

AGENDA

TRANSPORTATION ADVISORY COMMITTEE

Monday, December 29, 2014

1:30 p.m.

1290 Broadway

Independence Pass Board Room - Ground floor, West side

1. Call to Order
2. December 1, 2014 TAC Meeting Summary
(Attachment A)

ACTION ITEMS

3. **Motion to recommend to the Regional Transportation Committee an amendment to the 2012-2017 Transportation Improvement Program (TIP).**
(Attachment B)
Todd Cottrell
4. **Motion to recommend to the Metro Vision Issues Committee Second Phase project funding scenarios to be considered for the 2016-2021 Transportation Improvement Program (TIP).**
(Attachment C)
Douglas Rex

INFORMATIONAL ITEMS

5. Briefing on CDOT- and RTD-proposed TIP projects.
(Attachment D)
Todd Cottrell and CDOT Staff
6. Review revised draft Metro Vision 2040 A Connected Multimodal Region transportation section and discuss draft measures and targets for Metro Vision 2040.
(Attachment E)
Jacob Riger
7. Presentation on Travel Trends (VMT, US Census Mode of Travel to Work, and 2014 Bike to Work Day).
(Attachment F)
Steve Cook, Robert Spotts, Melina Dempsey, and Colleen Miller

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
 - 2015 TAC Meeting Calendar
9. Next Meeting – January 26, 2015
10. Adjournment

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

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ATTACHMENT A

MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, December 1, 2014

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Jeanne Shreve	Adams County
Kimberly Dall	Adams County-City of Brighton
Mac Callison (Alternate)	Arapahoe County – City of Aurora
Joy McGee	Arapahoe County
Tom Reed (Alternate)	Aviation Interests
George Gerstle	Boulder County
Heather Balser	Boulder County – City of Louisville
Debra Baskett (Chair)	Broomfield, City and County
Steve Klausing	Business/Economic Development Interests
Danny Herrmann (Alternate)	Colorado Dept. of Transportation, Reg. 1
Jeff Sudmeier (Alternate)	Colorado Dept. of Transportation, Div. Transp. Dvlpmnt.
Tykus Holloway	City and County of Denver
Dave Gaspers (Alternate)	City and County of Denver
Douglas Rex	Denver Regional Council of Governments
Art Griffith	Douglas County
Tom Reiff (Alternate)	Douglas County-Town of Castle Rock
Greg Fischer	Freight Interests
Bob Manwaring	Jefferson County-City of Arvada
Dave Downing (Alternate)	Jefferson County-City of Westminster
Lenna Kottke	Non-RTD Transit
Ken Lloyd	Regional Air Quality Council
Bill Sirois (Alternate)	Regional Transportation District
Aylene McCallum	TDM/Non-motor

OTHERS PRESENT:

Kent Moorman (Alternate)	Adams County – City of Thornton
Bryan Weimer (Alternate)	Arapahoe County
Phil Greenwald (Alternate)	Boulder County – City of Longmont
Janice Finch (Alternate)	City and County of Denver
Dave Baskett (Alternate)	Jefferson County-City of Lakewood

Public: Randall Rutsch, City of Boulder; Jin Tsuchiya, CRL Associates; Eugene Howard, Douglas County; Brian Allen, DRMAC; Ken Van Dyne, Greenwood Village; Scott Brink, Mark Westberg, City of Wheat Ridge

DRCOG staff: Jacob Riger, Greg MacKinnon, Lawrence Tilong, Robert Spotts, Brad Calvert, Matthew Helfant, Mark Northrop, Andy Taylor, Casey Collins

Call to Order

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

Public Comments

Randall Rutsch, Senior Transportation Planner, City of Boulder, was concerned about the current TIP policy regarding gap and barriers criteria for bicycle/pedestrian projects. He noted all three Boulder underpass projects had gap and barrier points removed. He requested staff rescind in a manner consistent with past criteria interpretation, or come up with a strategy to address these concerns in the second phase.

Membership Announcements

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

- Tykus Holloway, City and County of Denver, Director of Policy Planning Sustainability Group, is a new Member. Janice Finch, City and County of Denver, switched from Member to Alternate.

Summary of October 27, 2014 Meeting

The meeting summary was accepted, with the following correction:

- in Member Present list, add Lenna Kottke

ACTION ITEM

Motion to recommend to the Board of Directors an amendment to the 2012-2017 and 2016-2021 TIP Policy related to delayed projects

Doug Rex presented staff's proposed TIP Policy language on project delays, per the request of the Board in November to revise project delay policy. It was noted the current delay policy was in response to the FHWA request to not tie up funding, by getting projects out as quickly as possible.

There was some discussion of whether the delay is controllable or uncontrollable; maybe add a railroad right of way exemption.

Mr. Rex noted the Board specifically requested the TIP delay policy revision:

- 1) provide opportunity for sponsors to appeal to the Board,
- 2) allow policy variance in event of unforeseen issues or being close to deadline,
- 3) remove requirement that sponsor has to reimburse federal funds expended on the project.

TAC suggestions for changes to staff's proposed language were requested (as underlined), including:

- In 1st sentence, change to: "If, in the following year, the sponsor fails to achieve initiation of the delayed phase by October 15, OR has breached the Board conditions placed upon that delay, the project's federal funding will be automatically suspended.
- In 1st bullet, change to: "Deny the request. The sponsor must stop all future payment requests beyond September 30."
- In 2nd bullet, change to: "Allow a variance, if the Board believes good faith efforts and progress has been made by the sponsor to advance the delayed project phase. The sponsor would be granted (on a case-by-case basis) and extension to initiate the delayed action. If the sponsor is unable to abide by the conditions of the Board variance, the sponsor shall stop all future reimbursement payment requests beyond September 30. The length of the extension shall be no greater than 120 days starting October 1."

Art Griffith MOVED to recommend to the Board of Directors an amendment to the 2012-2017 and 2016-2021 TIP Policy related to delayed projects, including the TAC suggestions as underlined above. Heather Balser SECONDED the motion. The MOTION PASSED.

INFORMATIONAL ITEMS

Review public hearing draft of the 2040 Fiscally Constrained Regional Transportation Plan (2040 RTP). Jacob Riger presented the draft public hearing version of the 2040 Fiscally Constrained RTP for initial TAC review. The document will be released for 30-day public comment on December 19. A public hearing will be held on January 21, and Board adoption is expected on February 18.

The 2040 Fiscally Constrained RTP will be incorporated in the *2040 Metro Vision Regional Transportation Plan*, with anticipated adoption in mid-2015.

Member comments:

- George Gerstle suggested clarifying the “Other capacity” category in Figure 13; he suggested including a description in the figure (as being other non regional system capacity – other locally funded streets and projects, etc.)
- Mike Salisbury requested clarification about variances of VMT trends in DRCOG congestion reports. Mr. Riger said trend line graphs in the 2040 RTP are shown in 5 year increments, rather than 1 year increments, but the VMT trends in the reports are comparable.
- Janice Finch spoke on Figure 14, on page 56. She asked that regional roadway system funded projects be shown on different map than a map that shows the EJ areas. Mr. Riger noted Figure 10 and 11 (transit) show it separately. She suggested using the federal definition related to Environmental Justice (EJ) (minority - low-income), or that DRCOG should consider setting a higher threshold for a zone to qualify as an EJ zone. She did not feel the map was representative of the most concentrated minority populations and poverty households in the region.
- Additionally, Ms. Finch suggested that TAZs were not an appropriate geography to use for the analysis because of larger geographies in the region’s growing areas. Mr. Spotts responded that using TAZs is necessary so that the data is consistent with the travel model outputs.
- Kent Moorman suggested showing 1990 population information, to more clearly understand the 25% increase in traffic crashes between 1990 and 2010.
- Mike Salisbury asked what the impacts to regional vision planning are with such a large decrease in travel demand forecasted (noting gross VMT has been revised from 120 million in the 2009 forecast to the current forecast of 105 million). Mr. Riger noted that DRCOG does not model VMT – it is an output of the travel model, not an input. And, total VMT will still increase significantly because population will increase significantly by 2040.
- George Gerstle suggested initiating a policy discussion on the meaning of base travel habits of the Millennium generation. Mr. Riger noted staff is planning a presentation on related travel trends information on December 29.
- Janice Finch asked that the committee be provided a list of written comments on the plan by the committee and staff responses.
- Jeff Sudmeier said CDOT’s Statewide Transportation Plan is being released for review on Friday, December 5.

Mr. Riger asked that further comments be emailed to him by December 10. He noted that fiscally constrained plan content (but not the project lists) is revisable within the next six months (and will be incorporated into the *2040 Metro Vision Regional Transportation Plan* document in mid-2015).

Review revised draft Metro Vision 2040 “A Connected Multimodal Region” transportation section and discuss first draft measures and targets for Metro Vision 2040

Jacob Riger presented on revisions made to the draft *A Connected Multimodal Region*, the transportation section of Metro Vision 2040. Revisions incorporate feedback received from the Oct. 27 joint meeting with the Metro Vision Planning Advisory Committee (MVPAC). The introduction has been rewritten to be more “big picture” and significant revisions and additions have been made to the objectives, strategies, and regional and local actions. He also introduced the measures and

targets, defined them, and explained that key measures are proposed to be elevated as foundational measures at the front of Metro Vision 2040, similar to the goals in Metro Vision 2035.

Mr. Riger asked for comments on the revised draft content and first draft of measures and targets.

Member comments:

- Bryan Weimer asked for a regional conversation on managed lane policy. Mr. Riger responded that while this is a policy discussion beyond today's request, use of managed lanes is addressed in Outcome 1, Strategy 1.1c.
- Jeff Sudmeier said CDOT's managed lane policy is to strongly consider managed lanes when planning capacity improvements, and if not used in the project, to document the reasons why not. CDOT is in the process of developing more detailed procedural directives on the policy.
- Aylene McCallum noted there are no specific references to TMO associations. Suggested including TMOs in Strategy 3.3(f) Regional Actions: 6th bullet.
- Debra Baskett noted the importance of the role of the private sector, nonprofits, car share organizations, public private partnerships, etc. Perhaps in 6th bullet as well.
- Debra Baskett said the report should emphasize maximizing the existing system.
- Ted Heyd said maximizing existing system could be emphasized in main introduction. It will be a large determinate of whether we hit the foundational goals, such as SOV, VMT, and GHG.
- Ted Heyd suggested calling out the Bike to Work Day event as a continued regional action on page 6, Regional Actions.
- Ted Heyd suggested 250 miles of protected bike lanes by 2040 (on page 16, Objective 1.1.target). Then, possibly, 250 miles of striped bike lanes.
- Ted Heyd suggested a 1-year minimum for reporting out.
- Jeanne Shreve said, under Regional Actions, more discussion is needed on "interim projects". DRCOG should address this issue with FHWA because of inconsistent decision making. She will submit more ideas on this issue.
- Debra Baskett suggested adding ideas such as TNCs (transportation network companies, such as Uber and Lyft, etc.). George Gerstle suggested giving more attention to trends.

