

**AGENDA  
REGIONAL TRANSPORTATION COMMITTEE**

**Tuesday, December 6, 2016**

**8:30 a.m.**

**1290 Broadway**

**Monarch Pass Board Room (east side)**

1. Call to Order
2. Public Comment
3. October 18, 2016 RTC Meeting Summary  
(Attachment A)

**ACTION ITEMS**

4. Discussion on amendments to the 2016-2021 Transportation Improvement Program.  
(Attachment B) Todd Cottrell
5. Discussion of air quality conformity modeling for the 2040 Metro Vision Regional Transportation Plan.  
(Attachment C) Jacob Riger

**INFORMATIONAL ITEMS**

6. Briefing on FY 2016 Annual Listing of Federal Projects (ALOP).  
(Attachment D) Todd Cottrell
7. Presentation on Traffic Crashes in the Denver Region.  
(Attachment E) Steve Cook

**ADMINISTRATIVE ITEMS**

8. Member Comment/Other Matters
  - 2017 RTC Schedule
9. Next Meeting – January 17, 2017
10. Adjournment

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6744.



## ATTACHMENT A

### MEETING SUMMARY REGIONAL TRANSPORTATION COMMITTEE Tuesday, October 18, 2016

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#### MEMBERS PRESENT:

Ed Peterson	Colorado Department of Transportation
Shannon Gifford	Colorado Department of Transportation
Debra Perkins-Smith (Alternate)	Colorado Department of Transportation
Elise Jones (Chair)	Denver Regional Council of Governments
Douglas Rex (Alternate)	Denver Regional Council of Governments
Ron Rakowsky	Denver Regional Council of Governments
Bob Roth	Denver Regional Council of Governments
Ashley Stolzmann	Denver Regional Council of Governments
Ken Lloyd	Regional Air Quality Council
Bill Van Meter (Alternate)	Regional Transportation District
Tina Francone	Regional Transportation District
Jeff Walker	Regional Transportation District
Mizraim Cordero	Other-Business Interests
Jeff Kullman	Other-Business Interests

Others Present: Jamie Hartig, Douglas County

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

#### Call to Order

Chair Elise Jones called the meeting to order at 8:33 a.m.

#### Public Comment

There was no public comment heard.

#### Summary of September 20, 2016 Meeting

The summary was accepted as written.

### **ACTION ITEMS**

#### Discussion on reallocation of FYs 2016 and 2017 Station Area Master Plan/Urban Center (STAMP/UC) funds from a returned study.

Derrick Webb, Regional Planner, presented the proposal to reallocate \$160,000 returned by the City of Thornton on a Station Area Master Plan (STAMP) study for the North Thornton and Highway 7 TOD Master Plan project.

The next study eligible for funding, per the waiting list of ranked projects, was Broomfield's *SH-7 Arterial Bus Rapid Transit Station Design, Multimodal Station Connectivity Recommendations and Right-of-Way Needs Study*. Broomfield accepted the funding and also agreed, after consultation with Boulder County, to have Boulder County be the official project sponsor.

Ron Rakowsky MOVED to recommend to the Board of Directors reallocation of FYs 2016 and 2017 Station Area Master Plan/Urban Center (STAMP/UC) funds from a returned study (transfer from Thornton to Broomfield and change project sponsorship to Boulder County). The motion was seconded and passed unanimously.

Discussion on confirmation of seven (7) Special Interest seats on the Transportation Advisory Committee (TAC).

Jacob Riger presented the recommendations for Special Interest seats on the Transportation Advisory Committee, as annually nominated by the DRCOG Board Chair. Chair Elise Jones' recommendations are:

Environment	Rick Pilgrim, Vice President, HDR Engineering
Freight	Greg Fischer, Senior Vice President, Shannon & Wilson, Inc.
TDM/Non-motorized	Ted Heyd, Regional Policy Director, Bicycle Colorado (rotation from Alternate to Member)
Aviation	Tom Reed, Airport Planner, Denver International Airport
Business/Economic Development	Steve Klausing, Executive Vice President, Denver South Economic Development Partnership
Seniors	Sylvia Labrucherie, Board Chair, Denver Regional Mobility & Access Council
Non-RTD Transit	Hank Braaksma, Transportation Director, Seniors' Resource Center (rotation from Alternate to Member)

The TAC appointments become effective at the next TAC meeting on October 24, 2016. It was noted the Special Interest TAC members designate their Alternates.

Debra Perkins-Smith MOVED to confirm the membership recommendations for the seven Special Interest seats on the Transportation Advisory Committee (TAC). The motion was seconded and passed unanimously.

**INFORMATIONAL ITEMS**

Briefing on draft 2015 Annual Report on Roadway Traffic Congestion in the Denver Region.

Robert Spotts presented the draft annual traffic congestion report that provides information on vehicle miles traveled (VMT), performance measures, multimodal strategies, and recent projects. The report noted that after a period of flat VMT growth from 2006-2011, the region saw 4% growth of VMT in 2015, the highest percentage in the region since the 1990's, and most likely the largest-ever raw growth in daily VMT (3 million). Potential reasons for this increase include a recovering economy and favorable gas prices, among others.

Mr. Spotts said VMT per capita also increased in 2015 after having been flat or declining since 2006. Total VMT growth over the 8-year period of 2006-2014 was 3.8 million; but in 2015 alone there was a VMT increase of over 3.0 million.

There was some discussion on implications of freight and commercial delivery on VMT.

Briefing on Volkswagen settlement.

Robert Spotts presented an overview of the consent agreement reached in a class action lawsuit brought by the EPA and the State of California against automaker, Volkswagen, for its manipulation of diesel exhaust emission testing in VW and Audi 2.0L vehicles (Jetta, Golf, Passat, Beetle, and Audi A3). Other lawsuits are pending, including for 3.0L vehicles.

The \$15.3 billion settlement allocates \$10.3 billion to buy back or terminate leases, \$2 billion for zero emission vehicles, and \$2.7 billion for an environmental mitigation trust fund that will

apportion an initial \$61.3 million to Colorado for certain environmental mitigation efforts over the next 3-10 years.

The Colorado Department of Health and Environment, CDOT, and the Colorado Energy Office will conduct outreach. A stakeholder meeting will be held on November 7 at CDPHE. After determination of funding priorities and selection criteria, it is anticipated grant applications will begin in fall 2017 and awarded in late 2017.

#### **ADMINISTRATIVE ITEMS**

Doug Rex requested a change in the next RTC meeting date to December 6 (from December 19) to accommodate a changed December Board meeting date (now on December 7).

The meeting was adjourned at 9:01 a.m. The next scheduled meeting is October 18, 2016.

## ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

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

Meeting Date	Agenda Category	Agenda Item #
December 6, 2016	Action	4

### SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), taking place on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the TIP.

### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the Board-adopted [TIP Amendment Procedures](#).

### ACTION BY OTHERS

[November 28, 2016](#) – TAC recommended approval.

### SUMMARY

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed policy amendments to the [2016-2021 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

- **New Project Denver Smart City Program**  
This newly-awarded federal grant project will fund new transportation technologies that will help reduce congestion and improve safety within Denver.
- **2012-079 North Metro Rail 112th Ave Corridor Improvements**  
The scope is revised to reflect intersection improvements along 112<sup>th</sup> Avenue.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

Move to recommend to the Board of Directors the attached amendments to the *2016-2021 Transportation Improvement Program (TIP)*.

### ATTACHMENT

1. Proposed TIP amendments

### ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations at 303 480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

**New Project:** Add a new project for Denver using FAST Act Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program funds

## New Project

Title: **Denver Smart City Program**

Project Type: **Congestion Management**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **Denver**

### Project Scope

The City and County of Denver is proposing three Intelligent Vehicle (IV) Projects utilizing advanced traveler information systems, advanced transportation management technologies, transportation system performance data collection, analysis, and dissemination systems, and advanced safety systems to address issues and challenges in safety, mobility, and sustainability.

Specific efforts for this grant include 1) Connected Traffic Management Center (TMC) and Connected Fleets, 2) Travel Time Reliability as a City Service for Connected Freight, and 3) Safer Pedestrian Crossings for Connected Citizens.



Affected Municipality(ies)	Affected County(ies)
Denver	Denver

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (ATCMTD)		\$0	\$6,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$6,000	\$0	\$0	\$0		
<b>Total</b>	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$12,000

**2012-079:** Adjust scope to reflect intersection improvements along 112<sup>th</sup> Ave, in addition to a minor trail extension. This Second Commitment in Principle project scope change was agreed to by all North Metro Corridor partners.

