



**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMITTEE
February 15, 2018
1:30 p.m.
PPACG Lower Level Conference Room**

Agenda items marked with ☒ indicate that additional materials were included in packets mailed to members.
Please park in the large parking lot on the east side of the building and enter the east entrance to the lower level.

- 1. Call To Order / Establish A Quorum / Introductions**
- 2. Agenda Approval**
- 3. Public Comments** – For items not on the agenda
- 4. Approval of the January 18, 2018 Minutes** ☒
- 5. Board of Director’s Report – February Board Meeting**
- 6. Action Items**
 - A. FY 2017-2022 TIP Amendment #16** ☒
Ken Prather, Acting Transportation Director
 - B. 2045 Plan Scoring Criteria** ☒
Ken Prather, Acting Transportation Director
- 7. Information Items**
 - A. Small Area Forecast Update** ☒
Jennifer Valentine, Senior Transportation Planner
- 8. Member Entity Announcements**
- 9. Items for Future TAC Meetings**
- 10. Adjournment**



**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMITTEE
January 18, 2018
1:30 p.m.
PPACG Lower Level Conference Room**

1. **Call To Order / Establish A Quorum / Introductions-** Chair Brian Vitulli called the meeting to order at 1:31 p.m. and established a quorum. Introductions were made.
2. **Agenda Approval-** Ms. Victoria Chavez moved to approve the agenda, seconded by Mr. Tim Roberts. The motion carried unanimously.
3. **Public Comments** – There were none.
4. **Approval of the December 21, 2017 Minutes-** Ms. Chavez moved to approve the December 21, 2017 TAC minutes, seconded by Mr. Roberts. The motion carried unanimously.
5. **Board of Director’s Report** – Mr. Ken Prather provided an overview of the Board of Directors’ discussions and actions from the January Board meeting.
6. **Action Items**
 - A. **FY 2019-2022 TIP Release for Public Comment-**Committee members discussed and reviewed projects to be funded and included in the FY 2019-2022 TIP.

Six applications were withdrawn: Dublin Road Widening, Fountain Creek Regional Trail, N. Nevada Ave. Improvements, American Discovery Trail Connection, and Route 6 Phase 2 Enhancements.

The following projects were recommended for inclusion in the 2019-2022 TIP: Route 12 Phase 4 Enhancements, 30th St. Roadway and Safety Improvements, Fountain Creek Regional Trail Extension through Downtown Fountain, and Charter Oak Ranch Rd.

Ms. Chavez made a motion to recommend releasing the FY 2019-2022 TIP for public comment as amended, seconded by Mr. Roberts. The motion carried unanimously.
7. **Discussion Items**
 - A. **FY 2017-2022 TIP Project Cost Overruns-** Mr. Kevin Rayes, Transportation Planner, explained that there are no additional cost overrun funds this quarter but projects can be re-scoped. If there are any projects that need to be re-scoped they need to be submitted by the end of the month.
8. **Information Items**
 - A. **Hyperloop Technology Information-** Mr. D. Worthington, Loop Global, Inc. presented the company’s concept of hyperloop travel in Colorado and answered questions.
9. **Member Entity Announcements-** Members shared highlights from their respective entities.
10. **Items for Future TAC Meetings-** TIP Amendment, Scoring, Small Area Forecast Update

11. Adjournment- Chair Brian Vitulli adjourned the meeting at 3:03 p.m.

Transportation Advisory Committee Attendance January 18, 2017		
Present	Name	Agency/Affiliation
X	Wade Burkholder	Manitou Springs
	Larry Manning	Monument
	Lor Pellegrino (Alternate)	Woodland Park
	Ben Sheets	Woodland Park
X	Aaron Bustow	FHWA
X	Wendy Pettit	CDOT Region 2
X	Ken Prather	PPACG
X	Brandy Williams	Fountain
X	Darren Horstmeier	Schriever AFB
X	Mike Kozak	Cheyenne Mountain AFB
X	Rick Orphan	Fort Carson
X	Debra Baumgardner	USAFA
X	Tim Roberts	Colorado Springs
X	Brian Vitulli	Colorado Springs Mountain Metro Transit
X	Anton Ramage	El Paso County
X	Victoria Chavez	El Paso County
	Jennifer Irvine (Alternate)	El Paso County
X	Taylor Goertz (Alternate)	Manitou Springs
X	PPACG Staff and Guests	
X	Jason Dosch	Town of Palmer Lake



DATE: February 15, 2018
TO: PPACG Transportation Advisory Committee
FROM: Ken Prather, Acting Transportation Director
SUBJECT: FY 2017-2022 TIP Amendment 16

ACTION REQUESTED: Review & Recommend

SUMMARY

CDOT is requesting the 2017-2022 Transportation Improvement Program (TIP) be amended to add the El Paso County portion of the I-25 Gap project (Attachment #1). Attachment #2 shows the project as it will appear in the TIP.

