

Board Officers

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Jennifer Schaufele, Executive Director

AGENDA

TRANSPORTATION ADVISORY COMMITTEE

Monday, March 23, 2015

1:30 p.m.

1290 Broadway

Independence Pass Board Room - Ground floor, West side

1. Call to Order
2. Public Comment
3. February 23, 2015 TAC Meeting Summary
(Attachment A)

ACTION ITEMS

4. **Move to recommend to the Regional Transportation Committee approval of the 2016-2021 Transportation Improvement Program, and the associated DRCOG CO and PM 10 Conformity Determination and the Denver Southern Subarea 8-hour Ozone Conformity Determination.**
(Attachment B)
Todd Cottrell
5. **Move to recommend to the Board of Directors eligibility rules and process for the selection of FY2016-2017 projects to be funded through the DRCOG TDM Pool set-aside program of the 2016-2021 Transportation Improvement Program (TIP).**
(Attachment C)
Melina Dempsey

INFORMATIONAL ITEM

6. Briefing on 2040 Metro Vision Regional Transportation Plan (2040 MVRTP)
(Attachment D)
Jacob Riger
7. Briefing on 2040 MVRTP Regional Bicycle Corridor System Vision.
(Attachment E)
Melina Dempsey

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
 - Cycle 1 amendments update
9. Next Meeting – April 14, 2015
10. Adjournment

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

We make life better!



ATTACHMENT A

MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, February 23, 2015

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Kimberly Dall	Adams County-City of Brighton
Jeanne Shreve	Adams County
Joy McGee (Alternate)	Arapahoe County-City of Greenwood Village
Dave Chambers	Arapahoe County-City of Aurora
Tom Reed (Alternate)	Aviation Interests
George Gerstle	Boulder County
Debra Baskett (Chair)	Broomfield, City and County
Steve Klausing	Business/Economic Development
Paul Jesaitis (Alternate)	Colorado Dept. of Transportation, Reg. 1
Jeff Sudmeier (Alternate)	Colorado Dept. of Transportation, DTD
Janice Finch (Alternate)	City and County of Denver
Douglas Rex	Denver Regional Council of Governments
John Cotten	Douglas County-City of Lone Tree
Greg Fischer	Freight
Bob Manwaring	Jefferson County-City of Arvada
Bert Weaver	Non-MPO Area
Lenna Kottke	Non-RTD Transit
Ken Lloyd	Regional Air Quality Council
Bill Sirois (Alternate)	Regional Transportation District
Jim Taylor	Senior
Aylene MacCallum	TDM/Non-motor
Janet Lundquist (Alternate)	Weld County

OTHERS PRESENT:

Kent Moorman (Alternate)	Adams County-City of Thornton
Mac Callison (Alternate)	Arapahoe County-City of Aurora
Bryan Weimer (Alternate)	Arapahoe County
Kate Cooke (Alternate)	Regional Air Quality Council
Ted Heyd (Alternate)	TDM/Non-motor
Aaron Bustow	FHWA Non-voting member

Public: Danny Herrmann, John Vetterling, CDOT Reg. 1; Eugene Howard, Douglas County;
Ken Van Dyne, City of Greenwood Village

DRCOG staff: Steve Cook, Jacob Riger, Mark Northrop, Melina Dempsey, Michele Anderson,
Casey Collins

Call to Order

Chair Debra Baskett called the meeting to order at 1:32 p.m.

Public Comments

There were no public comments.

Summary of January 26, 2015 Meeting

The meeting summary was accepted as written.

ACTION ITEM

Move to recommend to the Regional Transportation Committee allocations to local operating agencies for purchase of traffic signal system equipment with Fiscal Year 2015 Traffic Signal System Improvement Program (TSSIP) contingency/ miscellaneous funds.

Greg MacKinnon gave a brief overview of the TSSIP program, a regionally collaborative between DRCOG and local agencies to coordinate traffic signals between jurisdictions. The program improves efficiency of travel in the corridors, and helps reduce congestion and emissions. The TSSIP program is funded through the TIP.

He presented staff recommendations for TSSIP contingency/miscellaneous funding allocations, to be used by local operating agencies for purchase of miscellaneous traffic signal system equipment. Funding for FY2015 miscellaneous equipment purchases was about \$781,000 (after the TSSIP program's first obligation to fund capital improvement projects was met).

A call for projects was held in November 2014 and received nine solicitations from local agencies. Staff prepared initial recommendations that were reviewed by the Regional Transportation Operations (RTO) Working Group in January 2015. The following six recommendations were made, totaling about \$608,000. Remaining funds will be held in contingency for the FY2016 RTO Pool.

Castle Rock	approx. \$ 188,000
Centennial	approx. \$ 222,000
Denver	approx. \$ 110,000
Douglas County	approx. \$ 57,000
Lakewood	approx. \$ 29,000
Superior	approx. \$ 3,000

John Cotton MOVED to recommend to the Regional Transportation Committee allocations to local operating agencies for purchase of traffic signal system equipment with Fiscal Year 2015 *Traffic Signal System Improvement Program* (TSSIP) contingency/miscellaneous funds. George Gerstle SECONDED the motion and the MOTION PASSED unanimously.

Move to recommend to the Board of Directors eligibility rules, process, and evaluation criteria for the selection of FY2016-2017 projects to be funded through the DRCOG TDM Pool set-aside program of the 2016-2021 Transportation Improvement Program (TIP).

Melina Dempsey presented staff proposals on eligibility rules, process, and evaluation criteria, in follow up to last month's initial presentation. Ms. Dempsey noted the CMAQ-funded TDM Pool is a set-aside program in 2016-2021 TIP. About \$2.1 million total is available over two years (FYs 2016-2017).

Funding targets were established in the TIP for two categories of projects:

- o \$1,280,000 target for traditional TDM marketing projects
- o \$800,000 target for multimodal supportive infrastructure

Key updates to Eligibility Rules

- Maintain project maximum at \$300,000.
- Multimodal supportive infrastructure projects are eligible (e.g., bikeshare, bike parking, wayfinding, etc.).
- Bicycle/pedestrian paved travelway projects requesting \$100,000 or more are not eligible (sidewalks, bicycle paths/lanes) as they are eligible in main TIP call for projects.
- Bikeshare memberships/subsidies are not eligible (per FHWA current ruling)

- Carshare membership/subsidies are likely not eligible (waiting on FHWA response)

Key updates to Evaluation Criteria (Attachment 2 in agenda)

Ms. Dempsey noted Criteria 1-7 will be scored by a Project Review Panel (made up of non-applicant, neutral, TDM experts); and Criteria 8-14 will be scored by staff. Scores will be combined and provided to the Panel for final recommendations in the May/June time period.

Staff proposed combining two categories (*Trip reduction* and *VMT reduction potential*) and re-allocating 8 points to two new staff-proposed criteria: 1) *Transit Service Relation* - 5 points, (project clearly supports transit or enables multimodal connectivity); and 2) *Financial Partners* - 3 points (sponsor has additional documented funding partners: cash or in-kind dollars).

- Fewer points allotted for this combined category
- Detailed calculations of predicted benefits are optional, not required
- Qualitative assessment based on reasoned and logical determinations that the project will reduce VMT
- Applicants must provide details on “attributes” that lead to trip and VMT reduction: e.g., number of participants, members, users, or facilities

General Comments

- Ms. Dempsey said a survey to determine project results and benefits is required within 3 months of project implementation.
- Staff will provide a response to whether facilities can be located on easements after consultation with FHWA and CDOT. George Gerstle noted most roads in unincorporated portions of counties are easements.
- Steve Klausing said applicants should be encouraged to use multiple measurement methodologies and this should weigh heavily in attaining points.
- Janice Finch questioned whether infrastructure and non-infrastructure should be evaluated using same criteria.
 - Ms. Dempsey said each category will be evaluated and ranked separately.
- Ms. Finch asked whether projects, such as bus stop improvements (curb ramps for accessibility to a bus stop, sidewalk connections < \$100,000) are eligible, as they are not specifically listed as ineligible.
 - Steve Cook said the emphasis will not be on travelways like sidewalks for projects between \$80,000 (minimum for TDM Pool) and \$100,000 (minimum for TIP). Mr. Cook asked for applicants to check with DRCOG staff prior to developing applications.
 - Ms. Dempsey advised that CMAQ eligibility guidelines would apply.
- George Gerstle noted several concerns:
 - Why cash match was rated higher than in-kind? Ms. Dempsey said this is due to the cost and challenges of CDOT contract administration. Jeff Sudmeier noted the FHWA approval process for in-kind is very involved and time-consuming process.
 - Suggested modifying/reducing the potential points awarded (15) for innovation or uniqueness, saying he feels it penalizes replication of successful programs. Ms. Dempsey noted CMAQ has a category that looks at innovation. Mr. Gerstle suggested adding in Evaluation Criteria 1: “Does the project apply a proven and successful program to a new area”.
 - Why combine Trip and VMT reduction categories? Mr. Gerstle felt this is a more subjective approach than previous process. Staff noted previous calculations were highly speculative with little confidence in accuracy.
- Ken Lloyd had concern about having two separate scoring and allocation pots (Infrastructure and Non-Infrastructure). Suggested perhaps a portion of funds could be “flexed”.
 - It was noted the Board approved the 2-pot funding structure several months ago and the target amounts are flexible.
- Aylene MacCallum felt previous instructions on methodology seemed vague and she encouraged including the equation that DRCOG is going to use. Steve Klausing noted

everyone has used different assumptions in their calculations, which may or may not have provided reasonable estimates.