### Existing

Title: **North Metro Rail 112th Ave Corridor Improvements**

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

TIP-ID: **2012-079**

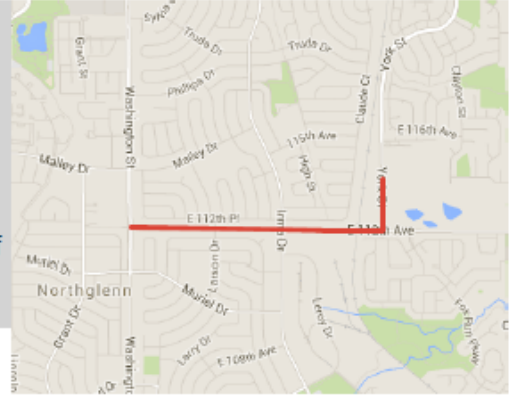
STIP-ID:

Open to Public: **2018**

Sponsor: **Northglenn**

#### Project Scope

Project constructs a new 10 ft multi-use trail on the north side of 112th Ave from Washington St to York St, a new 10 ft multi-use trail from 112th Ave, north along the west side of York St leading to the 112th Ave FasTracks Station, and ADA compliant access at all road crossings. Additionally, project widens 112th Ave including the installation of box-culverts to direct the existing drainage into "underground" facilities, allowing the trail system to pass unobstructed on the surface at 112th Ave/Larson Dr and 112th Ave/Irma Dr. Also includes all right of way, easements, design and environmental clearance.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Northglenn	Adams	Year	Phase
		2016	Initiate Environmental
		2016	Initiate Design
		2016	Initiate ROW
		2017	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$99	\$728	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$25	\$207	\$0	\$0	\$0		
<b>Total</b>	\$0	\$124	\$935	\$0	\$0	\$0	\$0	\$1,059

### Revised Scope

Title: **North Metro Rail 112th Ave Corridor Improvements**

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

TIP-ID: **2012-079**

STIP-ID:

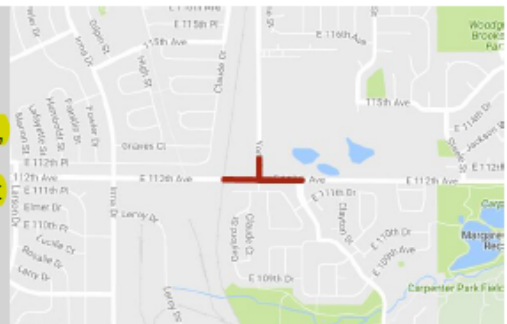
Open to Public: **2018**

Sponsor: **Northglenn**

#### Project Scope

The project constructs improvements surrounding the new FasTracks Station at 112th Ave and York St. Improvements include:

- A 8 ft. multi-use trail on the north side of 112th Ave from York St to 200 ft west, connecting to the existing trail.
- A southbound right turn lane and pedestrian crossing improvements at York St and 112th Ave.
- A traffic signal and pedestrian crossings at 112th Ave and Fox Run Pkwy.
- A westbound right turn lane on 112th Ave between Fox Run Pkwy and York St.





## ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

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

Meeting Date	Agenda Category	Agenda Item #
December 6, 2016	Action	5

### SUBJECT

This item concerns modeling for air quality conformity associated with the *2040 Metro Vision Regional Transportation Plan* (2040 MVRTP).

### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends the 2040 MVRTP fiscally constrained roadway capacity and rapid transit networks for air quality conformity modeling, including the proposed project amendments listed below.

### ACTION BY OTHERS

[November 28, 2016](#) – TAC recommended approval.

### SUMMARY

As part of completing the 2040 MVRTP, DRCOG will conduct transportation and air quality conformity modeling for the regional roadway and rapid transit system in the 2040 MVRTP. The roadway and transit model networks will include all projects contained in the *2040 Fiscally Constrained Regional Transportation Plan* adopted in February 2015 as well as subsequent RTP project amendments reflected in accompanying air quality conformity determinations.

DRCOG solicited RTP project amendments in August 2016 and received the following requests from the City of Thornton to modify two projects already in the RTP:

Agency	Project/Segment Description	Current 2040 RTP Status	Proposed Model Network Change
Thornton	Washington St.: 144th Ave. to 160th Ave. widening (2 to 6 lanes)	Widen 2 to 4 lanes	Widen 2 to 6 lanes
	SH-7: 164th Ave. to Dahlia St.: widening (2 to 4 lanes)	<ul style="list-style-type: none"> <li>• In 2025-2034 stage</li> <li>• Regionally funded</li> </ul>	York St. to Big Dry Creek segment (0.7 miles): <ul style="list-style-type: none"> <li>• Advance to 2015-2024 stage</li> <li>• Change to locally-derived funding</li> </ul>

These two modification requests are recommended by staff to be included in the transportation networks to be modeled for air quality conformity for the 2040 MVRTP.

All the fiscally constrained roadway capacity projects in the 2040 MVRTP are shown in the Attachment 1 map by staging period. Attachment 2 displays the corresponding rapid transit network to also be reflected in the air quality conformity modeling. There are no changes to the rapid transit network.

Model results will be presented in conformity determination documents associated with a public hearing for the draft 2040 MVRTP in early 2017.



PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board of Directors the 2040 MVRTP fiscally constrained roadway capacity projects and rapid transit networks to be modeled for air quality conformity.

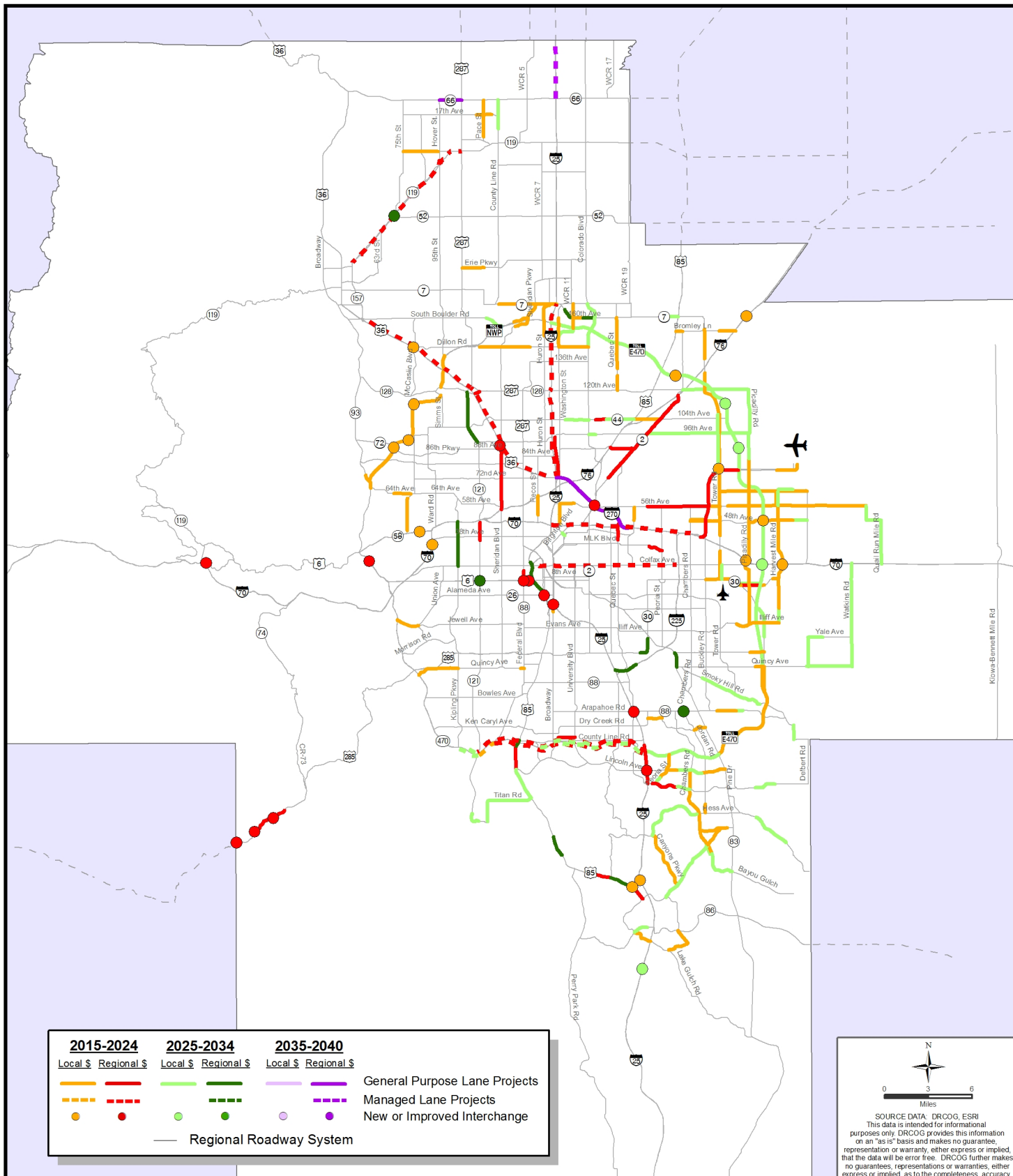
ATTACHMENTS

1. Staging of Fiscally Constrained Roadway Capacity Projects
2. 2040 Fiscally Constrained Rapid Transit, Park-n-Ride and Station Locations

