

AGENDA

TRANSPORTATION ADVISORY COMMITTEE

Monday, December 21, 2015

1:30 p.m.

1290 Broadway

Independence Pass Board Room - Ground floor, West side

1. Call to Order
2. Public Comment
3. November 23, 2015 TAC Meeting Summary
(Attachment A)

ACTION ITEM

4. Discussion of amendments to the 2016-2021 Transportation Improvement Program (TIP)
(Attachment B) Todd Cottrell
5. Discussion of actions regarding TIP project delays for FY 2015.
(Attachment C) Todd Cottrell
6. Election of a TAC Chair and Vice Chair for the 2016/2017 term.
(Attachment D) Steve Cook

INFORMATIONAL ITEMS

7. Review of FY 2015 Annual Listing of Federal Projects
(Attachment E) Todd Cottrell
8. CDOT's Big Data Origin-Destination Analysis
(Attachment F) CDOT staff and Eric Sundquist, SSTI

ADMINISTRATIVE ITEMS

9. Member Comment/Other Matters
10. Next Meeting – January 25, 2016
11. Adjournment

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

We make life better!



ATTACHMENT A
MEETING SUMMARY
TRANSPORTATION ADVISORY COMMITTEE
Monday, November 23, 2015

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Jeanne Shreve	Adams County
Kent Moorman (Alternate)	Adams County – City of Thornton
Bryan Weimer (Alternate)	Arapahoe County
Dave Chambers	Arapahoe County – City of Aurora
Phil Greenwald (Alternate)	Boulder County-City of Longmont
George Gerstle	Boulder County
Debra Baskett (Chair)	Broomfield, City and County
Steve Klausung	Business/Economic Development
Jeff Sudmeier (Alternate)	Colorado Dept. of Transportation, DTD
Paul Jesaitis	Colorado Dept. of Transportation Region 1
David Gaspers	Denver, City and County
Janice Finch	Denver, City and County
Doug Rex	Denver Regional Council of Governments
Greg Fischer	Freight
Bob Manwaring (Vice Chair)	Jefferson County-City of Arvada
Steve Durian	Jefferson County
Lenna Kottke	Non-RTD Transit
Ken Lloyd	Regional Air Quality Council
Tex Elam (Alternate)	Senior
Ted Heyd (Alternate)	TDM/Nonmotor

OTHERS PRESENT:

Danny Herrmann (Alternate)	Colorado Dept. of Transportation Region 1
Tom Reiff (Alternate)	Douglas County
Dave Baskett (Alternate)	Jefferson County-City of Lakewood
Kate Cooke (Alternate)	Regional Air Quality Council

Public: Mike Skinner, Colorado Asphalt Pavement Association

DRCOG staff: Steve Cook, Todd Cottrell, Melina Dempsey, Derrick Webb, Jacob Riger, Brad Calvert, Mark Northup, Will Soper, Casey Collins

Call to Order

Chair Debra Baskett called the meeting to order at 1:30 p.m.

Public Comments

Summary of September 28, 2015 Meeting

The meeting summary was accepted.

ACTION ITEM

Discussion of recommendation of a study to be funded in the Station Area Master Plan/ Urban Center Studies (STAMP/UC) set-aside for fiscal year 2017.

Derrick Webb presented staff's recommendation for allocation of a \$50,000 STAMP/UC set-aside remainder amount.

In October, the Board directed staff to offer the remaining \$50,000 to sponsors of studies that did not receive funding in the original allocation. Mr. Webb noted seven studies totaling \$1.15 million were originally selected for set-aside funding in October, 2015.

Staff reconvened the Project Selection Panel to determine a final ranking. Centennial and Louisville asked to remove their projects from consideration and Broomfield declined an offer of funding for its project. Denver accepted the \$50,000 for the North Capitol Hill/Colfax Urban Center study. Denver agreed to complete the project at its original scope (the original request was for \$200,000) and use the funds in FY 2017.

Comments:

- Debra Baskett questioned the policy requiring the sponsor to complete the full project scope to be eligible for the \$50,000.
- Steve Klausing said this could have been a chance for a small community to receive funding. Most projects funded in this call were for over \$150,000. Staff mentioned having this conversation for next call.

Steve Klausing MOVED to recommend a study (Denver's North Capitol Hill/Colfax Urban Center) to be funded in the Station Area Master Plan/ Urban Center Studies (STAMP/UC) set-aside for fiscal year 2017. The motion was seconded and passed unanimously.

INFORMATIONAL ITEMS

Review of draft *Freight and Goods Movement* component for the *Metro Vision Regional Transportation Plan* (MVRTP).

Jacob Riger presented an update of the Freight and Goods Movement report to be incorporated into the MVRTP in 2016, noting increased emphasis at both the federal and state level. The committee was asked to submit comments.

Comments:

- Greg Fischer asked, regarding Table 5 (Cost of Commodities), whether the 2010 and 2040 costs are year of expenditure or base year. Staff will confirm, but believes base year.
 - Mr. Fischer noted this indicates substantial increase, asked how does it compare to other traffic in same period, will freight movement increase more. He suggested more clarification.
- Mr. Fischer suggested showing more one-to-one benefits of some of the projects, i.e., how it relates to cost for delays, or time per trip, etc.
- George Gerstle suggested showing how changes in technology, such as RoadX, may affect freight. He noted a lot of what is identified to benefit freight is expanding capacity, but there is little money for expanding capacity.
- Steve Klausing said it is critically important to look at advancing technologies. Suggested looking at best practices for freight congestion mitigation. Perhaps either prioritized or restricted times for trucks on certain corridors or lanes.
- Mr. Klausing mentioned the "Uber" trucking concept and using emerging technologies to address dead-heading and less-than-truckload issues.

- Janice Finch suggested:
 - tier the map to show grade separations (most critical) – overlay safety/crashes, capacity needs, speeds and delays, quiet zones at particular crossings.
 - coordinate freight with state and local hazard mitigation plans.
 - address aging infrastructure – noted bridge deficiencies (low clearances, etc.), clarification of ownership, crumbling underpasses, bike/ped access, etc.
- Bryan Weimer said bridges for railroads is a big issue. Also, include reference to freight and rail that moves through area, not just coming to and going from area—should be counted in values.
- Ken Lloyd said air quality could be addressed more in-depth, i.e., idling restriction, telematics/GPS, alternative fuels, etc.
- Debra Basket said noise mitigation and wear and tear on road issues should be addressed. Does freight pay appropriate share of road costs?
- Jeff Sudmeier said CDOT is kicking off development of a state multimodal freight plan early next year, along with an update to the state passenger and rail freight plan. Some issues may be more detailed in the CDOT version. CDOT will continue to collaborate with DRCOG.