George Gerstle MOVED to recommend to the Board of Directors eligibility rules, process, and evaluation criteria for the selection of FY2016-2017 projects to be funded through the DRCOG TDM Pool set-aside program of the *2016-2021 Transportation Improvement Program (TIP)*, with the addition to the Evaluation Criteria 1, "*Does this project apply a proven and successful program to a new area*" Steve Klausing SECONDED the motion and the MOTION PASSED unanimously.

Move to recommend to the Regional Transportation Committee the March 2015 amendments to the 2012-2017 Transportation Improvement Program (TIP).

Todd Cottrell presented the 2 requested amendments.

Sponsor	TIP ID	Proposed Amendment	
CDOT Reg. 4	2008-081	North I-25 Front Range EIS	To complete the Final EIS, the ROD for Phase I North I-25, and design and ROW for Phase I elements. Add \$10 million of state RAMP funds in FY2015. Increase total project funds.
RTD	2012-120	Colfax Ave Transit Priority	To construct Colfax Ave bus infrastructure improvements for Broadway to Potomac St - includes bulbouts and transit signal priority. Create new project: Colfax Ave Transit Priority, add \$4.999 million in Federal Section 5309 funds and \$1.7 million in local match in FY2014.

There was discussion about concerns the CDOT Region 4 description did not accurately depict the proposed amendment. Danny Herrmann clarified that the \$10 million adds to the EIS for pre-construction activities (design, ROW, and utilities).

George Gerstle MOVED to recommend to the Regional Transportation Committee the March 2015 amendments to the *2012-2017 Transportation Improvement Program (TIP)*, with the clarification that the added \$10 million used for pre-construction activities be reflected in the TIP description. Jeanne Shreve SECONDED the motion and the MOTION PASSED unanimously.

INFORMATIONAL ITEM

Briefing on FY 2014 Annual Listing of Federally Obligated Projects (ALOP)

Todd Cottrell presented the federally required fiscal year report that lists all obligated projects in MPO region for a given year. In the DRCOG region, \$395 million was obligated on 92 projects in FY14. The largest project obligation in FY2014 was \$150 million for the P3 FasTracks Eagle project.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

Doug Rex noted the draft 2016-2021 TIP is in the Public Comment period. The Public Hearing and subsequent Board action is scheduled for March 18. He asked the committee to review the TIP document to verify their projects.

The meeting adjourned at 2:53 p.m. The next meeting is scheduled for March 23, 2015.

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Todd Cottrell, Senior Transportation Planner
303-480-6737 or tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
March 23, 2015	Action	4

SUBJECT

The *2016-2021 Transportation Improvement Program* (TIP) and associated air quality conformity documents are presented for TAC action.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the *2016-2021 TIP* and associated air quality conformity documents.

ACTION BY OTHERS

N/A

SUMMARY

The TIP is a six year, short term document that lays out how federal funding is programmed to transportation projects in the Denver metro area. Air quality conformity documents demonstrate how the DRCOG and Upper Front Range regions will continue to meet all federally-prescribed pollutant emissions tests.

The TIP includes projects selected by CDOT, RTD, and DRCOG, each with their own selection process and funding sources. The document is the culmination of 18 months of work by DRCOG staff, committees, and the Board that includes the policy document, call for projects, and project selection.

DRCOG must show the 2016-2021 TIP will not cause a violation of federal air quality conformity standards. Accordingly, the roadway and transit networks were modeled for air quality conformity and the results were used by the state Air Pollution Control Division to calculate pollutant emissions. All pollutant emission tests were passed, as shown in the associated air quality conformity documents (*DRCOG CO and PM 10 Conformity Determination* and *Denver Southern Subarea 8-hour Ozone Conformity Determination*).

The documents will be the subject of a public hearing before the DRCOG Board on March 18, 2015. DRCOG staff will provide TAC with a summary of public comment received prior to the March 23 TAC meeting. Attachment 1 highlights proposed adjustments/changes received by sponsor agencies that are reflected in the draft final TIP document.

The March 23 TAC meeting also serves as the venue for hearing appeals. As noted on page 39 of the adopted 2016-2021 TIP Policy, “*any applicant may appeal project scoring or exclusion of a project from the draft ...*”, the TAC must weigh the merits of any appeal against the adopted TIP Policy.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee approval of the *2016-2021 Transportation Improvement Program*, and the associated *DRCOG CO and PM 10 Conformity Determination* and the *Denver Southern Subarea 8-hour Ozone Conformity Determination*.

ATTACHMENTS

1. TIP Project Changes from Public Hearing Draft to Action Draft

Links:

- [Draft 2016-2021 Transportation Improvement Program](#)
- [DRCOG CO and PM 10 Conformity Determination](#) and [Denver Southern Subarea 8-hour Ozone Conformity Determination](#)

ADDITIONAL INFORMATION

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

2016-2021 Transportation Improvement Program (TIP)

Project Changes from Public Hearing Draft to Action Draft

1. **2016-006:** Scope revised to remove reference to bicycle parking as facilities are included in another non-TIP project (bicycle parking was not included in project scoring).

Original

Title: Multi-use path on the D10: Wadsworth Blvd to Zephyr St and Kipling St Project Type: Bicycle and Pedestrian Projects (New)

TIP-ID: 2016-006

STIP-ID:

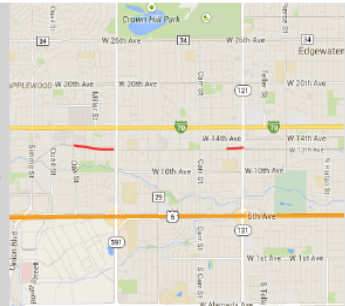
Open to Public: 2019

Sponsor: Lakewood

Project Scope

The project will construct two segments of the D10 bike path.

- a 10 ft multi-use path from Kipling St to Oak St, with MSE retaining walls. Relocation of the existing sound wall and fences at the rear and side property lines will be required.
- a 10 ft multi-use path from Zephyr St to Wadsworth Blvd. This segment will be at grade with a 6" curb to separate the path and the apartment parking lot. There will be down cast light wall packs attached to the retaining wall.
- land acquisitions will be required in both segments, and include signage/wayfinding with destinations and distances, and provide 70 bicycle parking spaces within 1/2 mile of one of the new paths (54 will be covered).



Affected Municipality(ies)
Lakewood

Affected County(ies)
Jefferson

Project Phases

Year	Phase
2016	Initiate Environmental
2016	Initiate Design
2017	Initiate ROW
2018	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (TAP)		\$320	\$536	\$1,064	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$80	\$134	\$266	\$0	\$0		
Total	\$0	\$400	\$670	\$1,330	\$0	\$0	\$0	\$2,400

Revised

Title: Multi-use path on the D10: Wadsworth Blvd to Zephyr St and Kipling St Project Type: Bicycle and Pedestrian Projects (New)

TIP-ID: 2016-006

STIP-ID:

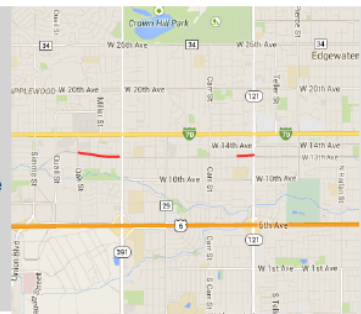
Open to Public: 2019

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- land acquisitions will be required in both segments, and include signage/wayfinding with destinations and distances.



Affected Municipality(ies)
Lakewood

Affected County(ies)
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Project Phases

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2017	Initiate ROW
2018	Initiate Construction

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State		\$0	\$0	\$0	\$0	\$0		
Local		\$80	\$134	\$266	\$0	\$0		
Total	\$0	\$400	\$670	\$1,330	\$0	\$0	\$0	\$2,400

2. **2016-018:** Moved all funding and project phases to FY16 per sponsor's request.

Original

Title: **23rd Ave. Bike/Ped Path at Fitzsimons Station**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2016-018**

STIP-ID:

Open to Public: **2018**

Sponsor: **Aurora**

Project Scope

The project constructs a new 12 ft wide concrete multi-use, bi-directional, physically-protected bicycle/pedestrian facility (use of curbs) along the south side of Fitzsimons Pkwy extending from the Light Rail Station to Ursula St and then south to East 23rd Ave. A HAWK signal and crosswalk with ADA ramps will also be provided at the station.

The project will also install pedestrian-scale ADA/AASHTO compliant lighting, way-finding signage with destination and distance information, and 20 or more bicycle parking spaces within 1/2 mile of the project.

Project Phases

Year	Phase
2016	Initiate Environmental
2016	Initiate Design
2016	Initiate ROW
2017	Initiate Construction



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$298	\$1,194	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$75	\$299	\$0	\$0	\$0		
Total	\$0	\$373	\$1,493	\$0	\$0	\$0	\$0	\$1,866

Revised

Title: **23rd Ave. Bike/Ped Path at Fitzsimons Station**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2016-018**

STIP-ID:

Open to Public: **2017**

Sponsor: **Aurora**

Project Scope

The project constructs a new 12 ft wide concrete multi-use, bi-directional, physically-protected bicycle/pedestrian facility (use of curbs) along the south side of Fitzsimons Pkwy extending from the Light Rail Station to Ursula St and then south to East 23rd Ave. A HAWK signal and crosswalk with ADA ramps will also be provided at the station.

