

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, OCTOBER 21, 2015
6:30 P.M. – 8:55 P.M.
1290 Broadway
First Floor Independence Pass Conference Room

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. *Move to Approve Agenda

STRATEGIC INFORMATIONAL BRIEFINGS

5. 6:35 Presentation on Alternative Fuels Project
(Attachment A) Steve McCannon, Program Manager, Regional Air Quality Council
6. 6:50 Presentation on Road X
(Attachment B) Shailen Bhatt, Executive Director, Colorado Department of Transportation
7. 7:05 Report of the Chair
 - Report on Regional Transportation Committee
 - Report on Structure and Governance Group
8. 7:10 Report of the Executive Director
9. 7:15 Public Comment
Up to 45 minutes is allocated at this time for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker

***Motion Requested**

**TIMES LISTED WITH EACH AGENDA ITEM ARE APPROXIMATE
IT IS REQUESTED THAT ALL CELL PHONES BE SILENCED
DURING THE BOARD OF DIRECTORS MEETING. THANK YOU**

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.

We make life better!



CONSENT AGENDA

10. 7:30 *Move to Approve Consent Agenda
- Minutes of September 16, 2015
(Attachment C)

ACTION AGENDA

11. 7:35 *Discussion of TIP Second-Year Project Delays and Appeals
(Attachment D) Doug Rex, Director, Transportation Planning & Operations
12. 7:45 *Discussion of recommended FY 2016 and 2017 Station Area Master Plans/Urban Center planning studies
(Attachment E) Brad Calvert, Metro Vision Manager, Regional Planning & Operations
13. 7:55 *Discussion of unallocated FY 2016 and 2017 Station Area Master Plan/Urban Center planning studies set-aside
(Attachment F) Brad Calvert, Metro Vision Manager, Regional Planning & Operations
14. 8:05 *Discussion of recommended FY 2016 and 2017 Travel Demand Management (TDM) projects
(Attachment G) Melina Dempsey, Transportation Planner, Transportation Planning & Operations
15. 8:15 *Discussion of proposed 2015 Cycle 2 amendments to the 2040 Fiscally Constrained Regional Transportation Plan for air quality conformity modeling
(Attachment H) Jacob Riger, Long Range Transportation Planning Coordinator, Transportation Planning & Operations
16. 8:25 *Discussion of air quality letter regarding background ozone
(Attachment I) Doug Rex, Director, Transportation Planning & Operations

INFORMATIONAL BRIEFINGS

17. 8:35 Presentation on the 2014 Annual Report on Roadway Traffic Congestion in the Denver Region
(Attachment J) Steve Cook, MPO Program Manager, Transportation Planning & Operations

***Motion Requested**

INFORMATIONAL BRIEFINGS (cont.)

18. 8:45 Committee Reports

The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG

- A. Report on State Transportation Advisory Committee – Elise Jones
- B. Report from Metro Mayors Caucus –
- C. Report from Metro Area County Commissioners– Don Rosier
- D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
- E. Report from Regional Air Quality Council – Joyce Thomas/Jackie Millet
- F. Report on E-470 Authority – Ron Rakowsky
- G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

19. Draft September 16, 2015 Administrative Committee minutes
(Attachment K)

20. Relevant clippings and other communications of interest
(Attachment L)

Included in this section of the agenda packet are news clippings which specifically mention DRCOG. Also included are selected communications that have been received about DRCOG staff members.

ADMINISTRATIVE ITEMS

21. Next Meeting –November 18, 2015

22. Other Matters by Members

23. 8:55 Adjournment

SPECIAL DATES TO NOTE

DRCOG Board Open House

December 16, 2015

For additional information please contact Connie Garcia at 303-480-6701 or
cgarcia@drcog.org

CALENDAR OF FUTURE MEETINGS

October

16	Advisory Committee on Aging	Noon – 3 p.m.
20	Regional Transportation Committee	8:30 a.m.
21	Administrative Committee	5:30 p.m.
	Board of Directors	6:30 p.m.
26	Transportation Advisory Committee	1:30 p.m.

November

4	Metro Vision Issues Committee	4 p.m.
17	Regional Transportation Committee	8:30 a.m.
18	Administrative Committee	5:30 p.m.
	Board of Directors	6:30 p.m.
20	Advisory Committee on Aging	Noon – 3 p.m.
23	Transportation Advisory Committee	1:30 p.m.

December

2	Metro Vision Issues Committee	4 p.m.
15	Regional Transportation Committee	8:30 a.m.
16	Administrative Committee	5:30 p.m.
	Board of Directors	6:30 p.m.
18	Advisory Committee on Aging	Noon – 3 p.m.
28	Transportation Advisory Committee	1:30 p.m.

Acronym List

* Denotes DRCOG Program, Committee or Report

AAA	Area Agency on Aging	NARC	National Association of Regional Councils
AASHTO	American Association of State Highway and Transportation Officials	NEPA	National Environmental Policy Act
ADA	Americans with Disability Act of 1990	NHPP	National Highway Performance Program
AMPO	Association of Metropolitan Planning Organizations	NFRMPO	North Front Range Metropolitan Planning Organization
APA	American Planning Association	NHS	National Highway System
APCD	Air Pollution Control Division	NOx	Nitrogen oxides
AQCC	Air Quality Control Commission	NWCCOG	Northwest Colorado Council of Governments
ARRA	American Recovery and Reinvestment Act	O&M	Operations and Maintenance
BMPs	Best Management Practices	O ₃	Ozone
CAAA	Clean Air Act Amendments	P3	Public Private Partnership
CAC	Citizens Advisory Committee	PM _{2.5}	Particulates or fine dust less than 2.5 microns in size
CARO	Colorado Association of Regional Organizations	PM ₁₀	Particulates or fine dust less than 10 microns in size
CBD	Central Business District	PnR	park-n-Ride
CCI	Colorado Counties, Inc.	PPACG	Pikes Peak Area Council of Governments
CDPHE	Colorado Department of Public Health and Environment	RAQC	Regional Air Quality Council
CDOT	Colorado Department of Transportation	RAMP	Responsible Acceleration of Maintenance & Partnerships
CFR	Code of Federal Regulations	RFP	Request for Proposal
CM/AQ	Congestion Mitigation/Air Quality	RFQ	Request for Qualifications
CML	Colorado Municipal League	ROD	Record of Decision
CMS	Congestion Management System	ROW	Right-of-way
CO	Carbon monoxide	RPP	Regional Priorities Program
CWA	Clean Water Act	RTC	Regional Transportation Committee*
CWP	Clean Water Plan*	RTD	Regional Transportation District
DBE	Disadvantaged Business Enterprise	RTP	Regional Transportation Plan*
DEIS	Draft Environmental Impact Statement	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
DMCC	Denver Metro Chamber of Commerce	SB	Senate Bill
DoLA	Colorado Department of Local Affairs and Development	SCI	Sustainable Communities Initiative
USDOT	U.S. Department of Transportation	SIP	State Implementation Plan for Air Quality
DRCOG	Denver Regional Council of Governments	SOV	Single-occupant Vehicle
DRMAC	Denver Regional Mobility and Access Council	STAC	State Transportation Advisory Committee
DUS	Denver Union Station	STIP	State Transportation Improvement Program
E&D	Elderly and Disabled	STP	Surface Transportation Project (STP-Metro, STP-Enhancement)
EA	Environmental Assessment	TAC	Transportation Advisory Committee*
EIS	Environmental Impact Statement	TAP	Transportation Alternatives Program
EPA	Environmental Protection Agency	TAZ	Traffic Analysis Zone
FAA	Federal Aviation Administration	TCM	Transportation Control Measures
FCC	Federal Communications Commission	TDM	Transportation Demand Management
FEIS	Final Environmental Impact Statement	TIFIA	Transportation Infrastructure Finance and Innovation Act
FEMA	Federal Emergency Management Agency	TIP	Transportation Improvement Program*
FWHA	Federal Highway Administration	TLRC	Transportation Legislative Review Committee
FIRE	Firefighter Intraregional Recruitment & Employment*	TMA	Transportation Management Area
FONSI	Finding of No Significant Impact	TMO/TMA	Transportation Management Organization/Transportation Management Agency
FRA	Federal Railroad Administration	TOD	Transit Oriented Development
FTA	Federal Transit Administration	TPR	Transportation Planning Region
FY	Fiscal Year	TSM	Transportation System Management
GIS	Geographic Information System	TSSIP	Traffic Signal System Improvement Program
HB	House Bill	UGB/A	Urban Growth Boundary/Area
HC	Hydrocarbons	UPWP	Unified Planning Work Program
HOT Lanes	High-occupancy Toll Lanes	V/C	Volume-to-capacity ratio
HOV	High-occupancy Vehicle	VMT	Vehicle Miles of Travel
HUTF	Highway Users Trust Fund	VOC	Volatile Organic Compounds
IGA	Intergovernmental Agreement	WHSRA	Western High Speed Rail Authority
ICMA	International City Management Association	WQCC	Water Quality Control Commission
IPA	Integrated Plan Assessment*	WQCD	Water Quality Control Division (CDPHE)
ISTEA	Intermodal Surface Transportation Efficiency Act		
ITE	Institute of Traffic Engineers		
ITS	Intelligent Transportation System		
JARC	Job Access/Reverse Commute		
LRT	Light Rail Transit		
MAP-21	Moving Ahead for Progress in the 21st Century		
MOA	Memorandum of Agreement		
MOU	Memorandum of Understanding		
MPO	Metropolitan Planning Organization*		
MVIC	Metro Vision Issues Committee*		
MVITF	Metro Vision Implementation Task Force		
MVPAC	Metro Vision Planning Advisory Committee		
NAAQS	National Ambient Air Quality Standards		

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
October 21, 2015	Information	5

SUBJECT

The Regional Air Quality Council (RAQC) and Colorado Energy Office (CEO) are jointly implementing two programs: *Charge Ahead Colorado* (CAC) and *ALT Fuels Colorado* (AFC). A significant portion of funding for the AFC is from the Congestion Mitigation/Air Quality (CMAQ) program.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

In 2013, the state Transportation Commission approved the allocation of \$30 million from the statewide CMAQ funding program for a natural gas vehicle (NGV) implementation plan to be conducted by the CEO. The DRCOG Board adopted a resolution in [November 2013](#) (link below) recommending the CEO consider several ideas in the NGV implementation plan, such as co-locating compressed natural gas (CNG) and electric vehicle fast-charging stations. The AFC and CAC programs evolved out of the implementation plan prepared in 2013.

There are two key components to the *ALT Fuels Colorado* program:

- Alternative Fueling Stations (statewide) – led by the CEO.
- Alternative Fueled Vehicles (air quality nonattainment areas, such as DRCOG) – led by the RAQC. This component was blended with the RAQC's long running Clean Air Fleets program that has served DRCOG communities for over 10 years.

The first AFC call for projects was conducted early in 2014. A new call for projects was just announced this month: <http://cleanairfleets.org/programs/alt-fuels-colorado>.

Concurrent with AFC is the *Charge Ahead Colorado* program which incentivizes the widespread adoption of electric vehicles and associated public charging locations across the state. The first CAC call for projects was conducted in 2013. A new call for projects will be announced in the near future: <http://cleanairfleets.org/programs/charge-ahead-colorado>

RAQC staff will present an update on both programs at the October Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

Board: [April 17, 2013](#)
[November 20, 2013](#)

PROPOSED MOTION

N/A

LINK

[DRCOG Board Resolution #15, 2013 \(November 20, 2013\)](#) – Use of Federal CMAQ funds for the Colorado Energy Office’s Natural Gas Vehicle Market Implementation Plan

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director at 303-480-6701 or jschaufele@drcog.org; or Steve Cook, MPO Planning Program Manager, at 303-480-6749 or scook@drcog.org.

ATTACH B

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
October 21, 2015	Strategic Informational Briefing	6

SUBJECT

The Colorado Department of Transportation (CDOT) is planning the development of a multi-phased program focused on Colorado becoming a leader in deploying innovative transportation technologies with the focus of addressing the state's transportation challenges and becoming one of the safest and most reliable systems in the country.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Colorado faces several monumental challenges in order to make achievements in travel. RoadX is CDOT's bold commitment to be a national leader in using innovative technology to improve the safety, mobility, and efficiency of the transportation system, fostering the continued economic vitality of Colorado.

The RoadX program will employ a multi-pronged DO-IT (deployment, operations, innovation, technology) approach with the objective of being the most efficient, agile, and flexible system for bringing transportation technology to market. The RoadX program will implement several efforts along the DO-IT spectrum in 2016–18.

CDOT plans to launch RoadX at its Transportation Matters Summit on October 28.

CDOT Executive Director Shailen Bhatt will provide additional detail at the October Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; or Douglas W. Rex, Director, Transportation Planning and Operations, at drex@drcog.org or 303 480-6747.

ATTACH C

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, SEPTEMBER 16, 2015

Members/Alternates Present

Jackie Millet, Chair	Lone Tree
Eva Henry	Adams County
Elise Jones	Boulder County
Dennis Harward	City & County of Broomfield
Crissy Fanganello	City & County of Denver
Roger Partridge	Douglas County
Gail Watson	Gilpin County
Don Rosier	Jefferson County
Bob Fifer	City of Arvada
Bob Roth	City of Aurora
Sue Horn	Town of Bennett
Anne Justen	Town of Bow Mar
Lynn Baca	City of Brighton
George Teal	Town of Castle Rock
Cathy Noon	City of Centennial
Laura Christman	City of Cherry Hills Village
Jim Benson	City of Commerce City
Joe Jefferson	City of Englewood
Daniel Dick (Alternate)	City of Federal Heights
Saoirse Charis-Graves	City of Golden
Ron Rakowsky	City of Greenwood Village
Shakti	City of Lakewood
Phil Cernanec	City of Littleton
Gabe Santos	City of Longmont
Ashley Stolzmann	City of Louisville
John O'Brien	Town of Lyons
Colleen Whitlow	Town of Mead
Joe Gierlach (Alternate)	Town of Nederland
John Diak	Town of Parker
Gary Howard	City of Sheridan
Rita Dozal	Town of Superior
Jenice "JJ" Dove (Alternate)	City of Thornton
Herb Atchison	City of Westminster
Debra Perkins-Smith	Colorado Department of Transportation
Gary Sanford	Metro Denver Homeless Initiative

Others Present: Jennifer Schaufele, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Mac Callison, Aurora; David Beacon, Broomfield; Joe Fowler, Douglas County; Steve Yates, Englewood; Steve Durian, Jefferson County; Kent Moorman, Kevin Forgett, Thornton; Danny Herrmann, Jerome Estes, Paul Jesaitis, CDOT; George Dibble, Ed Bowditch, Jennifer Cassell Tomlinson & Associates; Mickey Ferrell, Lobbyist; Annie O'Brien, Citizen; and DRCOG staff.

Chair Jackie Millet called the meeting to order at 6:45 p.m. Roll was called and a quorum was present.

One new alternate was introduced, Steve Yates from the City of Englewood.

Move to Approve Agenda

Herb Atchison **moved** to approve the agenda. The motion was **seconded** and **passed** unanimously.

Report of the Chair

- Chair Millet briefed members on the recent Baghdad/Denver Region Partnership delegation visit.
- Ms. Millet reported the Regional Transportation Committee recommended approval of the proposed amendments to the 2016-2021 Transportation Improvement Program, discussed lobbying efforts at the federal level, and discussed moving the meeting date to the second Tuesday of each month.
- Chair Millet noted the Structure and Governance group discussed dues and the future of the Metro Vision Issues Committee.
- Ms. Millet asked Debra Perkins-Smith to talk about the upcoming Transportation Summit. Ms. Perkins-Smith also mentioned CDOT's Road X initiative.
- Ms. Millet reported that she and Elise Jones will be traveling to Washington DC on September 28 to talk to the federal legislators about the reauthorization of the Older Americans Act and the federal transportation bill.
- Ms. Millet noted the dinner with the Transportation Commissioners is scheduled for October 14 at the Hilton Garden Inn Denver/Cherry Creek beginning at 5:30 p.m.
- The Chair recognized Bennett Mayor Sue Horn's almost 10 years of service to DRCOG. This was Mayor Horn's last Board meeting; she is leaving Colorado at the end of the month.

Report of the Executive Director

- Executive Director Schaufele also thanked Mayor Horn for her service to DRCOG, and noted there are flyers at each seat with information on a farewell gathering for Mayor Horn in Bennett on Wednesday, September 23.
- Executive Director Schaufele reported DRCOG is getting ready for the quadrennial federal certification review of the Metropolitan Planning Organization. The final report is anticipated in the 2nd quarter of 2016.
- DRCOG successfully applied to the City and County of Denver's bicycle parking program for a grant to purchase 3 bike racks.
- Ms. Schaufele reported the Millennial Advisory Board at the Atlanta Regional Commission contacted DRCOG recently asked about DRCOG's success on the transportation planning front. Staff also received a call from the American Planning Association regarding the Boomer Bond program.
- Denver is hosting a Marijuana Management Symposium; information was available on flyers at member's seats.