The Environmental Assessment of the I-25 Gap project is expected to be completed in May. In order to be able to move the project forward as soon as possible, FHWA is urging PPACG and DRCOG to add the project to their current TIPs. Because the exact scope of the project has not been determined, the wording of the amendment is such that either general purpose or managed lanes could be accommodated. Once the final scope of the project is determined, the TIP will need to be amended but this can be done without delaying the project.

A teleconference with FHWA, CDOT Regions 1 and 2, DRCOG, El Paso County and PPACG was held on Jan. 30 to determine the verbiage of the TIP amendments that would be appropriate for the two MPOs and the current status of the Environmental Assessment process, and acceptable to FHWA. The goal was to strike a balance between having an adequate description in the TIP while also not presupposing the outcome of the Environmental Assessment process.

The Board is expected to release the amendment for public comment on Feb. 14. Any comments received before the TAC meeting will be brought TAC. Comments received after the TAC meeting will be shared with TAC members and presented to the CAC and the Board.

PROPOSED MOTION

Recommend the Board of Directors approve FY 2017-FY 2022 TIP Amendment 16.

PREVIOUS BOARD ACTION

The I-25 Gap project was amended into the 2040 Regional Transportation Plan in October 2017.

ATTACHMENTS

1. CDOT Letter dated Jan. 31, 2018
2. FY 2017-2022 TIP Amendment 16 Funding Table


COLORADO

Department of Transportation

Region 2

 Region 2 Planning
 905 N Erie Ave
 Pueblo CO 81001-2915

January 31, 2018

 Mr. Ken Prather
 PPACG
 15 South 7th Street
 Colorado, Springs, CO 80905

Dear Mr. Prather,

CDOT Region 2 requests a TIP amendment to the PPACG 2017-2023 Transportation Improvement Program (TIP). The amendment encompasses the following action:

SPP7008 - : I-25 North to the El Paso County Line : CDOT Regions 1 and 2 have plans for a joint project to widen eighteen miles of I-25 from the Monument area in El Paso County to the Castle Rock area of Douglas County with the addition of one new lane in each direction. The limits of major project work are I-25 from Mile Post 161 to Mile Post 179. The project widens and/or replace bridges and major culverts as needed to address the increased roadway width and constructs new wildlife crossings and fencing in the 18-mile section. In addition, over one hundred minor culverts in the project footprint will have to be replaced or extended during the project, median and outside retaining walls will be constructed to minimize right-of-way needs, and noise walls will be added in up to three locations.

Initial funding sources for the project have been identified as \$25 million in local funds and \$25 Million in SB 267 funding for the portion of the project that resides in the PPACG area. The initial construction cost of the proposed eighteen mile project is estimated at \$350 Million dollars.

In late spring, the Environmental Assessment documents will be complete and the final decision for construction will be determined. At that time, CDOT may need to adjust the PPACG TIP for updated funding figures, funding sources, and the final scope of work on the I-25 Project that will be built in the PPACG area.

Please let me know if you have any additional questions about the proposed TIP modification action. You may reach me at 719-546-5748.

Sincerely,

 Wendy Pettit
 CDOT Region 2 Planning

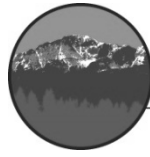
Cc:

 Karen Rowe (R2 RTD)
 Jason Ahrens (R2 BO)
 Mark Andrew (R2 NPE)
 Rob Frei (R2 RPEM)


PIKES PEAK AREA COUNCIL OF GOVERNMENTS

DRAFT FY 2017 through FY 2022 Transportation Improvement Program Amendment #16

TIP #	STIP #	Project Title	Project Sponsor	Description	Amendment or Administrative Change #	Funding Source	2017 (Roll Forward)	2018	2019	2020	2021	2022	Total
Regional Priorities													
17.048	SPP7008	I-25 North to the El Paso County Line	CDOT	Construction of northbound and southbound lanes from Monument to Douglas County. This is the PPACG portion of a larger \$350,000,000 project extending north to Castle Rock.	16	Federal (INFRA Grant)	0	0	0	0	0	0	0
						State	0	0	25000.000	0	0	0	25000.000
						Local (El Paso County, PPRTA)	0	0	25000.000	0	0	0	25000.000
						Total	0	0	50000.000	0	0	0	50000.000



