecast for VMT. Mr. Lloyd said policy decisions can help moderate VMT growth to meet the ever-lowering ozone standards.

Member Comment/Other Matters

- The next meeting will be a joint meeting of the TAC and the Metro Vision Planning Advisory Committee (MVPAC) on October 27, 2014. There will be a group discussion of the draft text for the transportation related section of the Metro Vision 2040 – *A Connected Region*.
- Doug Rex provided some preliminary information on the TIP project submissions from the recently closed call for projects. One hundred thirty-nine projects were submitted for a total of about \$569 million requested for the approximately \$175 million available (STP-Metro, CMAQ, and TAP funds).

Preliminary breakdown of project submittals

11 Roadway Capacity
30 Roadway Operations
4 Roadway Reconstruction
66 Bicycle/Pedestrian (twice as many as last TIP)
9 Transit-related
1 Other Enhancement
18 Studies

- George Gerstle asked that the TAC have a presentation/discussion on SB-228 funding.
- Steve Klausing asked that a discussion be held on how the new outcomes, objectives, strategies, and local/regional actions get translated into the TIP scoring criteria. He also asked for discussion on how the new elements in the Metro Vision (i.e., Housing, Economic Vitality) have an impact or influence on the scoring criteria related to the RTP for future TIPs.

The meeting ended at 2:40 p.m.

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee
From: Douglas W. Rex, Transportation Planning and Operations Director
303-480-6747 or drex@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
October 27, 2014	Action	5

SUBJECT

Amendment to the *Policy on Transportation Improvement Program (TIP) Preparation: Procedures for preparing the 2016-2021 TIP* to reflect recommended second phase selection criteria by MVIC.

PROPOSED ACTION/RECOMMENDATIONS

Recommend for the Board's consideration the inclusion of second phase criteria within the 2016-2021 TIP Policy document.

ACTION BY OTHERS

N/A

SUMMARY

Background

TIP projects selected as part of the 2016-2021 call for projects will be selected in two phases. In the first phase, projects are selected directly from the score-ranked lists of funding requests by project type. A maximum of 75 percent of available funds will be programmed in first phase. The remaining 25 percent of funds are programmed in second phase and will consider other criteria in addition to project score.

At its July meeting, the Board approved the Policy on Transportation Improvement Preparation (aka TIP Policy) which is being used as the basis for selecting first phase projects for the 2016-2021 TIP. During their deliberations, staff informed the Board that second phase criteria was not part of their action and will be amended into the TIP Policy document later this fall per Board action.

Second Phase Criteria

Since August, MVIC has been actively engaged with developing proposed criteria that will ultimately be used to guide second phase project selection. At its October meeting, MVIC formalized its recommendation to include the following second phase criteria:

Tier 1	
Very Small Communities	Projects submitted by communities with less than \$10 million in annual net sales tax value (based on the most recent data from the CO Dept. of Revenue). <i>Used in previous TIP, but definition was changed for 2016-2021 TIP. Previously defined as less than 12,500 population or employment.</i>

County Funding Equity Status and Ratio

A calculation comparing the amount of dollars programmed within a county to the percent contribution from each county. A county's financial equity shall be considered "even" if its estimated percentage of programmed expenditures is within 10 percentage points of its computed percentage of contributions.

Contribution Variables: Population, employment, vehicle miles traveled, and disbursements from the state Highway Users Trust Fund (HUTF) (all weighted equally).

Expenditure Variables: DRCOG programmed funds (2003-2019) only.

Used in previous TIP, but formula was redefined for 2016-2021 TIP. Previously, Contribution variables included: population (40 percent), gross vehicle miles of travel (40 percent), transportation-related sales tax revenues (20 percent). Expenditure variables included: DRCOG, CDOT and RTD programmed projects.

Tier 2	
TIP Score Points	Total project points from first phase selection. <i>Used in previous TIP.</i>
Multi-Jurisdictional Projects	Projects that cross the geographic boundary of two or more DRCOG jurisdictions.
Projects Not Eligible in First Phase	Projects types (Studies and Other Enhancement) only eligible in second phase.
Number of Sponsor Projects Selected in First Phase	The number of sponsor projects selected in first phase will be noted.
First-Last Mile Connection	Projects that expand the quality of access to transit [rail or BRT stations, park-N-ride lots, transit terminals (all currently open on or before 2025), and existing bus stops] The path/service must be safe, intuitive and universally accessible. Projects must provide a connection to a destination (residential development, school, office, shopping, dining, park, recreational facility) or fill a gap connecting to a destination within a one mile buffer from a transit property.
<u>Eligible project types include:</u>	
Bicycle/Pedestrian Projects	Project physically touches transit or eliminates a barrier that impedes patrons from accessing transit.
Roadway Capacity, Roadway Operational Improvement, and Roadway Reconstruction projects	Project must include bike (e.g. bike path, multi-use path) and/or pedestrian facilities that physically touch transit or eliminate a barrier that impedes patrons from accessing transit.
Transit Services Projects	Shuttle/Circulator projects that services transit