Review of draft *Regional Bicycle Network Vision for the Metro Vision Regional Transportation Plan.*

Melina Dempsey presented a working draft of a map depicting the Regional Bicycle Network Vision to be incorporated into the MVRTP in 2016. The map, last updated in 2009, is a concept map to show a regional vision and is not an inventory of facilities. The map does not discern between future or existing facility types. The existing system identified about 1,640 miles of corridors and the proposed network is about 1,360 miles.

She noted staff held more than ten meetings in the region to receive input on corridors to include in the new Vision. Two main themes for this map were 1. Going to one network vision (and eliminating community and regional corridor types) and 2. Including truly regional connections and trimming shorter connections.

The committee was asked to provide comment. The map will be emailed to stakeholders for more input. Future plans for the map include identifying what is built vs. unbuilt.

Comments:

- Janice Finch noted that, ultimately this is for prioritizing projects, and asked why take away the tiers.
- George Gerstle asked what criteria was used to define regional and non-regional, saying this needs to have clear and consistent criteria. Not many people ride bikes regionally and it may not make sense to have bike connections right next to regional highway. Staff noted urban centers and transit access were the two main factors.
- Janice Finch requested showing grade separation locations for existing and vision locations.
- Staff noted the Regional Vision is not the full inventory (~3,000 miles)
- Steve Klausing said there needs to be north/south connection between about Broadway and Parker Road. Said he is in the midst of a study to propose a regional trail system in Southeast Corridor.
- Ted Heyd suggested breaking into 2 maps: 1. multi-use regional trails and 2. roads and streets, in order to appeal to different audiences.
- Bryan Weimer suggested incorporating bike level of service and identifying “low stress” streets.
- Dave Baskett noted Jefferson Parkway is clearly defined, but doesn’t exist. Staff said the map shows proposed roadways on the regional system.

- Ted Heyd said to not start all over from a blank slate if reconvening the stakeholder group— build on what we already have.

Staff will decide approach to holding follow up meetings to discuss criteria and other variable— whether discussing first in a larger group or smaller.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- Election of TAC Chair and Vice Chair for 2016 and 2017. Volunteers were requested to form a Nominating Panel. The committee was asked to advise Steve Cook if interested in serving as TAC Chair or Vice Chair.
- The committee was encouraged to respond to the TIP Survey that was emailed to them to support the work of the TIP Review Work Group.
- Robert Liberty, Director of Portland University's Urban Sustainability Accelerator Program, will be speaking on transportation decision-making at DRCOG on Dec. 2 and 3.
- It was noted Dave Baskett was awarded the Lifetime Award for Service from ITE.

The meeting adjourned at 3:08 p.m. The next meeting is scheduled for December 21, 2015.

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Todd Cottrell, Senior Transportation Planner
303 480-6737 or tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
December 21, 2015	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 deletion or addition 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 Policy](#).

ACTION BY OTHERS

N/A

SUMMARY

Projects to be amended are listed in the attachment. Highlighted items depict proposed changes. The proposed policy amendments to the [2016-2021 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

- 2016-015: RTD Route #324 Frequency Improvements – update project scope and name
- 2016-055: I-25: 120th Ave to E470 Managed Lanes – add funds to project
- 2016-059 : C-470 Managed Toll Express Lanes: Wadsworth to I-25 – transfer funds between fiscal years and funding types

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the attached amendments to the *2016-2021 Transportation Improvement Program* (TIP).

ATTACHMENT

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.

2016-015: Update project scope and name

Existing

Title: RTD Route #324 Frequency Improvements

Project Type: **Bus Service Projects (Expanded)**

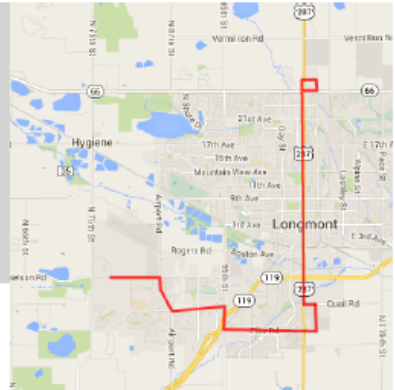
TIP-ID: 2016-015

STIP-ID:

Open to Public: 2016

Sponsor: Longmont

Project Scope
 This project will increase the weekday frequency on RTD route #324 from 30 minutes to 15 minutes during peak operating times.



Affected Municipality(ies)	Affected County(ies)	Project Phases								
Longmont	Boulder	<table border="1"> <thead> <tr> <th>Year</th> <th>Phase</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>Initiate Bus Service - Year 1</td> </tr> <tr> <td>2017</td> <td>Initiate Bus Service - Year 2</td> </tr> <tr> <td>2018</td> <td>Initiate Bus Service - Year 3</td> </tr> </tbody> </table>	Year	Phase	2016	Initiate Bus Service - Year 1	2017	Initiate Bus Service - Year 2	2018	Initiate Bus Service - Year 3
Year	Phase									
2016	Initiate Bus Service - Year 1									
2017	Initiate Bus Service - Year 2									
2018	Initiate Bus Service - Year 3									

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$392	\$392	\$392	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$98	\$98	\$98	\$0	\$0		
Total	\$0	\$490	\$490	\$490	\$0	\$0	\$0	\$1,470

Revised

Title: RTD Route #324 **Service** Improvements

Project Type: **Bus Service Projects (Expanded)**

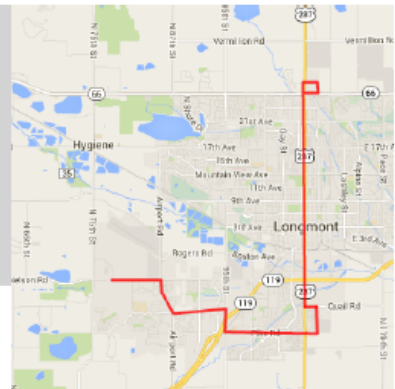
TIP-ID: 2016-015

STIP-ID:

Open to Public: 2016

Sponsor: Longmont

Project Scope
 This project will extend the weekday service hours and add Sunday service on RTD route #324.



Affected Municipality(ies)	Affected County(ies)	Project Phases								
Longmont	Boulder	<table border="1"> <thead> <tr> <th>Year</th> <th>Phase</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>Initiate Bus Service - Year 1</td> </tr> <tr> <td>2017</td> <td>Initiate Bus Service - Year 2</td> </tr> <tr> <td>2018</td> <td>Initiate Bus Service - Year 3</td> </tr> </tbody> </table>	Year	Phase	2016	Initiate Bus Service - Year 1	2017	Initiate Bus Service - Year 2	2018	Initiate Bus Service - Year 3
Year	Phase									
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Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$392	\$392	\$392	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$98	\$98	\$98	\$0	\$0		
Total	\$0	\$490	\$490	\$490	\$0	\$0	\$0	\$1,470

2016-055: Add funds to project. New funding is a traditional bank loan, backed by CDOT program funds, and will be paid back with toll revenue.