DATE: February 15, 2018
TO: PPACG Transportation Advisory Committee
FROM: Ken Prather, Acting Transportation Director
SUBJECT: 2045 Plan Scoring Criteria

ACTION REQUESTED: Review & Recommend

SUMMARY

In previous PPACG long range transportation plans, there has been a linear relationship between goals, objectives, targets, and scoring criteria. This arrangement typically resulted in between 13 and 17 scoring criteria. For the 2045 LRTP, the Board of Directors has approved five goals, 18 objectives, and 18 targets (Attachment 1).

PPACG staff is proposing 9 scoring criteria capturing the most significant and measurable components of the previously approved targets. The proposed criteria are summarized below along with a brief indication of how each will be evaluated in the scoring process:

1. **Maintenance** – Points assigned based on the need/current condition of the relevant infrastructure (by facility type).
2. **Mobility** - Points assigned to projects (by mode) based on reducing VHT, transit service characteristics, or mode share.
3. **Connectivity/Accessibility** - Points assigned to transit and non-motorized projects based on impacts/effectiveness.
4. **Modal Integration/ADA** - Points assigned to projects improving modal connections or incorporating ADA improvements on existing facilities.
5. **Safety** - Points assigned based on severity of safety problem and crash reduction factors.
6. **Environment** - Points assigned based on impacts to critical habitat, stormwater and air quality.
7. **Economic Competitiveness** - Points assigned for changing congestion on a CMP corridor.
8. **Infill** - Points assigned based on project location.
9. **Benefit/Cost Effectiveness** - Points assigned based on benefit/cost ratio.

Staff is proposing to use a scoring range from -9 to 9. This range is wide enough to adequately differentiate between project impacts, and should also be familiar to those involved with previous long range plan cycles, where a 0 to 9 scale was used. Extending the range to -9 will help staff adequately reflect negative impacts in scoring. Since PPACG is not required to adopt a preferred scenario for the 2045 RTP, the Board has approved three scenarios that will be used in scoring. Scoring details are shown in Attachment 2.

After the Board approves scoring criteria, a weighting scheme will be developed by the Community Advisory Committee for review and approval by the Board of Directors. This is in accordance with the 2045 RTP framework approved by the Board in December 2016.

ACTION REQUESTED

Recommend Board of Directors approve scoring criteria for the 2045 RTP.

ATTACHMENTS

- 1) Approved Goals, Objectives and Targets
- 2) Draft Scoring Criteria

Goal 1 – Maintenance and Operations
 Improve the efficiency, condition and economically sustainable operations of the existing transportation network, including roads, transit, and non-motorized facilities.

<p align="center">Objective 1- Road Maintain or improve current roadway infrastructure condition. *Includes collector and above</p>	<p align="center">Objective 2- Bridge Maintain or improve current bridge infrastructure condition.</p>	<p align="center">Objective 3- Transit Maintain or improve current fixed-route vehicle infrastructure condition.</p>	<p align="center">Objective 4- Non-Motorized Maintain or improve NM infrastructure condition.</p>
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Baseline Data		Baseline Data		Baseline Data	Baseline Data
<p align="center">2007 IRI Baseline</p> <ul style="list-style-type: none"> • 2.5 % in very good condition • 39% in good condition • 44.9% in fair condition • 10.7 % in poor condition • 0.1% in very poor condition • 1.6% no data 	<p align="center"><u>2014 IRI Baseline</u></p> <ul style="list-style-type: none"> • <u>1% in very good condition</u> • <u>66% in good condition</u> • <u>29% in fair condition</u> • <u>3.5% in poor condition</u> • <u>0.5% in very poor condition</u> 	<p align="center">2010 Bridge Condition Baseline</p> <ul style="list-style-type: none"> • 73% in good condition • 22% in fair condition • 5% in poor condition 	<p align="center"><u>2015 Bridge Condition Baseline</u></p> <ul style="list-style-type: none"> • <u>75.5% in good condition</u> • <u>22.2% in fair condition</u> • <u>2.3% in poor condition</u> 	<p align="center"><u>2015 State of Good Repair (SGR) Baseline</u></p> <p align="center"><u>Fixed-route vehicles SGR rating= 3.24</u></p>	<p align="center">N/A</p>