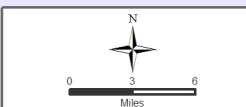
ADDITIONAL INFORMATION

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

# Staging of Fiscally Constrained Roadway Capacity Projects

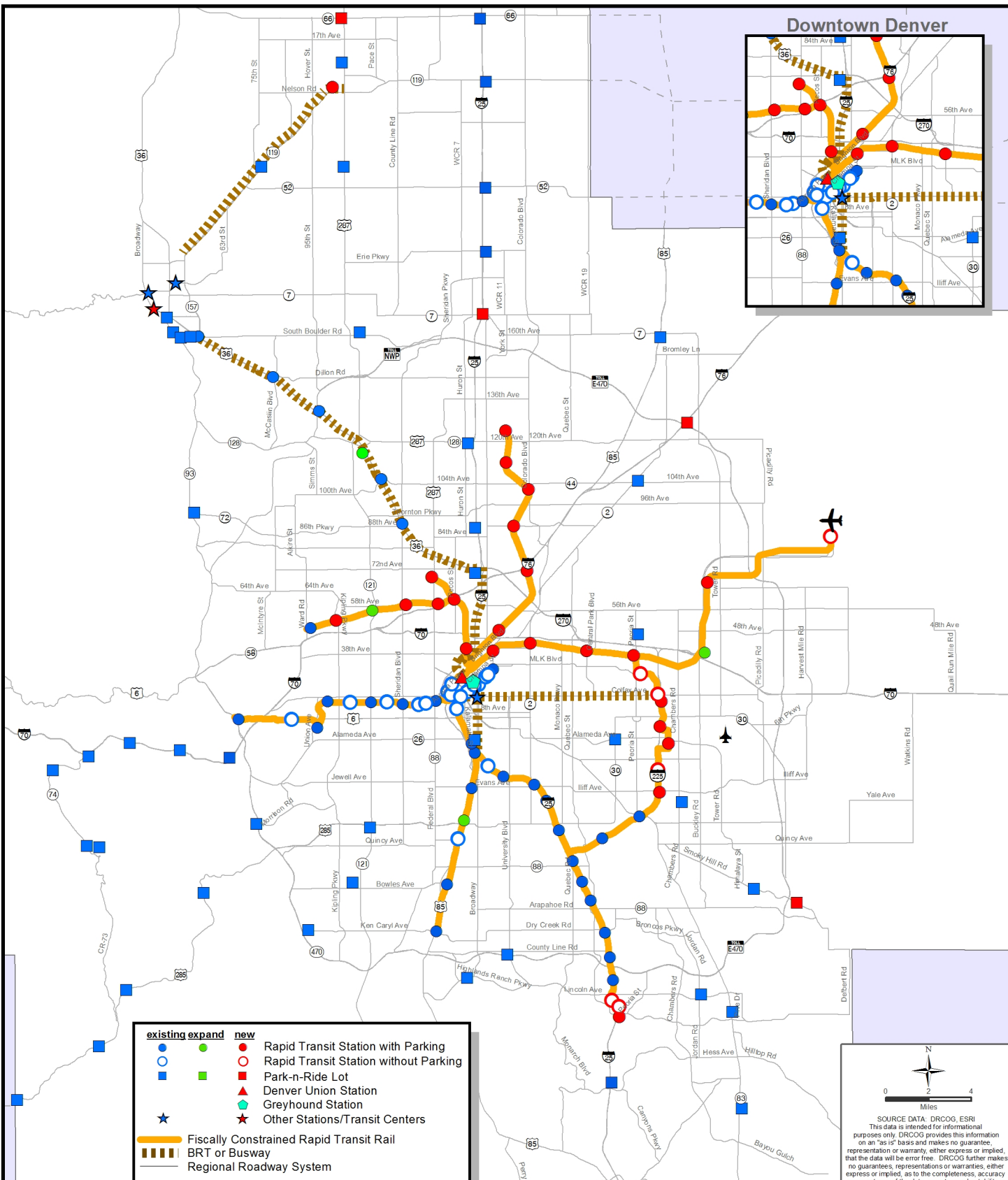


2015-2024		2025-2034		2035-2040		
Local \$	Regional \$	Local \$	Regional \$	Local \$	Regional \$	
						General Purpose Lane Projects
						Managed Lane Projects
						New or Improved Interchange
						Regional Roadway System



SOURCE DATA: DRCOG, ESRI  
This data is intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no guarantee, representation or warranty, either express or implied, that the data will be error free. DRCOG further makes no guarantees, representations or warranties, either express or implied, as to the completeness, accuracy or correctness of the data, or as to merchantability or fitness of the data for a particular use or purpose. DRCOG is not responsible to any user for any costs, expenses, liabilities or damages arising from inconsistencies in its data or from any use of the information.

# 2040 Fiscally Constrained Rapid Transit, Park-n-Ride, & Station Locations



Issued 11/17/2016  
 Projection: NAD 1983 StatePlane Colorado Central FIPS 5002 Feet  
 \\cogshare\Transportation\RT\2040\MVRTP\Figures\2040 Fiscally Constrained Rapid Transit, Park-n-Ride, & Station Locations.mxd

0 2 4  
 Miles

SOURCE DATA: DRCOG, ESRI  
 This data is intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no guarantee, representation or warranty, either express or implied, that the data will be error free. DRCOG further makes no guarantees, representations or warranties, either express or implied, as to the completeness, accuracy or correctness of the data, or as to merchantability or fitness of the data for a particular use or purpose. DRCOG is not responsible to any user for any costs, expenses, liabilities or damages arising from inconsistencies in its data or from any use of the information.

## ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

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

Meeting Date	Agenda Category	Agenda Item #
December 6, 2016	Information	6

### SUBJECT

Federal law requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal obligation.

### PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is an informational briefing.

### ACTION BY OTHERS

N/A

### SUMMARY

The enclosed report lists all transportation projects in the Denver region that were obligated with federal funds in federal Fiscal Year 2016 (October 1, 2015 – September 30, 2016).

A net total of \$335 million was obligated in FY 2016 for 49 transportation projects.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENT

1. *FY 2016 Annual Listing of Federally Obligated Projects*

### ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Transportation Planner, at 303 480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).



# ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

**Fiscal year 2016**  
Oct. 1, 2015 -  
Sept. 30, 2016

**Dec. 7, 2016**



## Purpose of this Report

The federal metropolitan transportation planning statute states:

*"An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP."<sup>1</sup>*

The Federal Highway Administration defines obligation as the federal government's legal commitment (promise) to pay or reimburse states or other entities for the federal share of a project's eligible costs<sup>2</sup>. Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Obligated projects were not necessarily initiated or completed during this year. The obligated project cost reflected in this report also may not equal final project cost.

This report responds to the directive set forth in statute. It lists all surface transportation projects in the Denver region that were obligated in federal fiscal year 2016 (October 1, 2015 to September 30, 2016).

## Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 56 local governments in the Denver metro area, promotes a regional perspective towards the metropolitan area's most pressing issues and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and southwest Weld counties, plus the City and County of Denver and the City and County of Broomfield.

DRCOG is the Metropolitan Planning Organization ([MPO](#)) for Broomfield, Denver, Douglas, and Jefferson counties, and portions of Adams, Arapahoe, Boulder, and Weld counties. Federal transportation legislation requires, as a condition for spending federal highway or transit funds in urbanized areas, the designation of an MPO. The MPO has responsibility for planning, programming, and coordinating federal investments. The DRCOG MPO process creates a partnership among state, local government, and transit operators in providing transportation improvements.

DRCOG represents the perspectives of its local government members, while coordinating its planning efforts with the Colorado Department of Transportation ([CDOT](#)), the Regional Transportation District ([RTD](#)), the Regional Air Quality Council ([RAQC](#)), the Colorado Department of Public Health and Environment ([CDPHE](#)), the Federal Highway Administration ([FHWA](#)), and the Federal Transit Administration ([FTA](#)). DRCOG develops its positions by working with elected officials, staff from local governments and the above agencies, and the public through a committee system where the various issues are discussed and recommendations are made. Current committees include the [Regional Transportation Committee](#) and the [Transportation Advisory Committee](#). Working groups are also created and appointed, as need dictates.

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<sup>1</sup> 23 U.S.C. 134 (j)(7)(B)

<sup>2</sup> Financing Federal Aid Highways Glossary. <http://www.fhwa.dot.gov/reports/fifahiw/ffahappa.htm>. February 20, 2015.



Regional Transportation Plan

DRCOG develops a minimum 20-year regional transportation plan (RTP), called the Metro Vision RTP. The Metro Vision RTP is an element of the region’s Metro Vision plan. The Metro Vision RTP includes the needed transportation system and the fiscally-constrained RTP. The fiscally-constrained RTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the reasonably available financial resources over that time. Federal law requires the fiscally-constrained plan to be updated at least every four years to validate air quality conformity.

Some types of projects (roadway capacity and rapid transit) must be included in the fiscally-constrained portion of an adopted conforming RTP, before they can be selected for Transportation Improvement Program (TIP) funding.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the adopted list of public transit, roadway, bicycle, pedestrian, air quality projects and studies that will receive federal transportation funds in the near future. The TIP also includes the projects in the DRCOG area that are defined as regionally significant, regardless of funding. The TIP implements the fiscally-constrained RTP.

The TIP covering FY2016 is the 2016-2021 TIP, and was adopted on April 15, 2015. It has been amended regularly since adoption. Some of the projects in this obligation report are from other TIPs.