Public comment

Debra Perkins-Smith introduced Paul Jesaitis, the new Director of CDOT Region 1.

Move to approve consent agenda

Herb Atchison **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously. Items on the consent agenda included:

- Minutes of August 19, 2015

Discuss innovations, partnerships and opportunities that create more value to member communities

Jennifer Schaufele discussed opportunities to explore new and enhanced activities to diversify funding sources, in an effort to maintain a healthy, sustainable organization.

A couple members noted that some opportunities may not be particularly profitable, however they offer other benefits to the region. One example is the care transition program the AAA was involved in; the program provided a great value to the community, but wasn't necessarily profitable to DRCOG.

George Teal **moved** to direct staff to continue on the current path, considering comments made by members. The motion was **seconded** and **passed** unanimously.

Discussion of a resolution amending the 2016-2021 Transportation Improvement Program
Todd Cottrell briefly described the proposed amendments.

Herb Atchison **moved** to adopt a resolution amending the 2016-2021 Transportation Improvement Program. The motion was **seconded** and **passed** unanimously.

Discussion of Federal Legislative Issues

Doug Rex briefed members on the

Members expressed a desire to draft a letter related to the use of 2000 census versus the use of more recent numbers for establishing funding distribution formulas. Additionally, language should be included reiterating that a long term bill is more desirable than a short term continuing resolution, and it was agreed the Chair should sign the letter on behalf of the DRCOG membership, whose names will be included in the letter. The Board Officers will review the letter prior to the Chair signing.

Phil Cernanec **moved** to send a letter, as outlined above, to the federal legislative representatives. The motion was **seconded** and **passed** unanimously.

Doug Rex discussed the new EPA revised standard for Ozone. Colorado is currently in nonattainment for Ozone, and in process of creating a new State Implementation Plan to

address the standard established by EPA in 2008. Concern was noted with not having a discussion about the subject of transport Ozone, which comes into the state from other areas. Transport is a big issue, not just for Colorado but other western states as well. Sixty to 80 percent of Ozone pollution in Colorado on high ozone days comes from sources outside Colorado. If the EPA's new 65-70 ppb standard stands, there could be many more nonattainment areas created. New nonattainment areas will compete for the same amount of Congestion Mitigation/Air Quality funds currently available. The new standard may have a significant impact on the metro area's ability to access those funds. Members cautioned that DRCOG doesn't want to come across as being opposed to having clean air. The Chair suggested a letter should be sent to support cleaner air, and expressing our concerns about transport pollution.

George Teal **moved** to send a letter to the Environmental Protection Agency regarding concerns with the new standard for Ozone pollution. The motion was **seconded** and **passed** with 23 in favor and 3 opposed.

Chair Millet noted the letter will be drafted and brought back to the Board at the October meeting. She also noted concerns with the transport issue will be brought up during the upcoming DC visit.

Presentation on Denver Regional Visual Resources (DRVR)

Ashley Summers, IS Manager, provided an overview of the new Denver Regional Visual Resources web tool. A signup sheet was circulated for members who expressed an interest in testing the new site prior to it going live.

Committee Reports

State Transportation Advisory Committee – Elise Jones reported the STAC received informational reports, no actions were taken.

Metro Mayors Caucus – Sue Horn reported the Metro Mayors Caucus did not meet. She reported the MMC/MACC Legislative Reception is scheduled for December 9.

Metro Area County Commissioners – Commissioner Partridge reported the MACC received a report on the County Jail, Sheriff's Office and Justice Center. He thanked the representatives from Boulder and Adams counties. They discussed challenges faced by law enforcement.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the ACA received a report on the Boomer Bond and a report on provision of transportation services and improvements to services currently being provided.

Regional Air Quality Council – Chair Millet noted they received an update on the Ozone season, and discussed the EPAs plan to move the Denver nonattainment area to moderate. The group received a presentation on Alternate Fuels .

E-470 Authority – No report was provided. .

Report on FasTracks – No report was provided.

Next meeting – **October 21, 2015**

Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 8:35 p.m.

Jackie Millet, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH D

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303 480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
October 21, 2015	Action	11

SUBJECT

This item concerns appeals to the Board by project sponsors for a variance to retain TIP funded projects delayed for a second year per the adopted TIP Policy.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approving variances for each of the sponsors.

ACTION BY OTHERS

N/A

SUMMARY

In February 2015, the Board adopted an amendment to the TIP Policy concerning second-year project delays, i.e., projects facing the removal of funds (Attachment 1). The revised language allows sponsors of projects with a phase(s) delayed for a second year to appeal to the Board for a variance to continue their project if it's still delayed after October 15.

Through conversations with CDOT staff, DRCOG is aware of three projects that had phases delayed last year (first-year delay), and will continue to be delayed for a second year after October 15, 2015. In this case, these projects must be granted a variance from the Board to continue receiving reimbursement of federal funds.

At the October meeting, project sponsors will be given the opportunity to explain the reasons for the delays and the action plan going forward to initiate the project phase(s). Per adopted TIP policy, the Board has the following two options:

1. Deny the appeal. The sponsor will not receive any reimbursements on federal payment requests after September 30.
2. 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 may be granted an extension to initiate the delayed phase of up to 120 days from October 1. If the sponsor is unable to abide by the conditions of the Board variance, the sponsor shall stop all future federal reimbursement payment requests beyond September 30.

Delayed Projects

The following project phases are delayed. Each sponsor has indicated they would like to continue their project (see Attachment 2), and therefore must appeal to the Board for a variance to continue.

1. City of Boulder; Baseline Bike/Ped Underpass (TIPID 2012-046)

In order to not be delayed, the project must go to ad. A draft IGA is currently being reviewed by CDOT, along with ROW submittals. Project advertisement is

anticipated late in December, after the IGA has been executed and ROW clearance has been obtained.

Staff Recommendation: Staff recommends approval of a variance of 120 days (January 28) to allow the project to continue.

2. Greenwood Village; Greenwood Plaza Blvd Sidewalks (TIPID 2012-006)

In order to not be delayed, the project must go to ad. Greenwood Village has one ROW acquisition remaining before obtaining ROW clearance. Project advertisement is anticipated in November.

Staff Recommendation: Staff recommends approval of a variance of 120 days (January 28) to allow the project to continue.

3. City of Thornton; North Metro Rail Bike/Ped Access to FasTracks Stations (TIPID 2012-081)

In order to not be delayed, the ROW phase must be initiated (plans completed). The ROW plans are anticipated to be completed by the end of January. Note: This is right up to the maximum 120-day allowance that can be granted by the Board, assuming a successful appeal for a variance.

Staff Recommendation: Staff recommends approval of a variance of 120 days (January 28) to allow the project to continue. Staff will work closely with CDOT to notify them of the timely nature of this project to complete the ROW plans.

Additionally, and per adopted TIP policy, each sponsor listed above who has a second-year delayed project phase will have a 20 percent reduction in the maximum number of applications they may submit in the next TIP call for projects, projected to be in 2018 for the FY2020-2025 TIP.

PREVIOUS DISCUSSIONS/ACTIONS

[February 18, 2015](#) Board amended TIP Policy on second-year project delays.

PROPOSED MOTION

Move to approve staff's recommendations to allow each project to continue.

ATTACHMENTS

1. FY12-17 and FY16-21 TIP Policy: Project Delays Policy (Second-year project delay language highlighted)
2. Appeal letters from sponsors.

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschuafele@drcog.org; or Douglas W. Rex, Director, Transportation Planning and Operations, at drex@drcog.org or 303 480-6747.

ATTACHMENT 1

FY12-17 and FY16-21 TIP Policy: Project Delays Policy Policy Concerning Second Year Delays Highlighted

Project Delays

Implementation of an entire project or single project phase (if project has federal funding in more than one year) may be delayed only one year by the project sponsor.

A delay occurs when a project phase, as identified during project submittal and contained within the TIP project descriptions, has not been initiated in the identified year. A project that has only one year of federal funding receives a delay if the project did not go to ad (construction projects), did not hold its kick-off meeting (studies), or didn't conduct similar project initiation activities (other types of projects) by the end of the federal fiscal year for which it was programmed. For projects that have more than one year of federal funding, each phase (year) will be reviewed to see if the objectives defined for that phase have been initiated.

DRCOG defines the initiation of a project phase in the following manner as of September 30 for the year with federal funding in the TIP that is being analyzed:

- **Design:** IGA executed with CDOT and if consultant – consultant contract executed and Notice To Proceed (NTP) issued; if no consultant – design scoping meeting held with CDOT project staff.
- **Environmental:** IGA executed with CDOT and if consultant – consultant contract executed and NTP issued; if no consultant – environmental scoping meeting held with CDOT project staff.
- **ROW:** IGA executed with CDOT and completion of ROW plans.
- **Construction:** Project advertised.
- **Study:** IGA executed (with CDOT or RTD) and kick-off meeting has been held.
- **Bus Service:** IGA executed with RTD and service has begun.
- **Equipment Purchase:** IGA executed and RFP/RFQ/RFB (bids) issued.
- **Other:** IGA executed and at least one invoice submitted to CDOT/RTD for work completed.

When a project phase encounters a delay (project phase being analyzed has not been initiated by September 30), DRCOG will list the reasons why the phase has not been initiated within its annual report. Sponsors must be available to appear before the Transportation Advisory Committee, Metro Vision Issues Committee, Regional Transportation Committee, and DRCOG Board to explain the reasons for the delay(s) and receive DRCOG Board approval to continue. Any conditions established by the Board in approving the delay become policy.

After a delay is encountered, DRCOG, along with the sponsor and CDOT or RTD, will discuss the project and the reasons for its delay. The end result will be an action plan enforceable by CDOT/RTD, which will be reported to the DRCOG committees and Board. For a sponsor that has a phase of any of its projects delayed, the sponsor must report the implementation status on all of its federally-funded projects.

If, in the following year, the sponsor fails to achieve initiation of the delayed phase by October 15th, OR has breached the Board conditions placed upon that delay, the project's federal funding will be automatically suspended. The sponsor may appeal at the next available Board meeting to explain

ATTACHMENT 1

the reasons why the delayed phase has not been initiated. Upon hearing the appeal, the Board has the following options:

1. Deny the request. The sponsor shall stop all future reimbursement payment requests beyond September 30th.
2. 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) an extension to initiate the delayed phase. 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 30th. The length of the extension shall be no greater than 120 days from October 1st.

If the sponsor decides not to appeal to the Board at its next available meeting, the sponsor must return all unspent federal funds allocated to the delayed project. In subsequent contracts with any sponsor that has experienced a deletion of a project due to such delay, RTD or CDOT may include a "termination for performance" clause.

Second-Year Delay Consequence

The following consequence will be faced by the sponsor whose project phase was not initiated by October 15st, and therefore experiences a second-year delay: reduce by 20 percent the maximum number of applications a sponsor may submit in the next TIP Call for Projects (rounded up). For example, if the sponsor was designated a maximum of 5 project applications per the adopted TIP policy, it would be reduced to 4.

CITY OF BOULDER

Department of Public Works/Transportation Division

PO Box 791
1739 Broadway
Boulder, Colorado 80306
(303) 441-3266
(303) 441-4271 FAX



October 7, 2015

Mr. Todd Cottrell
Senior Transportation Planner
Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, CO 80203

RE: US 36/ City of Boulder Baseline Road Bike/Ped Underpass TIP Project
Sent via E-mail

Dear Todd,

The purpose of this letter is to notify you that the City of Boulder (City) intends to make an appeal to the Denver Regional Council of Governments (DRCOG) Board at the meeting for the subject project on October 21, 2015. The City acknowledges that the subject project has received a second delay notice and appreciates the opportunity to provide an explanation as well as project status update for the consideration of the Board.

The Baseline Underpass project represents a \$5 Million investment in the transportation system which will deliver significant safety and operational improvements for both the City and CDOT and we are eager to see it constructed in 2016. Both City and CDOT staff are working diligently to get the project ready for advertisement in December 2015. Please contact me if there are any questions pertaining to this letter and/or the appeal by the City of Boulder.

Sincerely,

Gerrit L. Slatter, PE
Principal Transportation Engineer
City of Boulder

cc: Johnny Olson, CDOT
Long Nguyen, CDOT
Katrina Kloberdanz, CDOT
Michael Gardner-Sweeney, City of Boulder

Greenwood Village

PUBLIC WORKS DEPARTMENT

10001 EAST COSTILLA AVENUE • GREENWOOD VILLAGE, COLORADO 80112-3730 • MAIN: (303) 708-6100 • FAX: (303) 706-1976

October 9, 2015

Mr. Todd Cottrell, Senior TIP Planner
Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, CO 80203

Subject: DRCOG Project Delays – Second Year Delay Greenwood Village

Dear Mr. Cottrell:

As requested, Greenwood Village intends to appeal to the DRCOG Board on October 21, 2015 regarding the Greenwood Village; Greenwood Plaza Blvd Sidewalks (TIPID 2012-006) project. The Village intends to highlight the status that the design is complete and approved and that the only remaining task is easement signatures. We anticipate having the easements and going to advertisement for construction within the 120 day grace period.

Regards,



Jeremy Hanak, PE
Public Works Manager - Transportation





Infrastructure Maintenance Center
12450 Washington Street
Thornton, CO 80241-2405
www.cityofthornton.net

Infrastructure Department
Engineering Services Division
720-977-6210
Fax: 720-977-6201

October 13, 2015

Board of Directors
Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, CO 80203

RE: Appeal of Decision regarding a second delay for the North Metro Rail
Bicycle/Pedestrian Access to Four FasTrack Stations ("Project")

Dear DRCOG Board:

Please consider this letter as the City of Thornton's formal request appealing the second delay for the above referenced project. Thornton's delay was caused by circumstances beyond the City's control and the City has met the Board's requirements except for the requirement to obtain Right-of-Way plans by October 1, 2015.

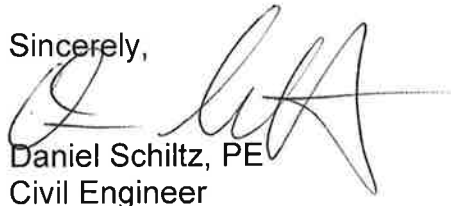
Funding for the Project was awarded in 2012 out of funds set aside by DRCOG for the FasTracks North Metro Line (sometimes referred to as the "second \$60 million") and allocated to the City pursuant to agreement among all the entities within the North Metro Corridor. At the time of award, the projected timeline for construction of the North Metro Line was 2040, and as a result, the design for the trails was based on the RTD station design as specified in the final environmental impact statement for the North Metro Rail Corridor. In early 2013, RTD received an unsolicited proposal to construct the North Metro Rail project and developed a formal request for proposal mid-2013. At the end of 2013, RTD awarded a contract to construct the North Metro Rail line to 124th Avenue (Eastlake Station) and that the stations would be built and operational by 2018. It was at this point that the City decided to delay the project by a year in order to allow for the design process and value engineering study for the stations to proceed. The purpose of this delay was to ensure that the trails would be located in the correct location as the design concept changed over the course of the two years. As an example, the 88th Avenue crossing was originally planned to be an at-grade crossing but now it is a grade separated structure over 88th Avenue and the station was relocated as a result. Adjustments were also made at the 104th Avenue Station and the 124th Avenue (Eastlake) Station. The City received its 1st year delay in 2014 as a result of waiting for the designs to move through the process.

Between October 2014 and May 2015, the City received the 60-90% plans from RTD for the stations and grade separated structures. During this time period, the City drafted the FasTracks Trails Project request for proposals for design and environmental services and the Intergovernmental Agreement (IGA) with CDOT. The IGA was completed and signed by both parties in September 2015. The Project was advertised in May 2015 for a design and environmental consultant and the City received concurrence from CDOT in September 2015 to award the contract for the design and environmental consultant. Notice to proceed has been issued to the design and environmental consultant and they have begun work. The remaining item to complete is the Right-of-Way plans, which was impossible to complete without the consultant on board to design the trails. All other milestones and deadlines have been reached.

The City understands if the appeal is granted, that Right-of-Way plans must be complete by January 28, 2016, for federal funds to continue to be used for this project.

In conclusion, the City is moving forward with the project. Thank you for your consideration of this appeal.

