

Board Officers

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AGENDA
REGIONAL TRANSPORTATION COMMITTEE
Tuesday, November 18, 2014
8:30 a.m.
1290 Broadway
Independence Pass Board Room

1. Call to Order
2. Public Comment
3. September 16, 2014 Meeting Summary
(Attachment A)

ACTION ITEMS

4. **Move to concur with the Board's action on the *DRCOG 2014 FasTracks Baseline Review and Determination Report.***
(Attachment B)
Matthew Helfant
5. **Move to concur with the Board's action to amend the *Policy on Transportation Improvement Program (TIP) Preparation: Procedures for preparing the 2016-2021 TIP to include second phase project selection.***
(Attachment C)
Douglas Rex

INFORMATIONAL ITEMS

6. Briefing on Travel Trends (VMT, US Census Mode of Travel to Work, and 2014 Bike to Work Day)
(Attachment D)
Steve Cook
7. Discuss potential change to RTC meeting schedule
(Attachment E)
Douglas Rex

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
9. Next Meeting – December 16, 2014
10. 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

MEETING SUMMARY REGIONAL TRANSPORTATION COMMITTEE Tuesday, September 16, 2014

MEMBERS PRESENT:

Shannon Gifford	Colorado Department of Transportation
Debra Perkins-Smith (Alternate)	Colorado Department of Transportation
Ed Peterson	Colorado Department of Transportation
Flo Raitano (Alternate)	Denver Regional Council of Governments
Jackie Millet (Chair)	Denver Regional Council of Governments
Robin Kniech (Alternate)	Denver Regional Council of Governments
George Teal (Alternate)	Denver Regional Council of Governments
Ron Rakowsky	Denver Regional Council of Governments
Bill Van Meter (Alternate)	Regional Transportation District
Gary Lasater	Regional Transportation District
Claudia Folska	Regional Transportation District
Tom Tobiassen (Alternate)	Regional Transportation District
Ken Lloyd	Other, Environmental Interests

OTHERS PRESENT:

DRCOG Staff: Doug Rex, Steve Cook, Jacob Riger, Todd Cottrell, Mark Northrop, Robert Spotts, Will Soper, Matthew Helfant, Casey Collins

Call to Order

Chair Jackie Millet called the meeting to order at 8:35 a.m.

Public Comment

Summary of July 22, 2014 Meeting

The summary was accepted as written.

ACTION ITEMS

Motion to recommend to the Board of Directors amendments to the 2012-2017 Transportation Improvement Program (TIP).

Todd Cottrell presented the proposed amendments requested from project sponsors.

Sponsor	TIP ID	Proposed Amendment	
CDOT Reg. 1	2007-073	Hazard Elimination Pool	Add ~\$4.5 million in state Safety funds in FY15 for US-6 bridges design/build.
CDOT Reg. 1	2007-096	Surface Treatment Pool	Add \$47 million in state Surface Treatment funds in FY16 for 15 projects.
CDOT Reg. 6	2008-104	FASTER Bridge Enterprise Pool	Add ~\$15.521 million in state Bridge Enterprise funds in FY15. Add project: US-6 over Garrison in Jefferson Cty.
CDOT Reg. 6	2008-107	FASTER Transit Pool	Add ~\$5.108 million in state FASTER Transit funds and ~\$1.672 million in local match in FY2015 for 4 transit-related projects based on new FASTER Transit program.
CDOT Reg. 4	2012-114	Temporary Flood-Related Roadway Repairs Pool	Remove pool projects and transfer ~\$20 million in federal Emergency funds to the newly-created Region 4 2013 Flood-Related <u>Projects</u> Pool. Remove state TC contingency funds (<i>see below</i>)
CDOT Reg. 4	To be assigned	2013 Flood-Related Projects Pool - Reg. 4	Create new pool from transfer (above). Increase by \$83.7 million in federal Emergency funds. Add 55 projects. (Total \$129.5 million) (<i>see above</i>)

CDOT Reg. 1	To be assigned	2013 Flood-Related Projects Pool - Reg.1	Create new pool for permanent repair projects related to the Fall 2013 floods. Allocate ~\$9.924 million in federal Emergency funds in FY14; ~\$2.060 in FY15; and ~\$20,306 in FY16-17. Add 17 projects.
Adams County	2012-084	Welby Road Extension project	Remove \$1.231 million in funding and transfer funds to FasTracks Eagle P-3 Corridors (Gold and East Line) to support Gold Line 60 th Ave improvements (per updated East Corridor <i>Second Commitment in Principle</i>). (see below)
RTD	2008-111	FasTracks Eagle P-3 Corridors (Gold and East)	Add \$984,000 in federal STP-Metro funds transferred from TIP ID 2012-084 in FY14 (North Metro Corridor's FasTracks <i>Second Commitment in Principle</i> funding) to support Gold Line 60 th Ave improvements. (see above)
Thornton	2012-085	Welby Road Realignment	Remove \$1.161 million in funding and transfer to 124 th Ave/Eastlake Station: Claude Court Realignment. (see below)
Thornton	To be assigned	124 th Ave/Eastlake Station: Claude Court Realignment	Create new project. Allocate \$930 million of federal STP-Metro funds in FY15 transferred from TIP ID 2012-085. Project replaces Welby Road Realignment (per updated North Metro <i>Second Commitment in Principle</i>). (see above)

Ron Rakowsky MOVED to recommend to the Board of Directors amendments to the 2012-2017 Transportation Improvement Program (TIP). Claudia Folska SECONDED the motion and the MOTION PASSED unanimously.

Motion to confirm the membership recommendations for the seven Special Interest seats on the Transportation Advisory Committee (TAC).