Jacob Riger asked the committee to review possible measures and targets (pgs. 16-19) and provide input to him by December 5 for review by MVPAC at its final meeting on December 17. The MVPAC will provide input back to TAC on December 29.

Briefing on First Phase projects to be included in the draft 2016-2021 Transportation Improvement Program (TIP).

Todd Cottrell presented the list of First Phase TIP projects rankings. About \$175 million will be available for funding in the 2016-2021 TIP (after off-the-top commitments and set-asides). Staff has reviewed and scored proposed projects. A peer review panel met on November 13 to review staff findings and raised no objections to staff's application of adopted criteria to eligible projects.

\$7.8 million remained available after First Phase ranking, as funding targets were not reached in several project types. The MVIC will make the decision on December 10* whether to re-allocate in First Phase or move this amount to Second Phase.

Several brief visual presentations were made by DRCOG staff, Melina Dempsey and Will Soper, to show historical perspective and clarify how staff interpreted gap closure and barrier elimination criteria when reviewing TIP applications. It was noted the original intent of the policy is to build out the system and fill in the gaps throughout the region where missing.

Member comments:

- Janice Finch and Chair Baskett requested emailing the TIP milestones schedule to the committee.

- George Gerstle felt a local community that had taken the initial steps to invest in improving safety by installing a pedestrian at-grade crossing, should not be penalized (by not receiving gap/barrier points) when trying to make it even better with an underpass.
- Art Griffith said there is a great safety benefit in grade separations, and there should be higher scoring for grade separations.
- Janice Finch commended staff for explaining staff's interpretation of the gap closure/barrier elimination criteria, but still disagrees, particularly as safety benefits points (2-3) are outweighed by gap closure and barrier elimination points (possibly 13 points). She suggested forming a working group to address TIP Policy concerns once this TIP cycle is complete. Doug Rex suggested addressing after Metro Vision 2040 work is finished this summer; could be a Lessons Learned-type debrief.
- George Gerstle requested that MVIC be aware of this discussion on gap closure and barrier elimination issues when considering Second Phase.

Janice Finch MOVED to have a TIP Policy working group convene by June 1 to revisit TIP criteria Lessons Learned and other broad issues.

George Gerstle SECONDED the MOTION.

He recommended that MVIC be advised of the gap closure and barrier eliminations issues. Ms. Finch agreed.

The MOTION PASSED unanimously.

- Janice Finch discussed a concern regarding upgrades/reconstructions versus new projects. She noted the top eleven scored TIP bicycle/pedestrian projects are all new projects; there were no upgrades/reconstructions. Doug Rex said addressing this would be considered a policy change; can be included in the working group discussions.
- Todd Cottrell noted MVIC combined the new and the upgrade/reconstruct bike/ped projects into one category last October.

Second Phase TIP selection process

- Art Griffith said Douglas County would support shifting \$7.8 million from First Phase funding to Second Phase.
- Doug Rex said the November MVIC recommended using "DRCOG only" expenditures in the county equity formula and shortened the timeline from 2003-2019 to 2008-2019 (8 years of past/existing and 4 new years). The November Board discussed and requested all the scenarios that have been discussed to date be presented at the December 17 Board meeting.
- Jeanne Shreve agreed with giving Board all scenarios and information, and also suggested introducing just current TIP, showing the percentage that each county received in First Phase.
- Doug Rex noted viewing over the long-term may normalize the data vs. short-term period.
- Dave Baskett said equity was originally modeled after urban drainage and flood control district; doing a rolling average, and viewing long-term.

Bob Manwaring asked for an email to be sent to the committee listing the deadlines for submitting comment on the various agenda items.

The meeting adjourned at 4:00 p.m. The next meeting is scheduled for December 29, 2014.

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 29, 2014	Action	3

SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), generally taking place each quarter. These amendments may involve the deletion and addition of projects, or adjustments to existing projects.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendment because it complies with the Board adopted [TIP Preparation Policy](#).

ACTION BY OTHERS

N/A

SUMMARY

The project to be amended is listed in the table, along with specific details and the reasons for the amendment. The proposed policy amendment to the [2012-2017 Transportation Improvement Program](#) has been found to conform with the State Implementation Plan for Air Quality.

- Funds and projects added to Region 1 Surface Treatment Pool

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Motion to recommend to the Regional Transportation Committee an amendment to the *2012-2017 Transportation Improvement Program* (TIP).

ATTACHMENT

Amendment table

ADDITIONAL INFORMATION

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

2012-2017 Transportation Improvement Program

Policy Amendments

12/19/2014

Pending

TIP#	Project Name: Limits,Sponsor,Scope	Current Funding								
2007-096	Region 1 Surface Treatment Pool	Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Sponsor:	CDOT Region 1	Federal		\$0	\$0	\$0	\$0	\$0		
Scope:	Projects in CDOT Region 1 to be approved for Pool Funding by Region 1 Director.	Federal (HfL)		\$0	\$2,000	\$0	\$0	\$0		
		State		\$0	\$0	\$0	\$0	\$0		
		State (R P P)		\$350	\$0	\$0	\$0	\$0		
		State (Surface)		\$15,817	\$14,653	\$40,255	\$44,063	\$78,447		
		Local		\$0	\$0	\$0	\$0	\$0		
		Total	\$66,178	\$16,167	\$16,653	\$40,255	\$44,063	\$78,447	\$8,896	\$270,659

Revised Funding

Why Amend?		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
		Federal		\$0	\$0	\$0	\$0	\$0		
		Federal (HfL)		\$0	\$2,000	\$0	\$0	\$0		
		State		\$0	\$0	\$0	\$0	\$0		
		State (R P P)		\$350	\$0	\$0	\$0	\$0		
		State (Surface)		\$15,817	\$14,653	\$40,255	\$56,100	\$78,447		
		Local		\$0	\$0	\$0	\$0	\$0		
		Total	\$66,178	\$16,167	\$16,653	\$40,255	\$56,100	\$78,447	\$8,896	\$282,696
	Increase pool funds and add projects to pool.									
	Add \$12,037,000 of state RPP funds in FY2015. Add the following projects and corresponding amounts to the pool; I-70 Havana St to I-225 for \$3,500,000; Preventative Maintenance at Various Locations for \$2,000,000; SH-58 from US-6/SH-93 to I-70 for \$10,000,000; US-40 from Clarkson St to Colorado Blvd for \$4,500,000; US-85 from Blakeland Dr to Crestline Ave for \$8,200,000; SH-95 from 25th Ave to 58th Ave for \$4,000,000; SH-74 from I-70 to CR-73 for \$5,200,000; and SH-86 from I-25 to Woodlands Blvd for \$8,000,000. Increase total project funding.									

2012-2017 Transportation Improvement Program

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name	Start-At and End-At	Cost (1,000s)
Colfax	I-70 to Kipling	\$3,000	SH-83 (Federal Blvd)	120th Ave	\$550
Federal	92nd to 120th	\$6,000	SH-83 (Parker)	Jewell Ave to Mississippi Ave	\$2,304
I 25	@ I-225	\$500	SH-86	I-25 to Woodlands Blvd	\$8,000
I-70	EJMT East	\$3,000	SH-86	Franktown-East	\$3,642
I-70	Havana St to I-225	\$3,500	SH-86: Founders Pkwy	MP 100.2 to MP 104.3	\$8,539
I-70 East	Tower Rd to Colfax Ave	\$18,524	SH-96	25th Ave to 58th Ave	\$4,000
I-76	96th to US-85	\$6,500	Sheridan	Hampden to Arizona	\$3,500
Kipling	Jewell to 6th	\$4,000	University	Arapahoe to Hampden	\$5,000
Pavement Pres. Jobs		\$1,701	US-285	Pine Junction to Richmond Hill	\$4,000
PE & Design		\$600	US-285	Turkey Creek Canyon	\$1,250
Preventative Maintenance	Various Locations	\$2,000	US-285 (Hampden)	Federal Ave to Marion St	\$4,694
SH-121 (Wadsworth Blvd)	10th Ave to Colfax Ave	\$2,400	US-36	Kiowa Creek to East of Byers	\$4,000
SH-128	Eldorado to Wadsworth	\$3,500	US-36	Strasburg to Byers	\$2,000
SH-30/E 6th Ave	S Picadilly Road to N Airport Blvd	\$2,000	US-36	East of Cabin Creek	\$500
SH-36	W. of Watkins to Bennett	\$3,500	US-40	Byers to Deer Trail	\$1,953
SH-58	US-6/SH-93 to I-70	\$10,000	US-40	Berthound Pass East	\$1,500
SH-67	Rampart Range Rd	\$2,500	US-40	US-6 to Beaver Brook	\$2,000
SH-72	SH-93 to Coal Creek Canyon	\$1,500	US-40	Clarkson St to Colorado Blvd	\$4,500
SH-72 Junction	SH-93 North	\$1,100	US-40 (Colfax Ave)	Federal Blvd to Speer Blvd	\$2,200
SH-74	Evergreen to Morrison	\$3,500	US-6	I-70 to SH-119	\$2,500
SH-74	I-70 to CR-73	\$5,200	US-85	Blakeland Dr to Crestline Ave	\$8,200
SH-79	North of Bennett	\$3,000	Wadsworth (TIP ID 2012-089)	Highland to 10th	\$2,500
SH-83	Antelope Creek to Castlewood Canyon	\$4,139			

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Douglas W. Rex, Director, Transportation Planning and Operations
drex@drcog.org or 303-480-6747

Meeting Date	Agenda Category	Agenda Item #
December 29, 2014	Action	4

SUBJECT

Second Phase project funding scenarios for the *2016-2021 Transportation Improvement Program* (TIP).

PROPOSED ACTION/RECOMMENDATIONS

Recommend to MVIC proposed Second Phase project funding scenarios to be considered for the *2016-2021 Transportation Improvement Program* (TIP).

ACTION BY OTHERS

N/A

SUMMARY

Requests for DRCOG-selected federal funding in the 2016-2021 TIP were submitted to DRCOG in September 2014. A total of \$573 million in federal funds was requested. It is estimated \$175 million will be available for funding the requests after all off-the-top commitments and set-aside programs are honored. On December 17, 2014, the DRCOG Board approved the allocation of \$123.3 million in the First Phase selection to 24 projects (see Table 1).

About \$51.5 million is available for Second Phase selection, with over 100 projects eligible. The project selection criteria to be considered during the Second Phase were approved by the DRCOG Board on December 17, 2014 (see Table 2).

