



Board Officers

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AGENDA
METRO VISION ISSUES COMMITTEE
Wednesday, December 10, 2014
3:30 p.m.
1290 Broadway
First Floor Boardroom

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1. Call to Order
 2. Public Comment
The chair requests that there be no public comment on issues for which a prior public hearing has been held before the Board of Directors.
 3. Summary of November 5, 2014 Meeting
(Attachment A)

ACTION ITEM

4. *Move to recommend to the Board of Directors approval of the 2016-2021 Transportation Improvement Program First Phase projects and allocation of remaining First Phase funds
(Attachment B) Douglas W. Rex, Director, Transportation Planning & Operations

INFORMATIONAL ITEM

5. Presentation on Travel Trends
(Attachment C) Steve Cook, MPO Planning Program Manager, Transportation Planning & Operations

ADMINISTRATIVE ITEMS

6. Other Matters
7. Next Meeting – January 7, 2015
8. Adjournment

***Motion Requested**

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6701

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METRO VISION ISSUES COMMITTEE MEETING SUMMARY
November 5, 2014

MVIC Members Present: Doug Tisdale – Cherry Hills Village; Eva Henry – Adams County; Bob Fifer – Arvada; Tim Plass – Boulder; Elise Jones – Boulder County; George Teal – Castle Rock; Cathy Noon – Centennial; Tim Mauck – Clear Creek County; Rick Teter – Commerce City; Chris Nevitt, Anthony Graves – Denver; Roger Partridge – Douglas County; Shakti – Lakewood; Phil Cernanec – Littleton; Ashley Stolzmann – Louisville; John Diak – Parker; Val Vigil – Thornton; Herb Atchison - Westminster.

Others present: Jeanne Shreve – Adams County; Mac Callison – Aurora; Bob Watts – Castle Rock; John Cotten – Lone Tree; Kent Moorman – Thornton; Danny Herrmann – CDOT; Flo Raitano, Acting Senior Managing Director, and DRCOG staff.

Call to Order

The meeting was called to order at 4:03 p.m.; a quorum was present.

Public Comment

No public comment was received.

Summary of October 1, 2014 Meeting

The summary was accepted as submitted.

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

Doug Rex provided a brief overview of revisions recommended by the Transportation Advisory Committee.

Elise Jones **moved** to approve the Transportation Advisory Committee recommended changes to the *Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP* and to add the following edits: in the paragraph that begins “First/last mile connection” change the “path”/service to say “facility”/service, and revise the paragraph following where it says project physically “touches transit” to read “touches a transit property or stop.” The motion was **seconded**. There was discussion.

A question was asked about how far back the window for expenditures should go. A suggestion to use a rolling window of two prior TIP cycles was offered. The Chair requested that this discussion occur after action on the pending motion.

The motion **passed unanimously**.

Discussion continued on contribution/expenditure variables. Support was expressed for leaving the “zero year” for expenditures at 2003. A comment was made that regional equity makes more sense if all of the pots of money are included. Support was expressed for using a rolling window of two prior TIP cycles plus the current TIP program for expenditures. A comment was made that looking at a more current window would be beneficial and more relevant to Board members moving forward.

Tim Plass **moved** to amend the Tier 1 expenditure variable language to read “DRCOG programmed funds for the previous 12 years.” The motion was **seconded**. There was discussion.

A friendly amendment was offered to clarify that the time period would include a total of 12 years; 8 years of prior TIP investment plus the first 4 years of the new TIP program.

For the purpose of the 2016-2021 TIP the time frame used will be 2008 through 2019.

The maker and second accepted the friendly amendment.

The motion **passed** unanimously.

Phil Cernanec **moved** to direct staff to work with the Transportation Advisory Committee on the development of second phase project funding scenarios. The motion was **seconded** and **passed unanimously**.

Data Portal Update

Ashley Summers, IS Manager, provided an overview of how data collected from DRCOG members and various other sources is used by DRCOG and provided to member jurisdictions to assist their planning efforts.