Steve Cook presented the recommendations for Special Interest seats on the Transportation Advisory Committee, as annually nominated by the DRCOG Board Chair. Chair Millet's recommendations are:

Environment	Kathleen Osher, Executive Director, Transit Alliance
Freight	Greg Fischer, Senior Vice President, Shannon & Wilson, Inc.
TDM/Non-motorized	*Aylene McCallum, Senior Manager, Transportation and Research, Downtown Denver Partnership
Aviation	Vacant, pending appointment of new Director of Planning at DIA by the City and County of Denver. Alternate Tom Reed of DIA attends.
Business/Economic Development	Steve Klausing, Executive Vice President, Denver South Economic Development Partnership
Senior	*Jim Taylor, former DRCOG Board Chair, Chair of SCI Executive Committee
Non-RTD Transit	Lenna Kottke, Executive Director, Via

* denotes new representative on TAC

Robin Kniech commented that the special interest areas should be updated (last updated in 2007). She suggested the TDM and Non-motorized groups be separated.

Ron Rakowsky suggested including representation from other regional airports on the Aviation group. Claudia Folska mentioned possibly the Spaceport.

Chair Millet noted DRCOG is currently looking at organizational structure and is evaluating committee descriptions.

Ron Rakowsky MOVED to confirm the membership recommendations for the seven Special Interest seats on the Transportation Advisory Committee (TAC). Robin Kniech SECONDED the motion and the MOTION PASSED unanimously.

Motion to recommend to the Board of Directors approval of the DRCOG adjusted 2010 transportation urbanized area (UZA).

Steve Cook presented on a request by CDOT to update the regional transportation urbanized area (UZA) boundary to 2010 Census definitions. The last update was in 2003, based on the 2000 Census.

CDOT uses the urban and rural classifications determined by UZA for data reporting on federal aid highways. It is not related to the DROCG Urban Growth Boundary/Area.

Staff recommended combining both the adjusted 2000 and 2010 boundaries to form the adjusted 2010 transportation UZA to better delineate between the urban and rural areas in the DRCOG area.

Robin Kniech MOVED to recommend to the Board of Directors approval of the DRCOG adjusted 2010 transportation urbanized area (UZA). Debra Perkins-Smith SECONDED the motion and the MOTION PASSED unanimously.

INFORMATIONAL ITEMS

2040 Metro Vision Regional Transportation Plan: Briefing on upcoming events.

Jacob Riger gave a briefing on the key next steps and schedules for the updating of the Regional Transportation Plan. He mentioned that the Fiscally Constrained 2040 Regional Transportation Plan (2040 RTP) is a sub-document of the unconstrained 2040 Metro Vision Regional Transportation Plan (2040 MVRTP).

Key next steps:

- 2040 RTP (fiscally constrained –is a stand-alone sub-document of 2040 MVRTP)
 - Draft expected in November.
 - Public hearing in December
 - RTC and Board approval in January 2015. (Must be adopted before February 2015 to meet federal requirements.)
- 2040 MVRTP (unconstrained, vision document)
 - Staff is currently working with consultants on policy components.
 - Completion is expected in second quarter 2015, in alignment with completion of the overall 2040 Metro Vision Plan.
- Metro Vision 2040
 - Staff is currently working with consultants on updating transportation text for the “*A Connected Region*” section of Metro Vision 2040.
 - Schedule of committee reviews for the “*A Connected Region*” section:
 - The TAC and MVPAC will review a current draft transportation section at their respective meetings in September. A joint meeting of the TAC and MVPAC will be held on October 27 (at the regular TAC meeting).
 - The MVIC, RTC, and Board will review a draft “*A Connected Region*” section and the full draft 2040 MVRTP document in February/March.
 - Completion is expected in second quarter 2015.

Member Comment/Other Matters

Claudia Folska noted Tom Tobiassen was named Democrat of the Year by the Arapahoe County Democrats. She also noted the success of a student artwork contest underway for RTD’s Youth Art program (piloting in Aurora and Cherry Creek public schools) that has 2,400 students enrolled. The winning artwork will be wrapped on RTD buses on routes of the winning school.

The meeting was adjourned at 9:06 a.m. The next meeting is scheduled for October 14, 2014.

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Matthew Helfant, Senior Transportation Planner
303-480-6731 or mhelfant@drcog.org

Meeting Date	Agenda Category	Agenda Item #
November 18, 2014	Action	4

SUBJECT

This action concerns the DRCOG *2014 FasTracks Baseline Review and Determination Report*.

PROPOSED ACTION/RECOMMENDATIONS

Concurrence with the DRCOG Board's action on the DRCOG *2014 FasTracks Baseline Review and Determination Report*.

ACTION BY OTHERS

Board—The Board will take action on November 12, 2014.

TAC—August 25, 2014

TAC—September 23, 2014

SUMMARY

Per requirements of State Senate Bill 90-208 (SB-208), DRCOG is required to review FasTracks Plan changes proposed by RTD. While the statute specifically requires review for method of finance and technology, by DRCOG Board resolution the review also includes:

- project definition/scope;
- financial plan addressing FasTracks costs and revenue sources;
- implementation schedule;
- operating characteristics; and
- level of bus service.

This review was previously conducted annually. In September 2013, the review schedule changed. The DRCOG Board adopted Resolution #14-2013, requiring RTD to submit the *FasTracks Plan Baseline Report* to serve as the basis for identifying future changes. Rather than a prescribed annual review, the resolution requires a *FasTracks Plan Change Report* only when RTD proposes changes from the most recent DRCOG-approved FasTracks Plan to the categories listed above. The DRCOG Board reviews the changes, identifies those of significance, and takes action it deems appropriate.