The Metro Vision Issues Committee (MVIC) requested staff work with TAC to develop Second Phase project funding scenarios. Each scenario will contain a list of projects that could be funded in Second Phase selection. On January 7, MVIC will consider the Second Phase scenarios and recommend projects to be funded in the 2016-2021 TIP to the Board on January 21.

To help guide the TAC's discussion, staff prepared Table 3 which applies the Second Phase criteria to each of the projects. The Board approved grouping the criteria into two tiers in order to place additional emphasis during deliberations on very small communities and county funding equity status and ratio. The remaining criteria would be recognized as Tier 2. The right side of Table 3 shows the project attributes for each Second Phase criteria as it applies to the remaining eligible projects for selection.

To serve as a basis for TAC's discussion, DRCOG staff prepared example funding scenarios, as shown in the first three columns of Table 3. Funding amounts are listed for projects that could be selected in each scenario. The total funding amount by project type and the overall total are depicted for each scenario. Staff attempted to define each scenario logically placing emphasis on different factors in a hierarchical manner.

A description of each staff example scenario is as follows. Scenario 1 and 3 both 1) fund the remaining partial projects from First Phase, and 2) use First Phase funding targets for remaining project types as a guide. Since *Roadway Reconstruction* and *Transit Passenger Facilities* project lists were exhausted in First Phase, the remaining funds were proportionately applied to the remaining project types. In these two scenarios, *Studies* and *Other Enhancements* were grouped in with *Transit Service* projects. Scenario 1 uses the following for its Second Phase Target amounts: Roadway Capacity: \$23.7 million (46%), Roadway Operations: \$13.9 million (27%), Bicycle/Pedestrian: \$10.3 million (20%), and Transit Services/Studies/Other Enhancements: \$3.6 million (7%). Scenario 2 is the same, except Roadway Capacity and Operations is combined (\$37.7 million (73%)).

- Scenario 1 Factors:
 - Very Small Community projects within under equity counties. Projects must have minimum score of 40 points
 - TIP Score: Selected projects within under equity counties if funds remain by project type
 - No more than one project per sponsor per project type
- Scenario 2 Factors:
 - Fund one project per sponsor who didn't receive a First Phase project
 - If sponsor submitted more than one project, use highest ranking project among its peer project type
 - Exception: due to available funding, fund the second highest ranking Louisville project, and partially fund Douglas County's project
- Scenario 3 Factors:
 - Under equity counties
 - Very Small Communities
 - First-last mile criteria
 - TIP Score

As a reminder, projects not selected in the second phase will be eligible to be placed on a ranked "waiting list" to be developed after the TIP is adopted. Should more federal funding become available in the future, projects from the waiting list will be selected to use such funds.

The draft 2016-2021 TIP is scheduled to be released for public review following the January DRCOG Board meeting. A public hearing will be held on February 18. TIP adoption is anticipated to take place in March 2015.

PREVIOUS DISCUSSIONS/ACTIONS

- TAC – [December 1, 2014](#)
- DRCOG Board – [December 17, 2014](#)

PROPOSED MOTION

Motion to recommend to the Metro Vision Issues Committee Second Phase project funding scenarios to be considered for the *2016-2021 Transportation Improvement Program*.

ATTACHMENTS

Table 1 – 2016-2021 TIP: Projects Selected for First Phase; Eligible for Second Phase

Table 2 – Second Phase Selection Criteria

Table 3 – Second Phase Selection Funding Scenario Examples, Projects, and Criteria

ADDITIONAL INFORMATION

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

Table 1: Preliminary Projects Selected in Phase I, Eligible for Phase II

Legend		12/22/2014	
	Selected in First Phase	Grand Total Phase I ("75%")	\$131,118
	Partially Funded in First Phase (Remaining Shown)	Total Unallocated Balance (moves to Phase II)	\$7,791
	Eligible for Second Phase	Total Funding Available in Phase II	\$51,497

Bicycle and Pedestrian Projects

(First Phase Target- \$20,979)

Agency	Project Title	COG ID	Funding Request	Project Score	1st Phase Funded	Running Cost
Aurora	N - Toll Gate Creek Trail: Chambers Rd to Montview Ave	Aura-2014-001	\$5,683	89.9	\$5,683	\$5,683
Aurora	N - Metro Center Station Area Bike/Ped Connector Facility	Aura-2014-003	\$1,832	85.6	\$1,832	\$7,515
Aurora	N - Westerly Creek Trail to Toll Gate Creek Trail Connector	Aura-2014-014	\$8,507	82	\$8,507	\$16,022
Lakewood	N - Multi-Use Path on D-10: Wadsworth Blvd to Zephyr St and Kipling St to Oak St	Lakw-2014-003	\$1,920	79.3	\$1,920	\$17,942
Univ of Col - Boulder	N - East Campus Bridge and Trail Connection	UoCB-2014-004	\$386	76.7	\$386	\$18,328
Boulder	N - Boulder Slough Path: 30th St to 3100 Pearl	Bldr-2014-007	\$480	75.3	\$480	\$18,808
Aurora	N - 23rd Ave Bike/Ped Path at Fitzsimons Station	Aura-2014-004	\$1,492	74	\$1,492	\$20,300
Boulder	N - 30th St/Colorado Ave Bike/Ped Underpass	Bldr-2014-016	\$6,000	73.7		\$26,300
Superior	N - Superior Trail: McCaslin BRT Station to Coal Creek	Supr-2014-002	\$600	72.2		\$26,900
Univ of Col - Boulder	N - 19th Street Trail and Bridge	UoCB-2014-002	\$4,798	70.5		\$31,698
Boulder	U - SH-157/Foothills Pkwy Underpass at Colorado Ave	Bldr-2014-009	\$3,200	68.3		\$34,898
Denver	U - South Platte Greenway Access: Iowa Ave RR Underpass to Santa Fe Dr	Denv-2014-024	\$1,704	68		\$36,602
Denver	U - South Platte Greenway/Cherry Creek Trail: Confluence Bridge Upgrades	Denv-2014-025	\$7,980	68		\$44,582
Univ of Col - Boulder	N - 19th St and 21st St Bridges and Trails	UoCB-2014-003	\$7,305	67.6		\$51,887
Arvada	U - W 57th Ave Sidewalks: Independence St to Balsam St	Arvd-2014-034	\$628	67.2		\$52,515
Denver	N - Peoria Station Multi Use Path: 39th Ave to 44th Ave	Denv-2014-026	\$1,950	66.9		\$54,465
Wheat Ridge	N - Kipling St Multi-Use Trail: 32nd Ave to 44th Ave	WhRd-2014-006	\$2,240	66.9		\$56,705
Denver	U - 1st Ave/Steele St Multimodal Improvements: 1st Ave to Colorado Blvd	Denv-2014-035	\$5,254	66.3		\$61,959
Lakewood	N - Sheridan Blvd Bike Path: 6th Ave to 10th Ave	Lakw-2014-006	\$2,720	66.1		\$64,679
Denver	N - 38th St/Marion St/Walnut St Multimodal Improvements: Walnut St to Lawrence St/Downing St	Denv-2014-028	\$2,131	65.6		\$66,810
Boulder	N - Skunk Creek Bike/Ped Underpass at Moorehead Ave	Bldr-2014-002	\$2,640	65.4		\$69,450
Denver	N - Sheridan Station Sidewalks: 8th to 10th/Colfax to 17th	Denv-2014-027	\$1,972	64.7		\$71,422
Aurora	N - 6th Ave Bike/Ped Facility: Vaughn St to Del Mar Circle	Aura-2014-011	\$4,674	64.2		\$76,096
Boulder County	N - 71st Street Multimodal Pathway: Winchester Circle to Idylwild Trail	BICo-2014-006	\$860	64		\$76,956
Arvada	U - Independence St Sidewalks: W 50th Ave to W 57th Ave	Arvd-2014-029	\$1,665	63.1		\$78,621
Golden	N - Washington Ave Complete Streets	Gold-2014-001	\$3,045	63.1		\$81,666
Wheat Ridge	N - 32nd Ave Bike Lanes: Sheridan Blvd to Youngfield St	WhRd-2014-007	\$4,000	62.5		\$85,666
Superior	N - Superior Trail: McCaslin BRT to Davidson Mesa Underpass	Supr-2014-007	\$800	62.4		\$86,466
Westminster	N - Walnut Creek Trail: 103rd Ave to 106th Ave	West-2014-003	\$8,280	62		\$94,746
Boulder	U - SH-157/Foothills Pkwy Bike/Ped Underpass at Sioux Dr	Bldr-2014-010	\$3,440	61.2		\$98,186
Lone Tree	N - Lincoln Ave Pedestrian Bridge: West of Heritage Hill Circle	Ltre-2014-001	\$1,500	59		\$99,686
Arvada	N - Ridge/Reno Rd Mixed-use Trail: Garrison St to Allison St	Arvd-2014-018	\$1,442	58.7		\$101,128
Boulder County	N - Butte Mill Multimodal Connection: Valmont Path to Arapahoe Rd Transit	BICo-2014-007	\$312	57.9		\$101,440
Denver	N - 38th/Blake Station: 35th St Multimodal Improvements: Wazee St to S Platte Greenway Trail	Denv-2014-030	\$3,479	57.9		\$104,919
Boulder County	N - Williams Fork Trail Multi-use Path	BICo-2014-008	\$632	57.8		\$105,551
Lafayette	N - East Lafayette Multimodal Path: Commerce Ct to Lafayette PnR	Lafa-2014-005	\$999	56.3		\$106,550
Boulder	N - 28th St/US-36: Fourmile Canyon to Yarmouth Ave Multi-Use Path	Bldr-2014-005	\$4,880	55.2		\$111,430
Cherry Hills Village	N - High Line Canal Trail Underpass: Hampton and Colorado Version 1 (80/20)	CHVi-2014-001	\$4,320	55.1		\$115,750
Cherry Hills Village	N - High Line Canal Trail Underpass: Hampton and Colorado Version 2 (75/25)	CHVi-2014-002	\$4,050	55.1		\$119,800
Boulder	N - Table Mesa Dr Bike/Ped Underpass	Bldr-2014-001	\$3,840	54		\$123,640
Parker	N - Parker Rd Sidewalk Connection: Plaza Dr to Sulphur Gulch Trail	Park-2014-001	\$504	53.8		\$124,144
Jefferson County	N - US-6 Shared-use Path: Colfax Ave to Johnson Rd	JfCo-2014-001	\$589	53.6		\$124,733
Arvada	U - W 60th Ave Bike/Ped Facilities: Tennyson St to Sheridan Blvd	Arvd-2014-030	\$1,378	52.8		\$126,111
Arvada	N - W 52nd Ave Bike/Ped Facilities: Marshall St to Vance St	Arvd-2014-004	\$687	52.2		\$126,798
Arapahoe County	N - Yale Ave/Holly St/Highline Canal Trail Pedestrian and Roadway Improvements	ApCo-2014-009	\$1,470	51.5		\$128,268
Douglas County	N - C-470 Multi-use Trail Grade Separation at Yosemite St	DgCo-2014-002	\$2,000	51.4		\$130,268
Parker	N - Parker Road Sidewalk Connection: Twenty Mile Road to Indian Pipe Ln	Park-2014-003	\$541	49		\$130,809
Arvada	N - Little Dry Creek Bike/Ped Grade Separation	Arvd-2014-017	\$2,873	48.7		\$133,682
Denver	U - High Line Canal Trail Underpass: Parker Rd and Mississippi Ave	Denv-2014-033	\$3,201	48.6		\$136,883
Nederland	N - Middle Boulder Creek Bridge Project	Nedl-2014-002	\$726	48.1		\$137,609
Boulder	N - Bear Creek Canyon Bike/Ped Underpass	Bldr-2014-003	\$4,480	47.5		\$142,089
Boulder	N - Fourmile Canyon Creek: 19th St to Violet Ave Bike/Ped Facilities	Bldr-2014-006	\$5,298	46.4		\$147,387
Arvada	N - Alkire St Pedestrian Bridge	Arvd-2014-001	\$2,039	42.8		\$149,426
Erie	N - Coal Creek Extension: Reliance Park to Erie Village	Erie-2014-009	\$1,480	39.4		\$150,906
Erie	N - Coal Creek Trail Extension: Reliance Park to Kenosha Rd	Erie-2014-003	\$1,840	36.5		\$152,746
Nederland	U - Lakeview Dr/SH-72 Intersection Operational Improvements	Nedl-2014-001	\$467	35.9		\$153,213
Longmont	N - County Line Rd Bike Shoulders: 9th Ave to SH-66	Long-2014-006	\$1,360	34.5		\$154,573
Lyons	N - US36 (Broadway) and SH-7 (5th Ave) Bike/Ped Facilities	Lyon-2014-001	\$1,309	34.1		\$155,882
Westminster	U - 72nd Ave Sidewalk Reconstruct: Stuart St to Xavier St	West-2014-002	\$3,360	33.6		\$159,242
Jefferson County	N - 32nd Ave Bike/Ped Facilities: Alkire St to Eldridge St	JfCo-2014-002	\$1,113	31.1		\$160,355
Boulder County	N - Isabelle Rd Shoulders: N 95th St to N 109th St	BICo-2014-002	\$1,418	26.4		\$161,773
Erie	U - Pedestrian Underpass at Coal Creek Crossing	Erie-2014-007	\$320	25		\$162,093
Erie	N - County Line Road Bike Shoulders: Evans St to SH-52	Erie-2014-005	\$1,760	20.6		\$163,853
Jefferson County	N - McIntyre St Bike/Ped Facilities: 32nd Ave to SH-58	JfCo-2014-003	\$824	20.4		\$164,677
Lakewood*	N - Multi-Use Path on D-10: Wadsworth Blvd to Zephyr St	Lakw-2014-002	\$0	76.2		\$164,677
Lakewood*	N - Multiuse Path on D-10: Kipling St to Oak St	Lakw-2014-001	\$0	79.7		\$164,677
Wheat Ridge*	N - Wadsworth Blvd Multi-use Trail: 44th Ave to Clear Creek Trail	WhRd-2014-008	\$0	59.8		\$164,677
N- New Project		Unallocated Funds				\$679
U- Upgrade/Reconstruction Project						