Sincerely,



Daniel Schiltz, PE
Civil Engineer

cc: Bud Elliot, Deputy City Manager, Infrastructure
Jack Ethredge, City Manager
Kent Moorman, Regional Transportation Engineer
Joyce Hunt, Assistant City Manager
Val Vigil, Mayor Pro-tem (DRCOG representative)
J J Dove, Councilmember (DRCOG alternate)

ATTACHE

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303 480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
October 21, 2015	Action	12

SUBJECT

Approval of studies recommended by the Project Review Panel to be funded in the Station Area Master Plan/Urban Center Studies (STAMP/UC) set-aside for fiscal years 2016 and 2017.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the studies recommended by the STAMP/UC Studies Project Review Panel.

ACTION BY OTHERS

October 20, 2015 - RTC will act on a recommendation.

[September 28, 2015](#) - TAC recommended approval of seven studies for FY 2016 and 2017 STAMP/UC set-aside.

SUMMARY

Seventeen project applications were submitted for a total request of \$2.66 million in federal CMAQ funds. The approved 2016-2021 TIP Policy provides \$1.2 million in CMAQ over FY 2016 and 2017 (\$600K per year).

The project review panel recommended funding 7 studies using \$1,150,000 in federal funds. The recommended projects are shown in Attachment 1. The panel included RTD and representatives from eligible entities, including local governments that did not submit studies for consideration (City of Commerce City, City of Lone Tree, Town of Castle Rock, Denver South EDP, and City of Golden). DRCOG staff provided administrative support to the panel and served as the point of contact for applicants.

Upon approval by the Board, an administrative modification to the TIP will be needed to amend the 2016-2021 TIP to include the selected projects and to shift the CMAQ funding by fiscal year (current recommendation: \$590,000 in FY16 and \$560,000 in FY17). Sponsors of selected studies will incur an administrative fee imposed by RTD (~\$5,900 per study). This fee will come from the federal award amount (80%) and the local match contribution (20%).

If the Board approves the recommended studies, the STAMP/UC set-aside will have a balance of \$50,000 for fiscal years 2016 and 2017. Agenda Item 13 on tonight's agenda will include a discussion of Board guidance for the remaining \$50,000.

PREVIOUS DISCUSSIONS/ACTIONS

[April 15, 2015](#) - DRCOG Board approved the FY 2016 and 2017 STAMP/UC set-aside process.

PROPOSED MOTION

Move to approve the attached list of projects for the Station Area Master Plan/Urban Center set-aside for fiscal years 2016 and 2017.

ATTACHMENTS

1. Station Area Master Plan/Urban Center Project Funding Recommendations w/Summary
2. STAMP/UC Project Review Panel
3. Staff Presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director at 303 480-6701 or jschaufele@drcog.org; or Brad Calvert, Metro Vision Manager, Regional Planning and Operations at 303 480-6839 or bcalvert@drcog.org.

ATTACHMENT 1

FY 2016 and 2017 Station Area Master Plan/Urban Center Project Set-Aside Recommendations

Sponsor	Study	FY 16		FY 17	
		Federal	Local	Federal	Local
36 Commuting Solutions	Northwest Corridor Bicycle and Pedestrian Final Wayfinding Plans Final and Sign Design	\$150,000	\$37,500		
City of Arvada	Gold Line Kipling Ridge Station	\$80,000	\$20,000		
City and County of Denver	National Western Center Parking and Transportation Management Study	\$200,000	\$50,000		
Transportation Solutions	Multi-Station Plan and Mobility Study: Colorado and University Stations	\$160,000	\$40,000		
City of Aurora	Aurora City Center Train/Traffic and Transportation Network Study			\$200,000	\$50,000
City of Longmont	Main Street Corridor Plan			\$200,000	\$50,000
City of Thornton	North Thornton and Highway 7 TOD Master Plan			\$160,000	\$40,000

Not recommended for funding

City and County of Broomfield	SH 7 Arterial BRT Station Design, Multimodal Station Connectivity, and ROW Needs
City of Centennial	Arapahoe Urban Center
City and County of Denver	Urban Mobility Hubs Planning
City and County of Denver	North Cap Hill/Cheesman/Cap Hill/Colfax Urban Center Neighborhood Plan
City of Englewood	Englewood Light Rail Corridor II
City of Englewood	Englewood Light Rail Corridor III
City of Longmont	Southeast Longmont Urban Renewal Area Design and Implementation Plan
City of Louisville	Downtown Louisville Parking Structure Study
Town of Parker	Downtown Parker Urban Center Parking Implementation Strategic Plan
RTD	First and Last Mile Strategic Plan

ATTACHMENT 1

Summaries of Applications Received

Project Sponsor: 36 Commuting Solutions

Federal amount requested: \$150,000

Local match committed: \$37,500

Proposed Study: Northwest Corridor Bicycle and Pedestrian Final Wayfinding Plans & Sign Design

Type: Next Step

Proposal Summary: The study area would include the US36 Bikeway from Westminster to Boulder. There are eight urban centers/activity centers located throughout this study area (S Westminster Activity Center, Westminster Center Activity Center, Westminster Promenade Activity Center, Urban Transit Village, Interlocken Loop Activity Center, Superior Town Center, University Hill, Downtown Boulder, and 28th/30th Streets) – four of which are emerging. The goal of this project will be to implement a unified corridor-wide signage and wayfinding system that can be implemented by each community. This unified approach will strengthen multimodal connections and foster access to an expanded range of transportation options within the Northwest Corridor communities.

Project recommendation committee finding: Recommended for funding in FY16

Amount Recommended: \$150,000

Sponsor: City of Arvada

Federal amount requested: \$80,000

Local match committed: \$20,000

Proposed Study: Gold Line Kipling Ridge Station

Type: Next Steps

Proposal: The proposed study area includes the Olde Town/New Town Urban Center, Ralston Fields Urban Center, and the Northwest Wheat Ridge TOD Urban Center. The Gold Line Ridge Station next Step Study is an effort to transform Arvada's planning level land-use and transportation studies at the Kipling Ridge Station into actionable plans and cost estimates. This study will first conduct an engineering survey of unimproved sites identified within existing plans. It will then identify issues that were too detailed for the planning level documents and establish criteria for transit access routes. The process will include recent walking and biking audits conducted by the Arvada Citizens' Transportation Committee and coordinate with the City of Wheat Ridge and CDOT for routes within a 2-mile radius of the Kipling Ridge Station.

Project recommendation committee finding: Recommended for funding in FY16

Amount Recommended: \$80,000

ATTACHMENT 1

Sponsor: City of Aurora

Federal amount requested: \$200,000

Local match committed: \$50,000

Proposed Study: Aurora City Center Train/Traffic and Transportation Network Study

Type: Next Step

Proposal Summary: The area of interest is bounded by 2nd Ave on the north, Peoria Street on the west, Mississippi Ave on the south and Chambers Road on the east. Major areas of interest within this study area include the Town Center at Aurora, Metro Center, City Place, and the Aurora Municipal Center. This study will also fully assess two stations and 8 signalized intersections on the Aurora Line-I-225 Rail system. Due to the existing activity levels and the new development occurring throughout City Center and the resultant increase in multimodal trips, this proposed study to develop and apply the analysis tools to optimize mobility demonstrates the deployment of an innovative model of transportation planning and engineering in the metro area.

Project recommendation committee finding: Recommended for funding in FY17

Amount Recommended: \$200,000

Sponsor: City and County of Denver (Department of Public Works)

Federal amount requested: \$200,000

Local match committed: \$50,000

Proposed Study: National Western Center Parking and Transportation Management Study

Type: Area planning and implementation activities

Proposal Summary: This proposed study area encompasses the North Metro, East Line and Gold Lines and includes the Globeville, Elyria and Swansea neighborhoods. The vision for this study is for the National Western Center and surrounding neighborhoods to be serviced by a multimodal transportation system that provides a full array of mobility choices. Building on the framework and vision developed in the NWC Master Plan (Spring 2015), the next step is to fully consider how to best utilize a multimodal transportation system to adequately accommodate anticipated daily and special event visitors to the campus and area.

Project recommendation committee finding: Recommended for funding in FY16

Amount Recommended: \$200,000

ATTACHMENT 1

Sponsor: City of Longmont

Federal amount requested: \$200,000

Local match committed: \$50,000

Proposed Study: Main Street Corridor Plan

Type: Corridor-wide

Proposal Summary: The proposed study area connects four of the five designated urban centers located within the City of Longmont. These Urban Centers include State Highway 66 Mixed Use Center, North Main Street Activity Center, Central Business District of Longmont, and the Ken Pratt Extension. The CBD area also includes the 1st and Main Street Transit Revitalization Area, which was the focus of an intensive station area master plan completed in 2012. The current Envision Longmont plan development will begin to identify opportunities associated with redevelopment and transportation system enhancements; however a more detailed corridor study is essential to maximizing the potential of this corridor from both a land use and transportation perspective.

Project recommendation committee finding: Recommended for funding in FY17

Recommended amount: \$200,000

Sponsor: City of Thornton

Federal amount requested: \$160,000

Local match committed: \$40,000

Proposed Study: North Thornton and Highway 7 TOD Master Plan

Type: Creation and adoption of an original station area master plan or urban center study

Proposal Summary: This proposed study consists of the area surrounding the proposed north end line station for RTD North Metro Rail Line and proposes to serve commuters primarily living to the east, west, and north. This station, currently in the planning phase, will be a station and stop for the Highway 7 BRT currently being planned by communities between Boulder and Brighton and is identified in the Highway 7 Planning, Environmental, and Linkage study. This study will help define how this station and the potential development can be better integrated along with reviewing the existing development plan for incorporating the latest knowledge regarding TODs. This plan will also conduct a market and feasibility analysis to verify assumptions and to have a realistic plan.

Project recommendation committee finding: Recommended for funding in FY17

Recommended Amount: \$160,000

ATTACHMENT 1

Sponsor: Transportation Solutions Foundation

Federal amount requested: \$160,000

Local match committed: \$40,000

Proposed Study: Multi-Station Plan and Mobility Study: Colorado and University Stations

Type: Area planning and implementation activities study

Proposal Summary: According to the City/County of Denver's Transit Oriented Development Strategic Plan, both Colorado and University Stations are characterized as stations needing to be "energized." Both stations are gateways to key activity centers in the South Central Denver area. This proposal focuses on the elements needed to energize both stations and advance the connectivity between activity points/centers within the influence areas. The findings for University Station will be incorporated and/or aligned with the DU Campus Transportation Plan, as well as plans being developed by Denver Waldorf School and South High School.

Project recommendation committee finding: Recommended for funding in FY16

Recommended Amount: \$160,000

Sponsor: City and County of Broomfield

Federal amount requested: \$200,000

Local match committed: \$50,000

Proposed Study: State Highway 7 Arterial Bus Rapid Transit Station Design, Multimodal Station Connectivity Recommendations and Right-of-Way Needs

Type: Corridor wide study

Proposal: SH7 is one of the region's few continuous east-west highways and serves communities that are rapidly developing and redeveloping. This proposed study will provide an exciting and distinct arterial BRT station and stop design, guidance for non-motorized access to BRT stations and stops, and an overview of the right-of-way needs for BRT stations and stops. The goal of the proposed study is to ensure that key building blocks for the success of SH7 BRT have been thoroughly investigated. A primary aim of this project is to create guidelines for constructing multi-use paths from transit stations to adjacent developments to ensure areas near transit stations are accessible by active modes of transportation.

Project recommendation committee finding: Not recommended for funding.

ATTACHMENT 1

Sponsor: City of Centennial

Federal amount requested: \$150,000

Local match committed: \$30,000

Proposed Study: Arapahoe Urban Center

Type: Next Steps

Proposal Summary: This proposal includes the Arapahoe Urban Center which consists of approximately 200 acres between Quebec Street and I-25, flanking Arapahoe Road on the north and south. The purpose of this request is for funding a next steps plan to refresh and refine Centennial's 2007 Sub-Area Plan. After nearly eight years of limited action (since the 2007 plan), Centennial hopes to shift from taking a passive role to actively guiding the area in becoming a major urban center in South Metro Denver. The purpose of this request is also to create a detailed implementation plan to aid the city in achieving the goals set forth in the 2007 Sub-Area Plan as well as identifies barriers to private investment and development in the AUC. This application attributes lack of interest in the 2007 plan to economic conditions, limited city resources and the lack of specificity present in the 2007 plan.

Project Recommendation committee finding: Not recommended for funding.

Sponsor: City and County of Denver

Federal amount requested: \$160,000

Local match committed: \$40,000

Proposed Study: Urban Mobility Hubs Planning Study

Type: Area Planning

Proposal Summary: The project study area will be comprised of four to five major multimodal transportation activity hub locations where multiple transportation modes intersect along key transit corridors in Denver. The locations evaluated in the study will be selected on a variety of criteria. To develop the mobility hubs, the City and County propose completing this study in order to identify and evaluate potential locations for future hubs. This study is expected to engage multiple city departments and outside agencies as needed.

Project recommendation committee finding: Not recommended for funding.

ATTACHMENT 1

Sponsor: City and County of Denver

Federal amount requested: \$200,000

Local match committed: \$50,000

Proposed Study: North Capitol Hill/Cheesman/Capitol Hill/Colfax Urban Center Neighborhood Plan

Type: Creation and adoption of an original station area master plan or urban center study

Proposal Summary: The proposed study area includes a collection of neighborhoods in Central Denver just east of the Central Business District. This area was identified as a top priority to complete a new/updated neighborhood plan to guide future growth and increase livability. This proposed neighborhood plan along the Colfax Urban Center corridor will identify existing conditions and challenges related to land use, transportation, and amenities in order to identify opportunities to align land use plans with appropriate zoning.

Project Recommendation committee finding: Not recommended for funding.

Sponsor: City of Englewood Community Development

Federal amount requested: \$200,000

Local match committed: \$50,000

Proposed Study: Englewood Light Rail Corridor Study II

Type: Next Step

Proposal Summary: The proposed study is located along the southwest light rail line redevelopment corridor through the City of Englewood and the City of Sheridan. This proposal seeks to take sections of high priority projects identified in the previous Next Steps study from conceptual to 30% and 100% design.

Project recommendation committee finding: Not recommended for funding.

ATTACHMENT 1

Sponsor: City of Englewood Community Development

Federal amount requested: \$100,000

Local match committed: \$25,000

Proposed Study: Englewood Light Rail Corridor III

Type: Next Step

Proposal Summary: The proposed study area includes the SW light rail line redevelopment corridor through the City of Englewood and the City of Sheridan, including the surrounding residential neighborhood service areas. The Englewood light rail corridor is envisioned to mature into a true mixed-use, high density, TOD area located along a portion of the southwest light rail line. The City of Englewood Community Development Department and Planning and Zoning Commission are currently contemplating developing a Transit Station Area Overlay Zone for station areas that would be laid over the existing industrial and PUD zone districts. This Transit Station Area Overlay Zone is envisioned to be form-based in nature, inspired by standards that were first developed by Denver for the Colfax Main Street Zones. The intent of this proposal is to study the feasibility and effectiveness of the proposed overlay zone.

Project recommendation committee finding: Not recommended for funding.

Sponsor: City of Longmont

Federal amount requested: \$80,000

Local match committed: \$20,000

Proposed Study: Southeast Longmont Urban Renewal Area Design and Implementation Plan

Type: Area planning

Proposal Summary: The proposed study area is approximately 583 acres located in the southeast portion of the City of Longmont. The proposed area includes a portion of the Central Business District of Longmont center which also includes the Main Street transit Revitalization Area. Building off the previous 2006 effort, this plan will provide specific design guidelines and implementation strategies as well as financial tools that will provide a framework to guide reinvestment in this area. A specific goal of this plan is to develop specific strategies to assist property and business owners to respond to local economic opportunities that result in local investment and job creation.

Project recommendation committee finding: Not recommended for funding.

ATTACHMENT 1

Sponsor: City of Louisville

Federal amount requested: \$76,000

Local match committed: \$19,000

Proposed Study: Downtown Louisville Parking Structure Study

Type: Next Step

Proposal Summary: The study area is located in Downtown Louisville, roughly bounded by South Street, Highway 42, Elm Street, and Main Street. The proposed project is seeking grant funding to conduct the structure assessment which would determine if and when a structure is needed, where it should be placed, and financing structures to pay for construction and maintenance. This study is projected to assist in resolving Louisville's parking problems that would enhance its attractiveness as a regional destination and change the dynamics of development in the designated urban center and northwest rail station area.

Project recommendation committee finding: Not recommended for funding.

Sponsor: Town of Parker

Federal amount requested: \$90,000

Local match committed: not listed

Proposed Study: Downtown Parker Urban Center Parking Implementation Strategic Plan

Type: Next Step

Proposal Summary: The proposed area of this study is located in the historic core of Parker and is the only location in the Town that was laid out prior to the dominance of the car. Although the Town has a relatively large amount of public parking, one of the chief concerns that residents shared during the Mainstreet Master Plan outreach in 2014 was lack of parking. The goals of this parking implementation strategy plan will be to establish direction on short term parking management, event parking, long term parking, bicycle parking and Transportation Demand management tools. The expectation of the plan is that it will provide professional direction to make important political decisions regarding these stated issues.

