



Date: June 21, 2017
To: High Performance Transportation Enterprise Board
From: David Spector, Director
Subject: Transportation Demand Management (TDM) for Central 70 Project

Purpose

This memo summarizes the intent to establish a Transportation Demand Management (TDM) program for Central 70 Project.

Action

Informational only - no action requested.

Background

The Central 70 Project is scheduled to begin construction early next year. As one of the largest construction projects in CDOT history, it will have a major impact on the mobility and operations of the I-70 East corridor. This section of interstate currently serves up to 200,000 vehicles every day, is the primary connection between downtown Denver and DIA, and is home to some of the largest freight operations companies in the Denver metro region.

Transportation Demand Management (TDM) is included in the I-70 East Environmental Impact Statement's Preferred Alternative and the Record of Decision for the Phase 1 Central 70 Project. As demonstrated on other recent construction projects, including US36 and I-25N, TDM efforts can reduce single occupant vehicle travel during construction, easing maintenance of traffic and construction phasing. Because of the particular impact of the Central 70 Project on a low-income, minority community, TDM efforts for Central 70 would also include tailored measures to support multi-modal options in the Globeville, Elyria and Swansea neighborhoods.

Northeast Transportation Connections is the only identified Transportation Management Organization for the I-70 East corridor and currently works to reduce single-occupant vehicle travel, reduce vehicle miles, and increase the use of RTD, carpool/vanpool, telework, etc. in the I-70 corridor area.

Details

HPTE would enter into a contract with Northeast Transportation Connections from FY 2018, with annual renewals through the end of the construction period (estimated FY 2022). A total amount of up to \$2,500,000 would be expended over the life of the contract. The following coordination, communication and approval mechanisms will be established in the contract:

- Results tracking in a form and manner acceptable to HPTE over the life of the contract so that HPTE may evaluate the long-term success of such TDM strategies.
- Included in the FY17-18 Fee for Service Scope of Work that the Board approved in March.
- Bi-weekly progress meetings with Northeast Transportation Connections and HPTE and Central 70 program staff.
- A written Progress Report provided every six months. Reports shall include a summary of outreach (e.g. community events attended, presentations delivered, meetings with corridor businesses), and TDM strategies delivered (e.g. number of bus passes).
- A biannual presentation to the HPTE Board summarizing each six-month progress report. Presentations shall be delivered at regularly scheduled HPTE Board meetings and must be provided within one month of submittal of each Progress Report, unless otherwise agreed to by the Parties.
- HPTE and contractor agree that contractor shall inform HPTE of its activities in advance, and HPTE shall have the ability to comment and provide feedback on any such activities prior to contractor engaging in such activities.