

AGENDA
TRANSPORTATION ADVISORY COMMITTEE MEETING
Monday, June 16, 2014
1:30 p.m.
1290 Broadway
Independence Pass Board Room - Ground floor, west side

1. Call to Order
2. Public Comment
3. June 2, 2014 Meeting Summary
(Attachment A)

ACTION ITEMS

4. **Motion to recommend to the Regional Transportation Committee the June 2014 amendments to the 2012-2017 Transportation Improvement Program (TIP).**
(Attachment B)
Steve Cook
5. **Motion to recommend to the Regional Transportation Committee the 2040 RTP Fiscally Constrained Roadway Capacity and Rapid Transit Staging Networks.**
(Attachment C)
Jacob Riger
6. **Motion to recommend to the Metro Vision Issues Committee First Phase funding targets by project type to be used for the 2016-2021 TIP Call for Projects.**
(Attachment D)
Douglas Rex

ADMINISTRATIVE ITEMS

7. Member Comment/Other Matters
8. Next Meeting - July 28, 2014
9. Adjournment

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

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ATTACHMENT A

MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, June 2, 2014

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Jeanne Shreve (Alternate)	Adams County
Maria D'Andrea (Alternate)	Adams County
Dave Chambers	Arapahoe County-City of Aurora
Bryan Weimer (Alternate)	Arapahoe County
George Gerstle	Boulder County
Debra Baskett (Chair)	Broomfield, City and County
Steve Klausing	Business/Economic Development
Jeff Sudmeier (Alternate)	Colorado Dept. of Transportation, DTD
Myron Hora (Alternate)	Colorado Dept. of Transportation, Reg. 4
Dave Gaspers (Alternate)	City and County of Denver
Steve Gordon	City and County of Denver
Doug Rex	Denver Regional Council of Governments
Art Griffith	Douglas County
Greg Fischer	Freight Interests
Bob Manwaring	Jefferson County-City of Arvada
Dave Downing (Alternate)	Jefferson County-City of Westminster
Lenna Kottke	Non RTD Transit
Ken Lloyd	Regional Air Quality Council
Bob Davis	Senior Transportation
Ted Heyd	TDM/Non-motor

OTHERS PRESENT:

Mac Callison (Alternate)	Arapahoe County – City of Aurora
Dave Baskett (Alternate)	Jefferson County-City of Lakewood
Tex Elam (Alternate)	Non RTD Transit

Public: Paul Jesaitis, CDOT Reg. 1; Scott Burton, Jefferson County; Susan Wood, RTD; Kent Moorman, City of Thornton

DRCOG staff: Jacob Riger, Todd Cottrell, Brad Calvert, Melina Dempsey, Matthew Helfant, Greg MacKinnon, Todd Cottrell, Robert Spotts, Will Soper, Casey Collins

Call to Order

Chair Debra Baskett called the meeting to order at 1:31 p.m.

Public Comments

There was no public comment.

Summary of May 19, 2014 Meeting

The meeting summary was accepted, with change of listing for Dave Baskett to voting alternate at the May 19 meeting.

ACTION ITEM

Motion to recommend to the Regional Transportation Committee the *Regional Intelligent Transportation Systems (ITS) Deployment Program*.

Greg MacKinnon presented the draft ITS pool program selections, which are described in the document, *Regional Intelligent Transportation Systems (ITS) Deployment Program*. The Regional ITS Program Pool is allocated \$825,000 per year for FY 2014 and FY 2015 within the 2012-2017 TIP. A Call for Projects was conducted, yielding 11 projects from nine jurisdictions for a total request of \$3.6 million in federal CMAQ funds. An additional \$423,000 is available from project savings. The Regional Transportation Operations (RTO) work group endorsed the selections.

Bob Manwaring MOVED to recommend to the Regional Transportation Committee the *Regional Intelligent Transportation Systems (ITS) Deployment Program*. Bob Davis SECONDED the motion and the MOTION PASSED unanimously.

INFORMATIONAL ITEM

Discussion on fiscally constrained roadway capacity projects for the 2040 Regional Transportation Plan (2040 RTP).