Additionally, MVIC recommended that second phase criteria be grouped into two tiers in order to place additional emphasis during deliberations on (i) Very Small Communities and (ii) County Funding Equity Status and Ratio. The remaining five criteria would be recognized as Tier 2.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board of Directors amending the *Policy on Transportation Improvement Program (TIP) Preparation: Procedures for preparing the 2016-2021 TIP* to include second phase project selection.

ATTACHMENTS

1. TIP Policy with amended language
2. [MVIC Meetings: August-October](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Director, Transportation Planning and Operations at 303-480-6747 or drex@drcoq.org

F. First Phase Selection

In the first of the two phases, new projects are selected directly from the ranked lists of funding requests, to a maximum of 75 percent of not-yet-programmed funding. **Funding targets** per project type are established below to implement the objectives in the RTP. These funding targets are used to establish the maximum selection in the first phase for each project type. Project types not listed (Other Enhancements projects and Studies) are not scored and will be considered in the second phase selection process only.

Funding Targets for First Phase Selection by Project Type (75% of not-yet-programmed funding)	
Roadway Capacity	38%
Roadway Operational Improvements	22%
Roadway Reconstruction	15%
Transit Service	6%
Transit Passenger Facilities	3%
Bicycle/Pedestrian	16%
Total	100%

The number of projects awarded between \$100,000 and \$300,000 in federal funding will be capped at 10, with the remaining placed on the waiting list.

G. Second Phase Selection

The remaining 25 percent of the not-yet-programmed funding will be programmed in the second phase selection. It will use the following criteria to guide project selection. Additional emphasis will be given to Tier 1 criteria (Very Small Communities; County Funding Equity Status and Ratio) during second phase deliberations.

Project Selection Criteria for Second Phase Selection (25% of not-yet-programmed funding)	
Tier 1	
Very Small Communities	Projects submitted by communities with less than \$10 million in annual net sales tax value (based on the most recent data from the CO Dept. of Revenue). See Appendix H.
County Funding Equity	A calculation comparing the amount of dollars programmed within a county to the percent contribution from each county. A county's financial equity shall be considered "even" if its estimated percentage of programmed expenditures is within 10 percentage points of its computed percentage of contributions.
Contribution Variables:	Population, employment, vehicle miles traveled, and disbursements from the state Highway Users Trust Fund (HUTF) (all weighted equally).
Expenditure Variables:	DRCOG programmed funds (2003-2019) only.

Tier 2	
TIP Project Score	Total project points from first phase selection.
Multi-Jurisdictional Projects	Projects that cross the geographic boundary of two or more DRCOG jurisdictions.
Projects Not Eligible in First Phase	Projects types (Studies and Other Enhancement) only eligible in second phase.
Number of Sponsor Projects Selected in First Phase	The number of sponsor projects selected in first phase will be noted.
First-Last Mile Connection	Projects that expand the quality of access to transit [<i>rail or BRT stations, park-N-Ride lots, transit terminals (all currently open on or before 2025), and existing bus stops</i>]. The path/service must be safe, intuitive and universally accessible. Projects must provide a connection to a destination (residential development, school, office, shopping, dining, park, recreational facility) or fill a gap connecting to a destination within a one mile buffer from a transit property.
<u>Eligible project types include:</u>	
Bicycle/Pedestrian Projects:	Project physically touches transit or eliminates a barrier that impedes patrons from accessing transit.
Roadway Capacity, Roadway Operational Improvement, and Roadway Reconstruction projects:	Project must include bike (e.g. bike path, multi-use path) and/or pedestrian facilities that physically touch transit or eliminate a barrier that impedes patrons from accessing transit.
Transit Service Projects:	Shuttle/Circulator projects that services transit.