Existing

Title: **I-25: 120th Ave to E-470 Managed Lanes**

Project Type: **Roadway Capacity**

TIP-ID: **2016-055**

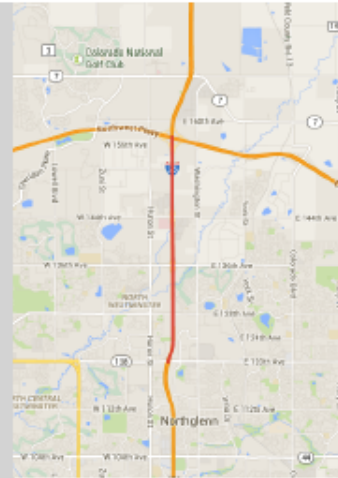
STIP-ID:

Open to Public: **2020**

Sponsor: **CDOT Region 4**

Project Scope

This project will extend the existing and under construction managed lanes project (TIPID 2012-073), utilizing existing and new ROW. The project will result in one new managed lane in each direction from the current project's northern terminus near 120th Ave to E-470. Project will resurface the entire stretch, add traffic management, sound wall, and tolling/ITS equipment.



Affected Municipality(ies)	Affected County(ies)
Broomfield	Adams
Thornton	Broomfield
Westminster	
Unincorporated	

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (RMP)		\$44,000	\$0	\$0	\$0	\$0		
State (Safety)		\$3,000	\$0	\$0	\$0	\$0		
State (Surface)		\$0	\$0	\$0	\$12,000	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$11,000	\$47,000	\$0	\$0	\$12,000	\$0	\$0	\$70,000

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$0	\$25,000	\$0	\$0	\$0		
State (RMP)		\$44,000	\$0	\$0	\$0	\$0		
State (Safety)		\$3,000	\$0	\$0	\$0	\$0		
State (Surface)		\$0	\$0	\$0	\$12,000	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$11,000	\$47,000	\$25,000	\$0	\$12,000	\$0	\$0	\$95,000

2016-059: Transfer funds to accurately reflect funding plan. Adjust Bond/Loans from local to state funding category to be consistent with other projects in the TIP, as the loans are backed by CDOT program funds.

Existing

Title: **C-470 Managed Toll Express Lanes: Wadsworth to I-25**

Project Type: **Roadway Capacity**

TIP-ID: **2016-059**

STIP-ID:

Open to Public:

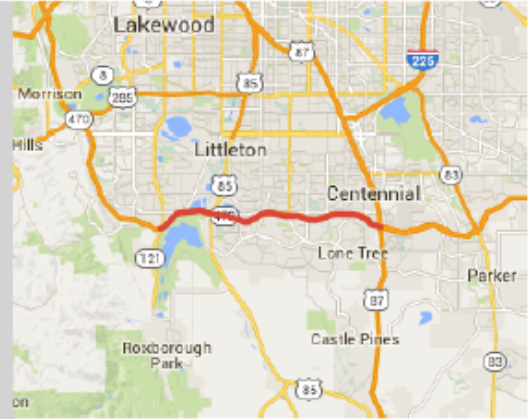
Sponsor: **CDOT Region 1**

Project Scope

One tolled express lane in each direction on C-470. WB between I-25 and approximately Wadsworth and EB between approximately Platte Canyon and I-25, with auxiliary lanes in required locations. Safety and operational improvements between I-25 and Quebec St. Improvements to ramps including direct-connect ramps at I-25 and C-470.

Affected County(ies)

- Arapahoe
- Douglas
- Jefferson



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (Faster-S)		\$0	\$2,000	\$0	\$0	\$0		
State (RMP)		\$0	\$40,000	\$60,000	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0	\$0		
Local (Bond/Loans)		\$0	\$44,000	\$96,000	\$105,000	\$0		
Total	\$0	\$0	\$96,000	\$156,000	\$105,000	\$0	\$0	\$357,000

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$0	\$44,000	\$90,000	\$104,700	\$0		
State (Faster-S)		\$0	\$2,000	\$0	\$0	\$0		
State (RMP)		\$0	\$32,630	\$60,000	\$0	\$0		
State (Safety)		\$0	\$6,300	\$0	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0	\$0		
Total	\$7,370	\$0	\$94,930	\$150,000	\$104,700	\$0	\$0	\$357,000

ATTACHMENT C

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

Meeting Date	Agenda Category	Agenda Item #
December 21, 2015	Action	5

SUBJECT

This action concerns delayed projects or project phases that were scheduled to receive Fiscal Year 2015 TIP funding.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of proposed actions regarding FY 2015 project delays.

ACTION BY OTHERS

NA

SUMMARY

The *FY 2012-2017 Policy on TIP Preparation* document identifies expectations for project initiation and the policy for addressing delays for projects/phases with DRCOG-allocated federal funding. Timely initiation of TIP projects/phases is an important objective of the Board. Delays, for whatever reason, tie up scarce federal funds that could have been programmed to other ready projects/phases.

At the end of FY 2015 (September 30, 2015), DRCOG staff reviewed the implementation status of DRCOG-selected projects/phases with CDOT and RTD. DRCOG staff discussed with the sponsors the reason(s) for the delays and to hear action plans demonstrating the sponsor's commitment to timely initiation.

The TIP Project Delays Report for FY 2015 summarizes the reasons for delays and actions proposed by sponsors to get projects to ad or a particular phase(s) initiated. The report includes DRCOG staff recommendations for committee and Board consideration.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

NA

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee actions proposed by DRCOG staff regarding *2012-2017 Transportation Improvement Program (TIP)* project delays for Fiscal Year 2015.

ATTACHMENT

TIP Project Delays Report for FY 2015

ADDITIONAL INFORMATION

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

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

A. POLICY

The FY2015 TIP Project Delays Report reviews project phases funded in the previous 2012-2017 TIP. The report is based on procedures established in the 2012-2017 *Policy on Transportation Improvement Program (TIP) Preparation*, adopted July 21, 2010, with amendments accordingly. The policy states that “**implementation of an entire project or single project phase (if project has federal funding in more than one year) may be delayed only once by the project sponsor.**” The objective of this delay policy is to minimize the number of projects delayed and improve the efficiency of spending federal dollars.