Jacob Riger presented on the development of the 2040 RTP fiscally constrained roadway capacity projects. Staff emailed the initial DRCOG 2040 RTP project scoring list to the TAC on May 16. The CDOT projects list was not available at that time. Staff emailed CDOT's draft project list to the committee (received yesterday from CDOT on June 1) prior to the meeting, along with CDOT's letter describing their draft funding assumptions that included projected toll revenue. Mr. Riger noted CDOT intends to request \$50 million from DRCOG for the I-70 East Viaduct project. Jacob Riger said the DRCOG and CDOT lists are separate but have some overlap. Staff will "map" both lists for the committee to see how they fit together, and provide at the June 16 meeting.

Mr. Riger said proposed interchange projects that do not meet the "regionally significant" definition will be considered operational for RTP purposes and not listed individually in the 2040 RTP. The committee concurred with this approach. Mr. Riger said Denver's Colfax enhanced transit project proposal will need further analysis, as it is unique and not a traditional roadway capacity project (it would remove roadway capacity for transit service). The Colfax project request is approximately one-third of the entire STP-Metro allocation. Steve Gordon and George Gerstle commented that a modal-independent way of evaluating projects that uses Person Hours Traveled (PHT) should be considered. After discussion, staff will score the Colfax project and have it compete with the roadway projects for scoring and evaluation purposes.

George Gerstle asked how managed lanes will be modeled by DRCOG, if CDOT is assuming the managed lanes policy. Jacob Riger said this is taken into account in the transportation modeling.

Mr. Gerstle asked if CDOT's SH-119/SH-52 \$30 million interchange proposal includes the previously anticipated RTD Northwest Corridor FasTracks contribution. Myron Hora, CDOT, responded that the RTD amount was not assumed.

Mr. Riger reviewed a handout showing two conceptual funding approaches (the blue option and the orange option) to frame this initial discussion of developing fiscally constrained roadway capacity projects. The options also indicated high and low funding estimates based on ongoing dialog with CDOT about Program Distribution funding levels. These options are for illustrative purposes only. In both approaches, \$50 million was taken off the top for the assumption of CDOT's \$50 million request for the I-70 East Viaduct project.

Blue option (score rank). Three funding exceptions in this option were noted:

1. SH-119/SH-52 interchange (CDOT is funding)
2. US 85 (Meadows Parkway to Cook Ranch Road) (possibility DRCOG STP-Metro may be used if CDOT does not fully fund)
3. SH-119 shoulder running BRT (at this time, assuming CMAQ funding only)

Maria D'Andrea asked if CDOT's I-270 project includes funding for Commerce City's I-270/Vasquez candidate project. Jeff Sudmeier said yes. Mr. Riger noted staff would account for that in revising the conceptual approach options for developing the 2040 RTP fiscally constrained roadway project list.

Orange option (2035 RTP STP-Metro allocated projects and high scoring projects): Mr. Riger noted this options' similarity to the blue approach, but that the Pena Boulevard project is not initially funded in the Orange option, because partial funding was not presumed.

Art Griffith requested staff prepare another option showing ranking with a 50% federal funded/50% local funded ratio.

Doug Rex asked for committee clarification on how to proceed with scoring the Colfax enhanced transit project (i.e., as a roadway capacity project or handled differently).

- George Gerstle asked for the project to be scored as a roadway capacity project, while noting that a DRCOG policy decision would need to be made.
- Steve Gordon suggested the TIP points criteria be reviewed. He clarified that the Colfax project would take a lane only during peak hours.
- Jacob Riger noted the Colfax project is in a grey area; it is considered regionally significant because it removes roadway capacity, and is also a rapid transit project. It was noted details such as who would operate and whether it involves additional bus service, is not determined yet.
- Steve Gordon said there is potential eligibility for 50% FTA funding.
- Steve Klausing commented that, while it is a good project, it is ultimately a Board policy question. Longer term implications should be carefully considered, as it could erode the traditional roadway capacity pool.

The committee was asked to submit any further comments to staff prior to next meeting. CDOT is expected to provide a modified project list as their draft list is not fully fiscally constrained. Staging will be discussed at next TAC meeting on June 16.