The project will also install pedestrian-scale ADA/AASHTO compliant lighting, way-finding signage with destination and distance information, and 20 or more bicycle parking spaces within 1/2 mile of the project.

Project Phases

Year	Phase
2016	Initiate Construction



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$1,492	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$374	\$0	\$0	\$0	\$0		
Total	\$0	\$1,866	\$0	\$0	\$0	\$0	\$0	\$1,866

3. 2008-076: Adjusted pool projects' funding and titles per sponsor's request.OriginalTitle: **Region 1 FASTER Pool**TIP-ID: **2008-076**STIP-ID: **SR17002**

Open to Public:

Project Type: **Safety**Sponsor: **CDOT Region 1****Project Scope**

Pool contains safety-related improvements and upgrades based on the new FASTER funding program (Colorado Senate Bill 108) in CDOT Region 1.

Affected County(ies)Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (\$1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (\$1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (\$1,000s)
I-76 and C-470 Cable Barrier		\$1,224	SH-95 Intersection Improvements	64th Ave	\$851	Highline Canal Trail Underpass		\$0
I-70 PPST		\$3,000	SH-121/72nd Ave	Right turn accel lanes	\$901	Cable Median Barrier		\$0
C-470 Path Separations		\$1,572	SH-121 Intersection Improvements	Waterton Rd	\$2,050	US-85 and Kuner Rd Barrier Replacement	Bromley to Bridge	\$560
I-70 at 32nd Ave and C-470	Chain Station Lighting	\$594	SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602
SH-391	Jefferson County Schools Access	\$570	I-70/US-6	Chain station lighting improvements	\$1,000	Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200
SH-2 Traffic Signal Upgrades		\$440	I-76 Curve Reconstruction and Lane Balancing	US-85	\$6,150	Region 1 TSM Study Outcomes		\$5,000
SH-75 and Mineral Ave	Curb ramp and B/P crossing improvements	\$200	I-76 Roundabouts at ramp terminals	Bromley Ln	\$2,164	FASTER Safety Design		\$4,000
Amounts in \$1,000s								
	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (Faster-S)		\$20,724	\$2,424	\$17,869	\$19,869	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$86,453	\$20,724	\$2,424	\$17,869	\$19,869	\$0	\$0	\$147,339

RevisedTitle: **Region 1 FASTER Pool**TIP-ID: **2008-076**STIP-ID: **SR17002**

Open to Public:

Project Type: **Safety**Sponsor: **CDOT Region 1****Project Scope**

Pool contains safety-related improvements and upgrades based on the new FASTER funding program (Colorado Senate Bill 108) in CDOT Region 1.

Affected County(ies)Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (\$1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (\$1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (\$1,000s)
I-76 and C-470 Cable Barrier		\$1,224	SH-95 Intersection Improvements	64th Ave	\$851	High Line Canal Trail Underpass	Parker/Mississippi	\$3,201
I-70 PPST		\$3,000	SH-121/72nd Ave	Right turn accel lanes	\$901	Cable Median Barrier	104th to 168th Ave	\$2,000
C-470 Path Separations		\$1,572	SH-121 Intersection Improvements	Waterton Rd	\$2,050	US-85 and Kuner Rd Barrier Replacement	Bromley to Bridge	\$560
I-70 at 32nd Ave and C-470	Chain Station Lighting	\$594	SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602
SH-391	Jefferson County Schools Access	\$570	I-70/US-6	Chain station lighting improvements	\$1,000	Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200
SH-2 Traffic Signal Upgrades		\$440	I-76 Curve Reconstruction and Lane Balancing	US-85	\$6,150	Region 1 TSM Study Outcomes		\$5,000
SH-75 and Mineral Ave	Curb ramp and B/P crossing improvements	\$200	I-76 Roundabouts at ramp terminals	Bromley Ln	\$2,164	FASTER Safety Design		\$4,000
Amounts in \$1,000s								
	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (Faster-S)		\$20,724	\$2,424	\$17,869	\$19,869	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$86,453	\$20,724	\$2,424	\$17,869	\$19,869	\$0	\$0	\$147,339

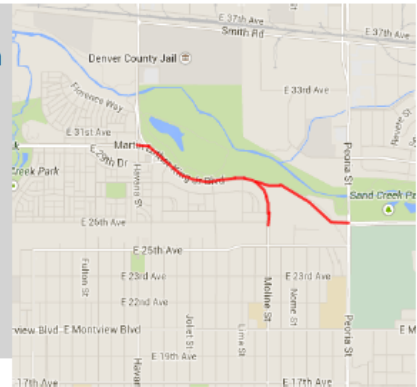
4. 2016-022: Adjusted local funding per sponsor's request.**Original**Title: **Martin Luther King Jr. Blvd Extension: Havana St to Peoria St**Project Type: **Roadway Capacity**TIP-ID: **2016-022**

STIP-ID:

Open to Public: **2018**Sponsor: **Denver****Project Scope**

This project adds two additional lanes to Martin Luther King Jr. Blvd. (MLK) from Havana St/Iola St, and a new 4-lane roadway from where MLK turns south into Moline St to the Fitzsimons Pkwy/Peoria St intersection. The project will also include:

- 18 ft landscaped medians, turn lanes, and a 16.5 ft landscaped tree lawn
- A detached 10 ft wide multi-use concrete path on each side, and a 10 ft wide multi-use concrete and 5 ft parallel soft trail outside of a 30 ft buffer from the Bluff Lake Nature Center area
- Several existing access consolidations, bus pads, new or improved traffic signal interconnection, bicycle detection, and a median pedestrian refuge at Peoria St.



Affected Municipality(ies)		Affected County(ies)		Project Phases				
Denver		Denver		Year	Phase			
				2016	Initiate Environmental			
				2016	Initiate Design			
				2017	Initiate ROW			
				2017	Initiate Construction			
Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$1,793	\$5,379	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$448	\$1,345	\$0	\$0	\$0		
Total	\$0	\$2,241	\$6,724	\$0	\$0	\$0	\$0	\$8,965

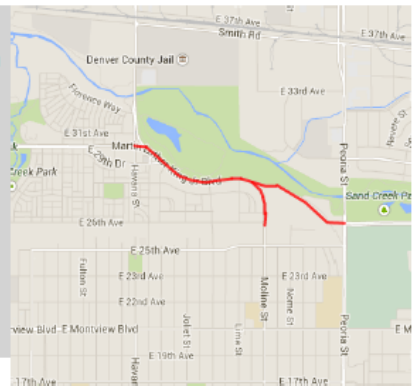
RevisedTitle: **Martin Luther King Jr. Blvd Extension: Havana St to Peoria St**Project Type: **Roadway Capacity**TIP-ID: **2016-022**

STIP-ID:

Open to Public: **2018**Sponsor: **Denver****Project Scope**

This project adds two additional lanes to Martin Luther King Jr. Blvd. (MLK) from Havana St/Iola St, and a new 4-lane roadway from where MLK turns south into Moline St to the Fitzsimons Pkwy/Peoria St intersection. The project will also include:

- 18 ft landscaped medians, turn lanes, and a 16.5 ft landscaped tree lawn
- A detached 10 ft wide multi-use concrete path on each side, and a 10 ft wide multi-use concrete and 5 ft parallel soft trail outside of a 30 ft buffer from the Bluff Lake Nature Center area
- Several existing access consolidations, bus pads, new or improved traffic signal interconnection, bicycle detection, and a median pedestrian refuge at Peoria St.



Affected Municipality(ies)		Affected County(ies)		Project Phases				
Denver		Denver		Year	Phase			
				2016	Initiate Environmental			
				2016	Initiate Design			
				2017	Initiate ROW			
				2017	Initiate Construction			
Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$1,793	\$5,379	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$1,957	\$5,871	\$0	\$0	\$0		
Total	\$0	\$3,750	\$11,250	\$0	\$0	\$0	\$0	\$15,000

5. **2016-038:** Clarified project name.**Original**

Title: High Line Canal Trail Underpass

Project Type: Bicycle and Pedestrian Projects (New)

TIP-ID: 2016-038

STIP-ID:

Open to Public: 2019

Sponsor: Cherry Hills Village

Project Scope

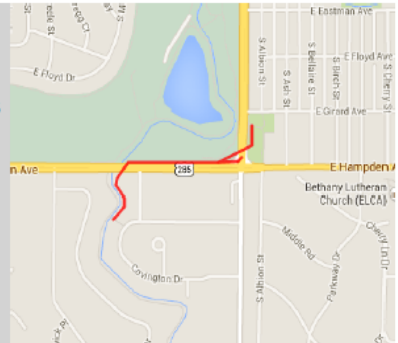
This project constructs two multi-use underpasses: one under Hampden Ave 1,500' west of Colorado Blvd, and another under Colorado Blvd 200' north of Hampden Ave. The 14' box culverts will accommodate new 10 ft multi-use trails from the existing pedestrian bridge at Monroe St to the underpass, along the north side of Hampden Ave to the other underpass and to the existing multi-use path on the east side of Colorado Blvd.