RTD submitted the *FasTracks Plan Baseline Report* (Attachment 1) in August 2014 per the resolution. DRCOG staff has reviewed the Baseline Report and developed the *DRCOG 2014 FasTracks Baseline Review and Determination Report* (Attachment 2). The Baseline Report contains two substantive changes from the assumptions in the previous DRCOG review and determination for the 2010 Annual Report:

1. *the completion year for the Southeast Extension from the 2030-2035 timeframe to a 2019 opening; and*
2. *Northwest Rail Line trains will not stop at the 41st/Fox or Pecos Junction stations (shared with the Gold Line). RTD will re-evaluate this operational change after one year of service in this configuration. The re-evaluation will take place in 2017 and involve consultation with the concessionaire and area stakeholders.*

Both changes will be reflected in the DRCOG travel model networks. The first change will also be identified in the 2040 Regional Transportation Plan. Staff concludes that neither change requires SB-208 action.

At its September 22, 2014 meeting, the TAC recommended to the Regional Transportation Committee approval of the *DRCOG 2014 FasTracks Baseline Review and Determination Report* with two comments:

- Encouraging RTD to re-evaluate the operational change regarding 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 the operation plan for US-36 BRT in a cooperative manner with RTD and corridor stakeholders.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to concur with the Board's action on the *DRCOG 2014 FasTracks Baseline Review and Determination Report*.

ATTACHMENTS

1. [RTD 2014 FasTracks Baseline Report to DRCOG](#)
2. *DRCOG 2014 FasTracks Baseline Review and Determination Report*

ADDITIONAL INFORMATION

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

Denver Regional Council of Governments

2014 FasTracks Baseline Review and Determination Report

Action Draft – November, 2014



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1. Introduction

Per requirements of State Senate Bill 90-208 (SB-208), the Denver Regional Council of Governments (DRCOG) approved the Regional Transportation District (RTD) FasTracks Plan, including the technologies and method of financing, on April 21, 2004. Resolutions of approval were passed for each individual corridor and for the system as a whole. The resolutions stated that an annual review would be conducted through the MPO process to identify any substantial changes from one year to the next and *“directed that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action.”* The 2004 DRCOG action is referred to as the original or initial review.

In September 2013, the annual review requirements changed. Board Resolution #14-2013, adopted by the DRCOG Board of Directors, required a new *FasTracks Plan Baseline Report* to be prepared by August 2014 to serve as the basis for identifying future changes. Rather than a prescribed annual review, the resolution requires a *FasTracks Plan Change Report* only when RTD proposes changes from the most recent DRCOG-approved FasTracks Plan to any categories listed in SB-208 and the resolution. The DRCOG Board reviews the changes, identifies those of significance, and takes action it deems appropriate.

A. RTD’s 2014 FasTracks Baseline Report to DRCOG (August 2014)

RTD submitted its *2014 Baseline Report* to DRCOG in August 2014. The report provides information on the topics identified in the DRCOG approval resolutions (April 2004) and Board Resolution #14-2013 as annual review subjects:

- Project definition, scope, and implementation schedule;
- Operating characteristics;
- Level of bus service; and
- Financial plan, which includes plan and corridor costs and revenue projections.

A key document referenced in this report is RTD’s 2014 Annual Program Evaluation (APE). On an annual basis, through the APE process, RTD updates the FasTracks financial plan with new revenue and cost projections, including capital, financing and operating costs for each of the corridors and projects in year of expenditure (YOE) dollars, and reflects the currently-adopted FasTracks implementation schedule for each of the corridors.

The FasTracks Plan is financed in part through a 0.4 percent regional sales and use tax approved by voters in November 2004. This is in addition to the existing 0.6 percent transit tax that funds the base system.

Financial assumptions and projections were developed by RTD using the best available estimates of costs, reasonably anticipated federal funding based on current federal law and regulations, and revenues from other sources including sales tax and fare collections. In the report, RTD stated that all FasTracks projects remain in the FasTracks Plan and will be constructed over time. However, current financial forecasts indicate that not all projects will be constructed in the 2040 timeframe. Even so, base system funded services are projected to increase steadily through 2040.

2. Project Definition, Scope, and Implementation Schedule

The projects planned to be completed within the 2040 timeframe are:

- I-225: 2016 completion
- Eagle Project: 2016 completion
 - Gold Line
 - East Rail Line
 - Northwest Rail Line – Phase 1
 - Commuter Rail Maintenance Facility
- Northwest Rail Corridor – Construct Longmont Station: 2017 completion
- Central Corridor Extension – Planning Study: 2014 completion
- US-36 BRT:
 - \$135 million for Managed Lanes to Table Mesa: 2012-2015
 - Queue Jumps and Diverging Diamond Interchange: 2015 completion
 - Vehicles and Station Amenities: 2016 completion
 - Church Ranch and Westminster Improvements: 2018 completion
- North Metro to 124th Avenue: 2018 completion
- Southeast Rail Extension: 2019 completion

RTD estimates the expended or currently committed capital funds to complete FasTracks projects and project components through 2019 is just under \$5.6 billion (YOES). This includes approximately \$3 billion spent through 2013. Not included in the \$5.6 billion estimate is funding to complete projects not anticipated to be completed during the 2040 timeframe:

- Central Rail Extension;
- North Metro Rail Line from 124th/Eastlake to 162nd/SH7;
- Northwest Rail Line from South Westminster/71st Avenue Station to Longmont; and
- Southwest Extension.

A. Project Definition/Scope

Table 1 identifies the FasTracks program through 2019 (project definition/scope), and parking for each corridor in RTD's *2014 Baseline Report*. Also, see Table 1 of the Baseline Report for more detailed project characteristics.

DRCOG staff assessment: There are no substantive changes to the project definitions or scopes. Further SB-208 action is not needed.