*Wheat Ridge project is removed based on assumed funding for their Roadway Capacity project
*Lakewood's projects are removed based on assumed funding for their Bike/Ped project

Transit Service Projects

(First Phase Target- \$7,867)

Agency	Project Title		Funding Request	Project Score	1st Phase Funded	Running Cost
R T D	E - MetroRide Service Expansion: DUS to Civic Center	RDT-2014-003	\$1,200	92.5	\$1,200	\$1,200
Boulder County	E - L Route Service Enhancement	BICo-2014-012	\$1,664	91	\$1,664	\$2,864
Boulder County	E - FLEX - Route Extension: Longmont to Boulder	BICo-2014-013	\$1,156	86	\$1,156	\$4,020
Univ of Col - Denver	N - Anschutz Medical Campus Shuttle Service	UoCD-2014-004	\$1,509	78.7	\$1,509	\$5,529
Superior	N - Superior Call-n-Ride	Supr-2014-006	\$423	77.4	\$423	\$5,952
Broomfield	N - Broomfield Call-n-Ride	BfCo-2014-002	\$369	73.6	\$369	\$6,321
Longmont	E - RTD Route #324 Frequency Improvements	Long-2014-004	\$1,176	71.4	\$1,176	\$7,497
Commerce City	E - Route 73 Extension: Smith Rd Station to 60th Ave and Dahlia St	CoCy-2014-002	\$1,355	65.6		\$8,852
N- New Service Project		Unallocated Funds				\$370
E - Expanded Service Project						

Transit Passenger Facilities Projects

(First Phase Target- \$3,934)

Agency	Project Title		Funding Request	Project Score	1st Phase Funded	Running Cost
R T D	Colfax 15L Improvements: Potomac St to I-25	RTD-2014-001	\$2,600	92	\$2,600	\$2,600
		Unallocated Funds				\$1,334

Table 1: Preliminary Projects Selected in Phase I, Eligible for Phase II

Legend	
	Selected in First Phase
	Partially Funded in First Phase (Remaining Shown)
	Eligible for Second Phase

Roadway Capacity Projects

(First Phase Target- \$49,825)

Agency	Project Title		Funding Request	Project Score	1st Phase Funded	Running Cost
Wheat Ridge	Wadsworth Blvd Widening: 35th Ave to 48th Ave	WhRd-2014-001	\$25,280	83.1	\$25,280	\$25,280
Denver	SB I-25 On-Ramp and Broadway Reconstruct: Exposition Ave to Kentucky Ave	Denv-2014-007	\$17,373	82.0	\$17,373	\$42,653
Denver	Martin Luther King Jr Blvd Extension: Havana St to Peoria St	Denv-2014-001	\$8,500	71.5	\$7,172	\$49,825
Denver	Martin Luther King Jr Blvd Extension: Havana St to Peoria St (Remaining Amount)	Denv-2014-001	\$1,328	71.5		\$51,153
Douglas County	US-85: Highlands Ranch Pkwy to Blakeland Dr Capacity Improvements	DgCo-2014-003	\$15,000	65.4		\$66,153
Lone Tree	Ridgegate Pkwy Widening: Havana St to Lone Tree City Limits	Ltre-2014-002	\$6,400	61.1		\$72,553
Douglas County	US-85: Blakeland Dr to County Line Rd Capacity Improvements	DgCo-2014-004	\$15,000	60.8		\$87,553
Denver	56th Ave Widening: Chambers Rd to Pena Blvd	Denv-2014-012	\$9,800	58.3		\$97,353
Douglas County	County Line Rd: Phillips Ave to University Blvd Capacity Improvements	DgCo-2014-001	\$6,000	57.4		\$103,353
Thornton	104th Ave Widening: Grandview Ponds to S Platte River	Thor-2014-001	\$8,040	54.2		\$111,393
Commerce City	88th Ave Widening: I-76 to Hwy 2	CoCy-2014-003	\$28,809	50.0		\$140,202
Aurora	6th Ave/Pkwy Extension: Liverpool St to E-470	Aura-2014-008	\$13,918	45.3		\$154,120
Unallocated Funds						\$0

Roadway Operational Improvement Projects

(First Phase Target- \$28,846)

Agency	Project Title		Funding Request	Project Score	1st Phase Funded	Running Cost
Denver	Quebec St Operational Improvements: 13th Ave to 26th Ave	Denv-2014-034	\$11,500	87.8	\$11,500	\$11,500
Arapahoe County	Iliff Ave Corridor Operational Improvements: Parker Rd to Quebec St	ApCo-2014-004	\$21,238	83.8	\$17,346	\$28,846
Arapahoe County	Iliff Ave Corridor Operational Improvements: Parker Rd to Quebec St (Remaining Amount)	ApCo-2014-004	\$3,892	83.8		\$32,738
Douglas County	US-85 Operational Improvements: Blakeland Dr to County Line Rd	DgCo-2014-005	\$15,000	76.4		\$47,738
Denver	Colfax Ave Transit Enhancements: 7th St near I-25 to Yosemite	Denv-2014-011	\$12,004	63.8		\$59,742
Arapahoe County	Gun Club Rd and Quincy Ave Operational Improvements	ApCo-2014-003	\$6,350	61.5		\$66,092
Castle Rock	Founders Pkwy and Allen Way Intersection Operational Improvements	CRck-2014-001	\$2,638	59.4		\$68,730
Aurora	Parker Rd/Quincy Ave/Smoky Hill Rd Operational Improvements	Aura-2014-005	\$4,492	56.9		\$73,222
Lakewood	Alameda Ave Operational Improvements: Vance St to Pierce St	Lakw-2014-007	\$1,150	55.0		\$74,372
Westminster	Sheridan Blvd Operational Improvements: 87th Ave to US-36	West-2014-001	\$5,600	53.3		\$79,972
Aurora	Airport Blvd-Buckley Rd/Alameda Pkwy Intersection Operational Improvements	Aura-2014-006	\$1,664	53.1		\$81,636
Louisville	Hwy 42/96th St Corridor Operational Improvements: Pine St to S Boulder Rd	Lou-2014-003	\$8,837	53.0		\$90,473
Lafayette	South Boulder Rd and 119th/120th St Operational Improvements	Lafa-2014-007	\$2,665	50.5		\$93,138
Arvada	SH-72 at W 72nd Ave Intersection Operational Improvements	Arvd-2014-002	\$5,406	49.0		\$98,544
Louisville	Highway 42/96th St Corridor Operational Improvements: Lock St to Pine St	Lou-2014-001	\$4,178	46.5		\$102,722
Louisville	Hwy 42/96th St Corridor Operational Improvements: S Boulder Rd to Paschal Dr	Lou-2014-004	\$4,840	44.6		\$107,562
Denver	Quebec St Operational Improvements: Sandown Rd/40th Ave to I-70	Denv-2014-022	\$4,290	44.4		\$111,852
Castle Rock	Plum Creek Pkwy and Wilcox St Intersection Operational Improvements	CRck-2014-003	\$1,730	43.4		\$113,582
Aurora	Peoria St Operational Improvements: Fitzsimons Pkwy to North of Sand Creek	Aura-2014-007	\$11,874	43.0		\$125,456
Castle Rock	Founders Pkwy and Crowfoot Valley Rd Intersection Operational Improvements	CRck-2014-002	\$2,042	34.4		\$127,498
Erie	County Line Road Operational Improvements: Bonnel Ave to Erie Pkwy	Erie-2014-001	\$3,240	31.0		\$130,738
Erie	County Line Road Operational Improvements: Erie Pkwy to Telleen Ave	Erie-2014-002	\$2,640	30.0		\$133,378
Lafayette	Hwy 7 and 119th St Operational Improvements	Lafa-2014-006	\$1,510	29.9		\$134,888
Erie	County Line Road Operational Improvements: Telleen Ave to Evans St	Erie-2014-004	\$2,200	24.0		\$137,088
Broomfield *	Dillon Rd Operational Improvements: 120th St to Sheridan Pkwy (ROW and CON only)	BfCo-2014-003	\$0	57.5		\$137,088
Broomfield *	Dillon Rd Operational Improvements: 120th St to Sheridan Pkwy (40% match)	BfCo-2014-004	\$0	56.9		\$137,088
Broomfield *	Dillon Rd Operational Improvements: 120th St to Sheridan Pkwy (30% match)	BfCo-2014-001	\$0	56.2		\$137,088
Denver *	Quebec St/Colfax Ave Intersection Operational Improvements	Denv-2014-003	\$0	76.6		\$137,088
Wheat Ridge *	Wadsworth Blvd Operational Improvements: 41st Ave to 46th Ave	WhRd-2014-004	\$0	86.4		\$137,088
Wheat Ridge *	Wadsworth Blvd Operational Improvements: 38th Ave to 44th Ave	WhRd-2014-003	\$0	72.6		\$137,088
Wheat Ridge *	Wadsworth Blvd Operational Improvements: 36th Ave to 41st Ave	WhRd-2014-002	\$0	72.5		\$137,088
Wheat Ridge *	Wadsworth Blvd Operational Improvements: 44th Ave to 48th Ave	WhRd-2014-005	\$0	51.3		\$137,088
Unallocated Funds						\$0