At least 10 covered bicycle parking spaces, ADA/AASHTO compliant lighting, and way-finding signage with destination and distance information will be included.

CDOT awarded TAP funding of \$1,000,000 in FY17.

Affected Municipality(ies)		Affected County(ies)		Project Phases	
Cherry Hills Village		Arapahoe		Year	Phase
Denver		Denver		2016	Initiate Environmental
				2016	Initiate Design
				2017	Initiate ROW
				2018	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (TAP)		\$1,500	\$1,300	\$1,250	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$500	\$350	\$500	\$0	\$0		
Total	\$0	\$2,000	\$1,650	\$1,750	\$0	\$0	\$0	\$5,400

**Revised**Title: **High Line Canal Trail Underpass at Hampden and Colorado**

Project Type: Bicycle and Pedestrian Projects (New)

TIP-ID: 2016-038

STIP-ID:

Open to Public: 2019

Sponsor: Cherry Hills Village

Project Scope

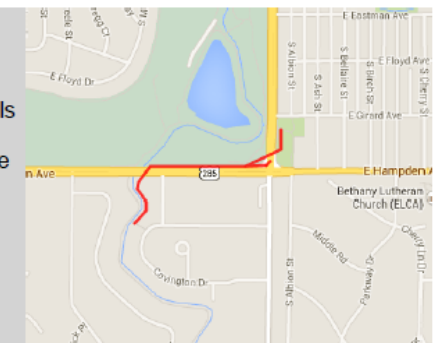
This project constructs two multi-use underpasses: one under Hampden Ave 1,500' west of Colorado Blvd, and another under Colorado Blvd 200' north of Hampden Ave. The 14' box culverts will accommodate new 10 ft multi-use trails from the existing pedestrian bridge at Monroe St to the underpass, along the north side of Hampden Ave to the other underpass and to the existing multi-use path on the east side of Colorado Blvd.

At least 10 covered bicycle parking spaces, ADA/AASHTO compliant lighting, and way-finding signage with destination and distance information will be included.

CDOT awarded TAP funding of \$1,000,000 in FY17.

Affected Municipality(ies)		Affected County(ies)		Project Phases	
Cherry Hills Village		Arapahoe		Year	Phase
Denver		Denver		2016	Initiate Environmental
				2016	Initiate Design
				2017	Initiate ROW
				2018	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (TAP)		\$1,500	\$1,300	\$1,250	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$500	\$350	\$500	\$0	\$0		
Total	\$0	\$2,000	\$1,650	\$1,750	\$0	\$0	\$0	\$5,400



6. **2016-061:** Adjusted scope, map, and project name per sponsor and CDOT request.OriginalTitle: **Sheridan Blvd Sidewalks: W. 8th Ave to W. 10th Ave**Project Type: **Bicycle and Pedestrian Projects (New)**TIP-ID: **2016-061**

STIP-ID:

Open to Public: **2017**Sponsor: **Lakewood****Project Scope**

Construct detached sidewalks on the east side of Sheridan Blvd (5 ft wide landscaping and 5 ft wide sidewalk) from north of W. 8th Ave to W. 10th Ave.

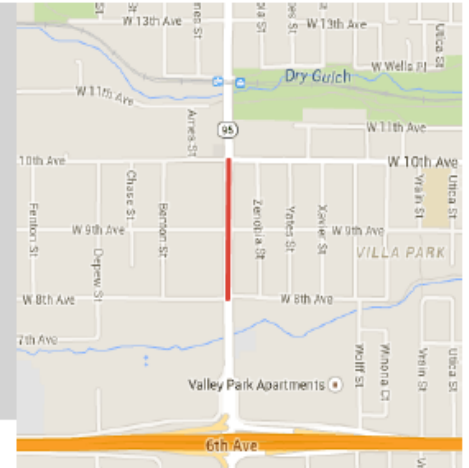
Awarded with CDOT Region 1 TAP funds.

Affected Municipality(ies)

Lakewood

Affected County(ies)

Jefferson



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (TAP)		\$400	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$100	\$0	\$0	\$0	\$0		
Total	\$500	\$500	\$0	\$0	\$0	\$0	\$0	\$1,000

RevisedTitle: **Sheridan Blvd Multiuse Path: W. 6th Ave to W. 10th Ave**Project Type: **Bicycle and Pedestrian Projects (New)**TIP-ID: **2016-061**

STIP-ID:

Open to Public: **2017**Sponsor: **Lakewood****Project Scope**

Construct multiuse path on the west side of Sheridan Blvd from north of W. 6th Ave to W. 10th Ave.

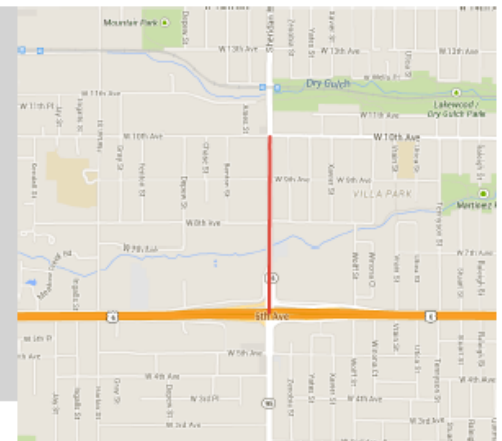
Awarded with CDOT Region 1 TAP funds.

Affected Municipality(ies)

Lakewood

Affected County(ies)

Jefferson



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (TAP)		\$400	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$100	\$0	\$0	\$0	\$0		
Total	\$500	\$500	\$0	\$0	\$0	\$0	\$0	\$1,000

7. 2016-062: Adjusted scope, map, and project name per sponsor and CDOT request.**Original**Title: **Sheridan Blvd Sidewalks: Colfax Ave to 17th**Project Type: **Bicycle and Pedestrian Projects (New)**TIP-ID: **2016-062**

STIP-ID:

Open to Public: **2018**Sponsor: **Denver****Project Scope**

Construct detached sidewalks on the east side of Sheridan Blvd (5 ft wide landscaping and 5 ft wide sidewalk) from north of Colfax Ave to W. 17th Ave.

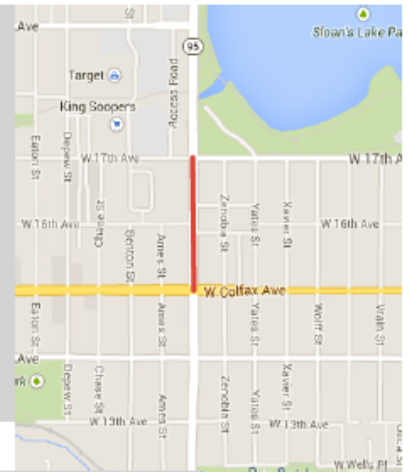
Awarded with CDOT Region 1 TAP funds.

Affected Municipality(ies)

Affected County(ies)

Denver

Denver



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (TAP)		\$400	\$400	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$100	\$100	\$0	\$0	\$0		
Total	\$0	\$500	\$500	\$0	\$0	\$0	\$0	\$1,000

RevisedTitle: **Sheridan Blvd Sidewalks: W. 8th Ave to W. 10th Ave and Colfax Ave to W. 17th Ave**Project Type: **Bicycle and Pedestrian Projects (New)**TIP-ID: **2016-062**

STIP-ID:

Open to Public: **2018**Sponsor: **Denver****Project Scope**

Complete planning, design, and environmental phases for detached sidewalks on the east side of Sheridan Blvd (5 ft wide landscaping and 5 ft wide sidewalk) from W. 8th Ave to W. 10th Ave and north of Colfax Ave to W. 17th Ave.

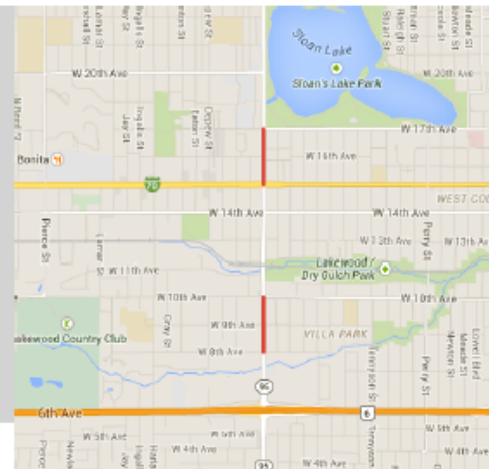
Awarded with CDOT Region 1 TAP funds.

Affected Municipality(ies)

Affected County(ies)

Denver

Denver



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (TAP)		\$400	\$400	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$100	\$100	\$0	\$0	\$0		
Total	\$0	\$500	\$500	\$0	\$0	\$0	\$0	\$1,000

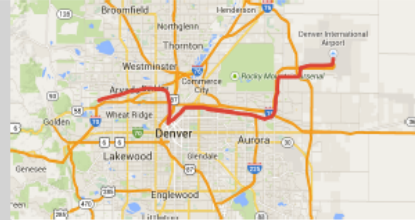
8. 2008-111: Adjusted funding per sponsor's request.**Original**Title: **FasTracks Eagle P-3 Corridors (Gold and East Line)**Project Type: **Rapid Transit**TIP-ID: **2008-111**

STIP-ID:

Open to Public: **2016**Sponsor: **R T D****Project Scope**

Build electrified commuter rail line running from Denver Union Station to Denver International Airport (East Line) and Denver Union Station to Ward Rd (Gold Line). Projects being combined at the request of FTA due to outcome of P-3 process. Former East Corridor TIP-ID 2007-052 and Gold Line Corridor TIP-ID 2007-054.