Transportation Improvement Program Funding Pools and Programs

Steve Cook briefly described the various pools and programs that receive funding through the Transportation Improvement Program. These include the Regional TDM Program, Miscellaneous Traffic Signal System Equipment Purchase, Station Area Master Plan and Urban Center Studies, and Air Quality Improvements Program (these funds will be administered by the Regional Air Quality Council in conjunction with DRCOG).

Other Matters

Elise Jones thanked the Chair for his service, as this may be his last MVIC meeting.

Next Meeting

The next meeting is scheduled for **December 3, 2014**.

Adjournment

The meeting adjourned at 5:39 p.m.

ATTACH B

To: Chair and Members of the Metro Vision Issues Committee

From: Flo Raitano, Acting Senior Managing Director
303-480-6789 or fraitano@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
December 10, 2014	Action	4

SUBJECT

This action concerns the *2016-2021 Transportation Improvement Program (TIP) First Phase Projects*.

PROPOSED ACTION/RECOMMENDATIONS

Recommend to the DRCOG Board approval of the 2016-2021 TIP First Phase Projects and recommend how to proceed with the unallocated First Phase funding.

ACTION BY OTHERS

N/A

SUMMARY

Background

Requests for federal funding in the 2016-2021 TIP were submitted to DRCOG on or before September 19, 2014. A total of \$573 million in federal funds was requested. It is estimated \$178 million will be available for funding the requests after all off-the-top commitments and set-aside programs are honored.

DRCOG staff has reviewed the entire list of projects submitted for DRCOG-selected funding (CMAQ, STP-Metro, and TAP) in the 2016-2021 TIP for eligibility, completeness, and scoring.

In accordance with TIP Policy, a peer review panel was convened to assist in review of DRCOG staff interpretation of scoring criteria and subsequent adjustments. The scoring review panel met on November 13 and raised no objections to DRCOG staff's application of adopted criteria to eligible projects. Each sponsor was notified of the scoring adjustments and given an opportunity to ask questions of DRCOG staff on the changes.

Staff then assigned projects for First Phase by project type and final adjusted scores, until the established funding targets were reached. Projects funded in First Phase are highlighted in green in Table 1. As with past TIPs, staff contacted sponsors if a project next in line on the list for each project type exceeded the target available and asked if they would accept a lower federal amount. If they accepted, the difference between the amount available and their original federal request was placed back into the list for Second Phase consideration (highlighted in blue).

Table 1 also reveals an unallocated amount of \$7.8 million available as a result of funding targets not being met in several project types. MVIC is asked to consider if this amount should be rolled over to Second Phase, which has historically been done, or redistribute within First Phase. If the decision is to rollover, it will increase the amount available in Second Phase to \$51.5 million.

TAC reviewed the First Phase list at its December 1 meeting and had no objections to the projects included. TAC did request DRCOG staff provide MVIC with information it used to interpret Gap Closure and Barrier Elimination criteria for the scoring of Bicycle/Pedestrian projects. Staff will present this information at the December meeting.

Next Steps

As directed by MVIC, DRCOG staff will work with TAC at its December 29 meeting 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 TIP. Table 2 outlines the funding available for Second Phase.

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

N/A

PROPOSED MOTION

Move to recommend to the Board of Directors approval of the *2016-2021 Transportation Improvement Program* First Phase projects.

Move to recommend to the Board of Directors allocation of remaining First Phase funds.

ATTACHMENTS

Table 1 - 2016-2021 TIP: Projects Selected for First Phase; Eligible for Second Phase
Table 2 - 2016-2021 TIP Funding Availability

ADDITIONAL INFORMATION

If you need additional information, please contact Flo Raitano, Acting Senior Managing Director at 303-480-6789 or fraitano@drcog.org; or Douglas W. Rex at 303-480-6747 or drex@drcog.org.