Attachment 1

APPENDIX H**2012 NET SALES TAX VALUE**

Place	2012 Net Sales Tax	Very Small Community
Denver (City & County)	\$ 346,264,184	
Arapahoe County	\$ 245,564,916	
Jefferson County	\$ 188,359,789	
Adams County	\$ 168,479,021	
Boulder County	\$ 120,067,945	
Douglas County	\$ 114,684,592	
Aurora	\$ 109,137,306	
Lakewood	\$ 65,784,549	
Boulder	\$ 60,079,473	
Centennial	\$ 46,476,855	
Westminster	\$ 42,599,358	
Littleton	\$ 38,001,330	
Lone Tree	\$ 35,778,407	
Thornton	\$ 34,550,838	
Englewood	\$ 32,837,929	
Broomfield (City & County)	\$ 29,651,024	
Longmont	\$ 27,688,436	
Arvada	\$ 27,407,995	
Weld County (SW Only)	\$ 20,000,000	
Parker	\$ 19,156,478	
Golden	\$ 18,326,653	
Castle Rock	\$ 17,880,370	
Greenwood Village	\$ 17,456,769	
Commerce City	\$ 17,080,052	
Brighton	\$ 15,430,418	
Wheat Ridge	\$ 15,255,651	
Northglenn	\$ 11,324,861	
Louisville	\$ 10,556,600	
Glendale	\$ 10,251,518	
Sheridan	\$ 6,100,771	X
Lafayette	\$ 6,051,714	X
Superior	\$ 5,074,044	X
Frederick	\$ 4,839,399	X
Federal Heights	\$ 3,677,031	X
Firestone	\$ 3,209,490	X
Fort Lupton	\$ 2,368,342	X
Edgewater	\$ 1,762,477	X
Erie	\$ 1,611,414	X
Dacono	\$ 1,303,983	X
Mead	\$ 1,116,797	X
Castle Pines North	\$ 1,096,406	X
Bennett	\$ 707,469	X
Nederland	\$ 666,422	X
Cherry Hills Village	\$ 617,776	X
Morrison	\$ 596,163	X
Hudson	\$ 444,464	X
Lyons	\$ 424,808	X
Foxfield	\$ 232,850	X
Lochbuie	\$ 227,886	X
Larkspur	\$ 151,678	X
Columbine Valley	\$ 121,466	X
Lakeside	\$ 106,656	X
Deer Trail	\$ 33,794	X
Ward	\$ 9,491	X
Bow Mar		X
Jamestown		X
Mountain View		X
Source:	FY12 CO Dept. of Rev	

ATTACHMENT D

To: Chair and Members of the Board of Directors

From: Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations
tcottrell@drcoq.org or 303-480-6737

Meeting Date	Agenda Category	Agenda Item #
October 27, 2014	Information	6

SUBJECT

This item provides a briefing on *2016-2021 Transportation Improvement Program (TIP)* development process.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

Requests for federal funding in the 2016-2021 TIP were submitted to DRCOG on or before September 19, 2014. A total of \$573 million in federal funds was requested. It is estimated \$174 million will be available for funding the requests after all off-the-top commitments and set-aside programs are honored.

DRCOG staff will brief the committee on the funding requests received, eligibility determinations, the evaluation process, and schedule. The attached list identifies all the funding requests submitted, sorted by project type and then by sponsor.

The adopted TIP Policy states DRCOG staff will conduct a scoring review, examine each eligible funding request for accuracy, and correct those that are inaccurate. The Policy also indicates a peer review panel will be convened to validate DRCOG staff's proposed scoring changes, as necessary. The peers are typically TAC members/alternates.

Volunteers are requested to serve on this peer review panel on November 13 from 1:00 to 4:00 p.m. at DRCOG. The panel will be limited to 15 people; if more than 15 sign up, staff will make panel selections based on location and subject matter experts.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

No action is requested. Volunteers to serve on the peer review panel are sought.

ATTACHMENT

Table 1 - 2016-2021 TIP: Projects Submitted (sorted by Project Type)