Table 1: FasTracks Program by 2019 and Associated Long-term Costs

Program Element/ Corridor	Technology	Length (miles)	Total Opening Day Parking Spaces	Completion Year	Total Cost (millions YOE\$)
Central Rail Extension	LRT	0.8	0	Beyond 2040	\$10.9
Denver Union Station	N/A	N/A	N/A	2016	\$314.9
Eagle Project:	CRT	39.9*		2016	\$2,274.3
East Rail Line		22.8	4,329		
Gold Line		11.2	2,300		
Phase 1-Northwest Rail		6.2	350		
Free MetroRide	Bus	1.5	0	Opened 2014	\$16.9
I-225 Rail Line	LRT	10.5	1,800	2016	\$693.2
North Metro Rail Line	CRT	18.4	3,990	<i>DUS to 124th/Eastlake-2018</i> <i>124th/Eastlake to 162nd/SH 7 -</i> Beyond 2040	\$708.3
Northwest Rail Line - Phase 2	CRT	34.8	3,010	Beyond 2040	\$29.2
Southeast Rail Extension	LRT	2.3	1,300	2019 (<i>change from previous FasTracks plan</i>)**	\$239.0
Southwest Rail Extension	LRT	2.5	1,000	Beyond 2040	\$24.5
US-36 BRT	BRT	18	4,200	<i>Phase 1-Opened 2010</i> <i>Phase 2- 2016</i>	\$228.8
West Rail Line	LRT	12.1	4,774	Opened 2013	\$678.4
Other FasTracks Project Costs	N/A	N/A	N/A		\$353.3
Light Rail Maintenance Facility	NA	N/A	N/A		\$17.2
				Total	\$5,588.9

*Eagle Project length combined the shared segments among corridors.

** Southeast Extension now scheduled for 2019 opening.

B. Implementation Schedule

The West Rail line was the first FasTracks corridor to open in spring 2013. Several other corridors are set to open in 2016, with two additional corridors anticipated to open by 2019. Portions of the Northwest Rail Line and North Metro Rail Line corridors, and the Southwest and Central Rail Extensions, are not scheduled to be completed until after 2040. Table 1 lists the FasTracks completion years.

DRCOG staff assessment: The only substantive change is the completion year for the Southeast Extension from the 2030-2035 timeframe to a 2019 opening day. Further SB-208 action is not needed. The change will be reflected in the Fiscally Constrained 2040 RTP scheduled for adoption in January 2015.

3. Operating Characteristics

Operating characteristics of individual corridor lines are an important consideration for RTD. Such characteristics include frequency of service (aka headways), total service capacity, and travel times. DRCOG's assessment focuses on the most critical characteristics: headways and capacity.

(SEE FIGURES 19 AND 20 OF THE 2014 BASELINE REPORT)

A. Headways

RTD has planned adequate headways between vehicle arrival times for future FasTracks corridors based on anticipated demand. RTD has flexibility to also make adjustments to provide more efficient service based on actual ridership.

DRCOG staff assessment: No SB-208 action needed.

B. Corridor Capacity/Line Loads

RTD has planned adequate capacity for future FasTracks corridors based on anticipated demand. RTD has flexibility to also make adjustments to provide more efficient service based on actual ridership.

DRCOG staff assessment: No SB-208 action needed.

C. Stations

The 2014 Baseline Report contains a change from the assumptions in the previous DRCOG review and determination for the 2011 Annual Report for the Northwest Rail Line. Trains will not stop at the 41st/Fox or Pecos Junction Stations. The current operating plan, as agreed to in the RTD/Eagle concessionaire agreement with Denver Transit Partners (DTP), is for the Northwest Rail trains to operate non-stop between Denver Union Station and the Westminster Station. However, Gold Line trains will stop at these two stations (see Figure 19 of 2014 Baseline Report).

RTD will re-evaluate this operational change after one year of service in this configuration. The re-evaluation will take place in 2017 and involve consultation with DTP and area stakeholders.

DRCOG staff assessment: This is a substantive change which needs to be reflected in the DRCOG travel model network, but it does not require SB-208 action.

4. Level of Bus Service

RTD anticipates small but steady growth in bus service levels (fixed route, Call-n-Ride, and Americans with Disabilities (ADA) paratransit service) between 2014 and 2020 of less than 1 percent annually. After this timeframe service levels are projected to increase by about 1 percent per year (See Table 8 of 2014 Baseline Report).

DRCOG staff assessment: The projected growth is generally consistent with previous estimates and congruent with the acceleration of additional FasTracks projects not assumed in previous estimates. Further SB-208 action is not needed.

5. Financial Plan

Since 2005, RTD has updated the Financial Plan annually to reflect the latest available information and assumptions. Many FasTracks projects are either completed or under construction and are being managed within the Board-approved budgets.

A. Cost Estimates

Table 1 lists the total long-term estimated costs to pay for the capital projects scheduled for completion by 2019.

DRCOG staff has no concerns regarding the overall capital construction estimate because these are near-term costs that are fixed by construction contracts. However, DRCOG staff acknowledges the long-term repayment costs will be susceptible to variations not currently predictable. The 2014 Financial Plan and supporting information presented a sound representation of factors impacting expenditures and costs estimate for each corridor.

DRCOG staff considers RTD's assumptions for operating costs generally reasonable based on local experience and national and industry trends.

Because of the uncertainty of the construction schedule for the remaining corridor elements to be completed after 2040, RTD did not present specific capital construction cost estimates for:

- Southwest Rail Extension (to C-470/Lucent Station)
- North Metro Rail Line (to SH-7/162nd Station)
- Northwest Rail Line- Phase 2 (to Downtown Longmont Station)
- Central Rail Extension (to 38th/Blake Station)

As RTD further evaluates these corridor extensions and attempts to develop funding and/or construction packages, updated cost estimates will be prepared.