B. PROCESS

To implement the policy, the following steps were taken:

1. At the beginning of October (coinciding with the beginning of the new federal fiscal year), DRCOG staff requested that CDOT and RTD conduct a comprehensive review of all STP-Metro, CMAQ, and Enhancement/Transportation Alternatives Program (TAP) projects that had been selected by DRCOG to receive and begin expending TIP funds in FY2015. The review also includes projects/phases that were previously on the FY2014 project delays report.
2. CDOT and RTD review all such project phases, identifying those that have not been initiated, and therefore delayed.
3. Those project phases that were delayed for a second year (first year delay was in FY2014) became ineligible to receive further federal funding reimbursement unless the DRCOG Board granted a variance to continue. Three projects were brought to the Board in October 2015 and are discussed in Section C below.
4. In late-October, DRCOG staff notified first year delayed project/phase sponsors and requested a discussion regarding the delay. These projects are discussed in Section D.

C. SECOND YEAR DELAY (FY2014) PROJECTS SEEKING A VARIANCE TO CONTINUE

1. Boulder

Name: *Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36*

TIP ID: 2012-046

Project Phase: Initiate Construction

FY2014 and FY2015 federal funding: \$2,938,000

<http://www3.drcog.org/trips/Project/2012-2017/details/46069>

Staff of the City of Boulder went before the Board in October to seek a variance to continue the project. A variance was granted for 120 days. Boulder will need to advertise the project no later than January 28.

Recommendation—*Continuously monitor the progress of this project through project advertisement.*

- If Boulder is unable to advertise before January 28, 2016, they must stop all future federal reimbursement payment requests retroactive to September 30, 2015.

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

2. Greenwood Village

Name: *Greenwood Plaza Blvd Sidewalks*

TIP ID: 2012-006

Project Phase: Initiate Construction

FY2014 federal funding: \$676,000

<http://www3.drcog.org/trips/Project/2012-2017/details/46521>

Staff of Greenwood Village went before the Board in October to seek a variance to continue the project. A variance was granted for 120 days. Greenwood Village will need to advertise the project no later than January 28.

Recommendation—*Continuously monitor the progress of this project through project advertisement.*

- If Greenwood Village is unable to advertise before January 28, 2016, they must stop all future federal reimbursement payment requests retroactive to September 30, 2015.

3. Thornton

Name: *North Metro Rail Bicycle/Pedestrian Access to Four FasTracks Stations*

TIP ID: 2012-081

Project Phase: Initiate ROW

FY2014 federal funding: \$185,000

<http://www3.drcog.org/trips/Project/2012-2017/details/46918>

Staff of the City of Thornton went before the Board in October to seek a variance to continue the project. A variance was granted for 120 days. Thornton will need to complete ROW plans for the project no later than January 28.

Recommendation—*Continuously monitor the progress of this project through the completion of ROW plans.*

- If Thornton is unable to complete them before January 28, 2016, they must stop all future federal reimbursement payment requests retroactive to September 30, 2015.

D. FIRST YEAR DELAY (FY2015) PROJECTS SEEKING APPROVAL TO CONTINUE

4. Arapahoe County

Name: *Implement Arterial Travel Time Monitoring System*

TIP ID: 2005-026 (ITS Pool)

Project Phase: Initiate Procurement

FY2015 Federal funding: \$105,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46673>

This project was combined with the Greenwood Village ITS project. The RFP was released in October.

Recommendation - *Since the project is no longer delayed, no conditions are placed upon it.*

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

5. Arapahoe County

Name: *Arapahoe Rd/Yosemite St. Intersection Operational Improvement*

TIP ID: 2012-087

Project Phase: Initiate Construction

FY2015 Federal funding: \$2,500,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46977>

Arapahoe County reports the project has been delayed due to being integrated into the larger CDOT RAMP-funded interchange reconstruction project at I-25 and Arapahoe. That project currently has 90% design plans completed and is undergoing ROW acquisition. A contractor is already on board and only needs to agree on a final construction cost estimate to begin, which is expected to be in January.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following condition:*

- Arapahoe County and CDOT staff continue to aggressively pursue a final construction cost estimate no later than the end of January 2016. If unachievable, Arapahoe County and DRCOG staff shall discuss this project at the first of each month beginning in February 2016, until a final construction cost estimate has been agreed to.

6. Aurora

Name: *Colfax Ave Bike/Ped Improvements: Fitzsimons Pkwy to Peoria St*

TIP ID: 2012-091

Project Phase: Initiate Construction

FY2015 Federal funding: \$365,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46972>

Aurora reports the project has been delayed due to necessary coordination and impacts with the ongoing construction of a nearby CDOT bridge replacement, the VA hospital project, and construction of the I-225 rail line. It is anticipated advertisement for the project can take place in April 2016.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following condition:*

- Aurora and CDOT staff continue to aggressively pursue advertisement no later than the end of April 2016. If unachievable, Aurora and DRCOG staff shall discuss this project at the first of each month beginning in May 2016, until the project has been advertised.

7. Aurora

Name: *Peoria-Smith Commuter Rail Station Bike/Pedestrian Access Improvements*

TIP ID: 2012-050

Project Phase: Initiate Construction

FY2015 Federal funding: \$335,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46073>

Aurora reports the project has been delayed due to design changes caused by a new housing development located nearby and ongoing light rail station construction. It is anticipated advertisement for the project can take place in March 2016.

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Aurora and CDOT staff continue to aggressively pursue advertisement no later than the end of March 2016. If unachievable, Aurora and DRCOG staff shall discuss this project at the first of each month beginning in April 2016, until the project has been advertised.
-

8. Centennial

Name: *Implement Arterial Travel Time Monitoring System*

TIP ID: 2005-026 (ITS Pool)

Project Phase: Initiate Procurement

FY2015 Federal funding: \$346,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46673>

Centennial reports the project has been delayed due to a misunderstanding. The funding for this project is spread over two years, which made Centennial believe delays wouldn't be considered until the end of the second year of funds (FY16). It is anticipated procurement can take place in April 2016.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Centennial and CDOT staff continue to aggressively pursue advertisement no later than the end of April 2016. If unachievable, Centennial and DRCOG staff shall discuss this project at the first of each month beginning in May 2016, until procurement has taken place.
-

9. Centennial

Name: *Smoky Hill Rd./Himalaya St. Intersection Operational Improvement*

TIP ID: 2012-090

Project Phase: Initiate Construction

FY2015 Federal funding: \$475,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46978>