ADDITIONAL INFORMATION

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

Table 1: 2016-2021 TIP: All Submitted Projects, Listed by Project Type

Sponsor	Project Title	COG ID	Project Type	Federal Funds Requested (\$1,000s)
Submitted Roadway Capacity Projects				
Aurora	6th Ave/Pkwy Extension: Liverpool St to E-470	Aura-2014-008	Roadway Capacity	\$13,918
Commerce City	88th Ave Widening: I-76 to Hwy 2	CoCy-2014-003	Roadway Capacity	\$28,809
Denver	Martin Luther King Jr Blvd Extension: Havana St to Peoria St	Denv-2014-001	Roadway Capacity	\$8,500
Denver	SB I-25 On-Ramp and Broadway Reconstruct: Exposition Ave to Kentucky Ave	Denv-2014-007	Roadway Capacity	\$17,373
Denver	56th Ave Widening: Chambers Rd to Pena Blvd	Denv-2014-012	Roadway Capacity	\$9,800
Douglas County	County Line Rd: Phillips Ave to University Blvd Capacity Improvements	DgCo-2014-001	Roadway Capacity	\$6,000
Douglas County	US-85: Highlands Ranch Pkwy to Blakeland Dr Capacity Improvements	DgCo-2014-003	Roadway Capacity	\$15,000
Douglas County	US-85: Blakeland Dr to County Line Rd Capacity Improvements	DgCo-2014-004	Roadway Capacity	\$15,000
Lone Tree	Ridgegate Pkwy Widening: Havana St to Lone Tree City Limits	Ltre-2014-002	Roadway Capacity	\$6,400
Thornton	104th Ave Widening: Grandview Ponds to S Platte River	Thor-2014-001	Roadway Capacity	\$8,040
Wheat Ridge	Wadsworth Blvd Widening: 35th Ave to 48th Ave	WhRd-2014-001	Roadway Capacity	\$25,280
Total				\$154,120
Submitted Roadway Operational Projects				
Arapahoe County	Gun Club Rd and Quincy Ave Operational Improvements	ApCo-2014-003	Roadway Operational	\$6,350
Arapahoe County	Iliff Ave Corridor Operational Improvements: Parker Rd to Quebec St	ApCo-2014-004	Roadway Operational	\$21,238
Arvada	SH-72 at W 72nd Ave Intersection Operational Improvements	Arvd-2014-002	Roadway Operational	\$5,406
Arvada	Parker Rd/Quincy Ave/Smoky Hill Rd Operational Improvements	Aura-2014-005	Roadway Operational	\$4,492
Aurora	Airport Blvd-Buckley Rd/Alameda Pkwy Intersection Operational Improvements	Aura-2014-006	Roadway Operational	\$1,664
Aurora	Peoria St Operational Improvements: Fitzsimons Pkwy to North of Sand Creek	Aura-2014-007	Roadway Operational	\$11,874
Broomfield	Dillon Rd Operational Improvements: 120th St to Sheridan Pkwy (30% match)	BfCo-2014-001	Roadway Operational	\$15,274
Broomfield	Dillon Rd Operational Improvements: 120th St to Sheridan Pkwy (ROW and CON only)	BfCo-2014-003	Roadway Operational	\$11,312
Broomfield	Dillon Rd Operational Improvements: 120th St to Sheridan Pkwy (40% match)	BfCo-2014-004	Roadway Operational	\$13,092
Castle Rock	Founders Pkwy and Allen Way Intersection Operational Improvements	CRck-2014-001	Roadway Operational	\$2,638
Castle Rock	Founders Pkwy and Crowfoot Valley Rd Intersection Operational Improvements	CRck-2014-002	Roadway Operational	\$2,042
Castle Rock	Plum Creek Pkwy and Wilcox St Intersection Operational Improvements	CRck-2014-003	Roadway Operational	\$1,730
Denver	Quebec St/Coffax Ave Intersection Operational Improvements	Denv-2014-003	Roadway Operational	\$10,333
Denver	Coffax Ave Transit Enhancements: 7th St near I-25 to Yosemite	Denv-2014-011	Roadway Operational	\$12,004
Denver	Quebec St Operational Improvements: Sandown Rd/40th Ave to I-70	Denv-2014-022	Roadway Operational	\$4,290
Denver	Quebec St Operational Improvements: 13th Ave to 26th Ave	Denv-2014-034	Roadway Operational	\$11,500
Douglas County	US-85 Operational Improvements: Blakeland Dr to County Line Rd	DgCo-2014-005	Roadway Operational	\$15,000
Erie	County Line Road Operational Improvements: Bonnel Ave to Erie Pkwy	Erie-2014-001	Roadway Operational	\$3,240
Erie	County Line Road Operational Improvements: Erie Pkwy to Telleen Ave	Erie-2014-002	Roadway Operational	\$2,640
Erie	County Line Road Operational Improvements: Telleen Ave to Evans St	Erie-2014-004	Roadway Operational	\$2,200