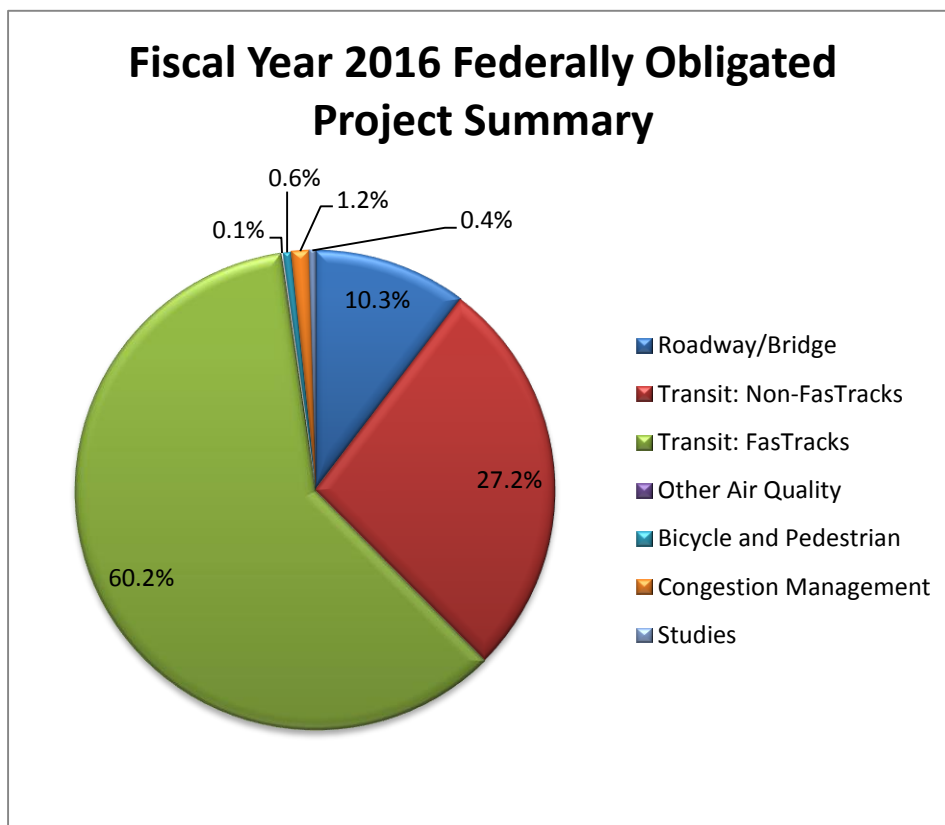
Public Involvement

DRCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the RTP, TIP, and other products. DRCOG’s public involvement strategies include presenting information and educating the public, continuously soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

### Summary of Projects

A net total of \$335 million was obligated in FY2016 on 49 transportation projects. Some statistics regarding the FY2016 obligations include:

- \$201.6 million (60.2 percent) was for RTD FasTracks projects, \$91 million (27.2 percent) for non-FasTracks transit projects, \$34.6 million (10.3 percent) for roadway/bridge projects, \$4 million (1.2 percent) for congestion management projects, \$1.8 million (0.6 percent) for bicycle and pedestrian projects<sup>3</sup>, \$1.4 million (0.4 percent) for studies, and \$0.4 million (0.1 percent) for other air quality projects. The chart below illustrates these percentages:



- The largest project obligation (\$150 million or 44.8 percent of the total) went to RTD for the Eagle P-3 project to construct the East and Gold FasTracks corridors.
- Five of the 49 projects had net obligations over \$10 million, accounting for 84.9 percent of the net amount obligated (\$284.3 of the \$335 million).

<sup>3</sup> Stand-alone bicycle and pedestrian projects only. Calculation does not include other projects with a bicycle/pedestrian element.

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## Obligation Report

This report is organized by TIP project sponsor. Information shown about each project includes:

- TIP Sponsor lists the agency that is financially responsible for the TIP project
- Project Name
- TIP Identification (TIP ID) is a unique number given to each project selected for inclusion into a DRCOG TIP
- Funding Type identifies the federal program that funds the project
- Obligations is the sum of all the obligations that occurred for that particular TIP project in FY2016
- B/P indicates if bicycle/pedestrian infrastructure is part of the project
- Total Cost lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Federal Total lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active (may or may not be the current TIP)
- Total Federal Funds Remaining lists the programmed federal transportation funds in the current TIP that are remaining for the project.

With federal funding being the focus of this obligation report, obligations of local or state funds are not presented herein. Non-federal funding would be included within the Total Cost column as part of the total overall project cost. For the purposes of this report in FY2016, federal funding was distributed through the following TIP categories:

- 1702-High Priority Projects are funds earmarked for particular projects by Congress within the previous SAFETEA-LU federal transportation bill.
- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality (CMAQ) can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Congestion Relief typically funds projects that reduce congestion.
- The RAMP program accelerates funding for projects on the state highway system and transit projects. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Regional Priority Projects (RPP) typically fund construction, widening, and reconstruction on roadways on the state highway system.
- Safety funds are typically used for projects that reduce the number and severity of crashes.
- Section 5307 funds capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5309 funds mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.
- Section 5310 funds capital assistance grants to private nonprofit organizations to serve the transportation needs of elderly people and individuals with disabilities.
- Section 5311 funds capital and operating assistance grants for transit service in non-urbanized areas.
- Section 5337, or State of Good Repair funds, intend to repair and upgrade rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.
- Section 5339 funds replace, rehabilitate, and purchases buses and other transit vehicles as well as to construct bus-related facilities.

- STP-Metro is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, bicycle/pedestrian improvements, and studies.
- Surface Treatment funds are used for repaving and resurfacing on the state highway system.
- Transportation Alternative Program (TAP) funds program such projects as bicycle/pedestrian projects, historic preservation projects, environmental mitigation projects, transportation museum projects, landscaping and beautification projects, and conversion of rails-to-trails projects. The projects must relate to surface transportation.

This report also contains deobligations, depicted with (). Deobligation occurs when CDOT has to return the obligation to the federal government. Deobligation can occur for several reasons, including:

- Bids come in at a lower amount than the obligation amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.
- Advanced construction projects (where the sponsor first pays the cost and is reimbursed later) often result in a deobligation because first the project must be obligated and then deobligated when the sponsor agrees to pay the costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.
- A project phase is closed out, causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same project<sup>4</sup>.
- After a project is complete and all bills are paid, any remaining obligation authority is returned to the federal government and is shown as a deobligation. Project closeouts can sometimes take place many years after the project was actually completed.

The table also identifies which projects contain elements improving pedestrian and/or bicycling infrastructure. In some cases, this is a pedestrian and bicycle-only project (reflected in the previous pie chart). In most circumstances, the pedestrian and bicycle components are part of a larger project. Since deobligations by definition are not current "investments," their bicycle/pedestrian applicability is shown as not applicable (N/A).

Descriptions of the projects that are contained in this report can be found within the TIP documents, which are available at <https://drcog.org/programs/transportation-planning/transportation-improvement-program> or by using the searchable online database of transportation projects in the MPO area, [TRIPS](#). The table below is based on records obtained from CDOT and RTD, as DRCOG does not directly participate in the obligation process.

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<sup>4</sup> This report does not include the project phases.

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
Arapahoe County	I-25/Arapahoe Rd Interchange Reconstruction	2012-043	STP-Metro	\$4,435,962	YES	\$76,200,000	\$0	\$0
Aurora	Metro Center Station Area Bike/Ped Connector Facility	2016-005	STP-Metro	\$142,311	YES	\$2,291,000	\$1,832,000	\$0
Boulder County	RTD Route L Service Enhancement	2016-010	CMAQ	\$536,000	NO	\$2,080,000	\$1,664,000	\$1,128,000
Boulder County	SH-119: LoBo Trail Connections	2007-003	TAP	\$26,473	YES	\$3,600,000	\$2,200,000	\$0
Broomfield	Broomfield Call-n-Ride	2016-014	CMAQ	\$188,000	NO	\$527,000	\$369,000	\$181,000
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	Section 5310	\$4,922,493	NO	\$15,316,000	\$6,727,000	\$4,035,000
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	Section 5311	\$1,313,743	NO	\$642,000	\$535,000	\$0
CDOT	Safe Routes to School Pool	2007-144	Safety	\$175,437	YES	\$938,000	\$0	\$0
CDOT	I-70/Genesee Bike Path	2016-060	TAP	\$306,219	YES	\$963,000	\$700,000	\$0
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$1,593,912	NO	\$6,026,000	\$0	\$0
CDOT Region 1	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	2007-158	Bridge On-System	(\$1,210,835)	N/A	\$144,226,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$3,528,147	NO	\$43,350,000	\$0	\$0
CDOT Region 1	C-470 Managed Toll Express Lanes: Wadsworth to I-25	2016-059	RAMP (Federal Funding Obligations)	\$2,141,224	NO	\$357,000,000	\$0	\$0
CDOT Region 1	I-70/Kipling: NEPA and Post NEPA Improvements	2012-062	RPP (Federal Funding Obligations)	\$35,858	NO	\$3,100,000	\$0	\$0
CDOT Region 1	US 6: Bridges Design/Build	2012-086	RPP (Federal Funding Obligations)	\$3,907,301	YES	\$67,666,000	\$0	\$0
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$2,754,410	NO	\$22,485,000	\$0	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 1	Region 1 Hot Spot Pool	2007-074	Safety	\$233,285	NO	\$1,652,000	\$0	\$0
CDOT Region 1	Region 1 Traffic Signals Pool	2007-075	Safety	\$9,254	NO	\$15,041,000	\$0	\$0
CDOT Region 1	I-25: 120th Ave to SH-7 Managed Lanes	2016-055	Safety	\$177,992	NO	\$105,579,000	\$8,579,000	\$5,479,000
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment	\$8,596,587	NO	\$190,800,000	\$0	\$0
CDOT Region 1	US-36: Wetland Mitigation	2008-117	RPP (Federal Funding Obligations)	\$2,574,332	NO	\$2,950,000	\$0	\$0
CDOT Region 4	Region 4 Bridge Off-System Pool	2008-028	Bridge Off-System	\$24,000	NO	\$166,000	\$133,000	\$133,000
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$4,140,214	NO	\$16,230,000	\$0	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Surface Treatment	\$5,738,229	NO	\$75,917,000	\$0	\$0
Commerce City	Route 62: Central Park Station to 60th Ave/Dahlia Transfer Station	2016-039	CMAQ	\$453,000	NO	\$1,695,000	\$1,355,000	\$902,000
Denver	56th Avenue: Quebec St to Peña Blvd	2007-082	1702-High Priority Projects	(\$3,831,081)	N/A	\$25,411,000	\$7,664,000	\$3,832,000
Denver	Federal Blvd: Alameda Ave to 6th Ave Widening	2001-169	Congestion Relief	(\$83,679)	N/A	\$29,352,000	\$4,045,000	\$0
Denver	Colorado Center Bike/Ped Bridge: Colorado Center to Jewell & Bellaire	2008-001	TAP	\$1,078,580	YES	\$8,000,000	\$4,000,000	\$0
DRCOG	Congestion Evaluation Tool	2007-062	CMAQ	\$99,209	NO	\$490,000	\$390,000	\$0
DRCOG	Regional TDM Program: Way to Go	2012-064	CMAQ	\$1,570,364	NO	\$7,652,000	\$7,200,000	\$3,600,000
DRCOG	Regional Transportation Demand Management (TDM) Program Pool	1999-097	CMAQ	\$824,342	YES	\$8,318,000	\$6,654,000	\$3,200,000
DRCOG	Regional Transportation Operations Pool	2016-004	CMAQ	\$1,364,959	NO	\$21,799,000	\$17,439,000	\$12,600,000