Centennial reports the project has been delayed due to increased cost and an attempt to revise the scope. The revised scope for the IGA is still in process, along with revised plans. It is anticipated the project can be advertised by June 2016.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Centennial and CDOT staff continue to aggressively pursue advertisement no later than the end of June 2016. If unachievable, Centennial and DRCOG staff shall discuss this project at the first of each month beginning in July 2016, until the project has been advertised.
-

10. CDOT ITS

Name: *CAD Integration*

TIP ID: 2005-026 (ITS Pool)

Project Phase: Initiate Procurement

FY2015 Federal funding: \$80,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46673>

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

CDOT reports the procurement has been delayed due to scope changes that took place with Denver after discussions started to scope out the project. Recently, discussions between Denver and CDOT have started back up, working their way to an executed IGA. It is anticipated procurement can take place in March 2016.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- CDOT staff continue to aggressively pursue procurement no later than the end of March 2016. If unachievable, CDOT and DRCOG staff shall discuss this project at the first of each month beginning in April 2016, until a project task order for procurement has been executed.
-

11. Greenwood Village

Name: *Implement Arterial Travel Time Monitoring System*

TIP ID: 2005-026 (ITS Pool)

Project Phase: Initiate Procurement

FY2015 Federal funding: \$100,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46673>

Greenwood Village reports the project's RFP was released in October.

Recommendation— *Since the project is no longer delayed, no conditions are placed upon it.*

12. Lakewood

Name: *Expand Arterial Travel Time Monitoring System*

TIP ID: 2005-026 (ITS Pool)

Project Phase: Initiate Procurement

FY2015 Federal funding: \$249,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46673>

Lakewood reports the project has been delayed due to a change in the way CDOT was going to allow them to procure the project. With a similar project in the past, Lakewood was allowed to use their staff and existing on-call contractors to implement the project. However, CDOT said Lakewood would have to issue a RFP. Lakewood also was reconsidering the type of technology for this project. It is anticipated procurement can take place in June 2016.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Lakewood and CDOT staff continue to aggressively pursue advertisement no later than the end of June 2016. If unachievable, Lakewood and DRCOG staff shall discuss this project at the first of each month beginning in July 2016, until procurement has taken place.
-

13. Longmont

Name: *Dry Creek Underpass: Hover St south of Bent Way*

TIP ID: 2012-049

Project Phase: Initiate Construction

FY2015 Federal funding: \$1,358,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46072>

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

Longmont reports the project has all clearances to advertise, and it's been moved on to CDOT and FHWA to finalize. The delay occurred due to waiting to advertise this project with another TIP funded project, which couldn't happen until after October 1. By advertising these projects together, there will be cost savings. It is anticipated the project will be advertised before the end of December 2015.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Longmont and CDOT staff continue to aggressively pursue advertisement no later than the end of December 2015. If unachievable, Longmont, CDOT, and DRCOG staff shall discuss this project at the first of each month beginning in January 2016, until advertisement has taken place.
-

14. Sheridan

Name: West Oxford Ave: S. Clay St. to S. Federal Blvd. Reconstruct

TIP ID: 2012-060

Project Phase: Initiate Construction

FY2015 Federal funding: \$500,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46926>

Sheridan reports the project has all clearances to advertise, and it's been moved on to CDOT and FHWA to finalize. It is anticipated project advertisement will take place in January 2016.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Sheridan and CDOT staff continue to aggressively pursue project advertisement no later than January 2016. If unachievable, Sheridan and DRCOG staff shall discuss this project at the first of each month beginning in February 2016, until advertisement has taken place.
-

15. Thornton

Name: Install Conduit and Fiber to Interconnect Traffic Signals

TIP ID: 2005-026 (ITS Pool)

Project Phase: Initiate Procurement

FY2015 Federal funding: \$376,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46673>

Thornton reports procurement has been delayed due to the 14 months it took to complete the IGA. Recently, design has started and it is anticipated procurement can take place in August 2016.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Thornton staff continue to aggressively pursue procurement no later than the end of August 2016. Thornton and DRCOG staff shall discuss this project at the first of each month beginning in June 2016, until the RFP is released.
-

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

16. Thornton

Name: 124th Ave/Eastlake Station: Claude Court Realignment

TIP ID: 2012-117

Project Phase: Initiate Construction

FY2015 Federal funding: \$930,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/47417>

Thornton reports the project has an executed IGA and all clearances. It is anticipated the project can advertise in early January.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Thornton and CDOT staff continue to aggressively pursue project advertisement no later than January 2016. If unachievable, Thornton and DRCOG staff shall discuss this project at the first of each month beginning in February 2016, until advertisement has taken place.

17. Thornton

Name: North Metro Rail Bicycle/Pedestrian Access to Four FasTracks Stations

TIP ID: 2012-081

Project Phase: Initiate Construction

FY2015 federal funding: \$1,354,000

<http://www3.drcog.org/trips/Project/2012-2017/details/46918>

This phase is contingent on the initiation and completion of the ROW phase that is currently second year delayed by January 28, 2016 (see #3). It is anticipated the construction phase of the project can be advertised in September 2016.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Thornton and CDOT staff continue to aggressively pursue project advertisement no later than September 2016. If unachievable, Thornton and DRCOG staff shall discuss this project at the first of each month beginning in March 2016, until advertisement has taken place.
-

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Steve Cook, Manager, MPO Planning Program

Meeting Date	Agenda Category	Agenda Item #
December 21, 2015	Action	6

SUBJECT

This action concerns the election of a TAC Chair and Vice Chair for the 2016/2017 term.

PROPOSED ACTION/RECOMMENDATIONS

A nominating committee comprised of current chair Debra Baskett, Ken Lloyd, Bill Sirois, Paul Jesaitis, and George Gerstle proposes the following members as the officers of the Transportation Advisory Committee for 2016 and 2017 for consideration by the committee:

- Chair: Bob Manwaring, City of Arvada
- Vice-Chair: John Cotten, City of Lone Tree

ACTION BY OTHERS

N/A

SUMMARY

Nominations from the floor are welcomed.

The election will take place at the December 21 TAC meeting. TAC members present will be eligible to vote. In addition to nominations from the floor, the opportunity to vote for a write-in candidate for each seat will be offered.

The elected chair and vice-chair will assume their positions at the first meeting in 2016 and will serve through the last meeting in 2017.

PREVIOUS DISCUSSIONS/ACTIONS

[November 23, 2015](#) Nominating Committee formed.

PROPOSED MOTION

Motion to elect Chair and Vice-Chair of the Transportation Advisory Committee for 2016/2017.

ATTACHMENT

N/A

ADDITIONAL INFORMATION

Should you have any questions, please contact Steve Cook at 303-480-6749 or scook@drcog.org.