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

Legend		12/3/2014	
	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
Draft - 2016-2021 TIP Funding Control Totals and Targets
(\$1,000s of federal \$)

12/3/2014

	2016	2017	2018	2019	4-Year Total
Control Total Funding Levels					
STP-Metro Control Totals	\$29,847	\$30,146	\$30,447	\$30,751	\$121,191
<i>PLUS: Carryover Funds from FY15</i>	\$10,000				\$10,000
CMAQ Control Totals	\$25,733	\$26,876	\$32,163	\$32,485	\$117,257
<i>PLUS: Carryover Funds from FY15</i>	\$8,161				\$8,161
TAP Control Totals	\$2,565	\$2,591	\$2,618	\$2,645	\$10,419
Grand Total Available:	\$76,306	\$59,613	\$65,228	\$65,881	\$267,028
Off-the-Top Commitments (Metro and CMAQ Only):					
I-70 East Viaduct Reconstruction		\$6,000	\$9,000	\$10,000	\$25,000
First FasTracks Commitment	\$4,000	\$4,000			\$8,000
Second FasTracks Commitment (est.)	\$6,000	\$5,591			\$11,591
Prior TIP Project Commitment (Carry Over)	\$5,504	\$1,470			\$6,974
<i>Commitments Sub-total:</i>	<i>\$15,504</i>	<i>\$17,061</i>	<i>\$9,000</i>	<i>\$10,000</i>	<i>\$51,565</i>
Set-Asides / Programs (Metro and CMAQ Only):					
DRCOG Way-To-Go Program	\$3,600		\$3,600		\$7,200
Regional TDM Pool - Regional Patnerships	\$1,120		\$1,120		\$2,240
Regional TDM Pool - Marketing & Infrastructure	\$2,080		\$2,080		\$4,160
Regional Transportation Operations	\$4,200	\$4,200	\$4,200	\$4,200	\$16,800
<i>PLUS: Carryover Funds from FY15</i>	\$639				\$639
Air Quality Pool	\$1,800	\$1,800	\$1,800	\$1,800	\$7,200
STAMP/Urban Center Plans	\$600	\$600	\$600	\$600	\$2,400
<i>Set-Asides Sub-total:</i>	<i>\$14,039</i>	<i>\$6,600</i>	<i>\$13,400</i>	<i>\$6,600</i>	<i>\$40,639</i>
= Remaining for Call For Projects	\$46,763	\$35,952	\$42,828	\$49,281	\$174,824
First Phase (75% of Remaining):	\$35,072	\$26,964	\$32,121	\$36,961	\$131,118
<i>First Phase Selection Targets:</i>					
Roadway Capacity - 38%	\$13,327	\$10,246	\$12,206	\$14,045	\$49,825
Roadway Operational - 22%	\$7,716	\$5,932	\$7,067	\$8,131	\$28,846
Bicycle/Pedestrian - 16%	\$5,612	\$4,314	\$5,139	\$5,914	\$20,979
Roadway Reconstruction - 15%	\$5,261	\$4,045	\$4,818	\$5,544	\$19,668
Transit Service - 6%	\$2,104	\$1,618	\$1,927	\$2,218	\$7,867
Transit Passenger Facilities - 3%	\$1,052	\$809	\$964	\$1,109	\$3,934
Second Phase Selection (25% of Remaining)	\$11,691	\$8,988	\$10,707	\$12,320	\$43,706

Grand Total Available \$76,306 \$59,613 \$65,228 \$65,881 \$267,028

Total to Program in Call For Projects \$46,763 \$35,952 \$42,828 \$49,281 \$174,824

12/3/2014

Table 2-¹⁰Funding targets and control totals 2016-2021 TIP-MVIC.xls

ATTACH C

To: Chair and Members of the Metro Vision Issues Committee

From: Flo Raitano, Acting Senior Managing Director
303-480-6789 or fraitano@drco.org

Meeting Date	Agenda Category	Agenda Item #
December 10, 2014	Informational Briefing	5

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 percent from the base 2005 level. VMT per capita decreased by 7 percent 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 percent from the 2005 level of 77 percent (see Table 1). Traveling to work by bicycling, transit and work-at-home have all increased since 2005 causing the SOV decrease from 77 percent to just under 75 percent in 2013.