Project recommendation committee finding: Not recommended for funding.

Sponsor: Regional Transportation District

Federal amount requested: \$200,000

Local match committed: \$200,000

Proposed Study: RTD First and Final Mile Strategic Plan

Type: Area Planning

Proposal Summary: The proposed study area is within the Regional Transportation District boundary including all existing and future station areas, transit facilities, and urban centers except for the Downtown Castle Rock urban center. The primary purpose of this study is to define strategies and policies to improve multimodal transportation infrastructure investments at RTD transit facilities that will expand the transit catchment area, with the ultimate goal of increasing ridership. In addition, this project will also recommend guidelines and policies that optimize first and final mile connectivity for future transit projects.

Project recommendation committee finding: Not recommended for funding.

ATTACHMENT 2

STAMP/UC Set-aside Project Review Panel Fiscal Years 2016-2017

Panel Member	Organization
Jenny Axmacher	City of Commerce City
Rick Muriby	City of Golden
Steve Hebert	City of Lone Tree
Lauren Masias	Denver South EDP
Patrick McLaughlin	RTD
Heather Lamboy	Town of Castle Rock

STAMP/UC Set-Aside Project Recommendations

Fiscal Years 2016-2017



We make life better!



STAMP/UC Set-Aside Overview

- STAMP/UC set-aside included in 2016-2021 TIP
- Funding over 2 year period (FY's 16-17)
- Studies create local visions and action strategies that assist in the implementation of Metro Vision.
- Four types of planning studies eligible through this funding mechanism:
 - Urban Center Study/Station Area master Plan (original)
 - Next Steps Study
 - Corridor-wide Plan
 - Area Planning and Implementation Strategies



STAMP/UC Set-Aside Overview

- Eligible sponsors include local member governments, RTD and non-profits (e.g. TMAs/BIDs)
 - Non-profits must provide letters of support from impacted jurisdictions
- DRCOG Board approved the STAMP/UC process April 15, 2015
 - Project Selection Committee to recommend projects
- Call for projects beginning of May

Applications Received

- July application deadline
- 17 applications received
- Submitted by jurisdictions, TMAs, & RTD



FY 2016 and 2017 Urban Center Study/Station Area Master Plan Application

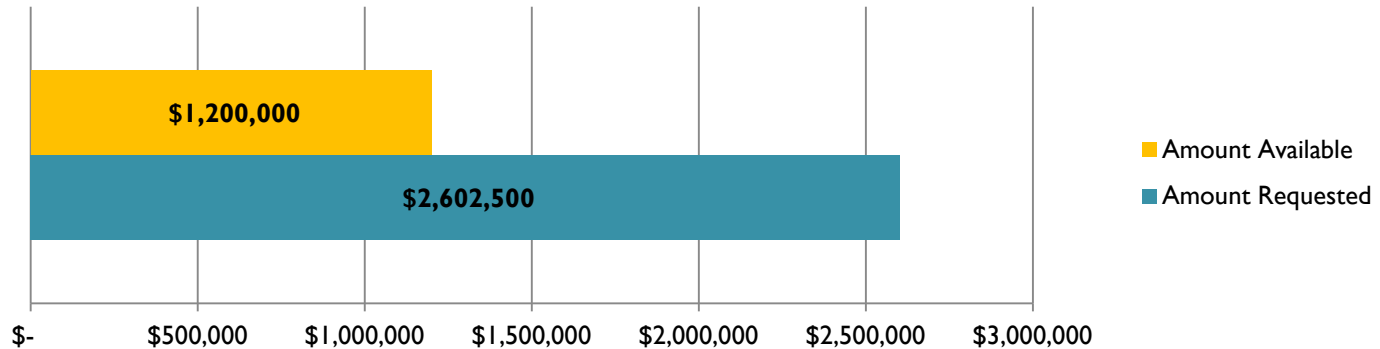
(Application is due July 17, 2015)

Part I: GENERAL PROJECT INFORMATION	
Sponsor:	
<ul style="list-style-type: none"> Contact person/Title: Mailing address: Phone number: Email address: 	
Supporting local governments (if sponsor is 501(c)(3): <i>Note: Non-profits are required to include letter/s of support from impacted local governments.</i>	
Title of proposed study:	
Study area location and boundaries: (Include map in an email attachment.)	
Urban center(s) and/or station area(s) in the proposed study area:	
Type of study applying for: (See Project Eligibility Rules for additional information.)	
<input type="checkbox"/> Creation and adoption of an original station area master plan or urban center study <input type="checkbox"/> Next Step plans/studies to further development of the area if a station area master plan or urban center study was previously developed and adopted <input type="checkbox"/> Corridor-wide studies <input type="checkbox"/> Area planning and implementation activities studies	

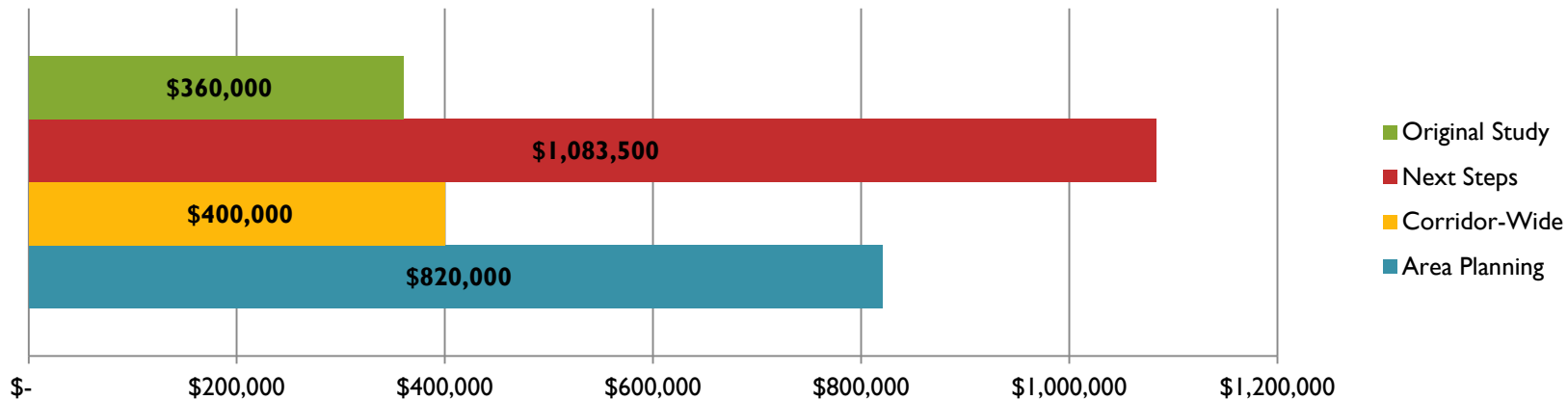
Part II: PROJECT FUNDING REQUEST AND BUDGET	
Total federal request must be at least \$75,000 and a maximum of \$200,000.	
Budget Overview	Fiscal Year pick request year
A. <u>Project Cost</u> (Federal request + Local Match in either FY 2016 or FY 2017) (Tab or click off to generate calculations)	\$
B. Federal Request	\$160,000
C. Local Match	\$40,000

Funding Requests Summary

Applications Received



Requested Funding Breakdown



Review Committee and Selection Process

- Review committee consisted of RTD and representatives from eligible entities that did not request funds
- DRCOG staff provided administrative support to the committee and served as the point of contact for applicants
- Committee evaluated studies individually and met once to deliberate and determine recommendations
- Key considerations in determining recommendations:

- | | |
|--|-----------------------------|
| • Contribution to the vision, goals and policies within Metro Vision | • Innovation & feasibility |
| • Local commitment and ability to implement | • Regional prioritization |
| | • Potential impact |
| | • Panel input and expertise |



Review Committee Recommendations

- Fund 7 projects:
 - 3 next steps, 1 corridor-wide, 2 area, 1 original
 - Total federal funding: \$1,150,000
 - All projects receive full funding amount requested
 - Unallocated federal funding (\$50,000)
- Committee recommendation was unanimous

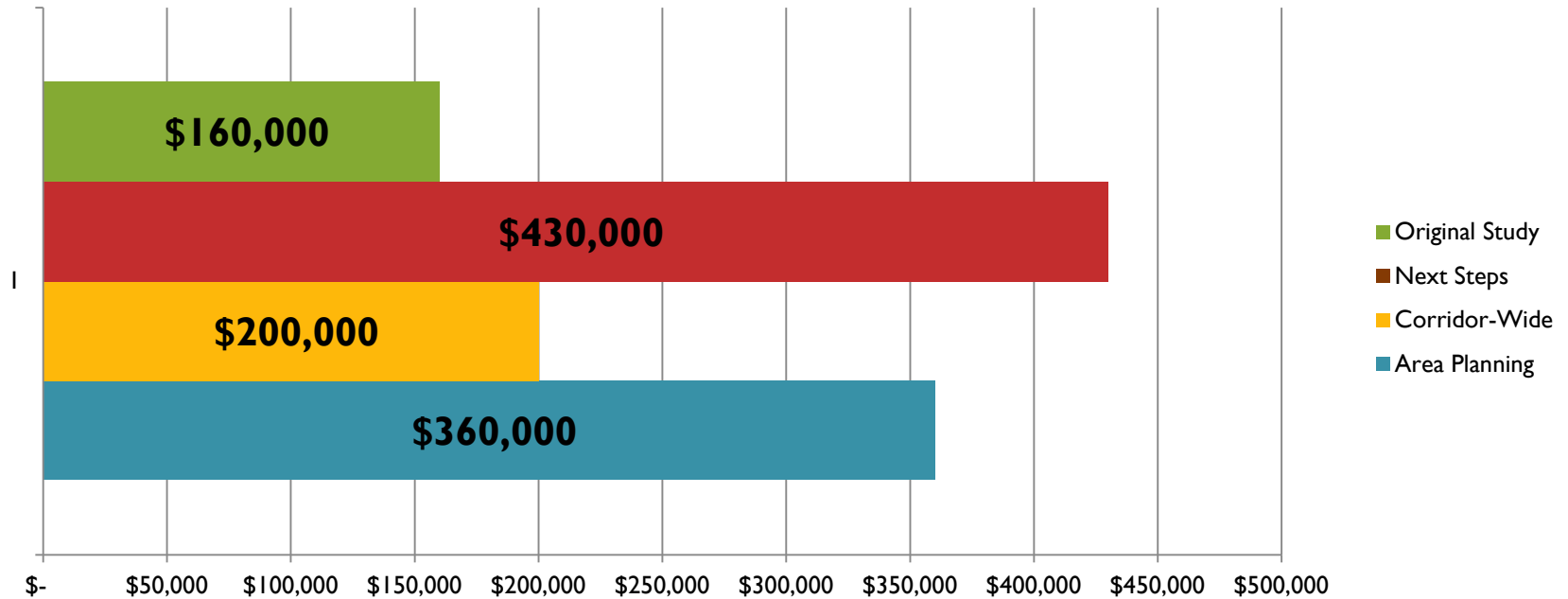
Studies recommended by Review Committee*

Funding Recommendation Summary		
Sponsor	Study Area	Overall
36 Commuting Solutions	Northwest Corridor Bicycle and Pedestrian Final Wayfinding Plans and Sign Design	Recommended
City of Arvada	Gold Line Kipling Ridge Station	Recommended
City of Aurora	Aurora City Center Train/Traffic and Transportation Network Study	Recommended
City and County of Denver (Public Works)	National Western Center Parking and Transportation Management Study	Recommended
City of Longmont	Main Street Corridor Plan	Recommended
City of Thornton	North Thornton and Highway 7 TOD Master Plan	Recommended
Transportation Solutions	Multi-Station Plan and Mobility Study: Colorado and University Stations	Recommended

*Listed studies were also recommended by the Transportation Advisory Committee (9/28/15) / RTC Recommendations TBD (RTC meets 10/20/15)

STAMP/UC Set-Aside Funding

Recommended Study Type Breakdown



RTD Administration Fee

Each project will incur an administration fee from RTD

- A Fee of \$5,868.57 will be charged to each of the 7 recommended projects
- Example: *Based on a total project cost of \$250,000, the RTD fee is roughly 2.36%*
- The RTD Fee is a deduction of the total project cost (80% from the federal award amount and 20% from the local match amount)



Proposed Motion

Move to approve the attached list of projects for the Station Area Master Plan/Urban Center set-aside for fiscal years 2016 and 2017.



ANY QUESTIONS?

○

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303 480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
October 21, 2015	Action	13

SUBJECT

This item concerns the balance of funds available for Station Area Master Plan/Urban Center Studies (STAMP/UC) set-aside for fiscal years 2016 and 2017.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends offering the remaining balance in the STAMP/UC set-aside (FY16-17) to studies that applied for, but did not receive funds for FY16 or FY17.

ACTION BY OTHERS

N/A

SUMMARY

As described in Agenda Item 12, 17 project applications were submitted for a total request of \$2.66 million in federal CMAQ funds. The approved 2016-2021 TIP Policy provides \$1.2 million in CMAQ over FY 2016 and 2017 (\$600K per year).

The project review panel recommended funding seven studies using \$1,150,000. Assuming the Board concurs with the panel's recommendations a balance of \$50,000 in federal funds will remain unallocated. Staff identified two potential options for the remaining funds and is seeking direction from the Board.

- Option 1: Offer remaining funds to eligible applicants that applied during this round of funding availability, but did not receive funds.
- Option 2: Roll over unallocated funds to next call for studies in about 2 years.

Staff's recommendation for offering the remaining balance in the STAMP/UC set-aside (FY16-17) to studies that applied for, but did not receive funds for FY16 or FY17 is based on two key factors:

- Requests for funding more than doubled funds available – suggesting a significant need among eligible entities for this type of funding
- Local sponsors may get more value out of \$50,000 spent now than in the future

PREVIOUS DISCUSSIONS/ACTIONS

[April 15, 2015](#) - DRCOG Board approved the FY 2016 and 2017 STAMP/UC set-aside process.

PROPOSED MOTION

Move to direct staff to offer any remaining federal funds the Station Area Master Plan/Urban Center set-aside for fiscal years 2016 and 2017 to applicants that did not receive funding.

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director at 303 480-6701 or jschaufele@drcoq.org; or Brad Calvert, Metro Vision Manager, Regional Planning and Operations at 303 480-6839 or bcalvert@drcoq.org.

ATTACH G

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303 480-6701 or jschaufele@drco.org

Meeting Date	Agenda Category	Agenda Item #
October 21, 2015	Action	14

SUBJECT

Approval of projects recommended by the Project Review Panel to be funded in the Regional Travel Demand Management (TDM) set-aside for fiscal years 2016 and 2017.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the projects proposed by the TDM Set-aside Project Review Panel.

ACTION BY OTHERS

October 20, 2015 - RTC will act on a recommendation.

[September 28, 2015](#) - TAC recommended approval of project list for FY 2016 and 2017 Regional TDM set-aside.

SUMMARY

Eighteen project applications were submitted requesting a total amount of \$3.24 million. A total of \$2.33 million is available. Of the 18 project applications received, 5 were infrastructure requesting \$1.12 million in total; 13 were non-infrastructure, requesting \$2.12 million.

Eleven projects are recommended by the Project Review Panel to receive funding (Attachment 1). Of the 11 projects recommended, 4 are infrastructure and 7 are non-infrastructure.

The panel, comprised of TDM and other regional partners (Attachment 2), met twice in person and once via conference call to review, discuss, and rank projects to recommend to the DRCOG TAC for funding. The recommendation of the panel was unanimous.

Target amounts were established in the *Transportation Improvement Program* (TIP) and used as a basis for the Panel's recommendations: \$800,000 for multimodal supportive infrastructure and \$1.28 million for TDM marketing/outreach types of projects.

The panel considered the scores of projects as well as other factors (such as panel input and expertise, quality of the applications, clarity of project scopes, level of support from impacted agencies, and duplication of efforts) to develop the recommended project list. The panel also recommended one project be placed on a waitlist at a reduced funding level with associated scope modifications.

Upon approval by the Board, an administrative modification to the TIP will be conducted to amend the selected projects into the 2016-2021 TIP. Per the adopted TIP Policy, staff will also reflect in the administrative modification the continuation of funding through the regional TDM "partnership" at the level of \$80,000 per fiscal year 2016 and 2017 for each of the following Transportation Management Organizations:

- 36 Commuting Solutions
- Boulder Transportation Connections

- Denver South TMA
- Downtown Denver Partnership
- Northeast Transportation Connections
- Transportation Solutions
- Smart Commute Metro North

PREVIOUS DISCUSSIONS/ACTIONS

[April 15, 2015](#) DRCOG Board approved the Regional TDM set-aside process for FY 2016 and 2017.