B. Revenue Projections

(SEE TABLE 1 OF THE RTD 2014 FINANCIAL PLAN)

Table 2 summarizes the fund sources through 2040 expected to pay for FasTracks' program elements to be completed by 2019.

Table 2: FasTracks Capital Funding Sources (in millions*) through 2040

Sources Generated by Sales and Use Tax	2014 Financial Plan	
Revenue Bond Proceeds	\$1,561.1	27.9%
COPs Proceeds	\$690.3	12.4%
TIFIA Loan Proceeds	\$280.0	5.0%
Denver Union Station Note Proceeds	\$168.0	3.0%
Public-Private Partnerships	\$440.9	7.9%

Pay-as-you-go-Capital	\$574.0	10.3%
<i>Subtotal generated by sales and use tax</i>	\$3,714.3	66.5%
Federal Grants		
Federal New Start Grants	\$1,431.1	25.6%
Other Federal Grants	\$215.1	3.8%
<i>Subtotal federal grants</i>	\$1,646.2	29.4%
Local Funding		
Local Match Funding	\$127.1	2.3%
Other Local Funding	\$101.2	1.8%
<i>Subtotal local funding</i>	\$228.3	4.1%
Total FasTracks Program Funding	\$5,558.9	100%

*rounded

DRCOG staff believes RTD’s assumptions on revenue through 2040 are reasonable based on the track record of previous revenues and the conservativeness of the estimates.

The revenue forecasts in Figure 1 of the *2014 Baseline Report Financial Plan* are based on an overall average annual growth rate for sales and use tax revenues of 3.66 percent per year from 2014 through 2040. It is acknowledged this is a highly variable value subject to lower and higher levels in specific futures years. Note the revenues presented in Figure 1 of the *2014 Baseline Report Financial Plan* are for the combined total of the Base System sales and use tax plus the FasTracks sales and use tax. The increased cash flow (above expenditures) starting in 2022 is for the Base System.

Further, DRCOG staff recognizes RTD’s success in its efforts to generate funding for FasTracks projects from less traditional sources. The Eagle project is a nationally-renowned example of a public private partnership. The first phase of North Metro may not be under construction if not for the use of Certificates of Participation. The latest example is with the Southeast Extension where the largest local match contribution in addition to a New Starts grant will likely mean RTD’s contribution will be less than 40 percent.

DRCOG staff assessment: No SB-208 action needed.

6. DRCOG Staff Overall Assessment of the 2014 Financial Plan

Despite previous economic setbacks, RTD is moving forward with construction on many FasTracks corridors. DRCOG staff is comfortable with the construction schedule and long term assumptions for paying for that construction (i.e., revenue bonds, etc.). However, it will be important for RTD to monitor revenues and costs closely in the near future and propose how to address the funding and schedule for post-2040 corridor elements.

DRCOG staff continues to support RTD’s use of public-private partnerships, when feasible, to implement FasTracks and recognizes public-private partnerships as a critical component of the 2014 Financial Plan. In addition, RTD has found other methods to finance projects which have enabled more projects to be constructed despite a shortfall in sales and use tax revenue.

DRCOG staff recommends acceptance of the 2014 Financial Plan, including the system and corridor costs and the revenue elements.

ATTACHMENT C

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

Meeting Date	Agenda Category	Agenda Item #
November 18, 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

Concurrence with the Board's action to amend the 2016-2021 TIP Policy document to include second phase project selection criteria recommended by MVIC.

ACTION BY OTHERS

Board — The Board will take action on approval on November 12, 2014.
MVIC — November 5, 2014
October 1, 2014
TAC — October 27, 2014

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 projects for the 2016-2021 TIP. As part of its 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 MVIC and Board actions.

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 November meeting, MVIC formalized its recommendation to amend the 2016-2021 TIP Policy to include the second phase criteria shown below.

MVIC also recommends grouping second phase criteria 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.

MVIC Recommended Second Phase Criteria (November 5, 2014)

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).
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 (2008-2019) only.
Tier 2	
TIP Score Points	Total project points from first phase selection.
Multi-Jurisdictional Projects	Projects that cross the geographic boundary of two or more DRCOG jurisdictions. Note if jurisdictions were funding partners.
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. The amount of funds awarded in first phase and the total number of projects submitted by the sponsor will also be noted.
First-Last Mile Connection	<p>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].</p> <p>The facility/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.</p>
<u>Eligible project types include:</u>	
Bicycle/Pedestrian Projects	Project physically touches a transit property or stop 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

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTIONS

Move to concur with the Board's action to amend 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 second phase selection language
2. [MVIC Meetings: August-November](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Director, Transportation Planning and Operations at 303-480-6747 or drex@drcog.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).
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 (2008-2019) only.

ATTACHMENT 1

Tier 2	
TIP Score Points	Total project points from first phase selection.
Multi-Jurisdictional Projects	Projects that cross the geographic boundary of two or more DRCOG jurisdictions. Note if jurisdictions were funding partners.
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. The amount of funds awarded in first phase and the total number of projects submitted by the sponsor will also be noted.
First-Last Mile Connection	<p>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>.</p> <p>The facility/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.</p> <p><u>Eligible project types include:</u></p> <p style="padding-left: 40px;">Bicycle/Pedestrian Projects: Project physically touches a transit property or stop or eliminates a barrier that impedes patrons from accessing transit.</p> <p style="padding-left: 40px;">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.</p> <p style="padding-left: 40px;">Transit Service Projects: Shuttle/Circulator projects that services transit.</p>

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 Regional Transportation Committee

From: Steve Cook, MPO Planning Program Manager
303 480-6751 or scook@drco.org

Meeting Date	Agenda Category	Agenda Item #
November 18, 2014	Informational Briefing	6

SUBJECT

This item provides recent information on three topics related to travel trends: 1) VMT (vehicle miles traveled), 2) mode of travel to work, and 3) results from DRCOG's Bike to Work Day.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

From 2007 to 2013, DRCOG presented a report describing traffic congestion and vehicle miles traveled (VMT) in the DRCOG region. This year, staff decided to focus particular attention to trends in VMT. Additionally, staff will present recent data obtained from the U.S. Census related to specific modes of travel to work, and results from DRCOG's Bike to Work Day event.