Conclusion – Moderate progress has been made on this Metro Vision goal. The current estimate, less than 75 percent of persons traveling to work by SOV, is still far from the 65 percent 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 Flo Raitano, Acting Senior Managing Director at 303-480-6789 or fraitano@drcog.org; or 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

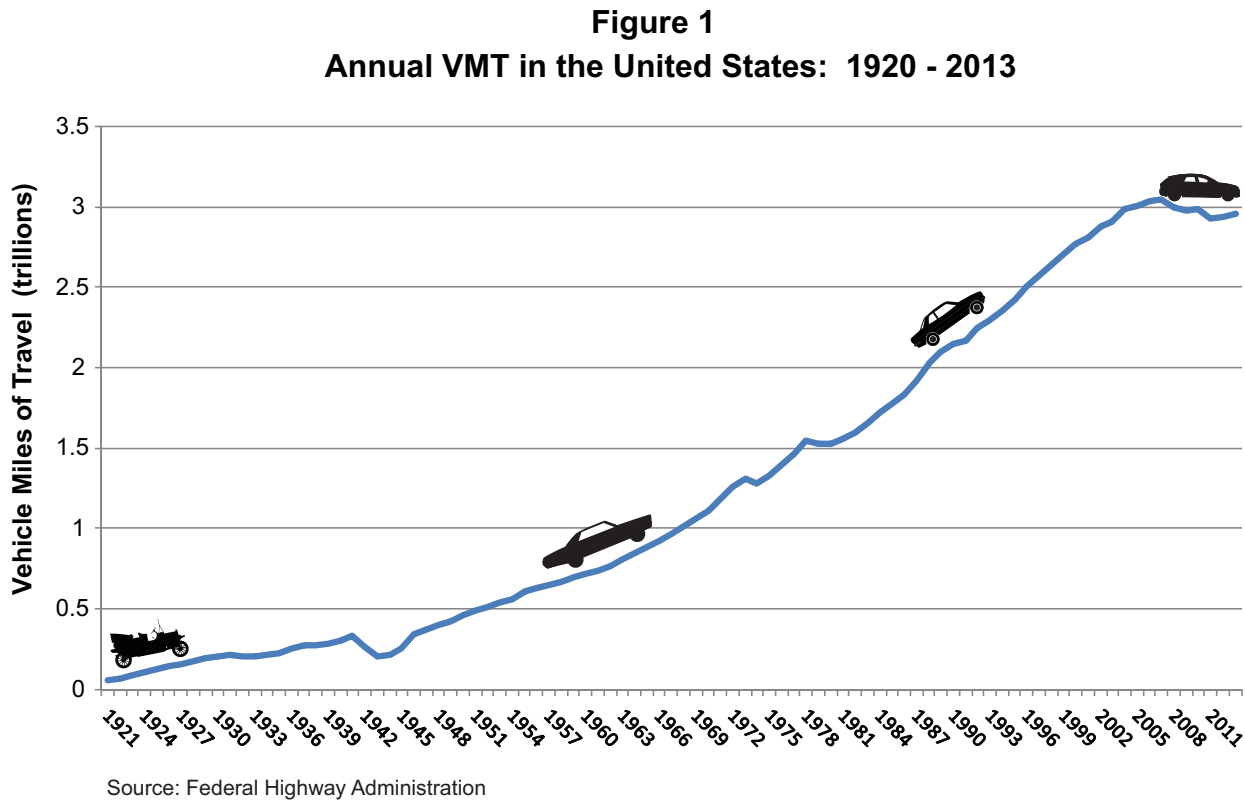


Trend in Vehicle Miles Driven

- 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.