FasTracks Second Commitment in Principal STP-Metro funding for I-225 in FY16 will support double tracking in portions of the East Corridor.



Affected Municipality(ies)		Affected County(ies)						
Arvada		Adams						
Aurora		Denver						
Denver		Jefferson						
Wheat Ridge								
Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (5309S)		\$150,000	\$150,000	\$45,950	\$0	\$0		
Federal (STP-M)		\$3,650	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$913	\$0	\$0	\$0	\$0		
Local (RTD)		\$140,729	\$140,856	\$41,696	\$0	\$0		
Total	\$1,224,211	\$295,292	\$290,856	\$87,646	\$0	\$0	\$0	\$1,898,005

RevisedTIP-ID: **2008-111**

STIP-ID:

Open to Public: **2016**Sponsor: **R T D****Project Scope**

Build electrified commuter rail line running from Denver Union Station to Denver International Airport (East Line) and Denver Union Station to Ward Rd (Gold Line). Projects being combined at the request of FTA due to outcome of P-3 process. Former East Corridor TIP-ID 2007-052 and Gold Line Corridor TIP-ID 2007-054.

FasTracks Second Commitment in Principal STP-Metro funding for I-225 in FY16 will support double tracking in portions of the East Corridor.



Affected Municipality(ies)		Affected County(ies)						
Arvada		Adams						
Aurora		Denver						
Denver		Jefferson						
Wheat Ridge								
Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (5309S)		\$165,000	\$150,000	\$45,950	\$0	\$0		
Federal (STP-M)		\$3,650	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$913	\$0	\$0	\$0	\$0		
Local (RTD)		\$140,729	\$140,856	\$41,696	\$0	\$0		
Total	\$1,224,211	\$310,292	\$290,856	\$87,646	\$0	\$0	\$0	\$1,913,005

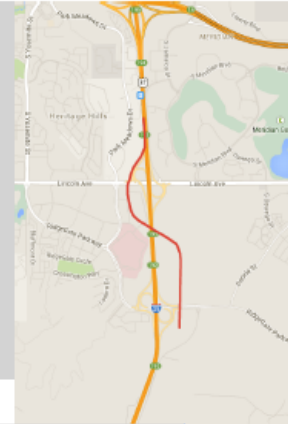
9. **2007-059:** Adjusted funding per sponsor's request.**Original**

Title: **FasTracks Southeast Corridor Extension: Lincoln Ave to RidgeGate Pkwy** Project Type: **Rapid Transit**

TIP-ID: **2007-059**STIP-ID: **SST7015**Open to Public: **2019**Sponsor: **R T D****Project Scope**

Extend Southeast Corridor LRT from Lincoln Ave to RidgeGate Pkwy in the City of Lone Tree.

Affected Municipality(ies)	Affected County(ies)
Lone Tree	Douglas



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (5309S)		\$0	\$42,706	\$25,942	\$1,141	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Local (RTD)		\$43,190	\$58,614	\$29,872	\$1,315	\$0		
Total	\$39,379	\$43,190	\$101,320	\$55,814	\$2,456	\$0	\$0	\$242,159

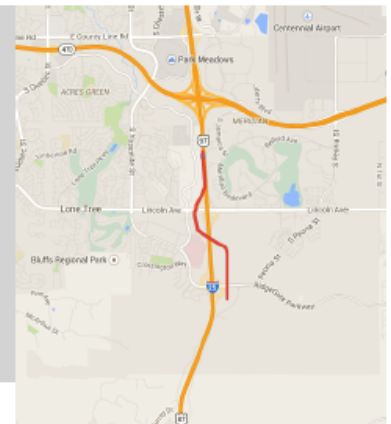
Revised

Title: **FasTracks Southeast Corridor Extension: Lincoln Ave to RidgeGate Pkwy** Project Type: **Rapid Transit**

TIP-ID: **2007-059**STIP-ID: **SST7015**Open to Public: **2019**Sponsor: **R T D****Project Scope**

Extend Southeast Corridor LRT from Lincoln Ave to RidgeGate Pkwy in the City of Lone Tree.

Affected Municipality(ies)	Affected County(ies)
Lone Tree	Douglas



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (5309S)		\$92,000	\$42,706	\$25,942	\$1,141	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Local (RTD)		\$43,190	\$58,614	\$29,872	\$1,315	\$0		
Total	\$39,379	\$135,190	\$101,320	\$55,814	\$2,456	\$0	\$0	\$334,159

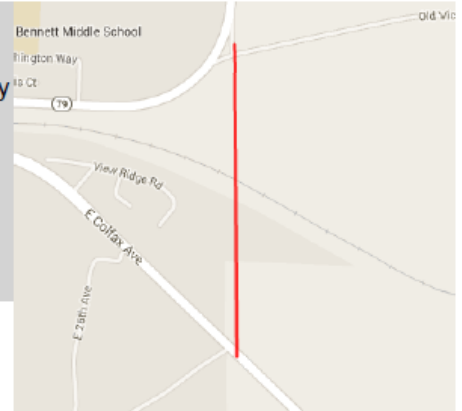
10. 2016-044: Changed years of funding per sponsor's request.**Original**Title: **Hwy 79 and Hwy 36 Grade Separation: FA and Design Study**Project Type: **Roadway/Transit Studies**TIP-ID: **2016-044**

STIP-ID:

Open to Public: **2019**Sponsor: **Bennett****Project Scope**

This study undertakes environmental clearances and Final Design for grade separating Hwy 79 and the Union Pacific Railroad north of Bennett at Old Victory Rd.

Phase 1 will conduct the necessary NEPA analysis and preliminary design.
Phase 2 will develop a final design.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Bennett	Adams	Year	Phase
Unincorporated		2016	Initiate Study
		2018	Initiate Design

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (STP-M)		\$680	\$0	\$496	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$170	\$0	\$155	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$0	\$850	\$0	\$651	\$0	\$0	\$0	\$1,501

RevisedTitle: **Hwy 79 and Hwy 36 Grade Separation: FA and Design Study**Project Type: **Roadway/Transit Studies**TIP-ID: **2016-044**

STIP-ID:

Open to Public: **2019**Sponsor: **Bennett****Project Scope**

This study undertakes environmental clearances and Final Design for grade separating Hwy 79 and the Union Pacific Railroad north of Bennett at Old Victory Rd.

Phase 1 will conduct the necessary NEPA analysis and preliminary design.
Phase 2 will develop a final design.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Bennett	Adams	Year	Phase
Unincorporated		2016	Initiate Study
		2018	Initiate Design

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (STP-M)		\$392	\$392	\$392	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$108	\$108	\$108	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$0	\$500	\$500	\$500	\$0	\$0	\$0	\$1,500

11. 2016-021: Adjusted project phases to match years of funding.**Original**

Title: I-25 & Broadway Interchange Reconstruction

Project Type: Roadway Capacity

TIP-ID: 2016-021

STIP-ID:

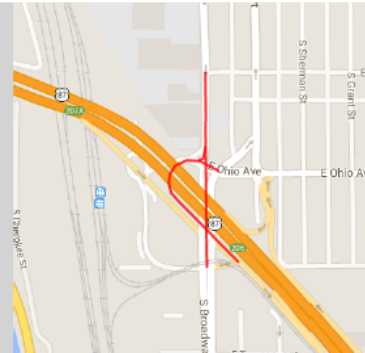
Open to Public: 2020

Sponsor: Denver

Project Scope

This project modifies the S. Broadway/I-25 interchange and will include the following features:

- Reconstructs E. Exposition Ave, from S. Lincoln St to S. Broadway
- Reconstructs S. Broadway, from E. Exposition Ave to south of E. Ohio Ave. in concrete pavement
- Constructs a new southbound I-25 on-ramp from the Broadway/Ohio intersection, travel under the existing I-25 viaduct, and extends over Broadway before it gains vertical elevation to connect to SB I-25
- Adds paved parking at the RTD I-25/Broadway Station; a water quality pond adjacent to the paved parking
- Adds new or modified traffic signals, with new or improved signal interconnect and ITS infrastructure
- Adds new 8 ft. minimum width sidewalks, a detached multi-use trail extending from the Lincoln /Ohio intersection directly into the RTD I-25/Broadway Station area, bicycle racks, streetscaping, and pedestrian and street lighting



Affected Municipality(ies)		Affected County(ies)		Project Phases				
Denver		Denver		Year	Phase			
				2016	Initiate Environmental			
				2016	Initiate ROW			
				2018	Initiate Design			
				2019	Initiate Construction			
Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$6,540	\$4,000	\$6,833	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$2,971	\$1,000	\$6,624	\$0	\$0		
Total		\$0	\$9,511	\$5,000	\$13,457	\$0	\$0	\$0
								\$27,968

Revised

Title: I-25 & Broadway Interchange Reconstruction

Project Type: Roadway Capacity

TIP-ID: 2016-021

STIP-ID:

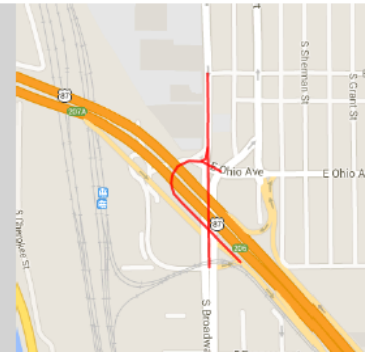
Open to Public: 2020

Sponsor: Denver

Project Scope

This project modifies the S. Broadway/I-25 interchange and will include the following features:

- Reconstructs E. Exposition Ave, from S. Lincoln St to S. Broadway
- Reconstructs S. Broadway, from E. Exposition Ave to south of E. Ohio Ave. in concrete pavement
- Constructs a new southbound I-25 on-ramp from the Broadway/Ohio intersection, travel under the existing I-25 viaduct, and extends over Broadway before it gains vertical elevation to connect to SB I-25
- Adds paved parking at the RTD I-25/Broadway Station; a water quality pond adjacent to the paved parking
- Adds new or modified traffic signals, with new or improved signal interconnect and ITS infrastructure
- Adds new 8 ft. minimum width sidewalks, a detached multi-use trail extending from the Lincoln /Ohio intersection directly into the RTD I-25/Broadway Station area, bicycle racks, streetscaping, and pedestrian and street lighting



Affected Municipality(ies)	Affected County(ies)		Project Phases					
Denver	Denver		Year	Phase				
			2016	Initiate Design				
			2016	Initiate ROW				
			2017	Initiate Environmental				
			2018	Initiate Construction				
Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$6,540	\$4,000	\$6,833	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$2,971	\$1,000	\$6,624	\$0	\$0		
Total	\$0	\$9,511	\$5,000	\$13,457	\$0	\$0	\$0	\$27,968

12. 2007-079: Added pool from 2012-2017 TIP per sponsor's request. Added pool projects and funds.**New**Title: **Region 1 Bridge Off-System Pool**Project Type: **Bridge**TIP-ID: **2007-079**STIP-ID: **SR17001**

Open to Public:

Sponsor: **CDOT Region 1****Project Scope**

The Bridge Off-System Pool funds off-system bridge projects throughout CDOT Region 1.

Affected County(ies)

Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson



All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Dartmouth Ave (FY18)	@ S Platte River	\$524	88th Ave (FY18)	@ Wolf Creek	\$100			
Amounts in \$1,000s								
	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (BRO)		\$0	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$624	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$0	\$624	\$0	\$0	\$0	\$624

13. Various projects: Adjusted project location maps to a standard size. Replaced pictures on some CDOT project pools.

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Melina Dempsey, Transportation Planner
303-480-5628 or mdempsey@drcog.org

Meeting Date	Agenda Category	Agenda Item #
March 23, 2015	Action	5

SUBJECT

Recommendation on eligibility rules and process for the selection of projects to be funded through the DRCOG TDM Pool set-aside program of the *2016-2021 Transportation Improvement Program (TIP)*.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends the proposed rules and process including changes reflecting input from FHWA.

ACTION BY OTHERS

[February 23, 2015](#) – TAC recommended approval.

SUMMARY

The DRCOG Board established several off-the-top set-aside programs as part of the *Policy on TIP Preparation for the 2016-2021 TIP*. One is the Regional Transportation Demand Management (TDM) Pool set-aside. Traditionally, DRCOG allocates funds from the pool to specific projects every two years. This year's projects will be selected to be funded in fiscal year (FY) 2016 and FY 2017. Funding can be used for either traditional TDM marketing projects or for small multimodal supportive infrastructure projects.

Last month, TAC made a recommendation to the Board of Directors on the evaluation criteria – with specific modifications added (see Attachment 1). TAC also recommended the eligibility rules and process document associated with the TDM Pool selection of projects. Following the TAC meeting, however, staff received additional information from the Federal Highway Administration (FHWA) regarding the following subjects:

- FHWA has clarified with staff that transit fare subsidy and pass programs must be targeted for use during the ozone monitoring season and are intended to be primarily associated with the peaks of the ozone season (high-ozone days). (The “ozone monitoring season” has been designated by EPA to be March 1 through September 30). Additionally, transit fare subsidies must be associated with a program to provide alerts to participants of predicted “high-ozone days.”
- FHWA determined carshare memberships or subsidies are not eligible (See Attachment 2).
- FHWA clarified that any type of direct cash payment incentive programs are not eligible.

Therefore, the eligibility rules and process document is being brought back to TAC. Additionally, staff has proposed clarifying language to address eligibility questions posed at the February TAC meeting. Modified sections are highlighted in Attachment 3.

The revised 2015 schedule for the TDM Pool project selection is as follows:

- April – Board approval of process components. Open the call for projects
- Late May – Project applications due
- June/July – Complete project evaluations (staff and project review panel)
- July/August – Committee recommendations and Board approve project selection

PREVIOUS DISCUSSIONS/ACTIONS

[January 26, 2015](#) – TAC

[February 23, 2015](#) – TAC

PROPOSED MOTION

Move to recommend to the Board of Directors eligibility rules and process for the selection of FY2016-2017 projects to be funded through the DRCOG TDM Pool set-aside program of the *2016-2021 Transportation Improvement Program (TIP)*.

ATTACHMENTS

1. Evaluation Criteria for the 2015 TDM Pool Selection Cycle (FYs 2016-17)
2. Email responses from FHWA
3. Draft TDM Pool Eligibility Rules and Selection Process

ADDITIONAL INFORMATION

If you need additional information, please contact Melina Dempsey, Transportation Planner, at 303-480-5628 or mdempsey@drcog.org.

TAC Memo ATTACHMENT 1

Draft - Evaluation Criteria for the 2015 TDM Pool Selection Cycle (FYs 2016-17)

(March 3, 2015)

			Other EXAMPLE Traits For Panel to Consider	
Evaluation Criteria		Max Pts	Maximum Points	Minimum Points
A. Scored by Project Review Panel				
1	Level of Innovation and Uniqueness (uniqueness of market geographic area, market population/demographics, project type) Totally new (market/connections/project type) and extremely unique, seed funding to test concept is critical = 15 pts; Does not reach new market or is continuation of existing service/project/campaign = 1 pt	15	1) Project/program reaches completely new area. 2) Project/program serves or targets a totally new demographic or type of trips to reduce. 3) Project is unlike anything tried in the region in recent past. Concept has shown success in other cities. 4) Innovative Project. New, unique concept. 5) Project type implemented in DRCOG region has proven successful.	1) Serves area with current/recent/long-standing service. 2) Serves a population comparable to those that have been served by the sponsor for a long period of time. 3) Very similar to past endeavors, or continuation (maybe just with a new name) of an existing program, and has not adequately proved successful results.
2	Project Readiness: Sponsor is ready to go = 5 pts; Sponsor just getting started, extensive additional coordination required = 1 pt	5	Experienced sponsor of TDM projects.	Right-of-way needs to be obtained for construction of installation.
3	Timing/Synergy of Project: Immediate benefits/link to major roadway/rapid transit project = 5 pts; Benefits several years out, undeveloped area, no link to roadway or transit project = 1 pt	5	Project coincides with an immediate major construction project (traffic congestion) or opening of new rapid transit line/segment	
4	Motor Vehicle Trip and VMT Reduction potential: High = 22 pts, Medium = 11, Low = 5 Based on attributes (provided in application) specific to infrastructure and to non-infrastructure projects.	22	Project Review Panel will consider reliability and realism of attribures and assumptions used to reflect decreased VMT and improve air quality. Detailed calculation by applicant of trip & VMT reduction is optional.	
5	Transit Service Relation: Project directly promotes, incentivizes, or is located in proximity to transit.	5	1) Direct promotion of transit through marketing, or subsidized transit fares. 2) Infrastructure project directly serves and is proximate to transit.	No relationship to transit.
6	Funding Effectiveness (total project cost/user base) potential: Lower cost = 5 pts; Higher cost = 1 pt	5	Project Review Panel will consider reliability and realism of assumptions used in the calculation of results.	
7	Other Factors and Intangibles: Successful performance of Past Projects, clear/concise application, cooperation with Regional TDM Program = 7 pts; Poor products, contract management, coordination, or project application form = 1 pt	7		
B. Measured/Scored by DRCOG Staff:				
8	User Base - Population or/and Employment to be reached directly through this project in the specific project area	5	Points allocated based on results of all projects submitted.	
9	Environmental Justice Area: Entirely in EJ area = 5 pts; Partially in, or serves defined population away from project = 3 pts; Does not serve any EJ area = 1 pt	5		
10	Congestion Level in Project Area: High (>) = 10 pts Low (<) = 1 pts	10	Points allocated based on results of all projects submitted.	
11	Serves DRCOG Designated Urban Centers (UCs): Strongly serve/focused on established UCs = 5 pts; No UCs = 1 pt	5		
12	Jurisdiction's TIP Metro Vision Points	5	Pulled directly from 2012-2017 TIP Policy Document	
13	Financial Partners: 2 pts for one additional partner; 3 pts if two+ (must be identified in application as funding match partners)	3		
14	Type of Local Match - All cash = 3 pts, Any "in-kind" = 0 pts	3		

ATTACHMENT 2

From: Aaron.Bustow@dot.gov [mailto:Aaron.Bustow@dot.gov]
Sent: Tuesday, January 20, 2015 1:13 PM
To: Melina Dempsey; Betsy.Jacobsen@state.co.us; michael.king@state.co.us
Cc: William.Haas@dot.gov
Subject: CMAQ funds and Carsharing

Good Afternoon,

I finally got a response from FHWA HQ about guidance on carsharing activities. To clarify the CMAQ Guidance, carsharing operational assistance activities are not eligible. Carsharing capital funding is eligible, but has to provide a clear benefit to a systems wide area. There is eligibility for vehicle purchases under the requirements of the Alternative Fuels and Vehicle memo by FHWA.