*Wheat Ridge projects (Wadsworth) are removed based on assumed funding for their Roadway Capacity project
*Denver's Colfax/Quebec project is removed based on assumed funding for the Quebec: 13th to 26th project
*Broomfield's Dillion Rd project (all match variations) were determined to be ineligible

Roadway Reconstruction Projects

(First Phase Target- \$19,668)

Agency	Project Title		Funding Request	Project Score	1st Phase Funded	Running Cost
Arvada	Ralston Rd Reconstruction: Brentwood St to Upham St	Arvd-2014-035	\$1,903	57.7	\$1,903	\$1,903
Boulder	Broadway Reconstruction: Violet Ave to US-36	Bldr-2014-004	\$6,225	56.9	\$6,225	\$8,128
Castle Rock	Meadows Pkwy Reconstruction: US-85 to Meadows Blvd	CRck-2014-004	\$1,333	46.5	\$1,333	\$9,461
R T D*	16th St Mall Reconstruction: Arapahoe St to Lawrence St	RTD-2014-004	\$4,799	17.0	\$4,799	\$14,260
Unallocated Funds						\$5,408

*PCI can't be calculated due to unique surface materials allowed by the TIP Policy

Studies (No Funding in First Phase)

(No Funding in First Phase)

Agency	Project Title		Funding Request	Project Score	1st Phase Funded	Running Cost
Bennett	Hwy 79 and Hwy 36 Grade Separation: FA and Design Study	Benn-2014-001	\$1,176	N/A	N/A	\$1,176
Boulder County	SH-7 BRT Study: Boulder to Brighton	BlCo-2014-015	\$200	N/A	N/A	\$1,376
Centennial	Arapahoe Rd: I-25 to Parker Next Steps Operations Study	Cent-2014-001	\$400	N/A	N/A	\$1,776
Commerce City	Industrial Area Transportation Study: I-25 to I-270 to 40th Ave/Smith Rd	CoCy-2014-004	\$700	N/A	N/A	\$2,476
Commerce City	Vasquez Access Study: I-270 to Hwy 2/US-85	CoCy-2014-005	\$180	N/A	N/A	\$2,656
Commerce City	88th Ave NEPA Study: I-76 to Hwy 2	CoCy-2014-006	\$150	N/A	N/A	\$2,806
Erie	Erie Pkwy Study: SH-287 to I-25	Erie-2014-006	\$160	N/A	N/A	\$2,966
Lakewood	Wadsworth: Ohio Ave to 285 PEL	Lakw-2014-004	\$1,600	N/A	N/A	\$4,566
Lakewood	JeffCo Bike Wayfinding Study	Lakw-2014-008	\$120	N/A	N/A	\$4,686
Longmont	SW Longmont Subarea Operations Study	Long-2014-001	\$300	N/A	N/A	\$4,986
Longmont	Design: Oligarchy Ditch Trail/Main St Underpass: Mountain View Ave to 21st Ave	Long-2014-007	\$160	N/A	N/A	\$5,146
Parker	Parker Road Transportation and Land Use Plan	Park-2014-005	\$125	N/A	N/A	\$5,271
R A Q C	Ozone SIP Modeling Study	RAQC-2014-002	\$480	N/A	N/A	\$5,751
R T D	Regional BRT Feasibility Study	RTD-2014-002	\$1,200	N/A	N/A	\$6,951
R T D	SH-119 BRT NEPA Analysis: Boulder to Longmont	RTD-2014-005	\$1,000	N/A	N/A	\$7,951
R T D	83L Enhancements: Downtown Civic Center to Nine Mile	RTD-2014-006	\$800	N/A	N/A	\$8,751

Other Enhancements Projects (No Funding in First Phase)

(No Funding in First Phase)

Agency	Project Title		Funding Request	Project Score	1st Phase Funding	Running Cost
Lyons	US-36 (Broadway St) and SH-7 (5th Ave) Street Enhancements	Lyon-2014-002	\$1,309	N/A	N/A	\$1,309

Table 2**Board approved Second Phase Criteria (December 17, 2014)**

Tier 1	
Very Small Communities	Projects submitted by communities with less than \$10 million in annual net sales tax value (based on the most recent data from the CO Dept. of Revenue).
County Funding Equity Status and Ratio	A calculation comparing the amount of dollars programmed within a county to the percent contribution from each county. A county's financial equity shall be considered "even" if its estimated percentage of programmed expenditures is within 10 percentage points of its computed percentage of contributions.
Contribution Variables:	Population, employment, vehicle miles traveled, and disbursements from the state Highway Users Trust Fund (HUTF) (all weighted equally).
Expenditure Variables:	CDOT, RTD, and DRCOG programmed funds (2008-2019) only.
Tier 2	
TIP Score Points	Total project points from first phase selection.
Multi-Jurisdictional Projects	Projects that cross the geographic boundary of two or more DRCOG jurisdictions. Note if jurisdictions were funding partners.
Projects Not Eligible in First Phase	Projects types (Studies and Other Enhancement) only eligible in second phase.
Number of Sponsor Projects Selected in First Phase	The number of sponsor projects selected in first phase will be noted. The amount of funds awarded in first phase and the total number of projects submitted by the sponsor will also be noted.
First-Last Mile Connection	<p>Projects that expand the quality of access to transit [rail or BRT stations, park-N-ride lots, transit terminals (all currently open on or before 2025), and existing bus stops].</p> <p>The facility/service must be safe, intuitive and universally accessible. Projects must provide a connection to a destination (residential development, school, office, shopping, dining, park, recreational facility) or fill a gap connecting to a destination within a one mile buffer from a transit property.</p>
<u>Eligible project types include:</u>	
Bicycle/Pedestrian Projects	Project physically touches a transit property or stop or eliminates a barrier that impedes patrons from accessing transit.
Roadway Capacity, Roadway Operational Improvement, and Roadway Reconstruction projects	Project must include bike (e.g. bike path, multi-use path) and/or pedestrian facilities that physically touch transit or eliminate a barrier that impedes patrons from accessing transit.
Transit Services Projects	Shuttle/Circulator projects that services transit