Lafayette	Highway 7 PEL Operational Improvements: Hwy 7 and 119th St	Lafa-2014-006	Roadway Operational	\$1,510
Lafayette	Highway 7 PEL Operational Improvements: South Boulder Rd and 119th/120th St	Lafa-2014-007	Roadway Operational	\$2,665
Lakewood	Alameda Ave Operational Improvements: Vance St to Pierce St	Lakw-2014-007	Roadway Operational	\$1,150
Louisville	Highway 42/96th St Corridor Operational Improvements: Lock St to Pine St	Lou-2014-001	Roadway Operational	\$4,178
Louisville	Hwy 42/96th St Corridor Operational Improvements: Pine St to S Boulder Rd	Lou-2014-003	Roadway Operational	\$8,837
Louisville	Hwy 42/96th St Corridor Operational Improvements: S Boulder Rd to Paschal Dr	Lou-2014-004	Roadway Operational	\$4,840
Westminster	Sheridan Blvd Operational Improvements: 87th Ave to US-36	West-2014-001	Roadway Operational	\$5,600
Wheat Ridge	Wadsworth Blvd Operational Improvements: 35th Ave to 41st Ave	WhRd-2014-002	Roadway Operational	\$8,085
Wheat Ridge	Wadsworth Blvd Operational Improvements: 38th Ave to 44th Ave	WhRd-2014-003	Roadway Operational	\$2,730
Wheat Ridge	Wadsworth Blvd Operational Improvements: 41st Ave to 46th Ave	WhRd-2014-004	Roadway Operational	\$9,424
Wheat Ridge	Wadsworth Blvd Operational Improvements: 44th Ave to 48th Ave	WhRd-2014-005	Roadway Operational	\$6,408
Total				\$213,746
Submitted Roadway Reconstruction Projects				
Arvada	Ralston Rd Reconstruction: Brentwood St to Upham St	Arvd-2014-035	Roadway Reconstruction	\$1,903
Boulder	Broadway Reconstruction: Violet Ave to US-36	Bldr-2014-004	Roadway Reconstruction	\$6,225
Castle Rock	Meadows Pkwy Reconstruction: US-85 to Meadows Blvd	CRck-2014-004	Roadway Reconstruction	\$1,333
R T D	16th St Mall Reconstruction: Arapahoe St to Lawrence St	RTD-2014-004	Roadway Reconstruction	\$4,799
Total				\$14,260
Submitted New Bus Service Project				
Broomfield	Broomfield Call-n-Ride	BfCo-2014-002	Bus Service Projects (New)	\$369
Superior	Superior Call-n-Ride	Supr-2014-006	Bus Service Projects (New)	\$423
Univ of Col - Denver	Anschutz Medical Campus Shuttle Service	UoCD-2014-004	Bus Service Projects (New)	\$1,509
Total				\$2,301
Submitted Expanded Bus Service Project				
Boulder County	L Route Service Enhancement	BIco-2014-012	Bus Service Projects (Expanded)	\$1,664
Boulder County	FLEX - Route Extension: Boulder to Ft Collins	BIco-2014-013	Bus Service Projects (Expanded)	\$1,156
Commerce City	Route 73 Extension: Smith Rd Station to 60th Ave and Dahlia St	CoCy-2014-002	Bus Service Projects (Expanded)	\$1,355
Longmont	RTD Route #324 Frequency Improvements	Long-2014-004	Bus Service Projects (Expanded)	\$1,176
R T D	MetroRide Service Expansion: DUS to Civic Center	RDT-2014-003	Bus Service Projects (Expanded)	\$1,200
Total				\$6,551
Submitted Transit Passenger Facilities Project				
R T D	Coffax 15L Improvements: Potomac St to I-25	RTD-2014-001	Transit Passenger Facilities	\$2,600
Total				\$2,600
Submitted New Bicycle and Pedestrian Projects				
Arapahoe County	Yale Ave/Holly St/Highline Canal Trail Pedestrian and Roadway Improvements	ApCo-2014-009	Bike/Ped - New	\$1,470
Arvada	Alkire St Pedestrian Bridge	Arvd-2014-001	Bike/Ped - New	\$2,039
Arvada	W 52nd Ave Bike/Ped Facilities: Marshall St to Vance St	Arvd-2014-004	Bike/Ped - New	\$687
Arvada	Little Dry Creek Bike/Ped Grade Separation	Arvd-2014-017	Bike/Ped - New	\$2,873
Arvada	Ridge/Reno Rd Mixed-use Trail: Garrison St to Allison St	Arvd-2014-018	Bike/Ped - New	\$1,442
Aurora	Toll Gate Creek Trail: Chambers Rd to Montview Ave	Aura-2014-001	Bike/Ped - New	\$5,683
Aurora	Metro Center Station Area Bike/Ped Connector Facility	Aura-2014-003	Bike/Ped - New	\$1,832
Aurora	23rd Ave Bike/Ped Path at Fitzsimons Station	Aura-2014-004	Bike/Ped - New	\$1,492
Aurora	6th Ave Bike/Ped Facility: Vaughn St to Del Mar Circle	Aura-2014-011	Bike/Ped - New	\$4,674