PROPOSED MOTION

Move to approve the attached list of projects and associated waitlist for the Regional TDM set-aside for fiscal years 2016 and 2017.

ATTACHMENTS

1. Table 1 - Recommended TDM Set-aside Project List
2. Table 2 - TDM Set-aside Project Review Panel
3. Staff Presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303 480-6701 or jschaufele@drcog.org; or Melina Dempsey, Transportation Planner, at 303 480-5628 or mdempsey@drcog.org.

Table 1

Project Review Panel Recommendations - FY 2016-17 DRCOG Regional TDM Set-aside

(September 28, 2015)

Project ID #	Sponsor Agency	Project Title	Project Description	Total Score	CMAQ Funding Request	Recommended Funding
INFRASTRUCTURE PROJECTS						
2	Aurora (City of)	Bike-n-Ride Storage Facilities: Aurora and East Line	Install 3 secure bike parking shelters at Iliff, Peoria and Central Park transit stations. Includes marketing and outreach.	66	\$300,000	\$300,000
1	36 Commuting Solutions (TMA)	Bike-n-Ride Shelters: Broomfield/Sheridan Stations	Install 2 Bike-n-Ride secure bike parking shelters at the Sheridan and Broomfield transit stations. Includes marketing and outreach.	65	\$258,623	\$258,623
3	Boulder County	Real-Time Signage Project: Boulder County	Install and market 5 Public Information Display (real time arrival information) signs throughout Boulder County.	62	\$300,000	\$257,935
5	Golden (City of)	Bike Library: City of Golden	Implement Bike Library in Downtown Golden and bike parking cages at CSM and at West Corridor rail station. Fleet of 60 bikes to accommodate various ages/abilities.	55	\$164,144	\$164,144
4	Englewood (City of)	Shared Bicycle/Parking Lanes: Dartmouth Avenue ⁽¹⁾	A shared bicycle/parking lane treatment for Dartmouth Avenue from Inca Street to Clarkson Street.	54	\$100,000	\$0
					Subtotal:	\$980,702
NON - INFRASTRUCTURE						
15	Groundwork Denver	Community-Based Social Marketing Project: West/North-Central Denver and Commerce City ⁽²⁾	Community-based marketing program focusing on populations not typically served by traditional TDM projects, such as lower-income and Spanish-speaking residents.	69	\$238,493	\$238,493
13	eGo Carshare	Multi-modal Access Pass Marketing Campaign and Fleet Expansion	1) Carshare marketing campaign with a multi-modal access pass emphasis and, 2) 3 new carshare vehicles in locations in Denver and Boulder.	68	\$111,767	\$111,767
14	Groundwork Denver	New TMA (Strive to Not Drive)	Establish a new TMA to support and promote transportation choices for residents and businesses in the north and west neighborhoods of Denver.	67	\$80,305	\$0
9	Bike Denver	Ambassador Program	Education and encouragement program to increase bicycling trips in Baker, Five Points, and other parts of Denver.	65	\$248,369	\$248,369
18	Walk Denver	Wayfinder Academy	Conduct two 7-month academies to engage Denver residents to be leaders and agents for change toward "car-lite" lifestyles.	64	\$144,550	\$144,550
17	Transportation Solutions	Access Cherry Creek/Access Colorado Boulevard	Outreach and assistance to retail, hospitality and service employees who drive alone in Cherry Creek and Glendale areas.	63	\$248,370	\$200,000
16	RAQC	Every Trip Counts - Smart Commute Metro North	Incentives and education program during the summer ozone months in the Smart Commute Metro North TMA area.	61	\$286,364	\$286,364
12	Community Cycles	Community Multi-modal Transportation Center	Promotion of non-SOV travel to Boulder Junction residents, workers and visitors. Includes a multi-modal resource center and a bike library program.	61	\$124,235	\$124,235
7	36 Commuting Solutions (TMA)	Casual/Dynamic Pilot Ridesharing (US 36) ⁽³⁾	Casual/dynamic ridesharing (using a Smartphone app) to match riders in both real-time and in advance.	61	\$206,975	Waitlist \$150,000
6	36 Commuting Solutions (TMA)	Instant Ridesharing Pilot Program (US 36)	Project will offer support for instant ridesharing along US-36; drivers can fill their empty seats and use the US 36 Express Lanes.	61	\$128,315	\$0
11	Boulder Transportation	Overcoming Barriers to Ride Matching	Outreach program to encourage commuters to use non-SOV travel options.	59	\$102,630	\$0
10	Boulder County	Real-time Marketing Campaign	Outreach and education about RTD's new real-time system to residents and employees in Boulder County.	59	\$99,840	\$0
8	Arvada (City of)	Gold Line Trips Count (GLTC)	Marketing program to promote bicycling, walking, transit, and carpooling to commuters arriving at the Gold Line (Olde Town) Station.	56	\$100,000	\$0
Footnotes: (1) Project type is ineligible. Primary function is a parking lane. (2) Groundwork Denver's preferred project. (3) 36 Commuting Solutions indicated they only wanted to pursue one non-infrastructure project (Project 6 OR 7).					Subtotal:	\$1,353,778
					Amount Available	\$2,334,480
					Funding Total	\$2,334,480

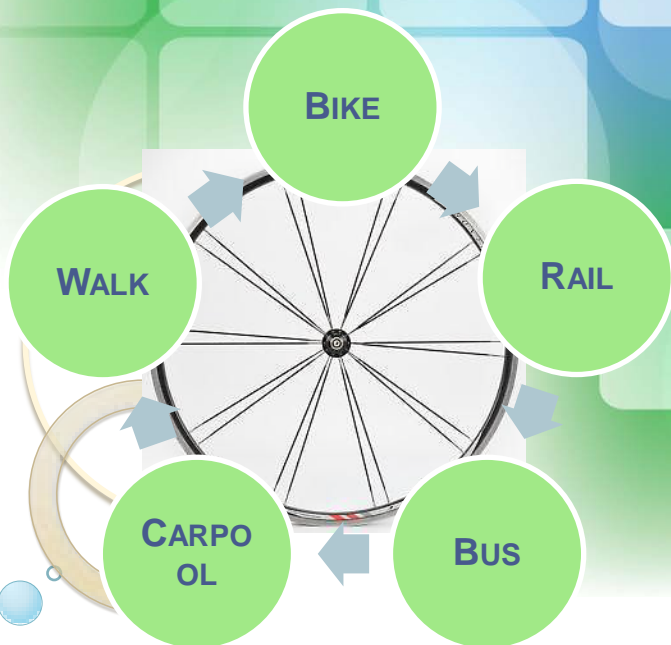
Table 2**TDM Set-aside Project Review Panel
Fiscal Years 2016-2017**

Panel Member	Organization
Ted Heyd	Bicycle Colorado, TAC
Betsy Jacobsen	CDOT
Dave Baskett	City of Lakewood, TAC
Aylene McCallum	Downtown Denver Partnership (TMA), TAC
Melina Dempsey-Steve Cook	DRCOG-Transportation Planning and Operations
Steve Erickson	DRCOG-Way to Go
Genevieve Hutchinson	RTD
Steve Klausing	Southeast Connections (TMA), TAC

*Non-voting: Doug Rex, DRCOG; Aaron Bustow, FHWA

Travel Demand Management (TDM) Set-Aside Project Recommendations

Fiscal Years 2016-2017





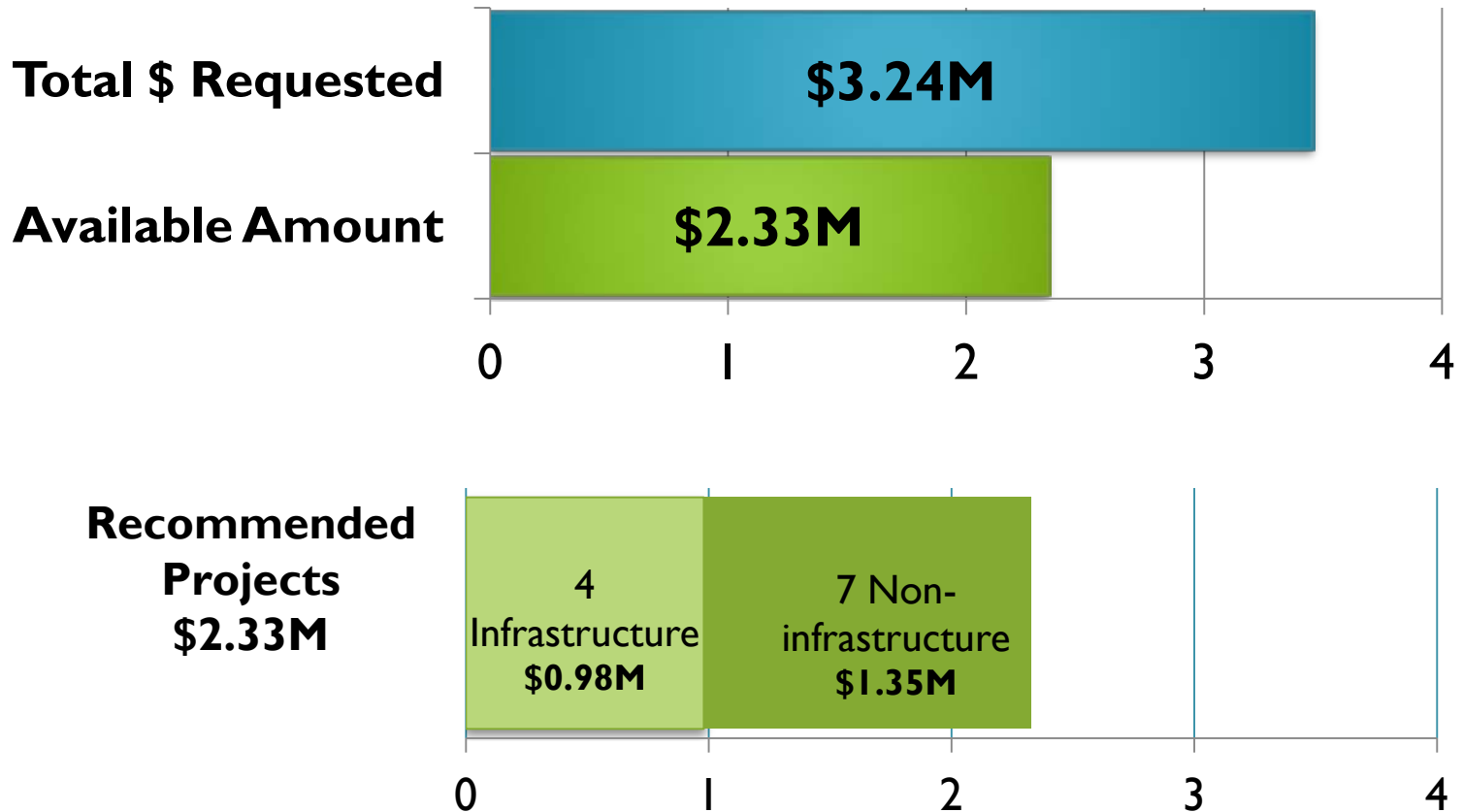
TDM Set-Aside Overview

- TDM set-aside included in 2016-2021 TIP
- Funding for FY's 16-17 with Federal CMAQ \$
- TDM projects reduce SOV travel
- Marketing/outreach projects + small infrastructure*
- Member governments, TMAs, and non-profits eligible
- DRCOG Board approved process in April
 - Project Review Panel to recommend projects

Applications Received

- 18 applications received mid-June (Table 1)
- 5 infrastructure, 13 marketing/outreach
 - Bike parking (secure) at transit stations
 - Bike library (share)
 - Bicycling and walking education/encouragement
 - Carshare vehicles and multimodal access pass marketing campaign
 - Real-time transit signage
 - TDM marketing/outreach – Spanish-speaking and low-income
 - Transit passes
- Multimodal focus in most projects
- Submitted by jurisdictions, TMAs, + TDM non-profits

TDM Set-Aside Funding



Targets:

- \$800,000 for small infrastructure
- \$1,280,000 for marketing/outreach

Review Panel and Scoring Process

- Panel directed to evaluate & recommend projects
- 9 panelists – Table 2
 - 5 TAC Members/Alternates, also 2 non-voting panelists
- Projects scored on 14 criteria
- Panel deliberated projects over 3 meetings
- Considerations for recommendations:

- Base scores
- Panel input and expertise
- Quality of application
- Clarity of scope of work

- Duplication of efforts
- Innovation
- Past experience/performance
- Coordination with partners



Project Review Panel Recommendation

- Funding for I I projects:
 - 4 infrastructure, 7 non-infrastructure
 - \$2.33 million
- Waitlist one project
 -
- Panel recommendation was unanimous

Project Review Panel Recommendations - FY 2016-17 DRCOG Regional TDM Set-aside

(October 20, 2015)

Project ID #	Sponsor Agency	Project Title	Project Description	Total Score	CMAQ Funding Request	Recommended Funding
INFRASTRUCTURE PROJECTS						
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					Subtotal:	\$1,353,778

Footnotes:

(1) Project type is ineligible. Primary function is a parking lane.

(2) Groundwork Denver's preferred project.

(3) 36 Commuting Solutions indicated they only wanted to pursue one non-infrastructure project (Project 6 OR 7).

Funding
Recommended for
TDM Set-Aside
projects Fiscal Years
2016-2017



Motion

Move to approve the attached list of projects and associated waitlist for the Regional TDM set-aside for fiscal years 2016 and 2017

ATTACH H

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303 480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
October 21, 2015	Action	15

SUBJECT

This item concerns air quality conformity modeling associated with proposed 2015 Cycle 2 amendments to the [2040 Fiscally Constrained Regional Transportation Plan](#) (2040 RTP).

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends including the proposed projects listed below in amended air quality conformity modeling networks for the 2040 RTP.

ACTION BY OTHERS

October 20, 2015 – RTC will act on a recommendation.
[September 28, 2015](#) – TAC recommended approval.

SUMMARY

DRCOG amends the 2040 RTP up to twice a year as needed. DRCOG staff started the 2015 Cycle 2 amendment process and received several amendment requests from local governments and CDOT (Attachments 1 and 2-map). The amendments are primarily modifications to projects already included in the 2040 RTP. The regional modeling results will be presented in conformity determination documents which will be the subject of a public hearing and further Board action in early 2016.

Note: [Per adopted Board policy \(January 2009\)](#), CDOT, as the sponsor of the I-70 East (I-25 to Chambers Rd.) managed lanes project amendment, is required to provide additional toll-related information as part of their application submittal (see link below).

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to include all proposed projects shown in Attachment 1 in air quality conformity modeling networks for 2015 Cycle 2 amendments to the *2040 Fiscally Constrained Regional Transportation Plan*.