Table 3 - Second Phase Project Selection Scenarios

Total Remaining for Programming: \$51,497,000

Scenarios Amounts Funded (\$1,000's)				Eligible Projects				Second Phase Criteria								
								First Tier			Second Tier					
								County Equity		TIP Score Points	First / Last Mile Project	Sponsor's Projects		Multi-Jurisdictional		Project Ineligible in 1st Phase
								Very Small Com.	Status	Ratio (%)		# of First Phase Projects Selected VS. Submitted	\$ Awarded in First Phase (\$1,000s)	Cross Geographic Boundary?	Local Match Local Funding Partners?	
1	2	3	4	Sponsor	Project Name	ID #	TIP Federal Funding Request (\$1,000s)									
				Bike/Ped New												
\$4,711		\$6,000		Boulder	30th St/Colorado Ave Bike/Ped Underpass	1	\$6,000		U	75	73.7	2/7	\$6,705			
\$600		\$600		Superior	Superior Trail: McCaslin BRT Station to Coal Creek	2	\$600	X	U	75	72.2	1/3	\$423	X		
				Univ of Col - Boulder	19th Street Trail and Bridge	3	\$4,798		U	75	70.5	1/3	\$386		X	
		\$3,200		Boulder	U - SH-157/Foothills Pkwy Underpass at Colorado Ave	4	\$3,200		U	75	68.3	2/10	\$6,705			
				Denver	U - South Platte Greenway Access: Iowa Ave RR Underpass to Santa Fe Dr	5	\$1,704				68	3/15	\$36,045			
				Denver	U - South Platte Greenway/Cherry Creek Trail: Confluence Bridge Upgrades	6	\$7,980				68	3/15	\$36,045			
				Univ of Col - Boulder	19th St and 21st St Bridges and Trails	7	\$7,305		U	75	67.6	1/3	\$386			
				Arvada	U - W 57th Ave Sidewalks: Independence St to Balsam St	8	\$628		E	106	67.2	1/9	\$1,903			
				Denver	Peoria Station Multi Use Path: 39th Ave to 44th Ave	9	\$1,950				66.9	3/15	\$36,045			
				Denver	U - 1st Ave/Steele St Multimodal Improvements: 1st Ave to Colorado Blvd	10	\$5,254				66.3	3/15	\$36,045			
				Lakewood	Sheridan Blvd Bike Path: 6th Ave to 10th Ave	11	\$2,720		E	106	66.1	1/7	\$1,920			
				Denver	Lawrence/Marion Multimodal Improvements from Downing to Walnut	12	\$2,131				65.6	3/15	\$36,045			
				Boulder	Skunk Creek Bike/Ped Underpass at Moorehead Ave	13	\$2,640		U	75	65.4	2/10	\$6,705			
				Denver	Sheridan Station Sidewalks: 8th to 10th/Colfax to 17th	14	\$1,972				64.7	3/15	\$36,045			
		\$860		Aurora	6th Ave Bike/Ped Facility: Vaughn St to Del Mar Circle	15	\$4,674		U	61	64.2	4/9	\$17,514			
				Boulder County	71st Street Multimodal Pathway: Winchester Circle to Idylwild Trail	16	\$860		U	75	64	2/7	\$2,820	X		
				Arvada	U - Independence St Sidewalks: W 50th Ave to W 57th Ave	17	\$1,665		E	106	63.1	1/9	\$1,903	X		
	\$3,045			Golden	Washington Ave Complete Streets	18	\$3,045		E	106	63.1	0/1	\$0			
				Wheat Ridge	32nd Ave Bike Lanes: Sheridan Blvd to Youngfield St	19	\$4,000		E	106	62.5	1/8	\$25,280	X		
				Superior	Superior Trail: McCaslin BRT to Davidson Mesa Underpass	20	\$800	X	U	75	62.4	1/3	\$423	X		
				Westminster	Walnut Creek Trail: 103rd Ave to 106th Ave	21	\$8,280		E	106	62	0/3	\$0	X		
				Boulder	U - SH-157/Foothills Pkwy Bike/Ped Underpass at Sioux Dr	22	\$3,440		U	75	61.2	2/10	\$6,705			
				Longmont	County Line Rd Bike Shoulders: 9th Ave to SH-66	23	\$1,360		U/U	75/27	59	1/5	\$1,176			
				Arvada	Ridge/Reno Rd Mixed-use Trail: Garrison St to Allison St	24	\$1,442		E	106	58.7	1/9	\$1,903			
				Boulder County	Butte Mill Multimodal Connection: Valmont Path to Arapahoe Rd Transit	25	\$312		U	75	57.9	2/7	\$2,820	X		
				Denver	35th St Multimodal Improvements: Wazee St to S Platte Greenway Trail	26	\$3,479				57.9	3/15	\$36,045			
				Boulder County	Williams Fork Trail Multi-use Path	27	\$632		U	75	57.8	2/7	\$2,820	X		
\$999	\$999	\$999		Lafayette	East Lafayette Multimodal Path: Commerce Ct to Lafayette PnR	28	\$999	X	U	75	56.3	0/3	\$0			
				Boulder	28th St/US-36: Fourmile Canyon to Yarmouth Ave Multi-Use Path	29	\$4,880		U	75	55.2	2/10	\$6,705	X		
	\$4,320			Cherry Hills Village	High Line Canal Trail Underpass: Version 1 (80/20)	30	\$4,320	X	U/O	61/149	55.1	0/2	\$0	X	X	
\$4,050				Cherry Hills Village	High Line Canal Trail Underpass: Version 2 (75/25)	31	\$4,050	X	U/O	61/149	55.1	0/2	\$0	X	X	
				Boulder	Table Mesa Dr Bike/Ped Underpass	32	\$3,840		U	75	54	2/10	\$6,705			
	\$504			Parker	Parker Rd Sidewalk Connection: Plaza Dr to Sulphur Gulch Trail	33	\$504		U	30	53.8	0/3	\$0			
	\$589			Jefferson County	US-6 Shared-use Path: Colfax Ave to Johnson Rd	34	\$589		E	106	53.6	0/3	\$0	X	X	
				Arvada	U - W 60th Ave Bike/Ped Facilities: Tennyson St to Sheridan Blvd	35	\$1,378				52.8	1/9	\$1,903			
				Arvada	W 52nd Ave Bike/Ped Facilities: Marshall St to Vance St	36	\$687		E	106	52.2	1/9	\$1,903			
				Arapahoe County	Yale Ave/Holly St/Highline Canal Trail Pedestrian and Roadway Improvements	37	\$1,470		U/O	61/149	51.5	1/3	\$17,364	X	X	
				Douglas County	C-470 Multi-use Trail Grade Separation at Yosemite St	38	\$2,000		U	30	51.4	0/5	\$0			
				Parker	Parker Road Sidewalk Connection: Twenty Mile Road to Indian Pipe Ln	39	\$541		U	30	49	0/3	\$0			
				Arvada	Little Dry Creek Bike/Ped Grade Separation	40	\$2,873		E	106	48.7	1/9	\$1,903			
				Denver	U - High Line Canal Trail Underpass: Parker Rd and Mississippi Ave	41	\$3,201		U/O	61/149	48.6	3/15	\$36,045	X		
\$726	\$726			Nederland	Middle Boulder Creek Bridge Project	42	\$726	X	U	75	48.1	0/2	\$0			
				Boulder	Bear Creek Canyon Bike/Ped Underpass	43	\$4,480		U	75	47.5	2/10	\$6,705			
				Boulder	Fourmile Canyon Creek: 19th St to Violet Ave Bike/Ped Facilities	44	\$5,298		U	75	46.4	2/10	\$6,705			
				Arvada	Alkire St Pedestrian Bridge	45	\$2,039		E	106	42.8	1/9	\$1,903	X		
	\$1,480			Erie	Coal Creek Extension: Reliance Park to Erie Village	46	\$1,480	X	U/U	75/27	39.4	0/8	\$0			
				Erie	Coal Creek Trail Extension: Reliance Park to Kenosha Rd	47	\$1,840	X	U/U	75/27	36.5	0/8	\$0			
				Nederland	U - Lakeview Dr/SH-72 Intersection Operational Improvements	48	\$467	X	U	75	35.9	0/2	\$0			
				Lone Tree	Lincoln Ave Pedestrian Bridge: West of Heritage Hill Circle	49	\$1,500		U	30	34.5	0/2	\$1,176	X		
	\$1,309			Lyons	Broadway and 5th Ave Bike/Ped Facilities (same as Lyon-2014-002)	50	\$1,309	X	U	75	34.1	0/2	\$0			
				Westminster	U - 72nd Ave Sidewalk Reconstruct: Stuart St to Xavier St	51	\$3,360				33.6	0/3	\$0			
				Jefferson County	32nd Ave Bike/Ped Facilities: Alkire St to Eldridge St	52	\$1,113		E	106	31.1	0/3	\$0			
				Boulder County	Isabelle Rd Shoulders: N 95th St to N 109th St	53	\$1,418		U	75	26.4	2/7	\$2,820	X		
				Erie	U - Pedestrian Underpass at Coal Creek Crossing	54	\$320	X	U	27	25	0/8	\$0			
				Erie	County Line Road Bike Shoulders: Evans St to SH-52	55	\$1,760	X	U/U	75/27	20.6	0/8	\$0	X		
				Jefferson County	McIntyre St Bike/Ped Facilities: 32nd Ave to SH-58	56	\$824		E	106	20.4	0/3	\$0			
\$11,086	\$12,972	\$11,659	\$0	2nd Phase Total												
\$20,300	\$20,300	\$20,300	\$20,300	1st Phase Total												

ATTACHMENT D

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 29, 2014	Information	5

SUBJECT

Proposed projects to be submitted by CDOT and RTD for inclusion into the draft 2016-2021 TIP.

PROPOSED ACTION/RECOMMENDATIONS

No action is requested.

ACTION BY OTHERS

N/A

SUMMARY

CDOT representatives from Region 1 and Region 4, along with RTD, will be discussing their potential projects within the DRCOG area at the TAC meeting for inclusion into the draft 2016-2021 TIP. Information from those agencies will be provided during the meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

No action is requested.

ATTACHMENT

N/A

ADDITIONAL INFORMATION

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

ATTACHMENT E

To: Chairs and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
December 29, 2014	Information	6

SUBJECT

TAC will review a revised draft of the transportation element of Metro Vision 2040, *A Connected Multimodal Region*, and discuss draft measures and targets for Metro Vision 2040.

PROPOSED ACTION/RECOMMENDATIONS

No formal action is requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG's Metro Vision 2040 Plan is expected to be completed in mid-2015. The section (element) focusing on transportation will be called *A Connected Multimodal Region*.

At the December 1, 2014 TAC meeting, the committee reviewed a revised draft of *A Connected Multimodal Region* and a first draft of transportation measures and targets. As a reminder, measures are calculable things with a region-wide focus that will be tracked over time ("what is the trend?"). Targets we desire to achieve by 2040 will be set for selected "Metro Vision Foundational Measures" emphasized at the front of Metro Vision 2040, similar to the Metro Vision 2035 goals. The Regional Transportation Plan and other DRCOG plans will continue to also report a wide variety of additional data not presented formally as measures.

The revised draft of *A Connected Multimodal Region* is included in the working draft of Metro Vision 2040 (Attachment 1). Proposed foundational measures and targets and other measures are shown in Attachment 2. These materials are the same versions MVPAC reviewed at its December 17, 2014 meeting. At that meeting, MVPAC voted to replace the foundational measure of severely congested roadways on the Regional Roadway System (RRS) with the foundational measure of average weekday person hours of delay on the RRS.

At the December 29, 2014 TAC meeting, staff will seek feedback and guidance on the revised draft of *A Connected Multimodal Region* and the transportation foundational measures and targets. Note that specific technical details on the definition of some measures may be fine-tuned over the next few months. While the focus will on transportation-related content, TAC members are welcome to provide comments on any aspect of the working draft of Metro Vision 2040.

PREVIOUS DISCUSSIONS/ACTIONS

TAC – [December 1, 2014](#)
MVPAC – [December 17, 2014](#)

PROPOSED MOTION

N/A

ATTACHMENTS

1. Metro Vision 2040 – Working Draft
2. Metro Vision 2040 Draft Measures and Targets

ADDITIONAL INFORMATION

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




FOUNDATIONAL MEASURES & TARGETS

* = MV2035 Measure

+ = New Measure

Foundational Measure	Baseline	Target
* Share of region's housing and employment located in urban centers, and within ½ mile of rail/BRT transit stations and within ¼ mile of high frequency bus stops (per MVPAC on 12/17/14)	Urban Centers 16.2% of housing (2010) 37.5% of employment All Day (15 min. freq.) 50.0% of housing (2013) 58.9% of employment (2013)	Increase to __ percent of region's housing and __ percent of region's employment by 2040
* Housing density within the urban growth boundary/area (UGB/A)	1280 units per sq. mi. (2013) 1186 units per sq. mi. (2010)	__ increase between __ and 2040
+ Combined cost of housing and transportation as a percent of income for a median-income family	Housing costs: 29% Transportation costs: 20% Combined costs: 49% (2012)	Decrease to __ percent by 2040
+ Recreational opportunities in areas with concentrations of low income populations as compared to the region on a per capita basis	57% fewer acres of parks 55% fewer miles of trails 19% more recreation centers Average: 31% fewer opportunities (2013)	Reduce difference to __ percent by 2040
+ Share of the region's households that are housing cost burdened	39.2% (2010) 37.0% (2013)	Reduce to __ percent by 2040
+ Share of health facilities in urban centers, within ½ mile of rail transit stations, or within ¼ mile of high frequency bus stops	Peak (15 min freq.) 71.5% (2013) All Day (15 min. freq.) 54.3% (2013)	Increase to __ percent by 2040
Share of the population that lives more than five miles from a health facility	1.3% (2013)	Decrease to __ percent by 2040
* Surface transportation related greenhouse gas emissions per capita	28.3 lbs./person (2010)	<u>60</u> percent decrease between 2010 and 2040
* Non-SOV (single occupancy vehicle) mode share to work	25.4% (2010)	Increase to <u>35</u> percent by 2040
* Daily vehicle miles traveled (VMT) per capita	24.3 daily VMT per capita (2010)	Reduce <u>10</u> percent from the 2010 level by 2040
+ Severely congested roadways on the Regional Roadway System (RRS)	1,172 lane miles 18% of RRS (2010)	Not to increase by more than <u>50</u> percent above the 2010 level by 2040
+ — OR (per MVPAC on 12/17/14) — Average annual person hours of delay per capita on RRS	31 hours	Not to increase by more than <u>50</u> percent above the 2010 level by 2040
+ Annual number of fatalities	161 (2010)	Less than <u>100</u> per year by 2040