Aurora	Westerly Creek Trail to Toll Gate Creek Trail Connector	Aura-2014-014	Bike/Ped - New	\$8,507
Boulder	Table Mesa Dr Bike/Ped Underpass	Bldr-2014-001	Bike/Ped - New	\$3,840
Boulder	Skunk Creek Bike/Ped Underpass at Moorehead Ave	Bldr-2014-002	Bike/Ped - New	\$2,640
Boulder	Bear Creek Canyon Bike/Ped Underpass	Bldr-2014-003	Bike/Ped - New	\$4,480
Boulder	28th St/US-36: Fourmile Canyon to Yarmouth Ave Multi-Use Path	Bldr-2014-005	Bike/Ped - New	\$4,880
Boulder	Fourmile Canyon Creek: 19th St to Violet Ave Bike/Ped Facilities	Bldr-2014-006	Bike/Ped - New	\$5,298
Boulder	Boulder Slough Path: 30th St to 3100 Pearl	Bldr-2014-007	Bike/Ped - New	\$480
Boulder	30th St/Colorado Ave Bike/Ped Underpass	Bldr-2014-016	Bike/Ped - New	\$6,000
Boulder County	Isabelle Rd Shoulders: N 95th St to N 109th St	BIco-2014-002	Bike/Ped - New	\$1,418
Boulder County	71st Street Multimodal Pathway: Winchester Circle to Idylwild Trail	BIco-2014-006	Bike/Ped - New	\$860
Boulder County	Butte Mill Multimodal Connection: Valmont Path to Arapahoe Rd Transit	BIco-2014-007	Bike/Ped - New	\$312
Boulder County	Williams Fork Trail Multi-use Path	BIco-2014-008	Bike/Ped - New	\$632
Cherry Hills Village	High Line Canal Trail Underpass: Version 1 (80/20)	CHVi-2014-001	Bike/Ped - New	\$4,320
Cherry Hills Village	High Line Canal Trail Underpass: Version 2 (75/25)	CHVi-2014-002	Bike/Ped - New	\$4,050
Denver	Peoria Station Multi Use Path: 39th Ave to 44th Ave	Denv-2014-026	Bike/Ped - New	\$1,950
Denver	Sheridan Station Sidewalks: 8th to 10th/Coffax to 17th	Denv-2014-027	Bike/Ped - New	\$1,972
Denver	38th St/Marion St/Walnut St Multimodal Improvements: Walnut St to Lawrence St/Downing St	Denv-2014-028	Bike/Ped - New	\$2,131
Denver	38th/Blake Station: 35th St Multimodal Improvements: Wazee St to S Platte Greenway Trail	Denv-2014-030	Bike/Ped - New	\$3,479
Douglas County	C-470 Multi-use Trail Grade Separation at Yosemite St	DgCo-2014-002	Bike/Ped - New	\$2,000
Erie	Coal Creek Trail Extension: Reliance Park to Kenosha Rd	Erie-2014-003	Bike/Ped - New	\$1,840
Erie	County Line Road Bike Shoulders: Evans St to SH-52	Erie-2014-005	Bike/Ped - New	\$1,760
Erie	Coal Creek Extension: Reliance Park to Erie Village	Erie-2014-009	Bike/Ped - New	\$1,480
Golden	Washington Ave Complete Streets	Gold-2014-001	Bike/Ped - New	\$3,045
Jefferson County	US-6 Shared-use Path: Coffax Ave to Johnson Rd	JfCo-2014-001	Bike/Ped - New	\$589
Jefferson County	32nd Ave Bike/Ped Facilities: Alkire St to Eldridge St	JfCo-2014-002	Bike/Ped - New	\$1,113
Jefferson County	McIntyre St Bike/Ped Facilities: 32nd Ave to SH-58	JfCo-2014-003	Bike/Ped - New	\$824
Lafayette	East Lafayette Multimodal Path: Commerce Ct to Lafayette PnR	Lafa-2014-005	Bike/Ped - New	\$999
Lakewood	Multiuse Path on D-10: Kipling St to Oak St	Lakw-2014-001	Bike/Ped - New	\$1,360
Lakewood	Multi-Use Path on D-10: Wadsworth Blvd to Zephyr St	Lakw-2014-002	Bike/Ped - New	\$672
Lakewood	Multi-Use Path on D-10: Wadsworth Blvd to Zephyr St and Kipling St to Oak St	Lakw-2014-003	Bike/Ped - New	\$1,920
Lakewood	Sheridan Blvd Bike Path: 6th Ave to 10th Ave	Lakw-2014-006	Bike/Ped - New	\$2,720
Lone Tree	Lincoln Ave Pedestrian Bridge: West of Heritage Hill Circle	Ltre-2014-001	Bike/Ped - New	\$1,500
Longmont	County Line Rd Bike Shoulders: 9th Ave to SH-66	Long-2014-006	Bike/Ped - New	\$1,360
Lyons	US36 (Broadway) and SH-7 (5th Ave) Bike/Ped Facilities	Lyon-2014-001	Bike/Ped - New	\$1,309
Nederland	Lakeview Dr/SH-72 Intersection Operational Improvements	Nedl-2014-001	Bike/Ped - New	\$467
Nederland	Middle Boulder Creek Bridge Project	Nedl-2014-002	Bike/Ped - New	\$726
Parker	Parker Rd Sidewalk Connection: Plaza Dr to Sulphur Gulch Trail	Park-2014-001	Bike/Ped - New	\$504
Parker	Parker Road Sidewalk Connection: Twenty Mile Road to Indian Pipe Ln	Park-2014-003	Bike/Ped - New	\$541