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
DRCOG	Station Area Master Plan/Urban Center Studies Pool	2007-089	CMAQ	\$390,000	NO	\$3,200,000	\$2,400,000	\$1,810,000
DRCOG	Front Range Travel Counts	2008-025	STP Metro	\$201,149	NO	\$2,500,000	\$2,000,000	\$0
HPTE	US-36: Boulder to I-25 Managed Lanes/BRT	2008-114	STP Metro	(\$137,596)	N/A	\$725,300,000	\$0	\$0
Longmont	RTD Route #324 Service Improvements	2016-015	CMAQ	\$392,000	NO	\$1,470,000	\$1,176,000	\$784,000
Mead	Mead School to School Trail Project	2016-053	TAP	\$45,443	YES	\$500,000	\$400,000	\$0
R A Q C	New Energy Fleets Collaborative	2008-004	CMAQ	\$190,799	NO	\$5,323,000	\$4,169,000	\$0
R A Q C	Ozone State Implementation Plan (SIP) Modeling Study	2016-058	STP Metro	\$221,498	NO	\$600,000	\$480,000	\$0
R T D	MetroRide Service Expansion: DUS to Civic Center	2016-009	CMAQ	\$400,000	NO	\$1,500,000	\$1,200,000	\$800,000
R T D	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$58,269,113	NO	\$409,123,000	\$340,883,000	\$285,192,000
R T D	FasTracks Eagle P-3 Corridors (Gold and East Line)	2008-111	Section 5309 New Start	\$150,000,000	NO	\$1,913,005,000	\$364,600,000	\$195,950,000
R T D	FasTracks Southeast Corridor Extension: Lincoln Ave to RidgeGate Pkwy	2007-059	Section 5309 New Start	\$51,635,162	NO	\$231,462,000	\$92,000,000	\$0
R T D	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$12,781,754	NO	\$81,000,000	\$66,000,000	\$55,000,000
R T D	RTD Capital Improvements: Bus and Facilities Funding	2012-108	Section 5339	\$11,611,683	NO	\$38,273,000	\$31,894,000	\$26,685,000
R T D	SH 119 BRT NEPA Analysis: Boulder to Longmont	2016-050	STP Metro	\$1,000,000	NO	\$3,000,000	\$1,000,000	\$0
Superior	Superior Call-n-Ride	2016-013	CMAQ	\$215,000	NO	\$530,000	\$423,000	\$208,000
Superior	Superior Trail: McCaslin BRT Station to Coal Creek	2016-033	TAP	\$27,937	YES	\$750,000	\$600,000	\$0
Univ of Colorado	Folsom St: Regent Dr Underpass	2007-046	TAP	\$43,541	YES	\$4,553,000	\$2,694,000	\$0
<b>Grand Total of Obligations</b>								<b>\$335,053,725</b>







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Denver Regional Council of Governments  
1290 Broadway, Suite 100  
Denver, CO 80203-5606

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[www.drcog.org](http://www.drcog.org)  
303-455-1000

## ATTACHMENT E

To: Chair and Members of the Regional Transportation Committee

From: Steve Cook, Transportation Modeling and Operations Manager  
303 480-5626 or [scook@drcog.org](mailto:scook@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
December 6, 2016	Information	7

### SUBJECT

Presentation on DRCOG's draft *Report on Traffic Crashes in the Denver Region*.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

Safety has always been a critical component of the region's transportation planning process. In 2015, 238 people died on roadways in the Denver region. Another 2,000 people were seriously injured.

DRCOG periodically prepares a crash report to raise awareness of traffic safety issues in the Denver region. The attached presentation of results uses the latest national and regional crash data to examine regional crash types, locations, characteristics, demographics, and other safety mitigation efforts. DRCOG will examine bicycle and pedestrian safety more in-depth as part of the upcoming Active Transportation Plan process.

Staff will summarize key elements of draft report at the RTC meeting. The final report will be completed in December.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

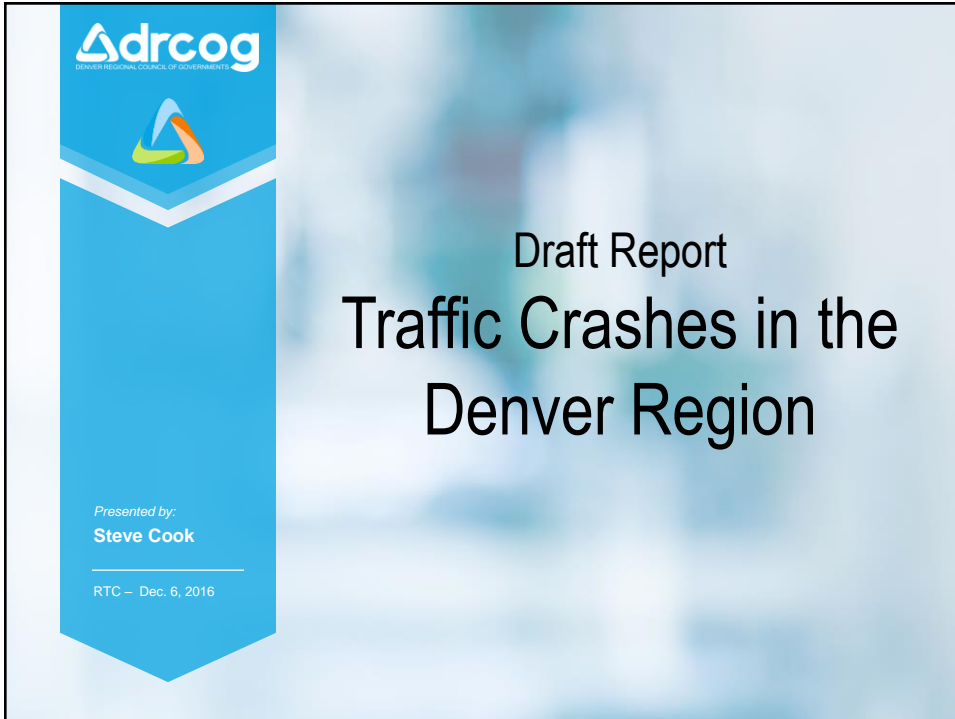
N/A

### ATTACHMENT


Staff presentation

### ADDITIONAL INFORMATION

If you need additional information, please contact Steve Cook, Transportation Modeling and Operations Manager, at (303) 480-6749 or [scook@drcog.org](mailto:scook@drcog.org).