ATTACHMENTS

1. Draft 2015 Cycle 2 Amendments to *2040 Fiscally Constrained Regional Transportation Plan* (2040 RTP)
2. Map of proposed amendment locations

Link: [Additional required tolling information](#) for I-70 amendment

ADDITIONAL INFORMATION

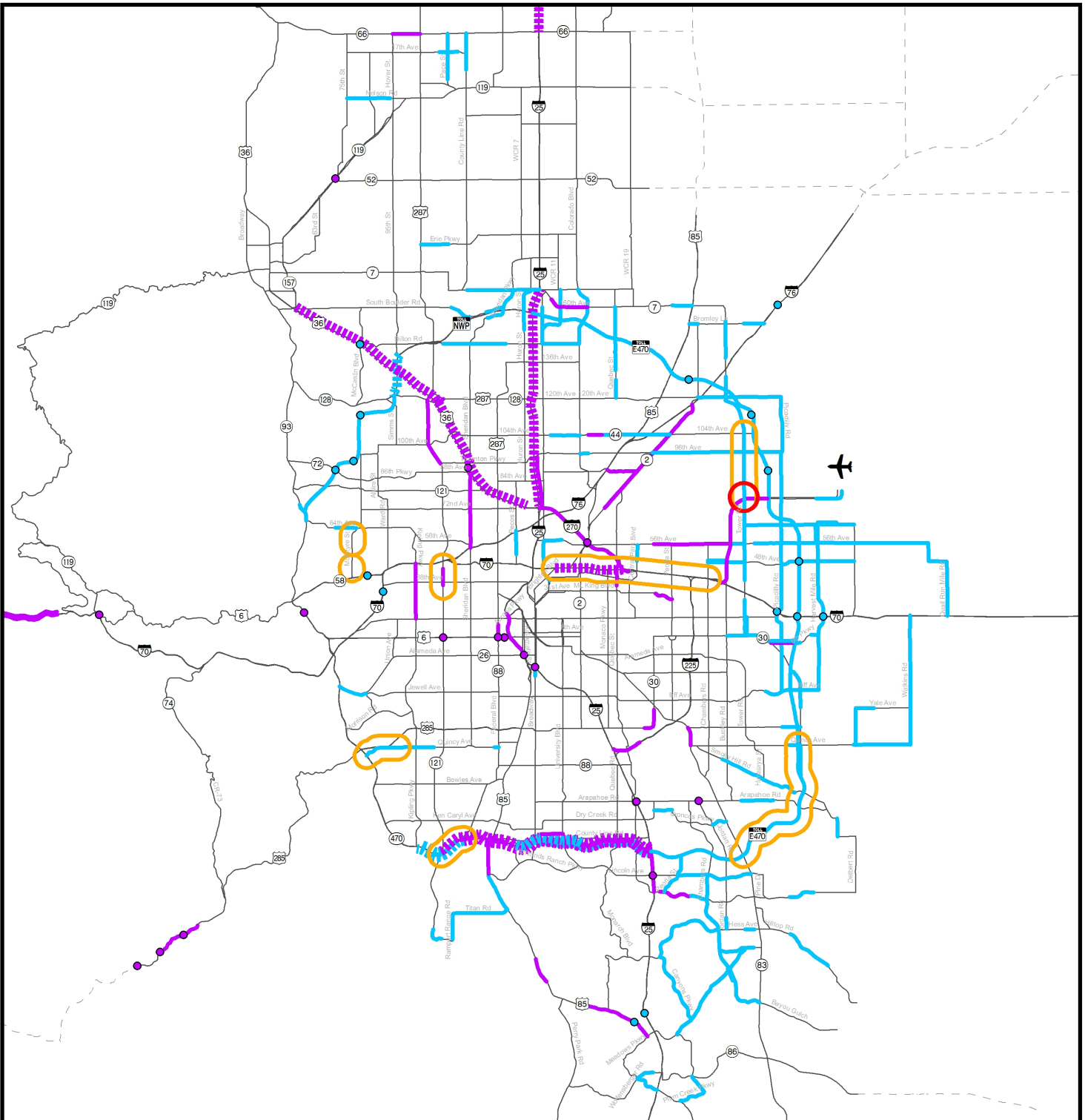
If you need additional information, please contact Jennifer Schaufele, Executive Director at (303) 480-6701 or jschaufele@drcog.org; or Jacob Riger, Long Range Transportation Planning Coordinator at (303) 480-6751 or jriger@drcog.org

ATTACHMENT 1

Proposed 2015 Cycle 2 Amendments to 2040 Fiscally Constrained Regional Transportation Plan (2040 RTP)

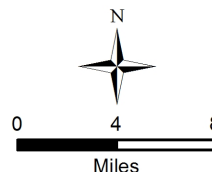
Last Revised: September 3, 2015

Agency	Project/Segment Description	Length (Miles)	Current 2040 RTP Status	Cycle 2 Amendment	Total Proj. Cost Est. (\$mil.)
CDOT	C-470: new managed toll express lanes: • Wadsworth Blvd. to I-25	1.0	Advance eastbound segment (1 lane) from Wadsworth Blvd. to Platte Canyon Rd. to 2015-2024 stage		
CDOT	I-70: new managed lanes (HOV policy TBD) • I-25 to Chambers Rd. (1 new lane in each direction)	9.6	Change scope/limits from 2 managed lanes in each direction (Brighton Blvd. to I-270) to 1 managed lane in each direction (I-25 to Chambers Rd.)		
Commerce City	Pena Blvd./Tower Rd.: construct missing on-ramp to WB Pena	NA	Not in RTP	Add to fiscally constrained network (2015-2024 stage), locally funded	\$3.8
	Tower Rd.: Pena Blvd. to 104th Ave. widening (2 to 4 lanes)	3.5	In 2015-2024 stage (2 to 6 lanes)	Change widening to 2 to 4 lanes, keep in 2015-2024 stage	\$40.5
E-470 Authority	E-470: Parker Rd. to Quincy Ave. widening (4 to 6 lanes)	8.1	In 2025-2034 stage	Advance to 2015-2024 stage	\$80.0
Jefferson County	McIntyre St.: 44th Ave. to 52nd Ave. widening (2 to 4 lanes)	1.0	Not in RTP	Add to fiscally constrained network (2015-2024 stage), locally funded	\$3.5
	McIntyre St.: 52nd Ave. to 60th Ave. widening (2 to 4 lanes)	1.0	Not in RTP	Add to fiscally constrained network (2015-2024 stage), locally funded	\$6.5
	Quincy Ave: C-470 to Simms. St. widening (2 to 4 lanes)	1.9	In 2025-2034 stage	Advance to 2015-2024 stage	\$8.0
Wheat Ridge	Wadsworth Blvd.: 35th Ave. to 48th Ave. widening (4 to 6 lanes)	1.2	In 2025-2034 stage	Advance to 2015-2024 stage	\$31.6



LEGEND

- 2040 RTP Project Locations**
- Add New Lanes**
- Regionally Funded (Purple line with dots)
 - 100% Locally Derived (Blue line with dots)
- Add Managed Lanes**
- Regionally Funded (Purple dashed line)
 - 100% Locally Derived (Blue dashed line)
- Amendment Locations**
- Roadway (Orange circle)
 - Interchange (Red circle)



SOURCE DATA:
Enter all data sources here, included base map information

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

Projection: State Plane Colorado Central, NAD 83 (feet)

ATTACH I

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303 480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
October 21, 2015	Action	16

SUBJECT

Draft letter to the U.S. Environmental Protection Agency regarding background ozone and transport.

PROPOSED ACTION/RECOMMENDATIONS

Direction to staff.

ACTION BY OTHERS

N/A

SUMMARY

At the September meeting, the Board discussed the pending new federal ozone standard and the concern the rule change does not adequately address background ozone levels (naturally occurring and/or transported from other states and countries), which accounts for 60-80 percent of the ozone in Colorado on high ozone days. On October 1, EPA set the standard at 70 parts per billion (ppb), but did not include any additional guidance on background ozone.

At the Board's direction, staff has drafted the attached letter to EPA expressing the importance of accelerating the discussion of background ozone.

PREVIOUS DISCUSSIONS/ACTIONS

[September 16, 2015](#) Board of Directors

PROPOSED MOTION

Move to direct staff on air quality issue related to background ozone and transport

ATTACHMENT

Draft letter to the Environmental Protection Agency regarding background ozone levels

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director at 303 480-6701 or jschaufele@drcog.org; or Douglas W. Rex, Director, Transportation Planning and Operations, at (303) 480-6747 or drex@drcog.org.

October XX, 2015

The Honorable Gina McCarthy
Administrator
U.S. Environmental Protection Agency
Office of the Administrator
Mail Code 1101A
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Dear Administrator McCarthy:

On behalf of the Denver Regional Council of Governments (DRCOG), the metropolitan planning organization for the greater Denver area, I write this letter to urge you to accelerate a meaningful national conversation about background ozone and transport. DRCOG strongly supports clean air objectives and has a long track record of implementing programs and activities that have positively impacted air quality along Colorado's Front Range.

Colorado, like most western states, experiences higher background ozone levels than found in the east. The Western States Air Resources (WESTAR) letter to the United States Environmental Protection Agency (USEPA), dated March 16, 2015, includes detailed study of background ozone in the western United States. The Colorado Department of Public Health and Environment (CDPHE) notes Colorado's background levels are often higher than 50 parts per billion (ppb) with the majority coming from upwind and international sources. The USEPA's own document *Additional Information for States Regarding Background Ozone* supports this, showing the Denver area with the highest background influence out of the 12 major U.S. urban areas studied, with over 55% of ozone coming from background sources on days in which 8-hour ozone exceeded 60 ppb.

While the Denver region has taken significant steps to minimize emissions from local sources, Colorado has no ability to impose restrictions on sources outside of its jurisdiction. As a result, we believe that, in addition to further emissions reductions in the Denver area, it is important to reduce the transport of ozone into the area since a majority of daily ozone comes from elsewhere. We encourage USEPA to provide guidance to states on implementing section 179B of the Clean Air Act related to international transport. In addition, the Clean Air Act's "Good Neighbor" provision (section 110(a)(2)(D)(i)(I)) requires EPA and states to address interstate pollution that interferes with the attainment and maintenance of the national ambient air quality standards protecting public health. We encourage EPA to analyze how the "Good Neighbor" provisions will be applied to create regional emissions reduction programs for the West.

DRCOG recognizes EPA's statutory responsibility to revise the ozone NAAQS on October 1, 2015, announcing a revised ozone standard of 70 ppb. Implementation of the standard, however, will require a much better understanding of the role of background ozone, and we

We make life better!



request that EPA provide the resources needed to advance this discussion and our knowledge in these areas. Additionally, we encourage EPA to evaluate whether elevated background levels in the western states warrant an implementation strategy distinct from strategies deployed in the eastern states, where background ozone levels are not as high.

DRCOG is proud of its beautiful natural environment and remains committed to upholding the Denver region as one of the most desirable places to live, work and play. We look forward to working with you on this very important issue.

Sincerely,

Jennifer Schaufele
Executive Director

DRAFT

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303 480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
October 21, 2015	Informational Briefing	17

SUBJECT

Summary of draft DRCOG's *2014 Annual Report on Roadway Traffic Congestion in the Denver Region*.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

As a component of DRCOG's federally required congestion management process, annual reports on traffic congestion have been prepared since 2006. Like previous reports, the *2014 Annual Report on Roadway Traffic Congestion in the Denver Region* presents information on vehicle miles traveled, performance measures, locations of congestion, multimodal strategies in the congestion toolkit, and recent projects. In addition, this year's report highlights a comparison of the Denver region with other metro areas.

Staff will summarize the draft report and solicit feedback at the Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Staff Presentation

Link: Draft [2014 Annual Report on Roadway Traffic Congestion in the Denver Region](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director at 303 480-6701 or jschaufele@drcog.org; or Robert Spotts, Senior Transportation/Air Quality Planner, at (303) 480-5626 or rspotts@drcog.org.

2014 Annual Report on Roadway Traffic Congestion in the Denver Region



Board Oct. 21, 2015



There will always be some level of traffic congestion – any part of region

- Congestion can be sign of healthy economy



DRCOG's Annual Congestion Report

- Prepared since 2006
- Federal Congestion Management Process:
 - Performance of system, ID causes, strategies
 - Data collection program, ID locations
 - Benefits of proposed strategies and completed projects
 - Implementation schedule (RTP and TIP projects)
- DRCOG's Congestion Mitigation Program (3 As)

3 A's of Congestion Mitigation





Typical Weekday in Denver Region

- 13 million **person** trips
 - 110 million miles



- 11 million **vehicle** trips
 - 75 million miles (VMT)



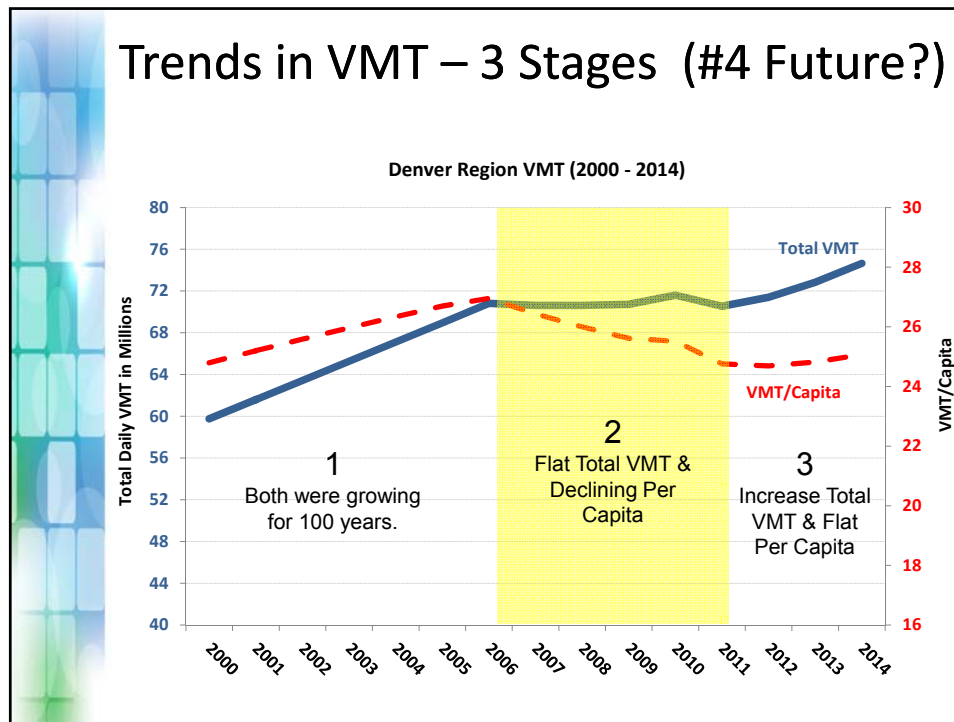
- 3.8 million gallons of petroleum **fuel**
 - 5 quarts per capita



- 180 reported traffic **crashes**



Trends in VMT – 3 Stages (#4 Future?)

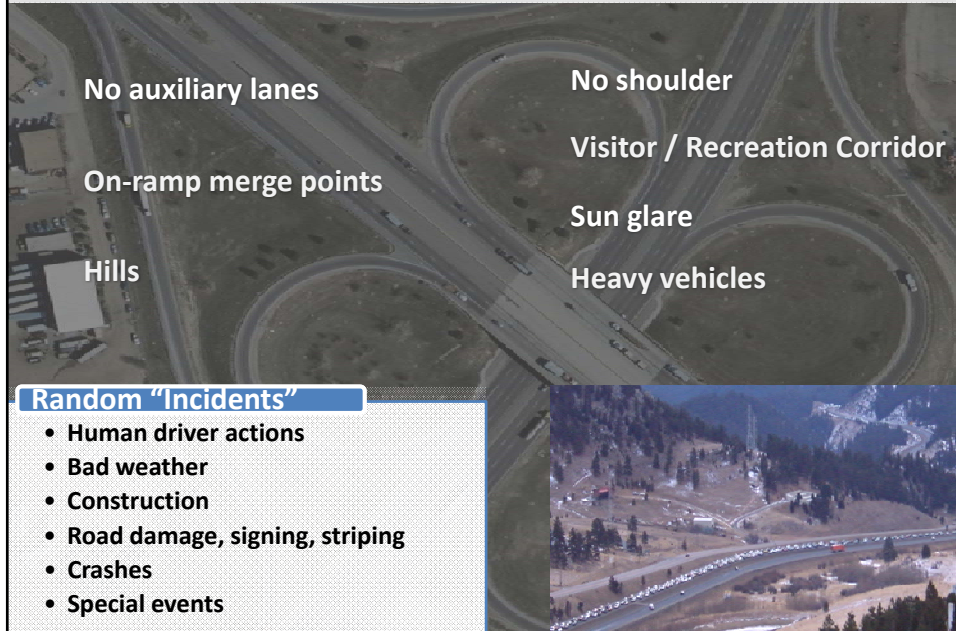


Vehicle Volume and Capacity

- Principal cause of congestion:
 - Physical limitations of space and time
 - Quantity of vehicles



What factors affect freeway carrying capacity?



No auxiliary lanes

On-ramp merge points

Hills

No shoulder


Visitor / Recreation Corridor

Sun glare

Heavy vehicles

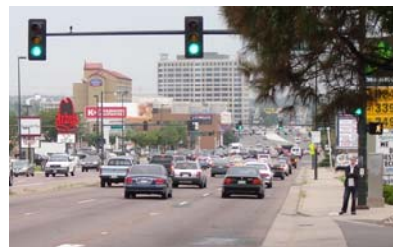
Random "Incidents"

- Human driver actions
- Bad weather
- Construction
- Road damage, signing, striping
- Crashes
- Special events



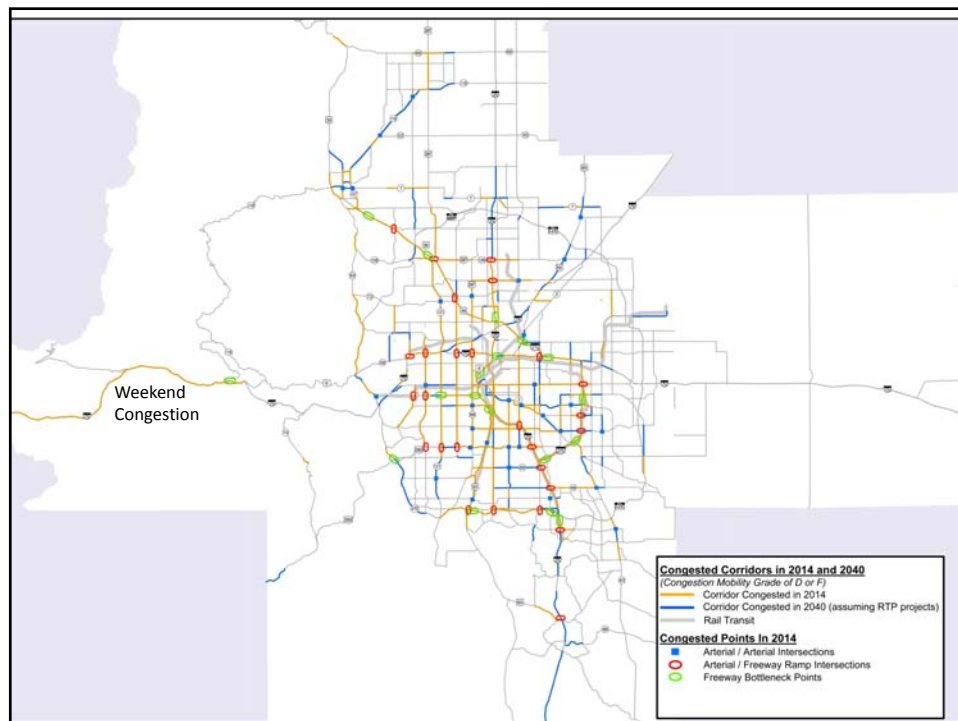
What factors effect arterial street carrying capacity?