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Todd Cottrell, Senior Transportation Planner
303 480-6737 or tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
December 21, 2015	Information	7

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 2015 (October 1, 2014 – September 30, 2015).

A net total of \$305.8 million was obligated in FY 2015 for 69 transportation projects.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Draft *FY 2015 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.



Annual Listing of Federally Obligated Projects

FY 2015 (October 1, 2014 - September 30, 2015)

January 20, 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.”¹

FHWA defines obligation as the federal government’s legal commitment (promise) to pay or reimburse the states or other entities for the federal share of a project’s eligible costs². 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 in 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 2015 (October 1, 2014 - September 30, 2015).

Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 56 local governments from the Denver metro area, promotes a regional perspective towards the most pressing issues facing the metropolitan area and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and SW 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. MAP-21 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

¹ 23 U.S.C. 134 (j)(7)(B)

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

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.

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. DRCOG's TIP covers a six-year period, though specific projects and their funding levels are usually identified within the first four years.

The TIP covering FY2015 is the 2012-2017 TIP, and was adopted on March 16, 2011. It has been amended regularly since adoption. Some of the projects in this obligation report are from other TIP's.

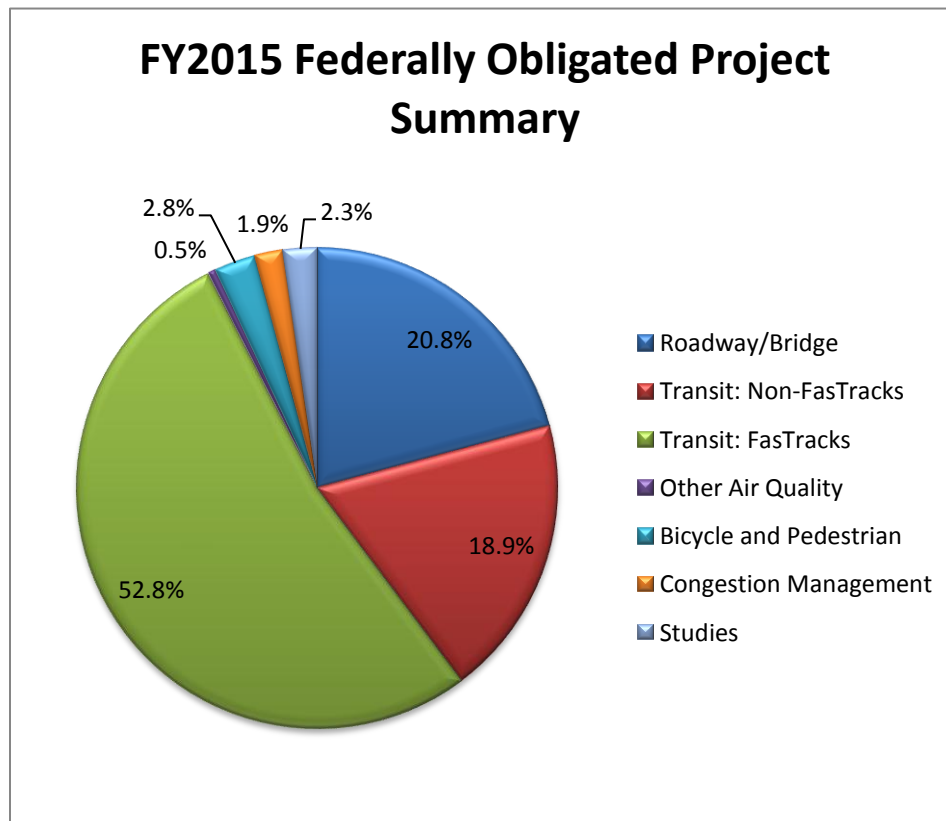
Public Involvement

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, continually 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 \$305.8 million was obligated in FY2015 on 69 transportation projects. Some statistics regarding the FY2015 obligations include:

- \$161.3 million (52.8%) was for RTD FasTracks projects, \$63.7 million (20.8%) for roadway/bridge projects, \$57.8 million (18.9%) for non-FasTracks transit projects, \$8.5 million (2.8%) for bicycle and pedestrian projects³, \$6.9 million (2.3%) for studies, \$5.8 million (1.9%) for congestion management projects, and \$1.6 million (0.5%) for other air quality projects. The chart below illustrates these percentages:



- The largest project obligation (\$154.5 million or 50.6% of the total) went to RTD for the Eagle P-3 project to construct the East and Gold FasTracks corridors.
- Only 4 of the 69 projects had net obligations over \$10 million, yet those projects accounted for 71.7% of the net amount obligated (\$219.2 of the \$305.8 million).
- The mean amount obligated per project was \$4.7 million while the median amount obligated per project was \$565,130. Deobligations were not counted in these calculations.

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

Obligation Report

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

- 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 FY2015
- Bike/Ped, indicates if bike/ped 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 FY2015, federal funding was distributed through the following TIP categories:

- 1702-High Priority Projects are funds earmarked for particular projects by Congress within the SAFETEA-LU federal transportation bill.
- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Faster Safety is a CDOT program to fund critical roadway safety projects. The funds depicted in this report are from federal sources only.
- Federal Emergency funds are allocated to repair damage from and mitigate future harm from an emergency, natural disaster, or other major unforeseen event.
- 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 typically fund construction, widening, and reconstruction on roadways on the state highway system.
- Safety funds typically fund projects that reduce the number and severity of crashes.
- Section 5307 fund capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5309 fund mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.

- Section 5310 fund capital assistance grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities.
- Section 5311 fund capital and operating assistance grants for transit service in non-urbanized areas.
- Section 5316, or the Job Access and Reverse Commute (JARC) program, funds projects to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment.
- Section 5317, or the New Freedom program, can fund projects that seek to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.
- Section 5337, or State of Good Repair funds are FTA grants intended to repair and upgrade rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.
- Section 5339 funds are FTA funds to be used to replace, rehabilitate, and purchases buses and other transit vehicles as well as to construct bus-related facilities.
- STP-Enhancement can fund 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.
- STP-Metro is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, and studies.
- Surface Treatment funds are used for repaving and resurfacing on the State Highway System.
- Transportation Commission Contingency Reserve Funds are CDOT Transportation Commission controlled funds to be used at its. The funds depicted in this report are from federal sources only.
- Transportation, Community, and System Preservation (TCSP) funds can be used for planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives.
- The Workforce Initiative Now (WIN) program brings transportation, education, and business leaders together to train, hire, develop and retain transit workers eager to work on federally-funded transportation infrastructure projects.

Some projects include a mixture of different TIP funding categories, and thus one project line under one funding source does not necessarily equal the total obligated funding for that project.