1. VMT

The attached booklet describes changes in regional VMT over the past 14 years, as well as the VMT for the entire nation over the past 100 years. There has also been much conflicting literature and media information about the reasons for the recent flattening of VMT and whether the trend will continue into the future.

Conclusion – After 5 years of VMT stagnation from 2007 through 2011 (longest period in history), the Denver region appears to be in its third straight year of annual growth in VMT. However, the VMT per capita (total VMT/population) is not increasing. It had been decreasing for several years, and now is essentially flat. The DRCOG 2035 Metro Vision Plan established a goal to reduce VMT per capita by 10% from the base 2005 level. VMT per capita decreased by 7% between 2005 and 2013, so noticeable progress has been made toward that goal.

2. Travel to Work

The U.S. Census Bureau calculates the means of travel to work based on results from their annual American Community Surveys (ACS). The DRCOG Board desired to establish an SOV (single occupant vehicle) goal for the 2035 Metro Vision Plan and identified a goal based on the consistent ACS data source. The goal is to reduce the share of persons traveling to work by SOV on an average day to 65% from the 2005 level of 77% (see Table 1). Traveling to work by bicycling, transit and work-at-home have all increased since 2005 causing the SOV decrease from 77% to just under 75% in 2013.

Conclusion – Moderate progress has been made on this Metro Vision goal. The current estimate, less than 75% of persons traveling to work by SOV, is still far from the 65% goal, but on the right track.

3. 2014 Bike to Work Day (BTWD)

Results from 2014 BTWD and a follow up survey conducted by Corona Insights are summarized as follows.

- An estimated **29,000** people participated with the 2014 BTWD. About 19,300 formally registered with DRCOG and another 9,600 are estimated to have “participated” at one of the nearly 200 BTWD breakfast stations, though they did not register.
- It is estimated **7,000** people were new participants. This is a very important value, as it indicates continued progress in attracting new people to bicycling to work.
- Over half of the participants indicated BTWD motivated them to bicycle more often.
- As expected for the Denver region, the single most influential factor in determining whether a person bicycles to work or not is weather condition. The next most common reasons were convenience of driving (time, protection from weather, etc.) and safety concerns.

Conclusion – Bike to Work Day is clearly one of the key contributing factors to the dramatic increase in bicycling over the past 4 years, along with greater cultural acceptance (driven by Millennials), encouragement and education efforts by many other partner entities, economic conditions, and the construction and provision of new facilities for bicycling.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Report on VMT in the Denver Region (November 2014)
2. Table 1 – US Census Means of Travel to Work for Denver CSA

Link: [2014 Bike to Work Day: Survey Report \(Corona Insights\)](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Steve Cook, MPO Planning Program Manager, at 303-480-6749 or scook@drcog.org.

What will happen in the future?

There is no consensus as to how VMT will change in the future. The DRCOG Board has set a goal of a 10 percent reduction in VMT per capita between 2005 and 2035. The region is clearly heading in the right direction, since per capita VMT decreased from about 25.7 in 2006 to 23.8 in 2013 reflecting a 7.1 percent decrease. However, after significant declines through 2011, VMT per capita has been flat, although preliminary traffic counts indicate an increase in 2014.

Questions to be answered in the future:

- How much of the decrease in VMT per capita in late 2000s was due to the recession/economic downturn? Will VMT per capita increase when the economy improves further?
- Will the “Millennial” generation of young adults continue their overall (and very influential) trend of driving less? As this population group ages, has more children, and obtains more secure jobs, will their driving increase significantly?
- How will gas prices and vehicle fuel economy change in the future?
- While benefits of stagnant or decreased VMT include less pollution, less dependence on oil, and less congestion, the consequences include lower revenues to repair infrastructure. How will this funding gap be filled?

This report and other documents are available at the DRCOG website www.drcog.org

Contact Robert Spotts, Transportation Planner, at rspotts@drcog.org for additional information regarding DRCOG’s **Congestion Mitigation Program**.

FHWA VMT web page: www.fhwa.dot.gov/policy/information/travel_monitoring



Way to Go provides reliable, easy, environmentally-friendly, no-nonsense commuting options to Denver area commuters. We offer real-life solutions helping commuters save money, experience less stress, and save time, so they can focus more on the things they enjoy. Our programs successfully serve as a catalyst for change, encouraging people to move out of their comfort zone and try a new approach to commuting. We create reliable, flexible, win/win solutions. In 2013, Way to Go programs reduced Vehicle Miles Traveled (VMT) in the Denver region by nearly 11.3 million. For more information, visit WayToGo.org.