<p align="center">Approved Target</p> <p align="center">Greater than 90% of roads in good or better condition</p>	<p align="center">Approved Target</p> <p align="center">Greater than 90% of bridges in good or better condition</p>	<p align="center">Approved Target</p> <p align="center">Meet or exceed an SGR rating of at least 3.0 (adequate) for all fixed-route vehicles on a scale of 1 (poor) to 5 (excellent).</p>	<p align="center">Approved Target</p> <p align="center">Explore options for collecting data/establishing baseline by 2021. Then work to maintain or improve non-motorized infrastructure condition.</p>
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Goal 2 – Mobility				
Optimize the movement of people and goods.				
Objective 1- Auto + Freight	Objective 2- Auto + Freight	Objective 3A- Transit	Objective 3B- Transit	Objective 4- Non-Motorized
Maintain or improve resiliency and redundancy of transportation system.	Maintain or improve travel time by a variety of modes in the region.	Enhance fixed-route transit.	Maintain or improve transit time reliability.	Maintain or increase bike and walk mode share.
↓	↓	↓	↓	↓
Baseline Data	Baseline Data	Baseline Data	Baseline Data	Baseline Data
<p>Between 4-6 pm on Tuesday, Wednesday and Thursday in 2011: 23 miles in the region experienced congestion, 44 miles were becoming congested and 976 miles were free flow.</p> <ul style="list-style-type: none"> 94% of the roads were not congested (at least 80% free flow speed) 4% were becoming congested (between 70-80% free flow speed) 2% were congested (below 70% free flow speed) <p><u>Between 4-6 pm on Tuesday, Wednesday and Thursday in 2015: 144 miles in the region experienced congestion, 168 miles were becoming congested and 735 miles were free flow.</u></p> <ul style="list-style-type: none"> <u>70% of the roads were not congested (at least 80% free flow speed)</u> <u>16% were becoming congested (between 70-80% free flow speed)</u> <u>14% were congested (below 70% free flow speed)</u> 	<ul style="list-style-type: none"> <u>2015 annual ridership- 3,001,246</u> 2016 annual ridership- 3,120,334 Change from 2015 to 2016- +3.8% 	<p>System-wide fixed-route on-time performance:</p> <ul style="list-style-type: none"> <u>2016 Q1- 85.12% Q2- 85.51% Q3- 84.05% Q4-85.85%</u> <ul style="list-style-type: none"> <u>Avg. annual- 85.13</u> 2017- Q1- 88.49% Q2- 87.41% <ul style="list-style-type: none"> Avg. annual- 87.95% Change- Q1- 3.96% Q2- 2.22% <ul style="list-style-type: none"> Avg. change- 3.09% 	<p>The American Community Survey reported commuting patterns for the Colorado Springs MSA (all of El Paso and Teller counties). Below is the percent of residents in the area who walk or bike to work:</p> <ul style="list-style-type: none"> 2010- <ul style="list-style-type: none"> Walk-4.8% Bike- 0.5% 2012- <ul style="list-style-type: none"> Walk- 4.5% Bike- 0.3% 2015- <ul style="list-style-type: none"> <u>Walk- 3.3%</u> <u>Bike- 0.5%</u> 	
Approved Target	Approved Target	Approved Target	Approved Target	Approved Target
<ul style="list-style-type: none"> 94% of the roads are not congested (at least 80% free flow speed) 4% are becoming congested (between 70-80% free flow speed) 2% are congested (below 70% free flow speed) 	Meet or exceed system-wide fixed-route ridership by at least 10%	Meet or exceed system-wide fixed-route on-time performance of at least 85% annually.	<ul style="list-style-type: none"> Increase mode share to 5% for walking to work Increase mode share to 1% for biking to work 	

Goal 3 – Connectivity and Accessibility Ensure adequate and equitable access to destinations using a variety of modes			
Objective 1A-Transit Enhance fixed-route transit frequency.	Objective 1B- Transit Enhance fixed-route transit access.	Objective 2- Non-Motorized Enhance NM facilities according to attributes identified in the regional non-motorized plan.	Objective 3- Modal Integration Enhance modal connections and improve existing ADA accessibility.
↓	↓	↓	↓
Baseline Data	Baseline Data	Baseline Data	Baseline Data
Baseline data 2016: 12/26 (46%) of routes have headways less than 60 minutes	Use parcel data by census block group (Data to be provided by Mountain Metro Transit)	The non-motorized plan has a list of improvement corridors for the region. The improvement corridors cover a total of 626.3 miles. The region has a total of 1,148.5 miles of roads. The improvement corridors cover 54.5% of the regional road network.	N/A
Approved Target Meet or exceed the percentage of routes with headways less than 60 minutes.	Approved Target Meet or exceed the population served within ¼ mile of a transit stop.	Approved Target Reduce the number of miles identified in the NM improvement corridors still needing improvements.	Approved Target Explore options for collecting data/establishing baseline by 2021. Ensure that new projects meet or exceed ADA accessibility standards.