This report also contains deobligations, depicted with (). Deobligation occurs when CDOT has to return the promise of funds 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 project⁴.
 - 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 bike/ped 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, RTD, and FTA, as DRCOG does not directly participate in the obligation process.

⁴ This report does not include the project phases.

Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
Arapahoe County	Highline Canal Trail: Iliff Avenue Bike/Ped Underpass	2008-094	STP Enhancement/TAP	\$156,482	Yes	\$2,300,000	\$1,800,000	\$0
Arapahoe County	I-25/Arapahoe Rd Interchange Reconstruction	2012-043	STP Metro	\$2,192,846	No	\$69,000,000	\$4,200,000	\$0
Arvada	West 72nd Ave. Bike/Ped Project	2008-096	STP Enhancement/TAP	\$18,837	Yes	\$465,000	\$372,000	\$0
Arvada	Kipling Pkwy Underpass: Van Bibber Trail Extension from W 56th Pl to Grandview Ave	2012-045	STP Metro	\$26,916	Yes	\$2,000,000	\$1,600,000	\$0
Aurora	Nine Mile Station: Bike/Ped Access Improvements	2012-071	STP Enhancement/TAP	\$33,944	Yes	\$619,000	\$476,000	\$0
Boulder	Pearl Pkwy: 30th St to Foothills Pkwy/SH-157	2012-001	CMAQ	\$3,106,403	Yes	\$5,000,000	\$4,000,000	\$0
Boulder	SH-119 Reconstruction: 28th/US-36 to East of 30th St	2012-039	STP Metro	\$120,019	Yes	\$4,400,000	\$2,800,000	\$0
Boulder	Foothills Pkwy/SH-157 Operational Improvements: Diagonal Hwy to Valmont Rd	2012-040	STP Metro	\$414,684	Yes	\$830,000	\$600,000	\$0
Boulder	28th St/US-36 Multi-use Bike/Ped Path: Iris Ave to Yarmouth Ave	2012-055	STP Enhancement/TAP	\$34,713	Yes	\$2,224,000	\$1,224,000	\$0
Boulder County	SH-119/Airport Rd Bike/Ped Underpass: City of Longmont	2012-058	CMAQ	\$815,000	Yes	\$2,488,000	\$1,057,000	\$0
Boulder County	SH-119/Airport Rd Bike/Ped Underpass: City of Longmont	2012-058	STP Metro	\$142,000	Yes	\$2,488,000	\$1,057,000	\$0
Brighton	US- 85: Bromley Rd New Interchange	2005-137	1702- High Priority Projects	\$169,397	No	\$2,975,000	\$1,044,000	\$0
Broomfield County	120th Ave Connection: Wadsworth Blvd to US-287	2007-029	STP Metro	\$5,092,755	Yes	\$80,073,000	\$20,914,000	\$0
CDOT	Safe Routes to School Pool	2007-144	Safety	\$248,138	Yes	\$4,909,000	\$0	\$0
CDOT	CDOT Job Access/Reverse Commute Pool	2012-069	Section 5316 JARC	\$97,668	No	\$840,000	\$488,000	\$0
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	Section 5310	\$1,075,230	No	\$7,960,000	\$1,305,000	\$1,305,000
CDOT	Operating and Capital (FTA 5311)	2016-065	Section 5311	\$535,260	No	\$642,000	\$535,000	\$535,000
CDOT Region 1	East I-70 Corridor: Environmental Study (I-25/Pena Blvd)	2001-259a	RPP (Federal Funding Obligations)	\$6,065,681	No	\$29,771,000	\$0	\$0
CDOT Region 1	US-285: Foxton Rd to Richmond Hill Rd Widening	2003-124	RPP (Federal Funding Obligations)	(\$36,852)	N/A	\$28,126,000	\$0	\$0

Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$6,236,262	No	\$22,485,000	\$0	\$0
CDOT Region 1	Region 1 Hot Spot Pool	2007-074	Safety	\$25,379	No	\$5,151,000	\$0	\$0
CDOT Region 1	Region 1 Safety (Surface Treatment) Enhancement Pool	2007-076	Safety	\$4,690	No	\$4,109,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$2,686,856	No	\$40,084,000	\$0	\$0
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$138,683	No	\$624,000	\$0	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment (Federal Funding Obligations)	\$14,376,311	No	\$190,800,000	\$0	\$0
CDOT Region 1	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	2007-158	Faster Safety (Federal Funding Obligations)	(\$1,381,280)	N/A	\$144,226,000	\$0	\$0
CDOT Region 1	SH-79 Realignment & Grade Separation/Flyover (Bennett)– PEL Study	2008-116	RPP (Federal Funding Obligations)	\$29,160	No	\$300,000	\$0	\$0
CDOT Region 1	US-36: Wetland Mitigation	2008-117	RPP (Federal Funding Obligations)	(\$116,043)	N/A	\$2,950,000	\$0	\$0
CDOT Region 1	I-25 North PEL Action Items	2012-063	RPP (Federal Funding Obligations)	\$64,771	No	\$17,500,000	\$0	\$0
CDOT Region 1	I-76/136th: Concrete Pavement/Culvert Repairs	2012-119	TC Contingency	\$1,959,361	No	\$1,800,000	\$0	\$0
CDOT Region 1	C-470 Managed Toll Express Lanes: Wadsworth to I-25	2016-059		\$3,061,985	No	\$357,000,000	\$0	\$0
CDOT Region 1	Region 1 FASTER Pool	2008-076	Faster Safety (Federal Funding Obligations)	\$790,034	No	\$66,787,000	\$0	\$0
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$595,000	No	\$15,785,000	\$0	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Surface Treatment (Federal Funding Obligations)	\$3,256,311	No	\$43,740,000	\$0	\$0
CDOT Region 4	Region 4 FASTER Pool	2008-077	Faster Safety (Federal Funding Obligations)	\$73,123	No	\$5,000,000	\$0	\$0
CDOT Region 4	Boulder B-Cycle and Commercial Corridors Expansion Project	2012-102	TCSP Discretionary	\$438,616	Yes	\$550,000	\$440,000	\$0

Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 4	Region 4 RAMP Project Pool	2012-109	RAMP (Federal Funding Obligations)	\$45,476	No	\$14,646,000	\$0	\$0
CDOT Region 4	Region 4 2013 Flood-Related Projects Pool	2012-116	Federal Emergency	\$2,135,304	No	\$129,512,000	\$51,208,000	\$51,208,000
Commerce City	Commerce City to Denver CBD Regional Bus Service	2012-088	CMAQ	\$148,000	No	\$555,000	\$444,000	\$0
Denver	Federal Blvd: Alameda Ave to 6th Ave Widening	2001-169	STP Metro	\$297,323	Yes	\$29,352,000	\$4,045,000	\$0
Denver	Bear Creek Trail: Fenton Street to Lamar Street	2007-017	STP Enhancement/TAP	\$20,220	Yes	\$863,000	\$475,000	\$0
Denver	Colorado Center Bike/Ped Bridge: Colorado Center to Jewell & Bellaire	2008-001	STP Enhancement/TAP	\$2,667,097	Yes	\$8,000,000	\$4,000,000	\$0
Denver	Confluence Bike/Ped Ramps Upgrade: South Platte Greenway	2012-003	STP Enhancement/TAP	\$149,467	Yes	\$3,457,000	\$2,765,000	\$0
Denver	Denver Traffic Signal System Upgrade: Citywide	2012-011	CMAQ	\$784,674	No	\$7,185,000	\$4,800,000	\$0
Denver	Peoria St/Smith Rd RR Grade Separation	2012-044	STP Metro	\$3,674,229	Yes	\$57,187,000	\$32,187,000	\$0
Douglas County	Quebec St/C-470 Bike/Ped Bridge: County Line Rd to Park Meadows Dr	2012-059	CMAQ	\$412,496	Yes	\$850,000	\$500,000	\$0
Douglas County	I-25: Ridgeway Pkwy to County Line Rd Lane Balancing and Widening	2012-096	Faster Safety (Federal Funding Obligations)	\$2,389,184	Yes	\$32,000,000	\$10,400,000	\$0
Douglas County	I-25: Ridgeway Pkwy to County Line Rd Lane Balancing and Widening	2012-096	STP Metro	\$10,150,000	Yes	\$32,000,000	\$10,400,000	\$0
DRCOG	Regional Traffic Signal System Improvement Program	1997-045	CMAQ	\$2,135,466	No	\$68,895,000	\$15,550,000	\$0
DRCOG	Regional Transportation Demand Management (TDM) Program Pool	1999-097	CMAQ	\$1,156,102	No	\$8,318,000	\$6,654,000	\$6,654,000
DRCOG	Regional Intelligent Transportation System Pool	2005-026	CMAQ	\$356,332	No	\$13,078,000	\$3,550,000	\$0
DRCOG	Station Area Master Plan/Urban Center Studies Pool	2007-089	CMAQ	\$880,000	No	\$3,200,000	\$2,400,000	\$2,400,000
DRCOG	Regional TDM Program: Way to Go	2012-064	CMAQ	\$1,438,076	No	\$7,652,000	\$7,200,000	\$7,200,000
Federal Heights	US-287 (Federal)/92nd Ave Intersection Operations Improvements	2012-072	STP Metro	\$5,540	No	\$5,671,000	\$3,970,000	\$0
Golden	Golden Circulator Bus: West Corridor end of line to Downtown Golden	2012-015	CMAQ	\$446,000	No	\$1,847,000	\$1,237,000	\$0

Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
HPTE	US-36: Boulder to I-25 Managed Lanes/BRT	2008-114	STP Metro	\$8,954	Yes	\$725,300,000	\$0	\$0
Lakewood	Wadsworth Roadway Capacity Project: 10th Ave to 14th Ave	2012-036	STP Metro	\$5,398,320	Yes	\$7,801,000	\$6,240,000	\$0
Lyons	US-36 - Lyons Streetscape: Stone Canyon Rd to 3rd Ave	2012-009	STP Enhancement/TAP	\$216,509	Yes	\$2,228,000	\$1,781,000	\$0
Parker	SH-83: Lincoln Avenue Intersection Improvements	2008-020	STP Metro	\$19,603	Yes	\$398,000	\$280,000	\$0
RAQC	New Energy Fleets Collaborative	2008-004	CMAQ	\$143,614	No	\$5,323,000	\$4,169,000	\$0
RAQC	Advanced Fleet Technology Project	2012-012	CMAQ	\$993,837	No	\$7,652,000	\$6,121,000	\$0
RAQC	Ozone Aware	2012-013	CMAQ	\$437,520	No	\$2,080,000	\$1,663,000	\$0
RTD	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$37,706,630	No	\$409,123,000	\$340,883,000	\$340,883,000
RTD	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$7,594,603	No	\$81,000,000	\$66,000,000	\$66,000,000
RTD	FasTracks Projects: DRCOG First Commitment Pool	2007-044	CMAQ	\$5,950,000	No	\$75,000,000	\$32,000,000	\$8,000,000
RTD	RTD New Freedom Pool	2007-065	Section 5317 New Freedom	\$97,924	No	\$5,427,000	\$1,250,000	\$0
RTD	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	\$364,600,000
RTD	FasTracks Eagle P-3 Corridors (Gold and East Line)	2008-111	STP Metro	\$4,584,000	No	\$1,913,005,000	\$364,600,000	\$364,600,000
RTD	RTD Regional Workforce Initiative Now (WIN)	2012-068	Workforce Initiative Now	\$663,256	No	\$1,558,000	\$974,000	\$176,000
RTD	RTD Capital Improvements: Bus and Facilities Funding	2012-108	Section 5339	\$4,497,304	No	\$38,273,000	\$31,894,000	\$31,894,000
RTD	Colfax Transit Priority	2012-120	Section 5309 New Start	\$4,999,000	Yes	\$6,699,000	\$4,999,000	\$0
Wheat Ridge	Wadsworth Blvd Widening: W 35th Ave to W 46th Ave PEL Study	2012-094	STP Metro	\$622,645	No	\$1,200,000	\$636,000	\$0

Grand Total of Obligations

\$305,773,045



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ATTACHMENT F

To: Chair and Members of the Transportation Advisory Committee

From: Steve Cook, MPO Planning Program Manager
303-480-6749 or scook@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
December 21, 2015	Information	8

SUBJECT

CDOT's Big Data Origin-Destination Analysis

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The Colorado Department of Transportation (CDOT) has retained the services of the University of Wisconsin-based State Smart Transportation Initiative (SSTI) to assist with the compilation of trip making and travel data.

“Big data” has become a buzzword, but systems for using it to make wiser transportation decisions are only now emerging. In 2014, former CDOT director Don Hunt and the SSTI scoped out a project to use passively collected data on travel movements to better understand origins, destinations, routes, and other attributes of personal travel in the metro Denver area. The goal is to apply those data to project development, TDM, land use planning, and other policy areas to foster more efficient mobility between travel origins and destinations.

CDOT staff and Eric Sundquist of the SSTI will be available at the December TAC meeting to provide additional detail and receive input from the TAC on key geographic or topical areas to focus on.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

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