Superior	Superior Trail: McCaslin BRT Station to Coal Creek	Supr-2014-002	Bike/Ped - New	\$600
Superior	Superior Trail: McCaslin BRT to Davidson Mesa Underpass	Supr-2014-007	Bike/Ped - New	\$800
Univ of Col - Boulder	19th Street Trail and Bridge	UoCB-2014-002	Bike/Ped - New	\$4,798
Univ of Col - Boulder	19th St and 21st St Bridges and Trails	UoCB-2014-003	Bike/Ped - New	\$7,305
Univ of Col - Boulder	East Campus Bridge and Trail Connection	UoCB-2014-004	Bike/Ped - New	\$386
Westminster	Walnut Creek Trail: 103rd Ave to 106th Ave	West-2014-003	Bike/Ped - New	\$8,280
Wheat Ridge	Kipling St Multi-Use Trail: 32nd Ave to 44th Ave	WhRd-2014-006	Bike/Ped - New	\$2,240
Wheat Ridge	32nd Ave Bike Lanes: Sheridan Blvd to Youngfield St	WhRd-2014-007	Bike/Ped - New	\$4,000
Wheat Ridge	Wadsworth Blvd Multi-use Trail: 44th Ave to Clear Creek Trail	WhRd-2014-008	Bike/Ped - New	\$2,720
Total				\$137,299
Submitted Upgrade/Reconstruction Bicycle and Pedestrian Projects				
Arvada	Independence St Sidewalks: W 50th Ave to W 57th Ave	Arvd-2014-029	Bike/Ped - Upgrade/Recon	\$1,665
Arvada	W 60th Ave Bike/Ped Facilities: Tennyson St to Sheridan Blvd	Arvd-2014-030	Bike/Ped - Upgrade/Recon	\$1,378
Arvada	W 57th Ave Sidewalks: Independence St to Balsam St	Arvd-2014-034	Bike/Ped - Upgrade/Recon	\$628
Boulder	SH-157/Foothills Pkwy Underpass at Colorado Ave	Bldr-2014-009	Bike/Ped - Upgrade/Recon	\$3,200
Boulder	SH-157/Foothills Pkwy Bike/Ped Underpass at Sioux Dr	Bldr-2014-010	Bike/Ped - Upgrade/Recon	\$3,440
Denver	South Platte Greenway Access: Iowa Ave RR Underpass to Santa Fe Dr	Denv-2014-024	Bike/Ped - Upgrade/Recon	\$1,704
Denver	South Platte Greenway/Cherry Creek Trail: Confluence Bridge Upgrades	Denv-2014-025	Bike/Ped - Upgrade/Recon	\$7,980
Denver	High Line Canal Trail Underpass: Parker Rd and Mississippi Ave	Denv-2014-033	Bike/Ped - Upgrade/Recon	\$3,201
Denver	1st Ave/Steele St Multimodal Improvements: 1st Ave to Colorado Blvd	Denv-2014-035	Bike/Ped - Upgrade/Recon	\$5,254
Erie	Pedestrian Underpass at Coal Creek Crossing	Erie-2014-007	Bike/Ped - Upgrade/Recon	\$320
Westminster	72nd Ave Sidewalk Reconstruct: Stuart St to Xavier St	West-2014-002	Bike/Ped - Upgrade/Recon	\$3,360
Total				\$32,130
Submitted Study Projects				
Bennett	Hwy 79 and Hwy 36 Grade Separation: FA and Design Study	Benn-2014-001	Study	\$1,176
Boulder County	SH-7 BRT Study: Boulder to Brighton	BIco-2014-015	Study	\$200
Centennial	Arapahoe Rd: I-25 to Parker Next Steps Operations Study	Cent-2014-001	Study	\$400
Commerce City	Industrial Area Transportation Study: I-25 to I-270 to 40th Ave/Smith Rd	CoCy-2014-004	Study	\$700
Commerce City	Vasquez Access Study: I-270 to Hwy 2/US-85	CoCy-2014-005	Study	\$180
Commerce City	88th Ave NEPA Study: I-76 to Hwy 2	CoCy-2014-006	Study	\$150
Erie	Erie Pkwy Study: SH-287 to I-25	Erie-2014-006	Study	\$160
Lakewood	Wadsworth: Ohio Ave to 285 PEL	Lakw-2014-004	Study	\$1,600
Lakewood	JeffCo Bike Wayfinding Study	Lakw-2014-008	Study	\$120
Longmont	SW Longmont Subarea Operations Study	Long-2014-001	Study	\$300
Longmont	Southwest Longmont Park-n-Ride Study	Long-2014-005	Study	\$100
Longmont	Design: Oligarchy Ditch Trail/Main St Underpass: Mountain View Ave to 21st Ave	Long-2014-007	Study	\$160
Parker	Parker Road Transportation and Land Use Plan	Park-2014-005	Study	\$125
R A Q C	Ozone SIP Modeling Study	RAQC-2014-002	Study	\$480
R T D	Regional BRT Feasibility Study	RTD-2014-002	Study	\$1,200
R T D	SH-119 BRT NEPA Analysis: Boulder to Longmont	RTD-2014-005	Study	\$1,000
R T D	83L Enhancements: Downtown Civic Center to Nine Mile	RTD-2014-006	Study	\$800
Total				\$8,851
Submitted Other Enhancement Projects				
Lyons	US-36 (Broadway St) and SH-7 (5th Ave) Street Enhancements	Lyon-2014-002	Other Enhancements	\$1,309
Total				\$1,309
Total for all submitted projects				\$573,167