Goal 4 – Safety
Reduce hazards for all modes of travel.

<p>Objective 1- Motorized Vehicles (vehicle-vehicle) Enhance safety features to reduce hazards.</p>	<p>Objective 2- Non-Motorized (Vehicle-pedestrian/cyclist) Enhance safety features to reduce hazards.</p>
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Baseline Data	Baseline Data
<p>2011</p> <ul style="list-style-type: none"> • PDO- 7,061 • INJ- 3,084 • FAT- 40 <p>2012</p> <ul style="list-style-type: none"> • PDO- 7,242 • INJ- 3,410 • FAT- 40 <p>2013</p> <ul style="list-style-type: none"> • PDO-7,672 • INJ- 3,575 • FAT- 55 <p>2014</p> <ul style="list-style-type: none"> • PDO- 7,882 • INJ- 3,623 • FAT- 50 <p>2015</p> <ul style="list-style-type: none"> • PDO- 8,236 • INJ-3,557 • FAT-45 	<p>Vehicle-pedestrian cycle deaths:</p> <ul style="list-style-type: none"> • 2012- 13 regional/76 state • 2013- 6 regional /50 state • 2014- 5 regional/63 state • 2015- 8 regional/59 state • 2016- 7 regional • 2017- 6 regional (so far)

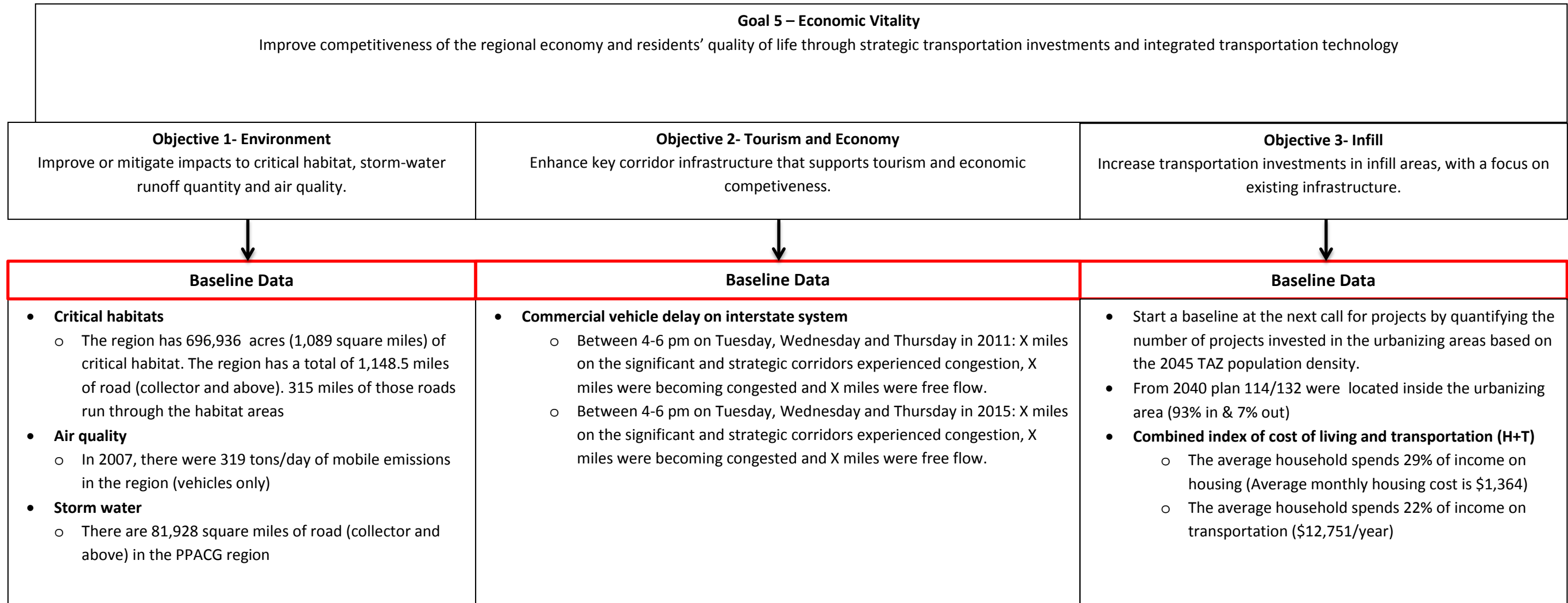
Approved Target

Federal law requires that states establish safety targets using the five measures listed below. MPOs' are required to set targets that are consistent with, or better than the state targets.