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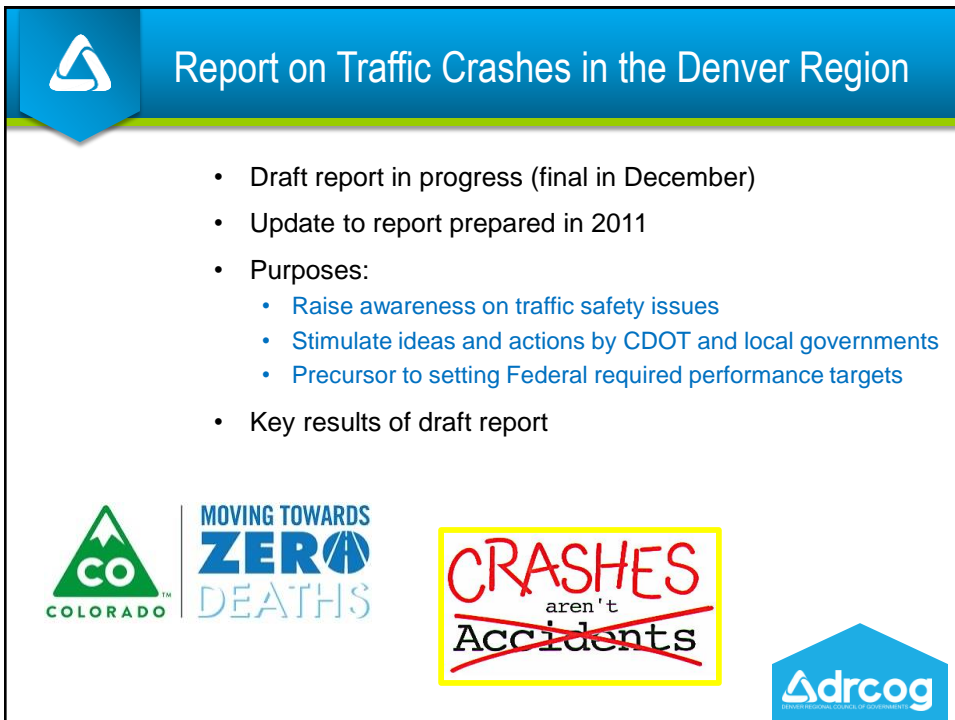


# Draft Report Traffic Crashes in the Denver Region

Presented by:  
**Steve Cook**


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RTC – Dec. 6, 2016





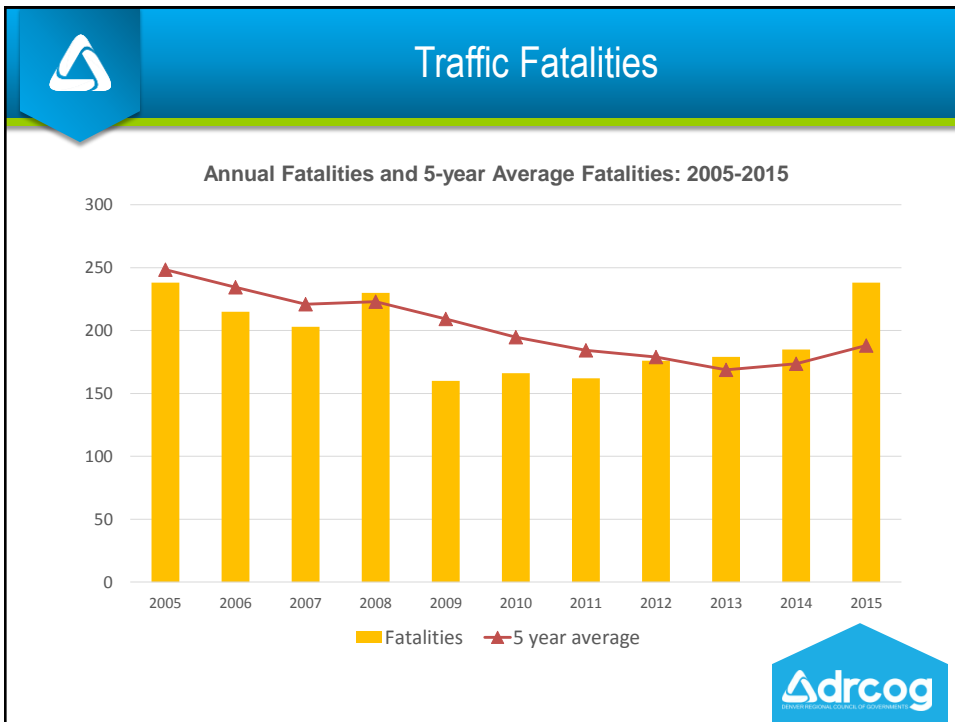
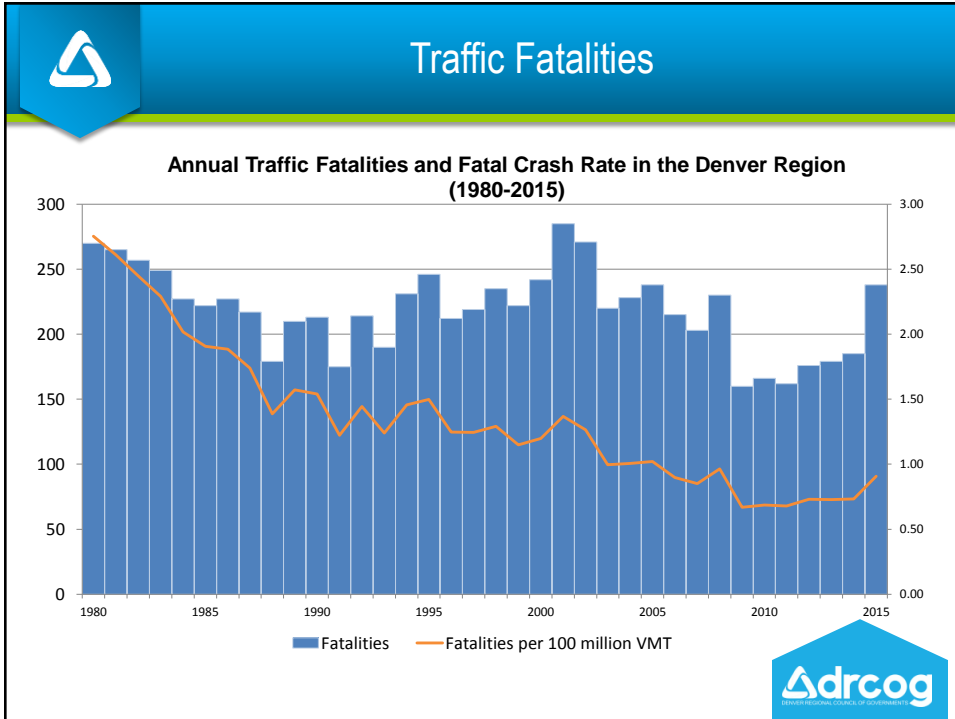
## Report on Traffic Crashes in the Denver Region

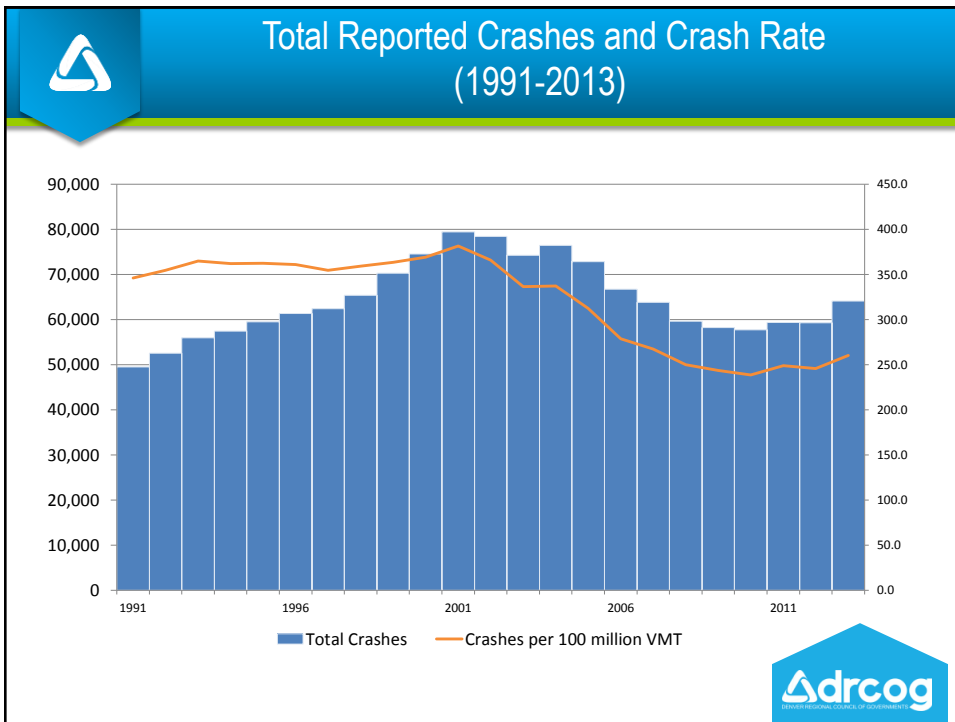
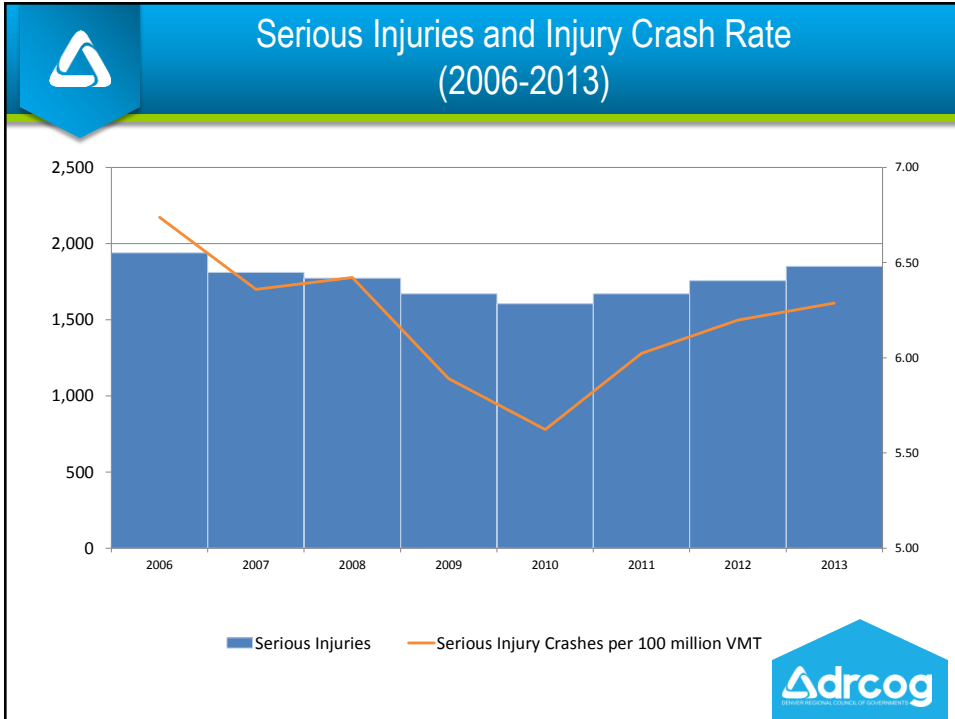
- Draft report in progress (final in December)
- Update to report prepared in 2011
- Purposes:
  - Raise awareness on traffic safety issues
  - Stimulate ideas and actions by CDOT and local governments
  - Precursor to setting Federal required performance targets
- Key results of draft report