Report on Vehicle Miles Traveled in the Denver Region

November 2014



Trend in Vehicle Miles Driven

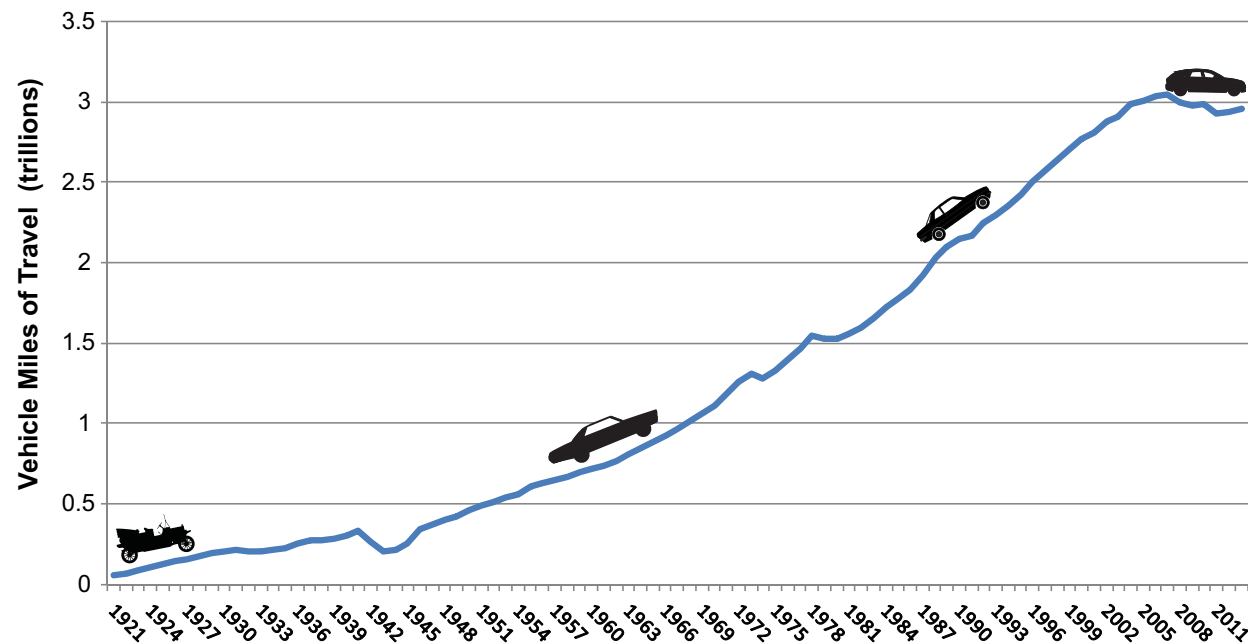
There is increased interest, both locally and nationally in two questions:

- 1) Are people driving more or less now than in previous years?
- 2) Will per capita VMT (Vehicle Miles Traveled) go up or down in the future?

VMT in the United States

Since the internal combustion engine automobile was patented in the 1880s, there have been only three periods in the United States where VMT did not continuously increase. VMT declined for two years during World War II, then for increments during the 1970s fuel crises. Finally, beginning in 2006, VMT remained relatively flat for seven years, with a slight increase in 2013. Even with that slight increase, national VMT in 2013 was less than in 2005 (see Figure 1).