Aaron Bustow

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aaron.bustow@dot.gov

From: Aaron.Bustow@dot.gov [mailto:Aaron.Bustow@dot.gov]
Sent: Tuesday, March 10, 2015 1:55 PM
To: Melina Dempsey
Cc: William.Haas@dot.gov; Betsy.Jacobsen@state.co.us; michael.king@state.co.us
Subject: CMAQ carsharing and operating assistance clarification

Operating assistance does not include membership subsidies. As noted in section VII.A.2.c. of the Interim Guidance, operating assistance includes all costs of providing new transportation services, including, but not limited to, labor, fuel, administrative costs, and maintenance. Operating assistance is not meant to help subsidize the user.

This is the decision from our FHWA HQ team and legal counsel.

Aaron Bustow

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TAC Memo ATTACHMENT 3

TDM Pool Eligibility Rules and Selection Process

Call for FY 2016-FY 2017 Projects

(Draft – March 13, 2015)

1) Eligibility Requirements

- Project sponsors must be eligible to be direct sub-recipients of federal CMAQ funds. These include local governments, governmental agencies, and non-profits. Private, for-profit companies (e.g., contractors, suppliers, or consultants) are not eligible as sponsors/direct sub-recipients of CMAQ funds.
- All scopes of work must adhere to the federal CMAQ Interim Program Guidance under MAP-21 (2013). A link to these guidelines can be found at:
http://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm
- Applications must be for new projects or activities which implement TDM strategies that reduce single occupant vehicle (SOV) travel and ultimately improve regional air quality and/or reduce traffic congestion. **Applicants must demonstrate how their project/program will have a direct impact reducing SOV travel.** If a proposed project is an expansion of a previous project, the applicant must demonstrate how the proposal is distinctly different (i.e., targeted geographic area, population, etc).
- There are two main project categories; infrastructure and non-infrastructure. \$2,080,000 is allocated to the TDM Pool over a two-year period, with \$800,000 targeted to small infrastructure projects and \$1,280,000 to all other projects. These targets are subject to change depending on the types of applications received. Infrastructure and non-infrastructure projects will be scored and ranked separately from one another.
- **Infrastructure multimodal supportive project types:**
 - Bikeshare – bikes, stations
 - Bicycle parking – mobile bike parking, bicycle racks, secure bicycle parking, sheltered parking
 - Bicycle parking projects shall be within ¼ mile of transit (Transit is defined as a transit station or park-n-ride facility).
 - Carshare – carshare capital purchases (vehicles) are eligible (per FHWA Buy America approval)
 - Sponsors must show that the newly requested vehicles serve distinctly new locations and members.
 - All vehicle purchases need to have the Buy America waiver secured prior to procurement. (Note: FHWA accepts Buy America waivers applications on a quarterly basis and prefers alternatively-fueled vehicles.)
 - Wayfinding and Signage
- **Non-Infrastructure project types:**
 - Public Education, Marketing and Outreach promoting or expanding use of TDM measures
 - Marketing-related projects are mandated to utilize a direct working relationship link to the Way to Go campaign. (Note: Way to Go staff has drafted a comprehensive list of options and ways to collaborate on TDM marketing efforts, and will work one-on-one with each applicant.)
 - Innovative Projects (Note: See Section 16 of CMAQ Guidance)

TAC Memo ATTACHMENT 3

TDM Pool Eligibility Rules and Selection Process

Call for FY 2016-FY 2017 Projects

(Draft – March 13, 2015)

- Transit Fare Programs - reduced or free transit fare programs (subsidies) are eligible and must adhere to federal guidance:
 - Must be targeted for use during the ozone monitoring season and are intended to be primarily associated with the peaks of the ozone season (high-ozone days). (The “ozone monitoring season” has been designated by EPA to be March 1 through September 30).
 - Transit fare subsidies must be associated with a program to provide alerts to participants of predicted “high-ozone days.” Applicants should demonstrate how they intend to promote the use of reduced fares or passes in association with the RAQC’s “ozone action alerts.”
 - Should be for a limited (short-term) duration for any person (multiple years for individuals does not meet the intent).
 - Must target SOV-using individuals and should be linked to or partnered with a comprehensive area-wide air quality program.
- New TMOs
 - Start-up funding assistance for a new Transportation Management Organization (TMO) cannot exceed two years. A minimum 20 percent of matching funds are required the first year, and 50 percent match in the second year. Additionally, the application must show a commitment of 100% locally derived funds to support the operation of the TMO for a third year.
 - Any new TMO seeking funds to start operations must capture a new market not currently served by other TMOs.
 - Sponsor must show it is an eligible agency (e.g., 501(c)(3), etc.)

Limited and ineligible project types

- Projects that would have been eligible as stand-alone TIP projects are ineligible— (e.g., requesting \$100,000 or more of federal funds to construct a sidewalk or multi-use path.) Minor bicycle and pedestrian travelway infrastructure projects linking to transit will be considered if they are not eligible for TIP funds (e.g., less than \$100,000 TIP minimum project request.)
- Direct cash payment incentive programs are ineligible.
- Stand-alone studies and plans are ineligible. This does not apply to minor studies within larger projects.
- Funding provided to local government sponsors should not replace existing local funding for staff.
- Applicants should not request funding for projects or services that are currently performed by other agencies or government entities.
- Existing TMAs/TMOs participating in the Regional TDM Program may not submit project elements that duplicate activities outlined in the Regional TDM Program Master Agreement. Activities should be unique to those conducted as part of the TDM Regional Program.

TAC Memo ATTACHMENT 3

TDM Pool Eligibility Rules and Selection Process

Call for FY 2016-FY 2017 Projects

(Draft – March 13, 2015)

- Bikeshare and carshare memberships/subsidies are not eligible per FHWA interpretation of CMAQ Guidance. Subject to change if FHWA changes/updates this interpretation (determinations made December 2014 and March 2015, respectively).
- Stand-alone projects that do not have a direct impact on SOV reduction are not eligible (for example, curb cuts or bus pads as stand-alone projects, do not have a direct impact on reducing SOV travel).

2) Funding Requirements

- Applicants may request funding for up to two years for federal Fiscal Years (FY) 2016 and 2017.
 - Federal FY 2016 is from October 2015 to September 2016
 - Federal FY 2017 is from October 2016 to September 2017.
- Minimum project request – must be for no less than **\$80,000** of federal funds, which can be allocated over two years. This minimum reduces the administrative burden of managing numerous small projects.
- Maximum individual project request is **\$300,000** over two years.
- A local match of at least 17.21% of the total project cost is required (federal TDM Pool = 82.79%). It may be a cash or an approved in-kind match contribution; however a cash match is encouraged. Applicants proposing a 100% cash match will be awarded additional scoring points. CDOT does not track overmatch (cash or in-kind). If a sponsor wants to overmatch the project on their own, they may do so, but without point incentives.

3) Application process

- Interested applicants will be required to attend a half day of application training sponsored by DRCOG and CDOT.
- Applicants must provide reasonable information and estimates regarding project **attributes** that will impact the amount of VMT reduced due to the project, for example:
 - For Infrastructure Projects: e.g., (as applicable to the type of project) number of new bike/carshare members, average number of trips per day, number of new bicyclists/transit users as a result of secure bike parking, etc.
 - For Non-Infrastructure Projects: e.g., (as applicable to the type of project) number of new businesses or individuals participating in program, current level of transit service in program area, number of new transit trips or new car/van pool trips, etc.

Applicants may calculate detailed predictions of VMT reduction, if they so choose, but are not required to do so. The application instructions will provide specific details on what type of information is required.

- Non-local government sponsors **must** include documentation of support from the applicable local government(s) where the project is located.
- Sponsors of projects involving installation of infrastructure or construction must consider, prior to applying, federal right-of-way rules and procedures when estimating costs, schedule, and funding requests.

TAC Memo ATTACHMENT 3

TDM Pool Eligibility Rules and Selection Process

Call for FY 2016-FY 2017 Projects

(Draft – March 13, 2015)

- If there are any questions at all about eligibility, please send DRCOG staff your question so that we may address the question with FHWA.

4) Project Evaluation and Selection process

- Establish Project Review Panel to assist with scoring and evaluating projects. Participants may include:
 - DRCOG Divisions: Transportation Planning and Operations; Communications and Marketing (Way to Go); and Regional Planning and Operations
 - CDOT
 - EPA Region 8
 - Colorado Air Pollution Control Division
 - FHWA
 - RTD, if they did not submit an application
 - RAQC, if they did not submit an application
 - Transportation Management Association/Organization, if they did not submit an application
 - Other neutral TDM subject matter experts
- a) Each member of the Panel will review the applications and assign points to the criteria based on information contained in the project application forms.
- b) The Panel will convene to discuss the applications and reach consensus on the final criteria points and total score for each project.
- c) The Panel will recommend a list of projects to be funded by the Regional TDM Pool.
- d) The list will then be taken through DRCOG committees for review and final approval by the Board.