All Measures (by Element)

Outcome/Objective		Measure
Element: An Efficient and Predictable Development Pattern		
Outcome 1	Diverse, livable communities offer a continuum of lifestyle options.	
Objective 1.1	Promote development patterns and community design features that meet the needs of people of all ages, incomes, and abilities	Seniors living independently ¹
		 Combined cost of housing and transportation as a percent of income for a median income family ²
		Regional housing unit type mix
Outcome 2	Urban development is focused within the region's defined urban growth boundary/area.	
Objective 2.1	Contain urban development within the defined urban growth boundary/area	 Housing density within the urban growth boundary/area (UGB/A)
Objective 2.2	Manage the extent of development occurring beyond the urban growth boundary/area	Land area in semi-urban areas outside the UGB/A
Outcome 3	Vibrant and connected urban centers and corridors accommodate a growing share of the region's housing and employment needs.	
Objective 3.1	Accommodate a growing share of the region's housing and employment in urban centers	Share of region's housing and employment in urban centers
		 Share of region's housing and employment in urban centers, within ½ mile of rail transit stations, or within ¼ mile of high frequency bus stops
Objective 3.2	Promote the creation and revitalization of multimodal corridors that connect and support the vitality of the region's urban centers	Average urban center mode split ³
Outcome 4	Freestanding communities and rural town centers remain distinct from the larger urban area.	
Objective 4.1	Maintain and support freestanding communities	Protected land in buffer between freestanding community and nearby jurisdictions ⁴
Objective 4.2	Promote the vitality and self-sufficiency of rural town centers	Presence of services (i.e. grocery, health care) ⁵ in and near each rural town center

¹ The US Census Bureau's American Community Survey tracks seniors living in households separately from those living in group quarters, such as nursing homes and assisted living facilities.

² HUD's Location Affordability Index models housing and transportation costs as a percent of income for various household types. This household type has four members, two commuters, and earns the median income for the region.

³ Beginning to investigate

⁴ Beginning to investigate

⁵ Beginning to investigate


Outcome/Objective		Measure
Element: A Connected Multimodal Region		
Outcome 1	A well-connected, regional multimodal transportation system	
Objective 1.1	Provide a multimodal roadway system that enables people to travel safely and reliably by automobiles, trucks, buses, walking, and bicycling.	1.1a: Miles of roadways with protected bike lanes
		1.1b: Miles of roadways with striped bike lanes
		1.1c: Miles of roadways with parallel multi-use paths
		1.1d: Miles or percent of Regional Roadway System (RRS) arterial roadways in urbanized area with sidewalks on both sides of road
		<div>+</div> 1.1e: Average annual person hours of delay per capita on RRS
		1.1f: Lane-miles and percent of RRS with severe congestion
		1.1g: Average weekday vehicle hours of delay
		1.1h: RRS Travel Time Index (TTI) ⁶
Objective 1.2	Expand transit facilities and services to all people.	1.2a: Transit mode share to work
		1.2b: Percent of population and employment within ¼ mile of bus stop or ½ mile of rail station ⁷
		1.2c: Share of population with good transit-job accessibility (100,000 jobs within 45 mins.)
		1.2d: Annual RTD transit (bus and rail) boardings
		1.2e: Annual RTD Access-a-Ride boardings
		1.2f: RTD transit on-time performance
Objective 1.3	Provide robust bicycle and pedestrian accessibility throughout the region.	1.3a: Bicycle and pedestrian mode share to work
		1.3b: Percent of population and employment within ½ mile of an off-street multi-use path or on-street bicycle facility
		1.3d: Number of bikeshare stations and bicycles
		1.3e: Miles of off-street multi-use trails



⁶ A travel time index compares travel during peak periods to travel at free flow or the posted speed limit.

⁷ Investigating feasibility of tracking with U.S. Census Bureau defined geographies

Outcome/Objective		Measure
Element: A Connected Multimodal Region		
Objective 1.4	Provide efficient interconnections of the transportation system within the region and to the rest of the state and nation.	1.4a: Number of secure bicycle parking spaces at transit stations/park-and-ride lots
Outcome 2	A safe, dependable, and efficiently operated transportation system	
Objective 2.1	Assure existing and future transportation facilities are well-maintained.	2.1a: Bridge structural ratings 2.1b: CDOT roadways: Drivability Life (high or moderate) 2.1c: Other arterials: pavement condition (fair/good)
Objective 2.2	Implement measures to actively operate, manage, and integrate systems to optimize performance.	2.2a: Non-SOV (single occupancy vehicle) mode share to work 2.2c: Annual average weekday vehicle miles traveled (VMT) 2.2d: Annual avg. weekday VMT per capita 2.2e: VMT percent of total PMT (passenger miles traveled)
Objective 2.3	Develop and maintain a safe and secure transportation system.	2.3a: Annual total of fatal crashes and fatalities 2.3b: Rate of fatal crashes per VMT 2.3c: Rate of surface transportation related fatalities per 100,000 population 2.3d: Annual total of serious injury crashes and injuries 2.3e: Rate of serious injury crashes per VMT 2.3f: Rate per of serious injuries per population 2.3g: Annual number of bicyclist and pedestrian fatalities & serious injuries
Outcome 3	A transportation system contributing to a better environment and quality of life	
Objective 3.1	Implement efficient land use and development patterns.	3.1a: Average weekday vehicle trip length
Objective 3.2	Expand transportation services and access that address the needs of persons with mobility obstacles or impairments.	3.2a: Number of demand response trips provided by non-RTD public transportation service providers 3.2b: Share of population in low-income or minority areas with good transit-job accessibility ⁸ 3.2c: Share of bicycle facilities in low-income communities/neighborhoods

⁸ Share of the population in environmental justice areas as defined by DRCOG in compliance with Executive Order 12898. "Good transit-job accessibility" is defined as 100,000+ jobs within a 45 minute transit trip.


Outcome/Objective		Measure
Element: A Connected Multimodal Region		
Objective 3.3	Develop and maintain a transportation system that protects and enhances air quality, energy efficiency, and the overall environment.	 3.3a: Surface transportation related greenhouse gas (GHG) emissions (total annual) (and per capita)
		3.3b: Petroleum fuel burned (total annual) (and per capita)
		3.3c: Compressed natural gas (CNG) and electric vehicles

Outcome/Objective		Measure
Element: A Safe and Resilient Built and Natural Environment		
Outcome 1 A region with high quality water, clean air, and lower greenhouse gas emissions.		
Objective 1.1	Improve air quality	Areas in nonattainment for one or more National Ambient Air Quality Standards (NAAQS) criteria pollutants
		 Surface transportation related greenhouse gas (GHG) emissions per capita
		Compressed natural gas (CNG) and electric vehicles
Objective 1.2	Restore and maintain the integrity of the region's waters	Miles of impaired water bodies ⁹
Objective 1.3	Reduce growth in regional per-capita water consumption	Per capita water use ¹⁰
Outcome 2 An interconnected network of open space, parks, and trails is widely accessible to the region's residents.		
Objective 2.1	Protect and restore open space of local and regional significance	Amount of open space
		Amount of priority preservation areas protected
Objective 2.2	Provide a parks system that is widely accessible to the region's residents	 Recreational opportunities in areas with concentrations of low income populations as compared to the region on a per capita basis
Objective 2.3	Establish multi-modal linkages to and between the region's parks and open spaces and developed areas of the region	Parks and open space areas in urban centers, within ½ mile of rail transit stations, or within ¼ mile of high frequency bus stops
		Parks and open space areas within 1/2 mile of a bicycle facility ¹¹

⁹ As reported by Colorado Department of Public Health and Environment under 303(d) of the Clean Water Act

¹⁰ County level estimates are only available from the US Geological Survey (USGS) every five years

¹¹ The definition of a "bicycle facility" can be further refined using the categories assigned in the DRCOG Bicycle Facility Inventory. Suggest using all categories except "Shared Lane Bicycle Route," which are signed but otherwise unmarked.

Outcome/Objective		Measure
Element: A Safe and Resilient Built and Natural Environment		
Outcome 3	Working agricultural lands of significance are conserved for current and future generations.	
Objective 3.1	Maintain the region's agricultural capacity	Agricultural production employment
Outcome 4	Reduced Risk and Effects from Natural Hazards.	
Objective 4.1	Enhance community resiliency	Amount of high risk areas ¹² protected as open space or park
Outcome/Objective		Measure
Element: Healthy, Inclusive, and Livable Communities		
Outcome 1	A built and natural environment that supports healthy and active lifestyle choices.	
Objective 1.1	Increase safe and convenient mobility options for all ages and abilities	Population and employment within 1/2 mile of bicycle facility ¹³
		Population and employment within 1/4 mile of bus stop and 1/2 mile of rail station ¹⁴
		Surface transportation related fatalities per 100,000 population
Objective 1.2	Increase access to safe and healthy food	Population living in areas with low food access ¹⁵
Objective 1.3	Maximize opportunities for recreation and access to the natural environment	Population located within 1/4 mile of a park or trail ¹⁶
Outcome 2	The region's residents have expanded connections to care.	
Objective 2.1	Improve connections to health care facilities and service providers	 Health facilities in urban centers, within 1/2 mile of rail transit stations, or within 1/4 mile of high frequency bus stops
Objective 2.2	Increase awareness and knowledge of community health and wellness issues and support networks	Proportion of residents who have had a Primary Care Physician visit in the last 12 months ¹⁷

¹² Depending on data availability, may include floodplains, steep slopes, wildfire risk areas, etc.


¹³ The definition of a "bicycle facility" can be further refined using the categories assigned in the DRCOG Bicycle Facility Inventory. Suggest using all categories except "Shared Lane Bicycle Route," which are signed but otherwise unmarked.