- **Traffic signals**
- **Non-signalized access points**
- **Median treatment**
- **Hills**
- **Heavy vehicles**
- **On-street parking**
- **Transit activity**
- **Pedestrian activity**
- **High # visitors, tourists, recr.**



DRCOG Congestion Measures – 5 Types

- **Duration**
 - “THE ROAD IN FRONT OF MY BUSINESS WAS CONGESTED FOR **MORE THAN 5 HOURS** YESTERDAY!”
- **Severity**
 - “I WAS STOPPED IN TRAFFIC FOR AT LEAST **HALF** OF MY DRIVE HOME LAST NIGHT!”
- **Magnitude**
 - “THERE WERE THOUSANDS OF CARS STUCK IN TRAFFIC. WE **ALL** WASTED SO MUCH TIME!”
- **Variation**
 - “I HAVE TO DRIVE MY SON TO A SOCCER GAME RIGHT DURING RUSH HOUR TODAY. IT’S GOING TO TAKE A LOT **LONGER** THAN ON SATURDAY!”
- **Reliability**
 - “ANOTHER CRASH **SHUT DOWN THE ROAD**, AND I COULDN’T MAKE MY DELIVERY IN TIME!”



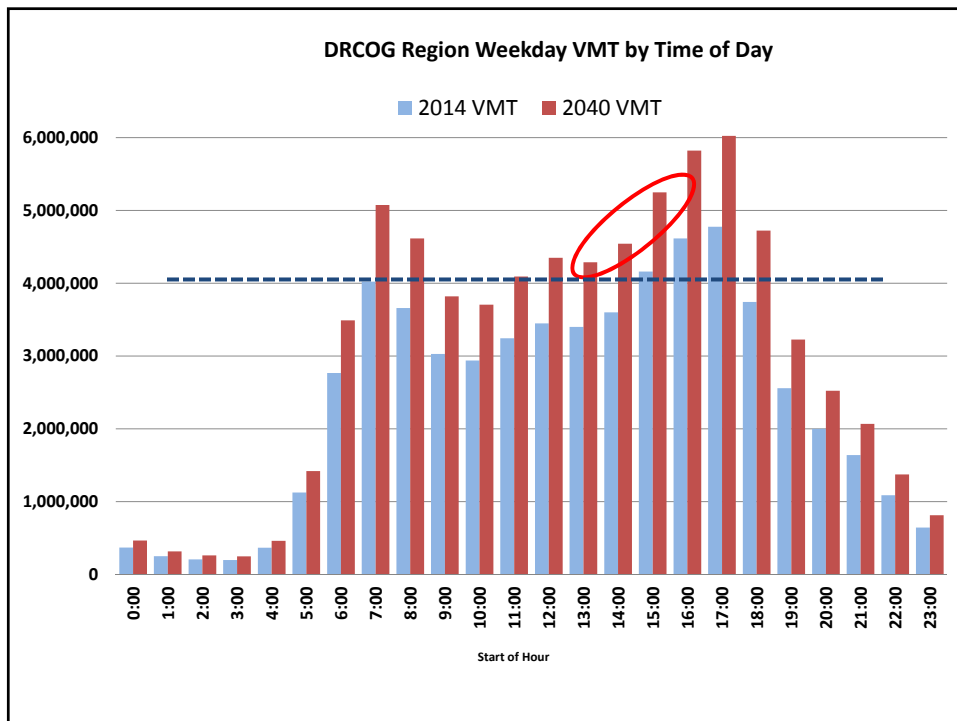
Regional System Forecasts

- Forecasts of travel for 2040 not as high as previous
- Still significant growth through 2040 in:
 - Number of roadways experiencing congestion
 - Amount of travel delay per person
 - Population: + 1.2 million
 - Jobs: + 550,000

Table 1 of Report

Regional Roadway System	2014		2040		% Change between 2014 and 2040
	Average Weekday	Annual Total Estimate (1)	Average Weekday	Annual Total Estimate (1)	
Vehicle Measures:					
Vehicle Miles of Travel	57,652,000	19,486,372,000	72,738,000	24,585,320,000	26%
Vehicle Hours of Travel	1,312,000	443,596,000	1,917,000	647,913,000	46%
Average Travel Speed (mph)	44	n.a.	38	n.a.	0%
Vehicle Hours of Delay	209,000	70,753,000	532,000	179,725,000	154%
Travel Delay Per Driven Registered Vehicle (7 minutes	41 hours	13 minutes	74 hours	80%
Travel Delay Per Household	11 minutes	60 hours	18 minutes	135 hours	124%
Person Measures:					
Person Miles of Travel	77,830,000	26,306,603,000	98,196,000	33,190,182,000	26%
Person Hours of Travel	1,772,000	598,855,000	2,588,000	874,683,000	46%
Person Hours of Delay	283,000	95,516,000	718,000	242,628,000	154%
Travel Delay Per Resident	6 minutes	32 hours	10 minutes	57 hours	78%

Regional Roadway System					
Other:					
Percent of Travel Time in Delayed Condition:	16%	n.a.	28%	n.a.	n.a.
Travel Time Variation (peak vs. off peak)	1.22	n.a.	1.36	n.a.	n.a.
Lane Miles of Roads Congested for 3 + Hours (Percent of total Lane Miles)	1,519 21%	n.a. n.a.	2,291 31%	n.a. n.a.	65% n.a.
Economic Costs:					
Commercial Vehicles (3)	\$1,200,000	\$388,800,000	\$4,200,000	\$1,405,300,000	261%
Passenger Vehicles (3)	\$2,300,000	\$769,800,000	\$5,600,000	\$1,902,000,000	147%
Total Cost of Delay	\$3,400,000	\$1,158,700,000	\$9,800,000	\$3,307,300,000	185%
Transit and Other Regionwide Measures:					
Total RTD Transit Boardings	344,000	n.a.	826,000	n.a.	140%
Rail Transit Boardings	70,000	n.a.	258,000	n.a.	267%
RTD Park n Ride Parking Space Utilization (out of 32,011 spaces)	61%	n.a.	n.a.	n.a.	n.a.
Modeled Bicycle and Walking Trips	834,000	n.a.	1,244,000	n.a.	49%
Traffic Crashes (2012)	175	59,250	n.a.	n.a.	n.a.



Traffic Engineering Dynamics / Shockwaves (video)

- [Traffic Waves](#)
- [Shockwaves](#)

I-25 Freeway Shockwave (video)



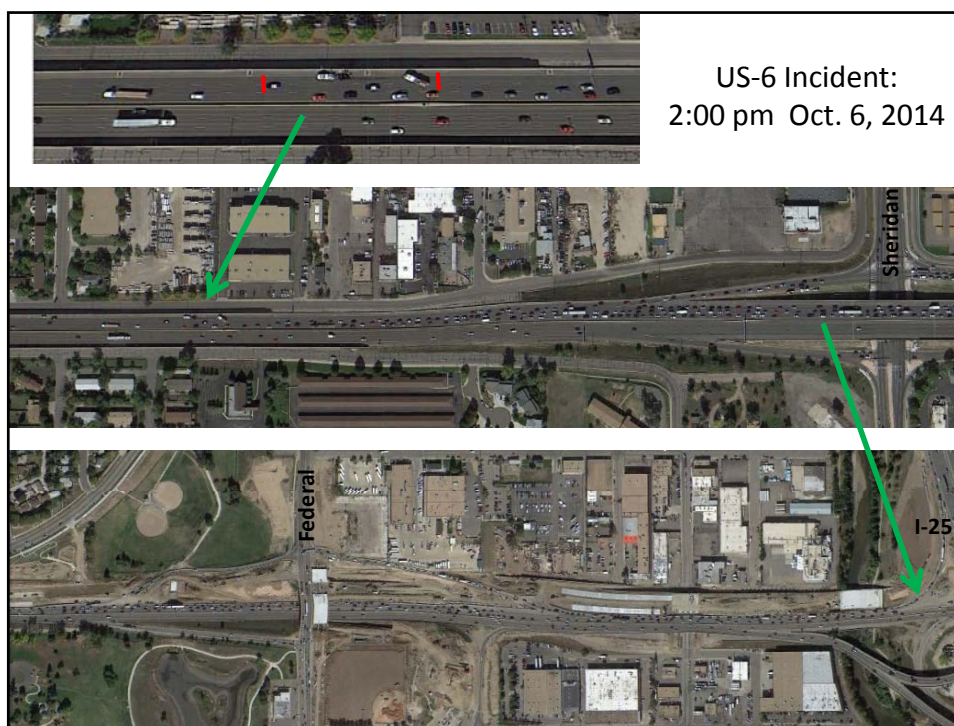


Table 2
Comparative U.S. Metro Areas

Metro Area	Metro Population Rank	Texas Transportation Institute Congestion Rank*			INRIX Congestion Index Rank**
	2014	2003	2011	2014	2014
Chicago	3	5	10	11	11
Dallas	4	13	11	15	21
Austin	35	12	10	11	4
Seattle	15	16	9	5	8
Denver/Boulder	18	17	14	19	19
<i>Denver UA only</i>	21	11	10	17	
Phoenix	12	19	38	18	30
Portland	24	22	11	9	12
Las Vegas	30	25	22	24	28
Salt Lake City	48	34	57	56	55
Albuquerque	59	46	73	67	88
Kansas City	29	59	68	63	69
Cleveland	31	71	50	65	53

* Average of two Texas Transportation Institute measures of congestion: Annual Delay per commuter and Travel Time Index. 2015 Urban Mobility Scorecard

** INRIX 2014 Scorecard

"Avoid" Congestion or Bad Weather

I-70 East
Image time stamp: Tue Oct 02 13:01:12 MDT 2007



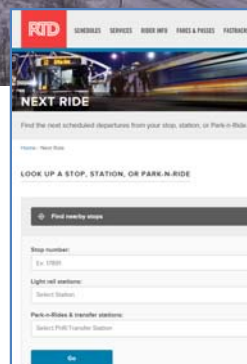
I-70 East
Image time stamp: Wed Nov 21 08:01:10 MST 2007



Route Description	Travel Time at posted speed and	Estimated Travel Time (minutes)	Speed (mph)
Vail to Copper	16		
Copper to Frisco	5	6	40
Frisco to Silverthorne	3	5	43
Silverthorne to Tunnel	8	12	40
Tunnel to Georgetown	13	18	45
Georgetown to US 40/Empire	4	6	45
US 40/Empire to Idaho Springs	6	8	52
Idaho Springs to Evergreen Parkway	11	12	59
Evergreen Parkway to DENCO-470	9	9	56
DENCO-470 to Ward Road	5	5	62
Ward Road to I-70/Wadsworth	2	2	64
I-70/Wadsworth to I-25	5	5	55
I-25 to I-270	5	5	54
I-270 to I-225	3	3	55

Legend

0-15 MPH
 15-25 MPH
 25-50 mph
 over 50 mph



"Adapt"



“Alleviate” some congestion delays?

Interchange/Roadway Projects:

- Reconstruct Colfax Avenue @ I-225 interchange
- Widen I-225 from Mississippi Ave. to Parker Road
- Widen I-70 Twin Tunnels east of Idaho Springs
- 120th Avenue Extension from US-36 to US-287/Vance St.
- Extend Central Park Blvd. from 47th Ave. to 56th Ave.
- Peak period shoulder managed lane: I-70 EB Clear Cr. Co.
- Add managed lanes/BRT to US-36 from Boulder to I-25
- Add managed lanes to I-25 from US-36 to 120th Ave.
- Reconfigure ramps on US-6 from Federal Blvd. to I-25
- Widen I-25 from Ridgeway PW to County Line Road

MINUTES
ADMINISTRATIVE COMMITTEE
Wednesday, September 16, 2015

Present:

Elise Jones, Chair
Eva Henry
Robin Kniech
Crissy Fanganello
Roger Partridge
Don Rosier
Bob Fifer
Bob Roth
Sue Horn
Ron Rakowsky
Shakti
Phil Cernanec
Jackie Millet
Gabe Santos
Ashley Stolzmann
Herb Atchison

Lone Tree
Adams County
City & County of Denver
City & County of Denver
Douglas County
Jefferson County
Arvada
Aurora
Bennett
Greenwood Village
Lakewood
Littleton
Lone Tree
Longmont
Louisville
Westminster

Others Present: George Teal, Castle Rock; Jennifer Schaufele, Executive Director; Connie Garcia, Executive Assistant/Board Coordinator, and DRCOG staff.

Chair Elise Jones called the meeting to order at 5:30 p.m. with a quorum present.

Move to Adopt the Consent Agenda

Bob Roth **moved** to adopt the consent agenda. The motion was **seconded** and **passed** unanimously.

Items on the consent agenda included:

- Minutes of August 19, 2015
- Resolution No. 15, 2015 authorizing the Executive Director to negotiate and execute a contract in support of the Denver Regional Aerial Photography Project.

Executed Contracts Report – August 2015

There were no contracts to report for August 2015.

Report of the Chair

No report was provided.

Report of the Executive Director

No report was provided.

Executive Session

The Chair convened the Executive Session at 5:35 p.m., and returned to open meeting at 6:38 p.m.

It was **moved** and **seconded** to increase the Executive Director's salary by three percent, retroactive to July 19, 2015, based on merit. The motion **passed** with 10 in favor and 6 opposed.

Other Matters by Members

No other matters were discussed.

Next Meeting

The next meeting is scheduled for October 21, 2015

The meeting adjourned at 6:39 p.m.

Elise Jones, Chair
Administrative Committee
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH L

Johnnie St. Vrain: Bike underpass headed toward Village at the Peaks

Longmont Times-Call

By Johnnie St. Vrain

September 13, 2015

Hi Johnnie: Having just moved across town to enjoy easier bike access to the LoBo trail, I am wondering if there might be a pedestrian/bike underpass planned for Hover near the mall, similar to the underpass planned for Highway 119. Something near the Valvoline oil change would be very convenient.

Even though there is a signal at Bent Way, this is a very busy intersection. Also, can you comment on the sense of humor of the person that named the street intersecting Hover? — Bent Way Hover

Dear Bent Way ...: To your first question, the answer is yes.

"The City is in the process of completing the plans for a new pedestrian underpass that will be located along the Dry Creek Greenway, which is just south of Bent Way," Nick Wolfrum, the city's director of Engineering Services, said in an email reply. "Construction of this new underpass of Hover Street is scheduled to begin this winter and be completed in the spring of 2016. It will allow pedestrians and bicyclists to pass under Hover Street and will connect the Dry Creek Greenway on the west side of Hover Street to the new Village at the Peaks Retail Center." Wolfrum said that the city applied for and received funding from the *Denver Regional Council of Governments* to assist in funding the construction of this project.

The underpass originally was to be [planned in 2013](#) and completed in 2015. I didn't ask Wolfrum about the delay, but I'll go out on a branch and suggest that the flood of 2013 had a lot to do with the delay.

About your second question: It's possible that the developer who named that road pronounced Hover as "Hoover," as some are known to do, and thereby never considered that anyone would find humor in the resulting phrase.

Or maybe the developer had no sense of humor at all, and — limited by municipal code to name the street at "lane" or "way" — went with "Bent Way," and then went on his way.

There's one more possibility, though.

He or she might have known the developer in West Chester Township, Ohio, who named Grinn Drive, which intersects Barret Road.

'Schoolpooling' helps Boulder Valley, St. Vrain Valley school families connect as enrollment, congestion on rise

Colorado Hometown Weekly

By Whitney Bryen

September 16, 2015

Broomfield resident Deanne Kasic rounds the circle drive outside of Peak to Peak Charter School Friday before opening the door to let her own kids and two neighbors out of the back seats.