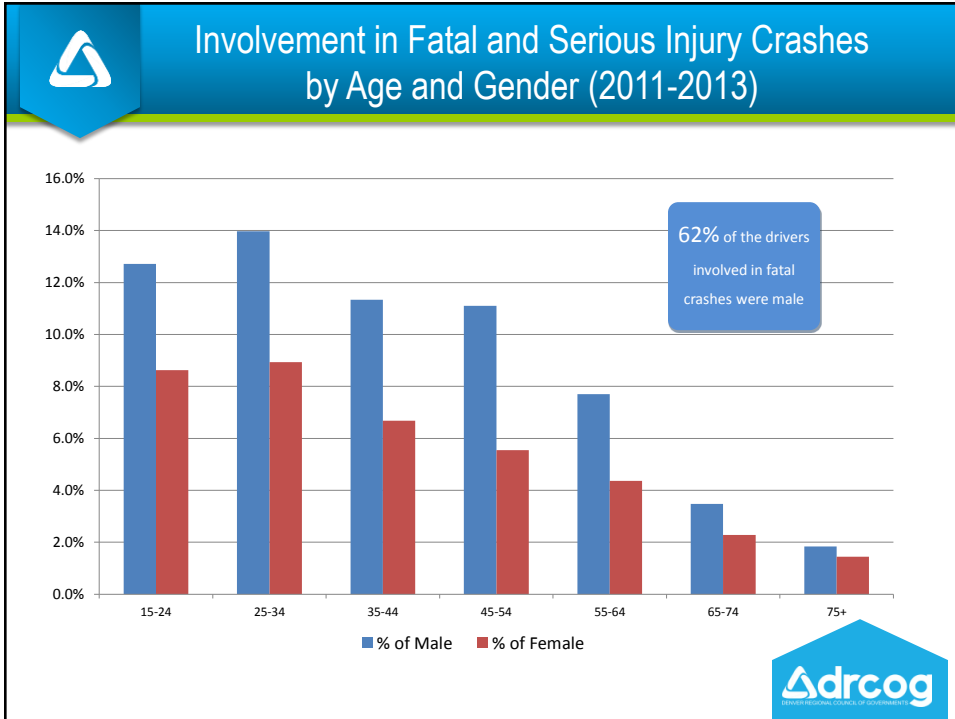


**MOVING TOWARDS  
ZERO  
DEATHS**









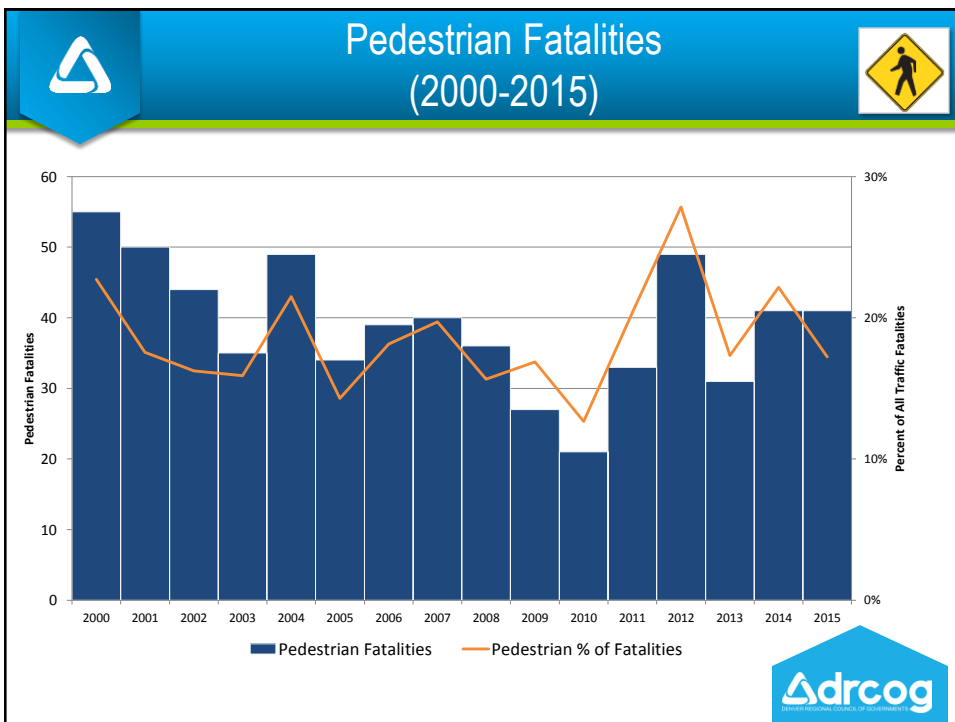
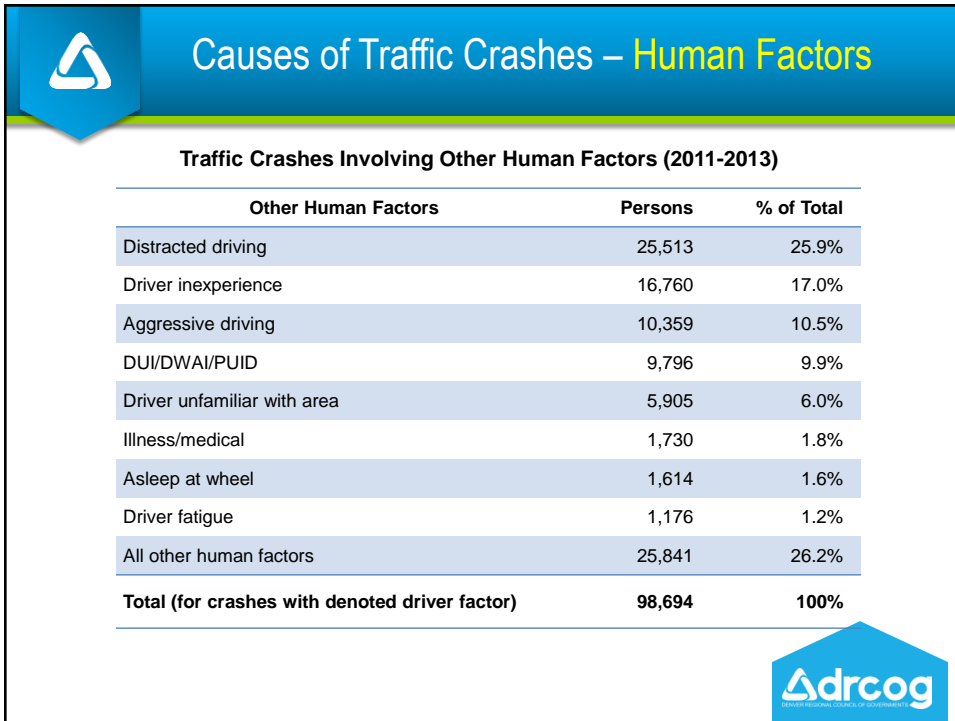
### Causes of Traffic Crashes – Driver Action