Figure 1
Annual VMT in the United States: 1920 - 2013



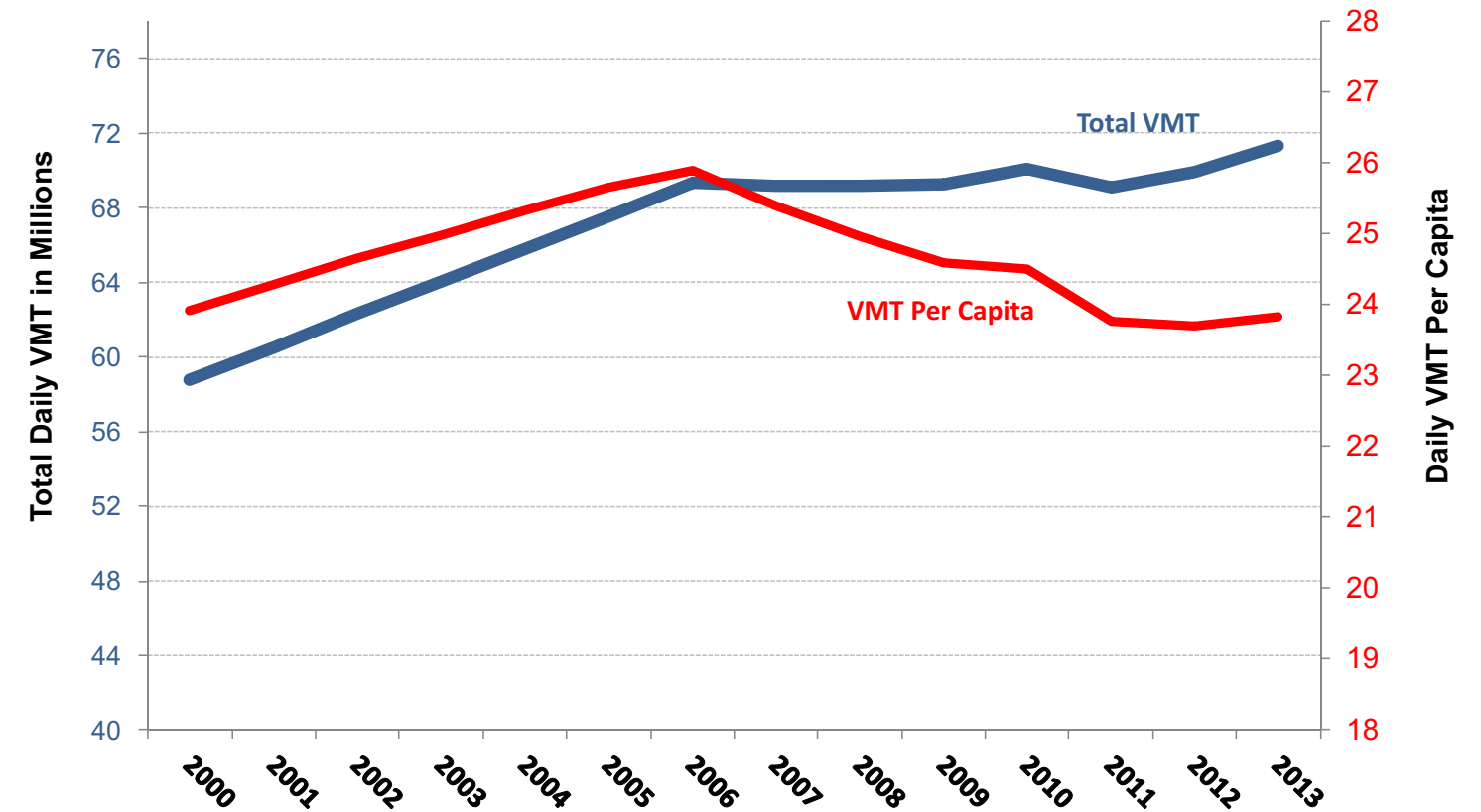
Source: Federal Highway Administration

VMT in the DRCOG Region

Figure 2 depicts average weekday VMT by all types of motor vehicles in the DRCOG region over the past 14 years. The blue line depicts the total VMT driven on all roads within the DRCOG region. In 2013, it is estimated people drove about 71 million miles every weekday within the region. After six years of essentially flat VMT, there has been a slight increase over the past two years. The recent growth is likely attributable to the increase in population, combined with the improving economy.

The red line depicts VMT per capita. This represents the daily VMT (by all cars and trucks) divided by the population of the DRCOG region. Because of population growth occurring simultaneously with VMT stagnation, the per capita VMT for the region actually decreased significantly through 2011, but has since remained level at a little more than 23.5 miles per person. Even with that increase, daily VMT per capita is significantly less than in 2006.

Figure 2 - Denver Region Weekday VMT (2000 - 2013)



Sources: Colorado Department of Transportation, Denver Regional Council of Governments, Federal Highway Administration

Table 1
Means of Transportation to Work: 2005-2013
Denver-Aurora, CO CSA *
(Average Throughout the Year)

	2005		2006		2007		2008		2009		2010		2011		2012		2013	
Drove alone	1,014,508	76.8%	1,123,394	75.3%	1,148,023	74.9%	1,186,844	73.9%	1,164,815	75.0%	1,151,319	75.6%	1,188,339	75.6%	1,211,210	74.9%	1,230,614	74.5%
Carpooled	120,521	9.1%	148,067	9.9%	150,258	9.8%	170,193	10.6%	142,457	9.2%	147,719	9.7%	142,727	9.1%	145,394	9.0%	150,658	9.1%
Public transportation	52,842	4.0%	63,332	4.2%	68,996	4.5%	73,826	4.6%	68,665	4.4%	58,858	3.9%	66,071	4.2%	68,030	4.2%	70,896	4.3%
Bicycle	11,358	0.9%	14,581	1.0%	15,679	1.0%	17,473	1.1%	17,370	1.1%	16,753	1.1%	20,025	1.3%	23,011	1.4%	18,868	1.1%
Walked	32,868	2.5%	37,454	2.5%	40,408	2.6%	36,813	2.3%	36,149	2.3%	33,247	2.2%	36,489	2.3%	42,604	2.6%	40,116	2.4%
Other means (e.g. taxi, motorcycle)	12,569	1.0%	20,066	1.3%	19,207	1.3%	21,472	1.3%	18,533	1.2%	16,222	1.1%	18,738	1.2%	18,634	1.2%	19,005	1.2%
Worked at home	76,003	5.8%	84,269	5.7%	90,068	5.9%	98,833	6.2%	105,370	6.8%	99,723	6.5%	99,725	6.3%	108,662	6.7%	121,736	7.4%
Total	1,320,669	100.0%	1,491,163	100.0%	1,532,639	100.0%	1,605,454	100.0%	1,553,359	100.0%	1,523,841	100.0%	1,572,114	100.0%	1,617,545	100.0%	1,651,893	100.0%

Source: U.S. Census: ACS 1-year estimates. Table B08301: WORKERS BY MEANS OF TRANSPORTATION TO WORK - Universe: Workers 16 years and over. Note - sampling methodology changed in 2013.

*Note - Denver-Aurora, CO CSA includes the DRCOG region, Weld County, Elbert County, and Park County

ATTACHMENT E

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

Meeting Date	Agenda Category	Agenda Item #
November 18, 2014	Informational Briefing	7

SUBJECT

This item is to provide a discussion about the possibility of permanently moving the monthly RTC meeting to a new date.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG staff would like to initiate a discussion about the possibility of permanently moving the monthly RTC meeting to a new date. Currently, the meeting typically occurs on the third Tuesday on each month, one day prior to the DRCOG Board meeting.

Meeting on the day before the Board meeting can be problematic, as there is potential for the RTC to change or make different recommendations than those provided to the Board in their agendas a week prior. As a result, staff would be unable to give timely advance notice to the DRCOG Board of any RTC changes in a one-day turnaround.

Additionally, DRCOG instituted an internal policy in July 2014 stating that no new data, charts, background material, or other new items be brought before a committee without at least 48 hours notice.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

DRCOG Policy on Items for Committees Outside of Established Agenda (July 2014)

ADDITIONAL INFORMATION

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

Policy & Procedure



Approved: *J. Schaufele* Executive Director

Subject: **POLICY ON ITEMS FOR COMMITTEES OUTSIDE OF ESTABLISHED AGENDA**

Effective Date: **JULY 2014** Questions: **Connie Garcia, 303-480-6701**

POLICY

It is the policy of the Denver Regional Council of Governments that no new data, charts, background material, or other new items be brought before a committee by staff without at least 48 hours notice prior to a meeting date without the express approval of the Executive Director or the Executive Director's designee.

PROCEDURES

If agenda changes are necessary outside of the timeline of this policy, the time to declare them is prior to the agenda being adopted or approved by the assembly. If an agenda is not adopted or approved by the assembly, the committee must be given an opportunity to accept the change to the agenda, or not.

This policy applies to all committees of DRCOG.