By the time all four students climb out of the SUV a line has formed behind Kasic — dozens of parents in single-file waiting to do the same.

"It can get crazy if you don't get here early," Kasic said of the traffic. "And afternoons are worse."

Kasic formed a carpool with three other Broomfield families whose kids attend Peak to Peak through an online program called Schoolpool.

Schools opt into the program that is run through waytogo.org, a **Denver Regional Council of Governments** website promoting environmentally-friendly commuting. The Schoolpool page caters to schools across the Front Range, with maps where parents can see which of their neighbors have children attending the same school and contact one another to coordinate carpools.

With record enrollment in the St. Vrain Valley and Boulder Valley school districts, traffic congestion is at an all-time high, making carpools like Kasic's a priority for schools.

Though the official count will not occur until Oct. 1, Boulder Valley spokesman Briggs Gamblin said district enrollment is up about 1 percent this year and open enrollment, which allows students to enroll in any district school that has an opening, is holding steady at about 40 percent.

"We are a very high choice district, which means kids attend schools other than their neighborhood school," Gamblin said. "There's no bus transportation for those students, which means more cars coming in and out during the day."

While fewer St. Vrain Valley students open enroll — about 30 percent — overall enrollment for the district jumped about 2.3 percent, said Planning Director Scott Toillion.

Schoolpool launched in 1993 with seven pilot schools and has grown to 130 schools across the Denver and Boulder metro areas and 16,000 registered families.

All 55 of Boulder Valley's brick-and-mortar schools are signed up for Schoolpool, with 2,265 families on the site, said Steve Erickson, director of communications for Denver Regional Council of Governments.

St. Vrain Valley is still new to the program with eight schools signed up and 652 families registered this year, Erickson said.

Erie High School is currently working with Schoolpool to encourage carpooling and ease increasing traffic, especially in the mornings, said Dean of Students Paul Stecina.

Morning traffic has been at its worst this year, Stecina said, blaming the school's 26 percent open enrollment rate and record freshman class for the traffic jams.

The district sent a drone to Erie during the first week to monitor traffic and the school is testing a one-way drive through system Stecina said has been working better than the previous two-way traffic.

"We have dealt with traffic out front by the time the first bell rings, which not the case in first couple weeks," Stecina said. "It's improving but we need to do more."

Encouraging carpools through Schoolpool is an easy and affordable solution for the school and parents, Stecina said. He hopes Erie High School will be on the website this school year.

The benefits of carpooling go beyond mitigating morning and afternoon traffic for the schools, Kasic said.

Families save gas money by carpooling with neighbors, and parents can often gain an hour or more of free time per week, she said.

"It's really beneficial to have someone else you can rely on to help you," Kasic said. "Maybe you need to switch days for some reason, so you can get things done or just having a couple days a week where you don't have to make the drive can really help out busy families."

For some families, carpooling makes it possible for students to attend their school of choice. Getting Peak to Peak freshman Anya Berchtold to and from school was a nightmare for her working parents, Raimund Berchtold and Susie Smyle.

Anya carpools with four elementary students, including Kasic's children, Charlie and Gabby, five days a week. But she doesn't mind tagging along with the younger crowd.

"It's kind of fun and then I don't have to wait around at the school until 5 o'clock for my parents to come get me," Anya said. "I really like Peak to Peak and this way I can get there everyday and not have to worry about how to get home or what time my mom and dad get off work. It works well."

In growing cities, parking challenges require creative solutions

Rapid Growth Media

By Christina Sturdivant

September 17, 2015

As a new wave of people flood cities to live, work and play, many arrive on four wheels — cars, which are creating massive headaches for city planners and drivers.

Smart cities are looking into reducing parking issues that cause street congestion and wasted time for drivers searching for spaces. Off-street parking isn't a solution: it is costly to build and takes space that could be used for other, more interesting uses.

While some cities are looking into solutions such as parking prices that fluctuate based on demand to ensure a space is always available, others are revamping parking permit policies and updating zoning laws to allow for transit-oriented developments.

Cities that aren't moving fast enough may soon be left in park.

Here's a look at three of cities in the Issue Media Group network that are in the pilot stages of their approaches to mitigating traffic congestion, pricing and overall parking accessibility.

DC navigates curbside demand

This summer in Washington, D.C, if you're going to the Verizon Center for a Wizards game on a Friday night, there's a chance you'll pay a little more to get a curbside parking space steps away from the venue. If you're willing to walk a little farther, you can pay a cheaper rate.

This is part of the pilot program [ParkDC](#), which will address issues of traffic congestion in the city's Chinatown/Penn Quarter area.

"Cruising around the block to find an open parking space can contribute to as much as twenty-five percent of the congestion, so there is recognition now that if you manage your curb space more efficiently, then you'll manage your street congestion more efficiently," says Soumya S. Dey, director of research and technology transfer at the District Department of Transportation (DDOT).

One of the busiest parts of town, the adjacent Chinatown and Penn Quarter corridors are frequented by sports fans, foodies, retail junkies and theater-goers, all within a few blocks. ParkDC's plan will adjust prices of 1,300 parking meters through a demand-based strategy that will consider location, time of day and other factors that dictate how busy the area is at any given time. In other words, the more people who want to park on a given block, the more expensive it will be.

In researching solutions to parking problems across the country, D.C. turned to Seattle's performance-based parking program. Launched in 2011, Seattle's Department of Transportation varied metered parking rates from \$1.00 per hour to \$4.00 per hour, in twenty-three areas throughout the city. After an evaluation period, the city saw outcomes that reflected one of its main goals — to always have at least two parking spaces available per block.

In 2012, Los Angeles launched a similar program to reduce traffic congestion, lower air pollution and make commuting more efficient. [LA Express Park](#) covers 6,000 metered parking spots and 7,500 city-owned lot spaces. While prices range from \$1 to \$6 per hour, the average is \$1.76 per hour, which is lower than the \$1.95 per hour the city charged before the program launched. With its success, the program is expanding to Westwood Village, with plans to extend to Hollywood in 2015, according to the Los Angeles Department of Transportation.

As D.C. gives demand based pricing a shot, perhaps it will lead to its removal from [NerdWallet's Top Ten Worst Cities for Parking your Car](#), which based rankings on high parking prices and theft rates.

Over the past few months, there's been a significant push to get the word out about D.C.'s new program.

"We want to give people information of where available parking spaces are and once they have that information, they don't have to circle around the block to find an open space," says Dey, explaining an interactive app, currently under development, which will help drivers understand parking trends to help their search and estimate how much they would to pay for curbside parking.

For the next three years, Chinatown and Penn Quarter will be laboratories to test technology and concepts for parking in the city before moving forward to other neighborhoods.

Denver's parking hits its limits

In 2014, Denver jumped from No. 16 to No. 6 on Forbes' annual ranking of the 20 fastest growing cities in the nation. The Denver Regional Council of Governments projects a nearly 50 percent increase in residents from 2.6 million in 2005 to almost 3.9 million in 2030.

While an influx of residents will be a major boost for the city's economy, it can be a nightmare for transportation officials. As development ensues, enticing more visitors to the region, there's no way to create a parking space for each new person.

"We recognized early on that we only had a limited number of parking spaces on street and they can be programmed in a lot of different ways," says Cindy Patton, principal transportation planner with Denver Public Works.

The agency's Strategic Parking Plan provides a citywide framework for managing parking, to include five evaluators: demand, location, time, pricing and supply. "All of those things

combined can be used to create an area management plan,” says Patton.

Area management plans are hyper-local initiatives that detail strategies to address the needs of specific neighborhoods. The Baker/Broadway area for instance, has been a commercial corridor for quite some time, with landmarks like The Mayan Theatre and Blue Bonnet Cafe, a 40-year-old Denver institution. In the past few years, the neighborhood has witnessed a resurgence with new nightspots, galleries, coffee houses and independent shops — in addition to newer condos to complement existing Victorian homes, bungalows and duplexes.

With all the new activity, there's little consistency in parking guidelines. Hours and pricing of meters vary, but not in a strategic way.

This year, the first phase of the neighborhood's area management plan launches to create more consistency in parking. All parking meter time limits will be adjusted to two hours (former conditions include a mix of one and two hour parking); hours of operation for parking meters will be standardized; parking meter rates will be adjusted to a consistent \$1.00/hour; and loading zones will be strategically placed for easier maneuvering and less congestion on main roads. Lastly, short-term parking will be increased to support high-turnover businesses like coffee shops, convenience stores, etc.

In the end, planners hope to reduce tension between residents, employers and consumers battling for parking spaces — which can result in not only congestion, but frustration by drivers who may abandon the idea of visiting the neighborhood altogether.

University Circle goes multi-modal

In Cleveland, the University Circle area has long been composed of institutions such as universities, medical centers and cultural venues. As an anchor district, the facilities have sustained the area because of their access to stable employment and creative opportunities.

In recent years, University Circle has emerged as an innovation district where collaboration exists for innovators and a slew of new retail, housing and entertainment options cater to residents and visitors.

Unlike in Denver, new developments haven't reduced the number of parking spaces, but they have made the spaces more difficult to find.

"As you can imagine, when you take a very evident piece of surface parking on a main street and build a mixed-use apartment-retail building on top of it, it can be a little confusing for people who've known about that parking spot for the last ten years. So there has been a period of relearning for visitors, residents and workers," says David Razum, communications manager at University Circle, Inc., a community service organization responsible for the growth of the neighborhood as a premier urban district.

To start, Razum says that placing appropriate signage on the main roads has been extremely effective. There's also been a push for visitors to explore the area's website as a tool to see what

parking is available that might not be directly in front of the venue. Perhaps most importantly, the city has made key investments in transit, streetscapes, bike lanes and bike parking that make it even more attractive for employees not to drive their cars to work.

Razum also sees the new developments as an opportunity for residents to view the neighborhood in a new light. "We build towards what we call a complete neighborhood, where everything you need in day to day life is within a twenty minutes walk. I think it's a convenient, healthy and really gets you outside of your car and makes you interact with your neighborhood a little more," he says.

The city is also upgrading its public transit. A \$200 million investment in the redesign of Cleveland's Euclid Avenue integrated the bus rapid transit system, which connects the business district with University Circle. After opening in 2008, the system "helped transform the neighborhood, restoring Euclid as Cleveland's main street," says Razum.

In August 2014, a ribbon-cutting ceremony was held at the Cedar-University Rapid Station, an \$18 million reconstruction project that revamped the station's former grim facade. The new station "is more attractive, brighter and has helped improve connectivity with the neighborhood."

And in 2016, the opening of Little Italy-University Circle Rapid Station, a \$17.5 million project, should be completed as well. This station, which is being relocated to the edge of University Circle, "will encourage more visitors and workers to take the Redline to and from University Circle."

If new transit opportunities are put to effective use, there will be less need to consider building more parking infrastructure like lots and garages — a route taken by the Cleveland Clinic area, just west of University Circle.

"A surface lot on a main street has a role, but I think that it can hurt a commercial or residential district because it's kind of a dead area. I think that you can have surface lots and garages, but it has to be done right — they need to blend in with the rest of the landscape and be coherent rather than separating areas with big seas of surface parking," says Razum.

Throughout Cleveland, parking is certainly on the radar of all neighborhoods, says Razum. To that end, demand-based parking strategies have been discussed at the city level for years, but so far there hasn't been much forward momentum on this issue. However, University Circle seems to be setting the stage for creative solutions by putting more options on the table.

"We will certainly continue to explore any options in the future to improve access and connectivity — from apps, to maps, awareness campaigns—we are always looking to improve connectivity," says Razum.

Aging Colorado Drivers Encouraged To Plan A 'Driving Retirement'

Colorado Public Radio

By John Daley

September 22, 2015

Harriet Kelly has one word to describe the day she stopped driving.

"Miserable."

She says she noticed her eyesight declining and she started to get anxious driving on the freeway. Rather than wait for her kids to decide it was time, she made the move herself.

"I just told them I'd stop driving on my birthday, my 90th birthday. And I did. And I was mad at myself cause I did it," Kelly said.

Why was she mad?

"Well, because I thought I was still pretty good," Kelly said with a laugh.

Kelly, who is now 94 and lives in Denver, hasn't had an accident since the 1960s. Still, she let go of her keys.

"I think it's just better to make up your own mind, than have your kids go through trying to tell you and end up with arguments and threats and everybody gets mad," Kelly said.

Her daughter Leslie said she was grateful her mother made the decision, but admitted "it really cut down on her ability to feel independent."

Kelly agreed.

University of Colorado School of Medicine Researcher Dr. Emmy Betz said Kelly is a great example of what she calls planning for a "driving retirement."

"Retirement is something that happens to all of us, right? And maybe we even look forward to it," Betz said. "You prepare for it, you make financial plans, you think about what you're going to do."

Senior Motorists Expected To Drive Longer

There's no upper age limit to stop driving in Colorado. But a police officer, a doctor, a family member or the DMV can request a driving test for an older driver.

Most older Americans keep driving well past 65. It's expected the current and future population of senior motorists will drive more and longer than any generation in history. According to

AAA, 86 percent of those 65 and older still drive. Among those older than 85, 68 percent say they drive five days or more a week.

Still, a recent study found senior drivers themselves strongly favor tougher driving laws. Those include a tougher license-renewal process for older drivers, ignition locks for first-time DUI offenders and bans on wireless devices.

Keeping Older Drivers Safe And Healthy

Betz says other studies show older drivers are a danger mostly to themselves and their passengers. She says fatal crash rates are higher for older drivers, but it's mostly because they don't heal as well after a crash.

"This image of older drivers as a menace to society is really a wrong image that we need to change," said Betz.

Still Betz said most drivers do outlive their safe driving ability. That's a key fact with Colorado's 65 and older population which is set to skyrocket by 2030.

The state's transportation system doesn't adequately help seniors get around said Jayla Sanchez-Warren, director of the Area Agency on Aging for the **Denver Regional Council of Governments**.

"Transportation is a huge issue that we need to address," said Sanchez-Warren. For seniors, a lack of transportation also "contributes to so many other things, like poor health care outcomes, isolation, and depression."

A recent report by the AAA Foundation for Traffic Safety and Columbia University found older adults who give up the keys are nearly two times more likely to suffer depression than those who keep driving. They're almost five times as likely to be admitted to a long-term care facility.

Nationally, until 2030, roughly 10,000 baby boomers will turn 65 each day, according to the Pew Research Center. With that in mind, Betz and other researchers are studying older drivers and crash risks.

Deciding When To Stop

Downstairs from Betz' office, 77-year-old retiree Susan Brookman takes a series of tests, of memory, eyesight, and reaction time. She said she's happy to donate her time if it can help researchers figure out warning signs.

Among Brookman's questions: "Do you want to drive so much that you overlook clear signs?" Betz says the research, funded by the AAA Foundation for Traffic Safety, could help develop ways to help doctors best evaluate and communicate with older drivers. Doctors "don't necessarily have a lot of tools to use, and they don't necessarily get a lot of training," Betz said.

Betz is urging insurance companies to reimburse for comprehensive evaluations. That's rare now, though older drivers can get a discount on their insurance by taking a driver safety class.

At the Aurora Center for Active Adults, Chris Loffredo teaches such a class, through AARP, to a group of 20 senior drivers. She talks about everything from medications to new technologies in cars to strategies for the future. The discussion turns to knowing when it's time to limit or stop driving.

"You have to know when to give up your keys," Loffredo tells the class firmly. When the group is asked if they're ready to have that conversation with a family member or friend, not a hand goes up.

After the class, Paula Bunge, 67, and her husband Ralph, who's 72, consider the question. The retirees, who live in Denver, say they joked with their daughter about writing a note she can hand back to them when it's time to stop driving.

"The conversation wouldn't be so difficult," Ralph said with a laugh. "Doing it would be." His wife agreed. "We're just not really at a place where we imagine that that decision is going to be made any time soon," she said.

Seventy two-year-old retiree Robert McSherry says that without his car he'd need to move closer to public transportation.

"My car gives me much independence and I rely on it greatly," he said.

For now, McSherry doesn't want to see that day coming.

"One thinks, well, that you'll live forever," he said.

A number of groups provide information and tips for families and seniors. A Driver Planning Agreement on the AAA website, for example, provides a list of discussion points for families looking to allow older drivers "continued, safe mobility." Those include options to keep them "driving or mobile," and to explore other transportation forms.

Harriet Kelly says she's made adjustments since giving up her keys. She now hires a companion, who works through a senior home care agency, to take her on errands in the Volvo she used to drive. Kelly relies on Uber in a pinch, and rides from friends and family, who've been encouraging.

"I've gotten lots of praise, and I love praise," Kelly says. "Because I did it myself."

Kelly says it wasn't easy, but she's discovered there is life after driving.