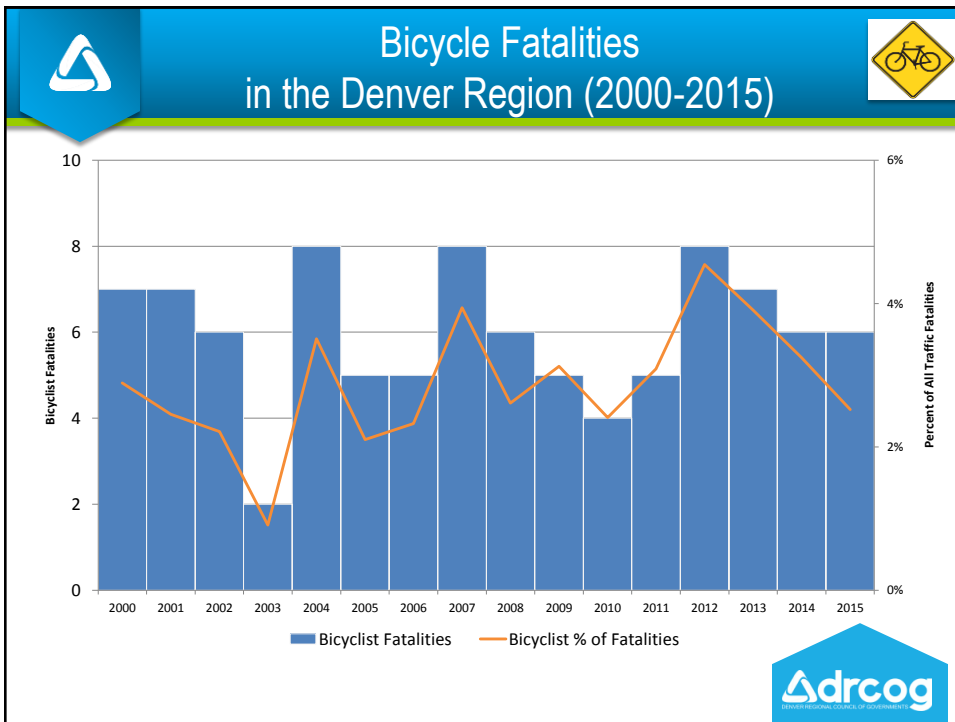
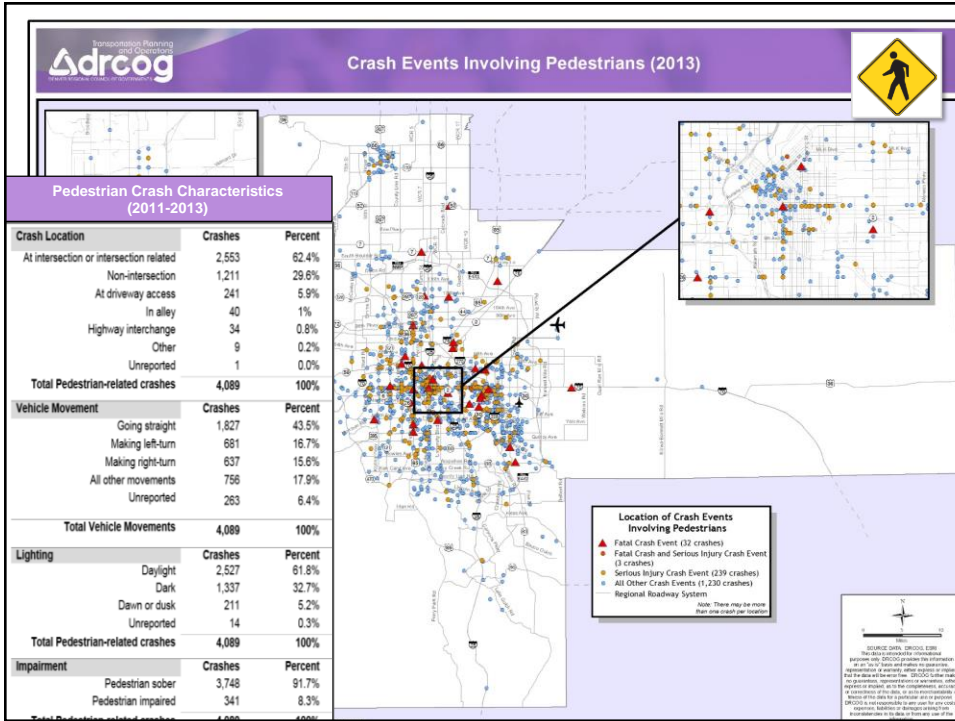
**Causes of Traffic Crashes by Driver Action (2011-2013)**

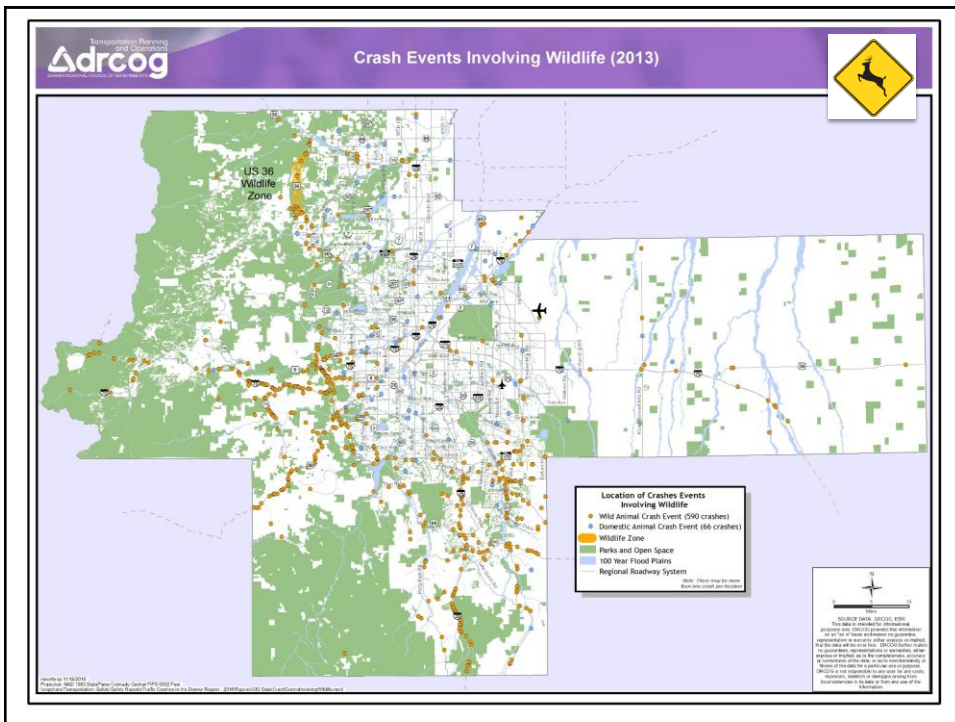
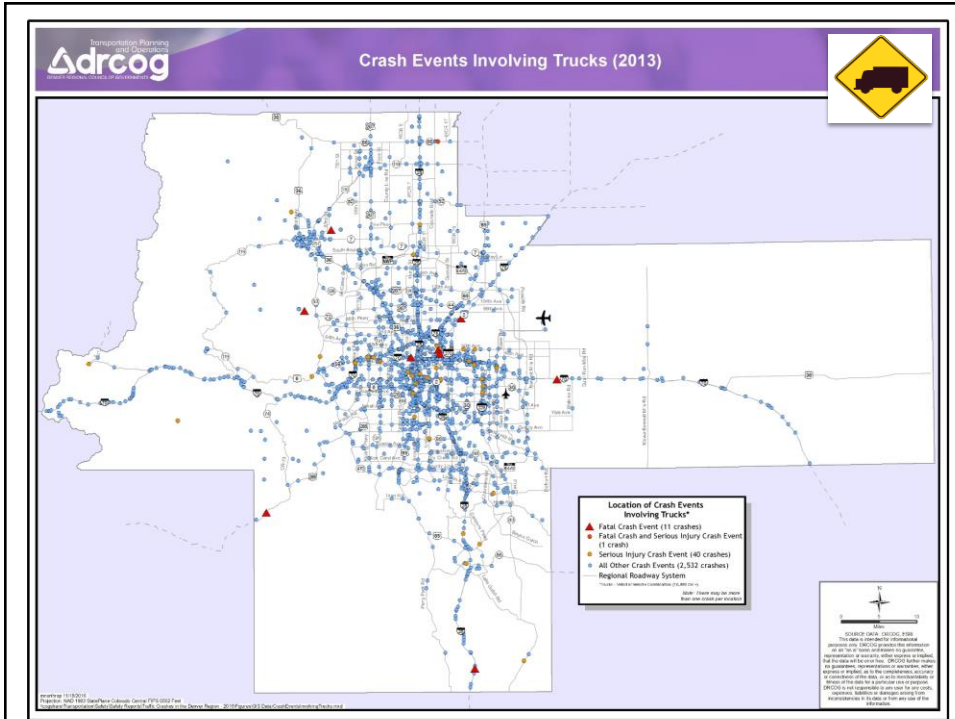
Driver Action	Persons	% of Total
Careless driving	59,631	38.2%
Following too close	28,035	18.0%
Fail to yield to ROW at stop sign	22,481	14.4%
Lane violation	13,144	8.4%
Exceeded safe/posted speed	9,119	5.8%
Failed to stop at signal	7,497	4.8%
Improper backing	4,133	2.6%
Improper turn	3,187	2.0%
Disregard stop sign	2,471	1.6%
Reckless driving	2,405	1.5%
Turning from wrong lane or position	1,340	0.9%
All other driver actions	2,679	1.7%
<b>Total (for crashes with denoted driver action)</b>	<b>156,122</b>	<b>100%</b>

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## Key Findings for the DRCOG Region

- Annual number of traffic fatalities have increased greatly since 2009
  - 238 traffic fatalities in 2015
- Young male drivers are involved disproportionately in more crashes, especially fatal/serious crashes
  - 27% of drivers involved were males age 15-34
- Pedestrians are particularly vulnerable transportation system users
  - 41 deaths in 2015