PPACG recommends setting the same target as the state (CDOT will be coming out with its targets in the coming weeks).

There are 5 measures that must be addressed:

- Fatalities
- Fatality rate
- Serious injuries
- Serious injury rate
- Non-motorized fatalities



<p style="text-align: center;">Approved Target</p> <p>Critical habitats</p> <ul style="list-style-type: none"> • Mitigate impacts to critical habitats as determined through the NEPA process <p>Air quality</p> <ul style="list-style-type: none"> • Meet or exceed state and national ambient air quality standards <p>Storm water</p> <ul style="list-style-type: none"> • Comply with storm water best management practices 	<p style="text-align: center;">Approved Target</p> <ul style="list-style-type: none"> • Commercial vehicle delay on significant and strategic corridors <ul style="list-style-type: none"> ○ 94% of the roads are not congested (at least 80% free flow speed) ○ 4% are becoming congested (between 70-80% free flow speed) ○ 2% are congested (below 70% free flow speed) 	<p style="text-align: center;">Approved Target</p> <ul style="list-style-type: none"> • At least 95% of projects in the 2045 Long Range Transportation Plan fiscally constrained project list should be located within the 2015 Population and Employment Boundary, or provide connecting infrastructure to major population and/or employment centers.
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Projects will be scored under all three 2045 land use scenarios and results averaged together for the final score.

GOAL 1 – MAINTENANCE

A project will only receive one score under the maintenance criteria.

ROAD (based on predominant IRI classification of the segment or segments)

- 0** - not a maintenance project
- 1** – 0 to 99.9
- 2** – 100 to 199.9
- 3** – 200 to 299.9
- 4** – 300 to 399.9
- 5** - 400 to 499.9
- 6** – 500 to 599.9
- 7** – 600 to 699.9
- 8** – 700 to 799.9
- 9** – 800 and above

BRIDGE (based on average sufficiency rating of bridges if multiple bridges in project)

- 0** - 50 to 100 or not a maintenance project
- 1** - 44.44 to 49.99
- 2** - 38.90 to 44.43
- 3** - 33.34 to 38.89
- 4** - 27.79 to 33.33
- 5** - 22.24 to 27.78
- 6** - 16.68 to 22.23
- 7** - 11.13 to 16.67
- 8** - 5.57 to 11.12
- 9** - 0 to 5.56

TRANSIT (use MMT Asset Management Plan conditions) (based on average condition of items if multiple items are in a project)

- 0** - condition 4.51 to 5.00 or not a maintenance project
- 1** – condition 4.01 to 4.50
- 2** – condition 3.51 to 4.00
- 3** – condition 3.01 to 3.50
- 4** – condition 2.51 to 3.00
- 5** – condition 2.01 to 2.50
- 6** – condition 1.51 to 2.00
- 7** – condition 1.01 to 1.50
- 8** – condition 0.51 to 1.00
- 9** - condition 0 to 0.50

GOAL 2 – MOBILITY

AUTO AND FREIGHT (based on PM peak Vehicle Hours of Travel)

- 9 - Increases 1,001 – 10,000 PM peak VHT
- 6 - Increases 201 – 1,000 PM peak VHT
- 3 - Increases 1 - 200 PM peak VHT
- 0 - No change
- 3 - Reduces 1 - 200 PM peak VHT
- 6 - Reduces 201 – 1,000 PM peak VHT
- 9 - Reduces 1,001 – 10,000 PM peak VHT

TRANSIT

- 0 - No change to ridership
 - 3 - Low impact to ridership = 0 to 3.33% increase
 - 6 - Moderate impact to ridership = 3.34 to 6.66% increase
 - 9 - High impact to ridership = 6.67 to 10% increase
- (A new route will increase ridership 3.33%. For improvements other than new routes, applicant must justify how/why it will increase ridership).*