5) Award Conditions

- Each organization awarded funds will sign an IGA and enter into a contract with the Colorado Department of Transportation (CDOT) to complete their projects. CDOT serves as the steward of these federal funds.
- Projects must be completed within two years from the contract start date.
- Awardees are required to allocate 5-10 percent of their budget to surveys and/or tracking mechanisms to determine project results and benefits. Final project evaluations (reported results) will be due to DRCOG and CDOT upon project completion. Awardees have up to two months after the contract end date to complete and submit the project evaluations.
- Reported results must clearly articulate the estimated trips and VMT reduced due to the project. Final reimbursements are contingent upon receiving final project results.
- Additionally, CDOT requires status reports and reimbursement requests to be submitted no more than monthly but no less than quarterly throughout the duration of the project.

Resource: CMAQ Guidance 2013

http://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
March 23, 2015	Informational	6

SUBJECT

This item introduces the topic of developing the new *Metro Vision Regional Transportation Plan* (MVRTP).

PROPOSED ACTION/RECOMMENDATIONS

This item is for information and discussion.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG is in the process of preparing its new *Metro Vision Regional Transportation Plan* (MVRTP). The MVRTP will integrate the policy framework of DRCOG's in-progress Metro Vision plan to present a complete picture of the region's envisioned and fiscally constrained transportation system.

The new MVRTP will address the following topics:

- Big-picture planning assumptions and challenges
- Directly including Metro Vision's transportation element, *A Connected Multimodal Region*, and associated outcomes, objectives, strategies, actions, measures and targets
- In-depth description of the region's multimodal transportation system elements
- *2040 Fiscally Constrained Regional Transportation Plan* (2040 RTP)
- Benefits and impacts of the 2040 RTP

The draft Metro Vision plan is currently undergoing MVIC and Board review. The MVRTP will be adopted together with Metro Vision later this year.

Staff will present an overview and proposed outline of the new MVRTP and ask for TAC input and thoughts.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

Links:

- [2035 Metro Vision Regional Transportation Plan](#)
- [2040 Fiscally Constrained Regional Transportation Plan](#)

ADDITIONAL INFORMATION

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

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Melina Dempsey, Transportation Planner
303-480-5628 or mdempsey@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
March 23, 2015	Information	7

SUBJECT

The Regional Bicycle Network Vision of the new *Metro Vision Regional Transportation Plan (MVRTP)*.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Figure 18 of the current 2035 *MVRTP* depicts the 2035 Regional Bicycle Corridor System Vision (see attached). The system represents the key corridors of an envisioned regional bicycle network. Some of the corridors are existing facilities (e.g., Boulder Creek Path, Centennial C-470 Trail, 16th Ave. Bike Lanes), while other corridors will require new facilities to be built or major upgrades to existing facilities. The current map does not discern between what is built and unbuilt.

The corridors are somewhat like our interstate highways and regional arterials for automobile travel, but at a different scale. They represent a network of key facilities bicyclists can travel along to make longer trips (i.e., beyond the neighborhood). There will be many hundreds of miles of additional local facilities, not shown on the network, that still provide important short connections within communities.

Staff is working with stakeholders and bicycle planners from local jurisdictions to refine the corridors on the map. The updated map will be included in the *MVRTP*. The following themes are being considered:

- Corridors should connect key destinations or activity centers. Examples include:
 - designated Urban Centers
 - transit stations and transit hubs
 - colleges, universities, and major employment, shopping, recreation, and entertainment areas
 - traditional downtowns of small cities and rural communities
- Consider combining the two “tiers” of corridors (community and regional) and have just one category for the regional bicycle network vision.
- Identify existing versus unbuilt facilities in corridors
- Make corrections, additions, deletions and realignments to the network

A draft of the updated Bicycle Corridor System should be completed by June to include within the new *MVRTP*. As part of the new 2016-2017 Unified Planning Work Program (UPWP) for DRCOG, staff is also proposing to prepare a new regional bicycle plan document (or active transportation, title TBD) in 2016.

Check in with the bicycle planners in your communities if you wish to coordinate thoughts and ideas. We are in the process of setting up several localized meetings to review the network map, make edits and discuss suggestions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

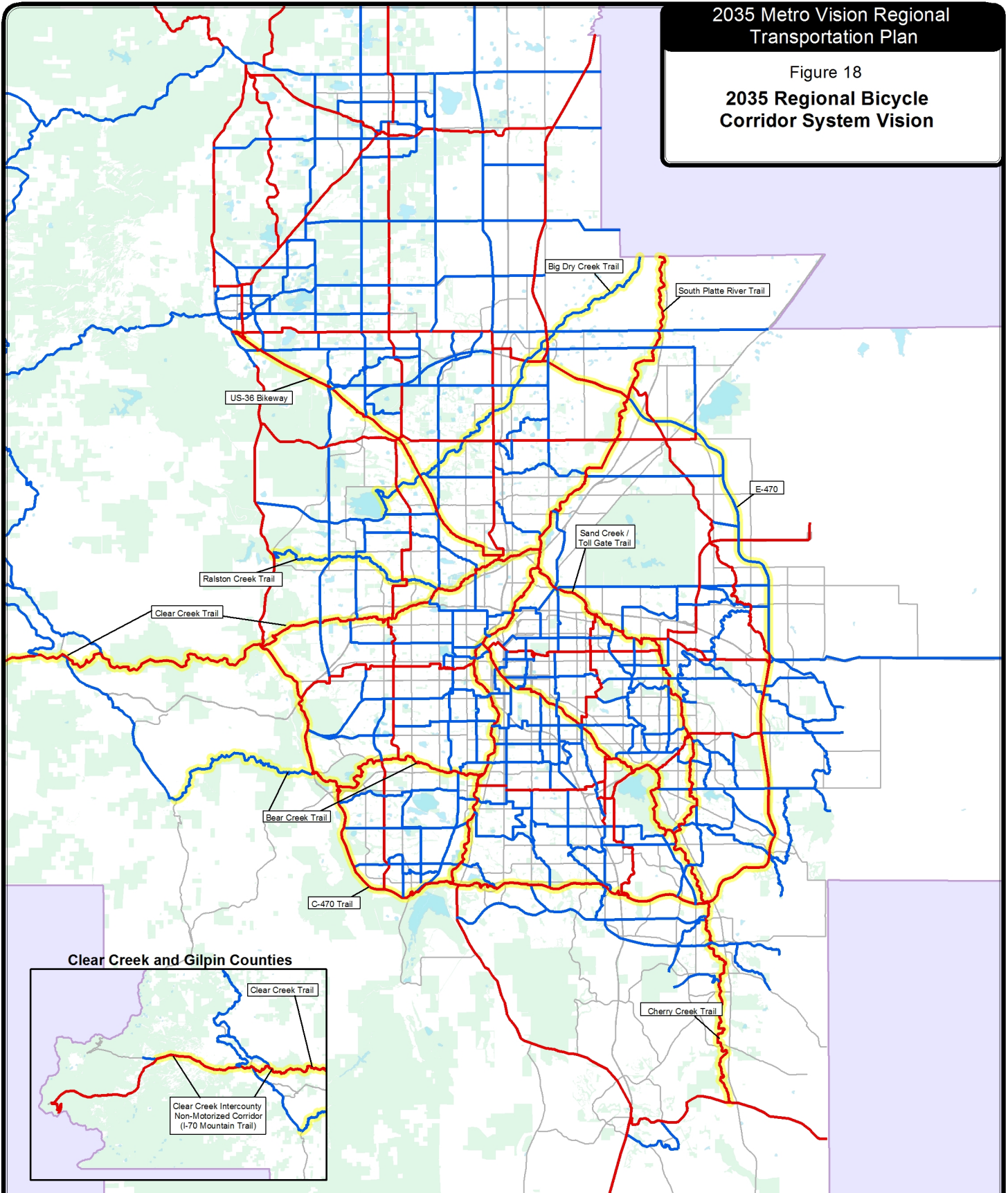
ATTACHMENTS

Figure 18 of 2035 MVRTP – 2035 Regional Bicycle Corridor System Vision

ADDITIONAL INFORMATION

If you need additional information, please contact Melina Dempsey, Transportation Planner, at 303-480-5628 or mdempsey@drcog.org.

**2035 Regional Bicycle
Corridor System Vision**



This map and the data it depicts are intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no representation or warranty that the data will be error free. DRCOG is not responsible to any user for any costs or damages arising from inconsistencies in its data.

Source: DRCOG
Projection: Colorado State Plane, NAD 83
PJ 9/10

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Miles

\\Clinton\Develop\2035 MVRTP 2010 S Update\2035 MVRTP Maps Tables\RTP figures\Fig18_Bike_Corridor_S.mxd

— Regional Roadway System
- - - Roads Outside Region
Lakes and Reservoirs
Open Space and Parks

— Regional Corridors
— Community Corridors
— Key Multi-use Trails

Corridors Note: The specific facility representing a corridor may be directly on the route depicted or may be parallel within 1/4 mile. No more than one facility may represent the defined corridor.



DRCOG
DENVER REGIONAL CHAIRMAN OF GOVERNMENTS