¹⁴ Investigating feasibility of tracking with U.S. Census Bureau defined geographies

¹⁵ Beginning investigation of substitute for USDA analysis

¹⁶ Investigating feasibility of tracking with U.S. Census Bureau defined geographies

¹⁷ Based on survey sample within selected Colorado Health Statistics Regions (HSRs) from the Colorado Health Access Survey

Outcome/Objective		Measure
Element: Healthy, Inclusive, and Livable Communities		
Outcome 3	Diverse housing options meet the needs of residents of all ages, incomes and abilities.	
Objective 3.1	Increase the regional supply of ownership and rental housing that is affordable to a variety of households at all income levels	 Proportion of households that are housing cost burdened ¹⁸
		Subsidized, affordable housing units ¹⁹
Objective 3.2	Encourage opportunities for diverse housing by leveraging transit investments	Proportion of population in low-income or minority areas with good transit-job accessibility ²⁰
		Combined cost of housing and transportation as a percent of income for a median-income family
		Subsidized, affordable housing units ²¹ in urban centers, within ½ mile of rail transit stations, or within ¼ mile of high frequency bus stops

Outcome/Objective		Measure
Element: A Vibrant Economy		
Outcome 1	Access to opportunity for all residents.	
Objective 1.1	Ensure the efficient flow of people, goods, services, and information in and through the region	 Lane-miles of congested roadways on the Regional Roadway System (RRS)
		Regional Roadway System (RRS) Travel Time Index (TTI) ²²
Objective 1.2	Improve access to and from the region's developed and emerging employment centers	Average urban center mode split ²³
		Travel time to employment centers ²⁴
Outcome 2	Investments in infrastructure and amenities allow people and businesses to thrive and prosper.	

¹⁸ Spending 30% or more of household income on housing

¹⁹ Beginning to investigate regular sources for this data

²⁰ Share of the population in environmental justice areas as defined by DRCOG in compliance with Executive Order 12898. "Good transit-job accessibility" is defined as 100,000+ jobs within a 45 minute transit trip.

²¹ Beginning to investigate regular sources for this data

²² A travel time index compares travel during peak periods to travel at free flow or the posted speed limit.

²³ Beginning to investigate

²⁴ Beginning investigation

Outcome/Objective		Measure
Element: A Vibrant Economy		
Objective 2.1	Increase awareness of key regional growth, transportation, and economic trends based on the region's shared vision for the future	Regional Gross Domestic Product (GDP) ²⁵

²⁵ Information only available from the Bureau of Economic Analysis at the Metropolitan Statistical Area (MSA) level

ATTACHMENT F

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
December 29, 2014	Informational Briefing	7

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

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

1. VMT

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

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

2. Travel to Work

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

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

3. 2014 Bike to Work Day (BTWD)

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

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

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

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

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

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

ADDITIONAL INFORMATION

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

What will happen in the future?

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

Questions to be answered in the future:

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

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

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

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



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

Report on Vehicle Miles Traveled in the Denver Region

November 2014

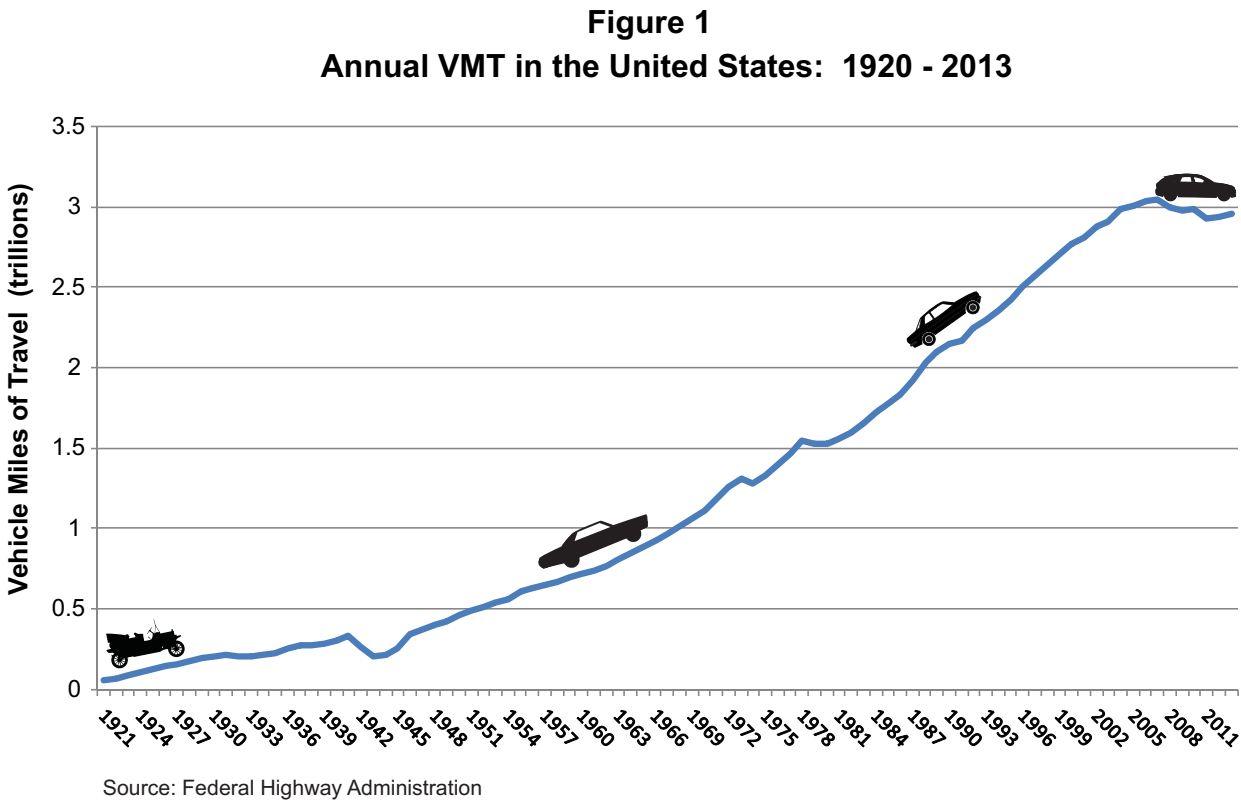


Trend in Vehicle Miles Driven

- There is increased interest, both locally and nationally in two questions:
- 1) Are people driving more or less now than in previous years?
 - 2) Will per capita VMT (Vehicle Miles Traveled) go up or down in the future?

VMT in the United States

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



VMT in the DRCOG Region

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

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

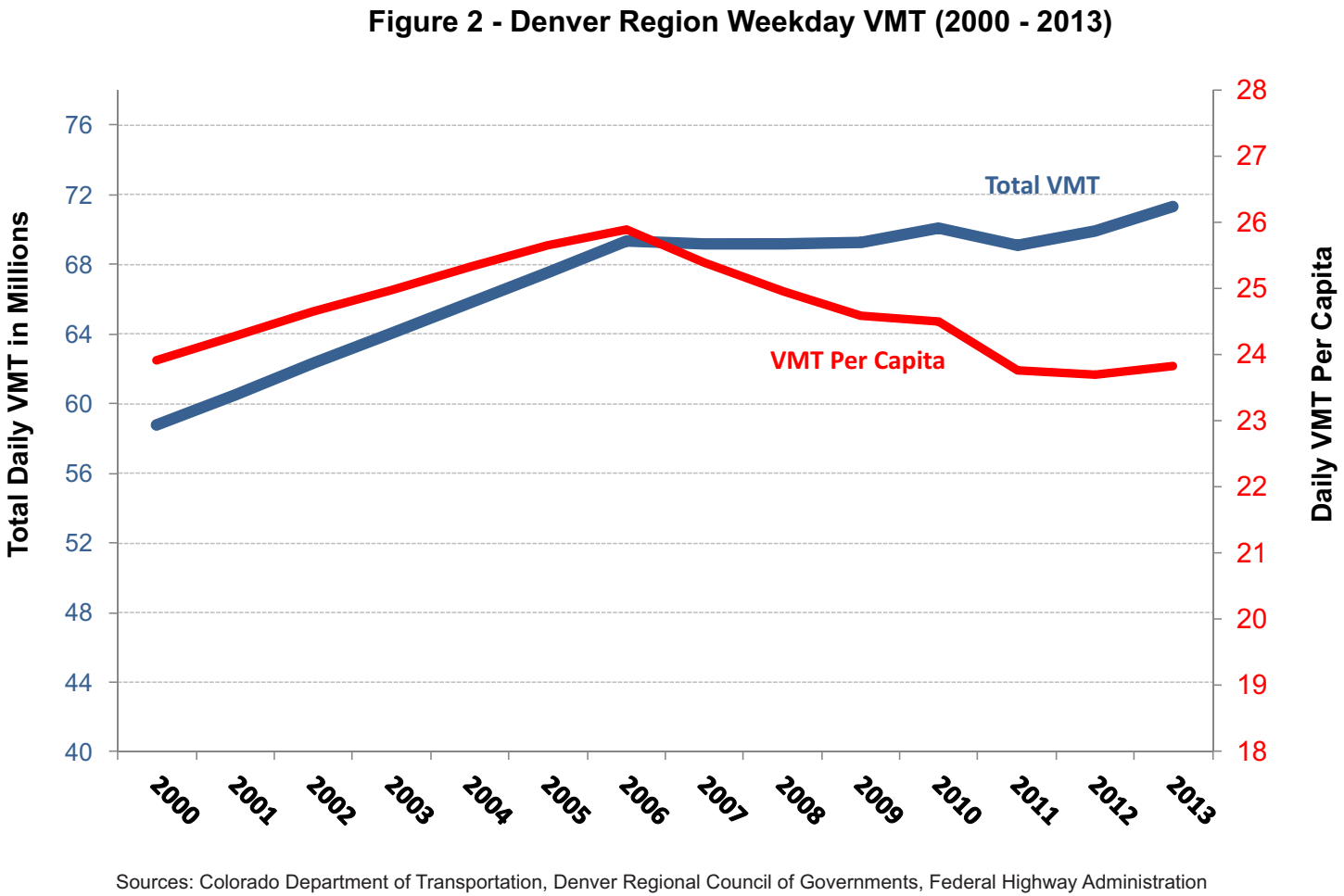


Table 1
Means of Transportation to Work: 2005-2013
Denver-Aurora, CO CSA *
(Average Throughout the Year)

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

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

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



Transportation Advisory Committee 2015 Meeting Schedule

Meetings held in 1st Floor Independence Pass conference room
DRCOG, 1290 Broadway, Denver, CO 80203

1:30 PM

Jan 26
Feb 23
Mar 23
Apr 27
May 25
Jun 22
Jul 27
Aug 24
Sep 28
Oct 26
Nov 23
Dec 21*

MEETING TYPICALLY HELD THE 4ST MONDAY OF MONTH,
*EXCEPT AS NOTED

We make life better!