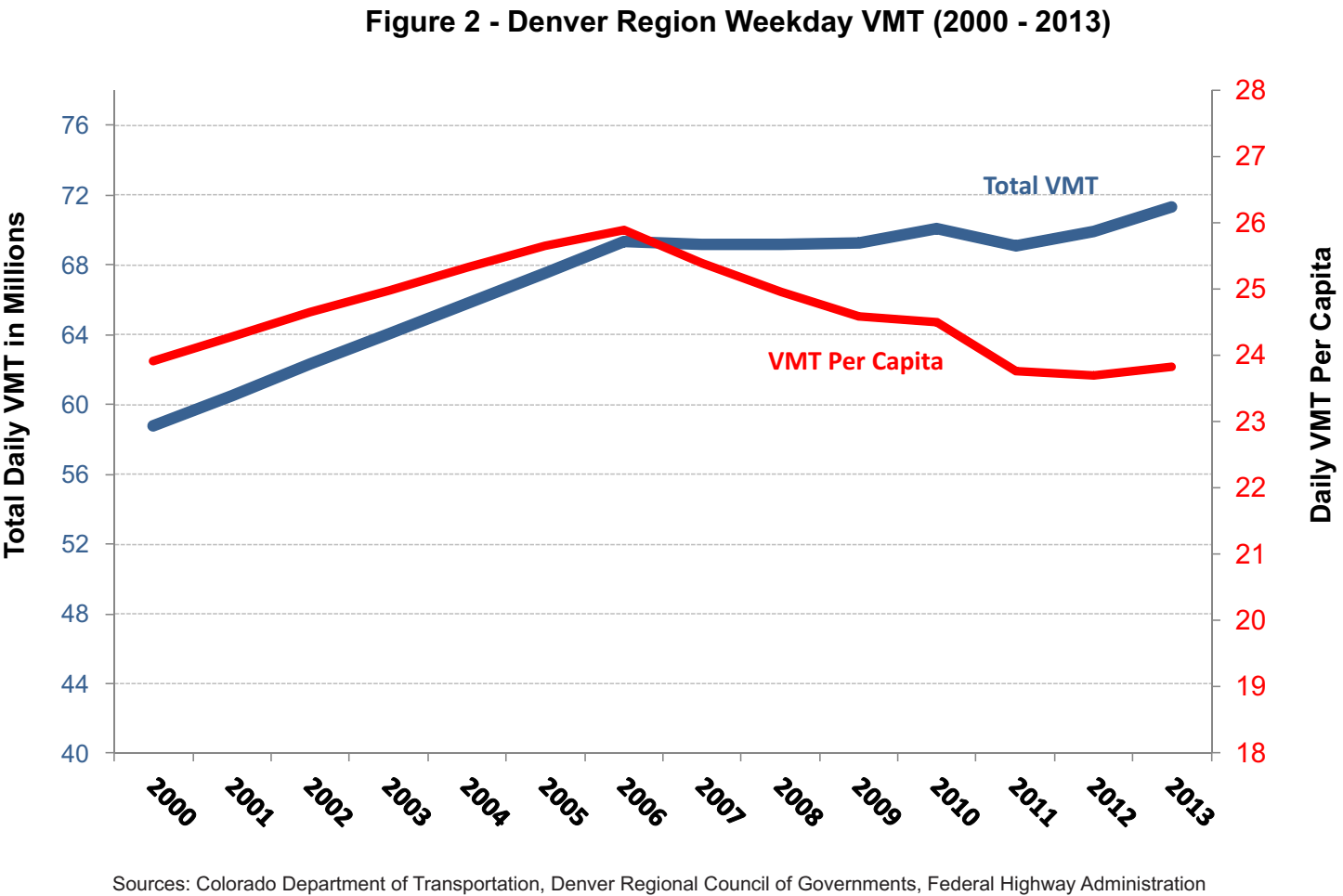


Table 1
Means of Transportation to Work: 2005-2013
Denver-Aurora, CO CSA *
(Average Throughout the Year)

	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	100.0%	1,523,841	100.0%	1,572,114	100.0%	1,617,545	100.0%	1,651,893	100.0%

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

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