NON-MOTORIZED

- 0 - No change to non-motorized mode share
- 3 - Low impact to non-motorized mode share = 0 to 3.33% increase
- 6 - Moderate impact to non-motorized mode share = 3.34 to 6.66% increase
- 9 - High impact to non-motorized mode share = 6.67 to 10% increase

GOAL 3 – CONNECTIVITY AND ACCESSIBILITY

TRANSIT: projects are only eligible for points in one category (A or B) below

A. Net change in headway(s)

- 9 - 45 minute increase in headway
- 6 - 30 minute increase in headway
- 3 - 15 minute reduction in headway
- 0 - No change in individual or sum of route changes
- 3 - 15 minute reduction in headway
- 6 - 30 minute reduction in headway
- 9 - 45 minute reduction in headway

B. Population served within ¼ mile

- 9 - Reduces population served within ¼ mile of transit stops by 10%
- 6 - Reduces population served within ¼ mile of transit stops by 20%
- 3 - Reduces population served within ¼ mile of transit stops by 30%
- 0 - No change
- 3 - Increases population served within ¼ mile of transit stops by 10%
- 6 - Increases population served within ¼ mile of transit stops by 20%
- 9 - Increases population served within ¼ mile of transit stops by 30%

NON-MOTORIZED

Based on reduction in the number of miles of corridors identified in the Improvement Corridors Report of PPACG's Regional Nonmotorized Transportation System Plan.

- 0** - no change
- 1** - 0 to 0.5 mile reduction
- 2** - 0.51 to 1 mile reduction
- 3** - 1.01 to 1.5 mile reduction
- 4** - 1.51 to 2 mile reduction
- 5** - 2.01 to 2.5 mile reduction
- 6** - 2.51 to 3 mile reduction
- 7** - 3.01 to 3.5 mile reduction
- 8** - 3.51 to 4 mile reduction
- 9** - more than 4 mile reduction

MODAL INTEGRATION AND ADA ACCESSIBILITY

Enhances modal connections and/or removes ADA barriers. Missing links connect existing pedestrian, bicycle or transit facilities (e.g. Trails, sidewalks, bike lanes). Barriers may be physical, economic, or ADA in nature.

- 0** - completes/removes 0 missing links or barrier types (including ADA)
- 3** - completes/removes 1 missing links or barrier types (including ADA)
- 6** - completes/removes 2 missing links or barrier types (including ADA)
- 9** - completes/removes 3 missing links or barrier types (including ADA)

GOAL 4 – SAFETY

Use Level of Service Safety (LOSS) and FHWA crash reduction factors for fatalities and injuries.

LOSS I - Indicates low potential for crash reduction;

LOSS II - Indicates low to moderate potential for crash reduction;

LOSS III - Indicates moderate to high potential for crash reduction; and

LOSS IV - Indicates high potential for crash reduction.

MOTORIZED OR NON-MOTORIZED

-9 - LOSS Q4 and increases risk of crashes 67% to 100%

-7.5 - LOSS Q4 and increases risk of crashes 33% to 67%

-6 - LOSS Q4 and increases risk of crashes 0 to 33%

-4.5 - LOSS Q3 and increases risk of crashes 67% to 100%

-3 - LOSS Q3 and increases risk of crashes 33% to 67%

-1.5 - LOSS Q3 and increases risk of crashes 0 to 33%

0 – no change or in LOSS 1 or 2

1.5 - LOSS Q3 and crash reduction factor 0 to 33%

3 - LOSS Q3 and crash reduction factor 33% to 67%

4.5 - LOSS Q3 and crash reduction factor 67% to 100%

6 - LOSS Q4 and crash reduction factor 0 to 33%

7.5 - LOSS Q4 and crash reduction factor 33% to 67%

9 - LOSS Q4 and crash reduction factor 67% to 100%

GOAL 5 – ECONOMIC VITALITY

ENVIRONMENT (Project score is the sum of the individual scores for Critical Habitat, Air Quality and Stormwater.)

Critical Habitat (Project influence areas: roadway project - 1 mile radius; pedestrian, bicycle or transit project - ½ mile radius)

-3 - negative (including mitigated) impact

0 - no impact

3 - positive impact

Air Quality

-3 - negative (including mitigated) impact

0 - no impact

3 - positive impact

Stormwater

-3 – negative (including mitigated) impact

0 - no impact

3 - positive impact

VEHICLE DELAY (Defined as a change greater than 0.1 in the PM peak volume/capacity ratio. Projects will be divided into three groups based on effectiveness and scored on a combination of which group they fall into and which corridors they impact.)