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
October 27, 2014	Informational	7

SUBJECT

This item provides an update on the status and schedule for completing the draft 2040 Fiscally Constrained Regional Transportation Plan (2040 RTP).

PROPOSED ACTION/RECOMMENDATIONS

No action required. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG is in the process of preparing the *2040 Fiscally Constrained Regional Transportation Plan* (2040 RTP). The 2040 RTP is a federal requirement and must identify individual regionally significant (major) roadway capacity and rapid transit projects anticipated to be implemented over the next 25 years. Revenues must be reasonably expected to fund construction of these major projects, as well as to maintain and operate the transportation system. Future revenues are also preserved for transit service, bicycle, pedestrian, and other types of projects. DRCOG must show that the 2040 RTP will not cause a violation of federal air quality conformity standards.

The 2040 RTP is based on the goals and policy direction of Metro Vision 2035 along with input received to date for Metro Vision 2040. Specifically, the process for selecting regionally significant roadway capacity projects used updated Metro Vision-based criteria adopted by the DRCOG Board in April 2014.

To meet federal requirements and timeframes relating to air quality conformity, DRCOG must adopt the 2040 RTP in early 2015. The 2040 RTP will be folded into the 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) in mid-2015. At that time, the 2040 MVRTP will be adopted together with Metro Vision 2040.

DRCOG staff is finalizing the draft RTP document and will transmit it to TAC members by mid-November for review. Staff will be asking for TAC concurrence to release the draft 2040 RTP for public hearing. The schedule for adopting the 2040 RTP is:

- November 24 – TAC, Review of draft 2040 RTP
- December 15 – TAC, Further review of draft 2040 RTP (if needed)
16 – RTC, Review draft 2040 RTP (tentative)
17 – Board, Set public hearing date and release 2040 RTP for comment
- January 21 – Board, Conduct 2040 RTP public hearing
26 – TAC, Recommendation on 2040 RTP

Final adoption of the 2040 RTP is scheduled for February.

PREVIOUS DISCUSSIONS/ACTIONS

TAC: June 16, 2014 (recommend fiscally constrained projects for air quality conformity modeling)

Board: July 16, 2014 (approved fiscally constrained projects for air quality conformity modeling)

RTC: July 22, 2014 (concurred with Board's approval of fiscally constrained projects for air quality conformity modeling)

PROPOSED MOTION

N/A

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

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