- 9 - increases congestion on a Strategic corridor (top 3rd)
- 8 - increases congestion on a Strategic corridor (middle 3rd)
- 7 - increases congestion on a Strategic corridor (bottom 3rd)
- 6 - increases congestion on a Regional corridor (top 3rd)
- 5 - increases congestion on a Regional corridor (middle 3rd)
- 4 - increases congestion on a Regional corridor (bottom 3rd)
- 3 - increases congestion on an NHS corridor (top 3rd)
- 2 - increases congestion on an NHS corridor (middle 3rd)
- 1 – increases congestion on an NHS corridor (bottom 3rd)
- 0 - no congestion reduction or not on a CMP corridor
- 1 – reduces congestion on an NHS corridor (bottom 3rd)
- 2 – reduces congestion on an NHS corridor (middle 3rd)
- 3 - reduces congestion on an NHS corridor (top 3rd)
- 4 - reduces congestion on a Regional corridor (bottom 3rd)
- 5 - reduces congestion on a Regional corridor (middle 3rd)
- 6 - reduces congestion on a Regional corridor (top 3rd)
- 7 - reduces congestion on a Strategic corridor (bottom 3rd)
- 8 - reduces congestion on a Strategic corridor (middle 3rd)
- 9 - reduces congestion on a Strategic corridor (top 3rd)

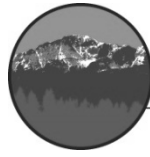
INFILL

- 9 – majority of project within 2010 Census Urbanized Area Boundary
- 6 – majority of project within 2015 Population and Employment Boundary or provides connecting infrastructure to a major population and/or employment center
- 3 – majority of project within 2045 Urbanizing Area Boundary or provides connecting infrastructure to a major population and/or employment center
- 0 – majority of project not within the boundaries identified above

GOAL INDEPENDENT

COST BENEFIT (score based on project's benefit/cost ratio compared to the best ratio).

- 9 – benefit/cost values of 91% to 100% of best ratio
- 8 – benefit/cost values of 81% to 90% of best ratio
- 7 – benefit/cost values of 71% to 80% of best ratio
- 6 – benefit/cost values of 61% to 70% of best ratio
- 5 – benefit/cost values of 51% to 60% of best ratio
- 4 – benefit/cost values of 41% to 50% of best ratio
- 3 – benefit/cost values of 31% to 40% of best ratio
- 2 – benefit/cost values of 21% to 30% of best ratio
- 1 – benefit/cost values of 11% to 20% of best ratio
- 0 – benefit/cost values of 0 to 10% of best ratio



DATE: February 15, 2018
TO: PPACG Transportation Advisory Committee
FROM: Jennifer Valentine, Senior Transportation Planner
SUBJECT: Small Area Forecast Update

ACTION REQUESTED: Information Only

SUMMARY

In November of 2017, PPACG staff provided an update on Small Area Forecast activities, including a proposed schedule through early summer of 2018. Outlining this timeframe was intended to provide structure to and transparency about upcoming work tasks and outreach. The proposed schedule is included below for reference, and is still a realistic representation of ongoing and upcoming activities.

The only proposed change to the schedule is building in an extra month for review and comments by the TAC and CAC before seeking a recommendation in June. Materials will be provided to the committees at least one week in advance of meetings to allow adequate time for review.

Throughout this process, PPACG staff will be providing regular updates about Small Area Forecast activities to the TAC, CAC, and Board of Directors.

Step 1 – Conduct simulation runs using varying development capacities and planned development projects to create three distinct scenarios, based on the three approved land use scenarios – Infill, New Centers, and Dispersed Development. ***Timeframe: November - December 2017 (COMPLETE)***

Step 2 – Share simulation results with land use planners from each member entity for review and comments on their respective area. ***Timeframe: late January - early February 2018 (ONGOING)***

Step 3 – Refine model to reflect feedback from local entities. ***Timeframe: February 2018***

Step 4 – Share with regional economic experts for high-level review. ***Timeframe: early March 2018***

Step 5 – Refine model to reflect feedback from local economic experts. ***Timeframe: late March 2018***

Step 6 – Begin sharing model results with TAC and CAC (information item). Incorporate committee feedback. ***Timeframe: April 2018***

Step 7 – Further discuss model results with TAC and CAC (discussion item), possibly bring to Board as an information or discussion item. Incorporate committee feedback. ***Timeframe: May 2018***

Step 8 – Formal presentation of small area forecast to the TAC, CAC and Board of directors for recommendation and approval. ***Timeframe: June - July 2018***