ACTION ITEMS

Motion to recommend to the Metro Vision Issues Committee the draft *Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP.*

Todd Cottrell presented the revised TIP criteria based on recommendations made at the last TAC meeting (May 19). Additional recommendations are as follows:

III. DRCOG Selection Process - *Section B. Funding Request Application*

Dave Baskett suggested allowing *city and county managers* to also be able to sign applications. (currently states Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency directors or equivalent for other applicants.)

Table 3. Population and Employment Estimates and Maximum TIP Project Submittals

Steve Gordon asked why there is a change in the amount of projects that jurisdictions can submit. Todd noted it was an attempt to simplify and to allow smaller communities more than 2 submittals considering the lower funding request minimums. Mr. Gordon said this increases the number of

projects. He questioned the decrease in the number of applications that Denver could submit from 16 to 15. Dave Baskett disagreed with raising the potential number of projects.

Table 4. Roadway Capacity Projects

Ted Heyd suggested changing the 4th bullet in the Multimodal connectivity evaluation criteria to state “4 points for adding new bike lanes, or shoulders, *or multi-use paths.*”

Table 5. Roadway Operational Improvement Projects

George Gerstle suggested adding more than 2 points (out of total 28 points) for incorporating Person Hours Traveled (PHT). He suggested staff look at the methodology of including the RTD ridership numbers and the regional average vehicle occupancy to come up with PHT. Bryan Weimer asked if staff would eliminate the bus transit service level category with this proposal and Mr. Gerstle said he would be open to that. Doug Rex said staff would look at this over the next 24 hours to provide comment to MVIC. Art Griffith was in favor of adding more points for the *Bus transit service level* criterion (4-5 points) instead of revising criteria to reflect PHT suggested by Mr. Gerstle. Debra Baskett said the PHT does help to meet the Metro Vision 2040 goals. Chair Baskett asked that staff send the PHT methodology to the TAC when completed.

*In the Eligibility Criteria, second bullet, second/third sub-bullet: *Turn lane additions at the intersections are also part of the project; and the maximum length of any added through-lanes total less than one centerline mile.*

Art Griffith suggested changing the underlined “and” to “or”. George Gerstle said the “appropriate engineering judgment should be used. Todd said staff will review language; staff added “at the appropriate intersections..”

In the Eligibility Criteria, third bullet.

Mr. Griffith suggested reinstating the deleted sub-bullet: *Major improvement to interchanges, such as the construction of a new flyover ramp or relocation of ramps or the building of new travel movement ramps, must be submitted as roadway capacity projects per its eligibility criteria.*” Todd said it was removed for simplification by not stating what’s eligible, only listing what’s not.

In Multimodal connectivity (in all tables), last bullet: 1 point for providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone for the entire length of the project.

Jeanne Shreve suggested adding language, “subject to safety operational and constrained right-of-way”. Doug Rex said he had concerns the suggested change would provide an opportunity to “game” the system since a community could take credit for the point(s) later to have it removed.

Table 7. Transit Passenger Facilities Projects

In the Eligibility Criteria, second bullet

Jeanne Shreve suggested local jurisdictions should be allowed to be an applicant, not only RTD or CDOT. George Gerstle suggested saying RTD or CDOT be consulted or be supportive of the local jurisdiction’s project. Todd said it could be changed to “A local jurisdiction could be eligible, but must have a letter of support or concurrence from CDOT or RTD”. Art Griffith suggested adding “if applicable if in a transit agency’s or CDOT’s service area”.

Table 8 Transit Service Projects

In Eligibility Criteria, All Projects, third bullet

Art Griffith asked to add to first sentence language saying “if outside the RTD district, would not need RTD concurrence”. Susan Wood, RTD, said that coordination should take place regardless.

Table 9 Bicycle Pedestrian Projects

In Eligibility Criteria

There was some discussion of trail surface. Staff has added minor language.

Table 11. Studies

There was some discussion of eligibility of locally funded studies for TIP funding.

Todd Cottrell noted the MVIC has not yet reviewed the Second Phase Selection process (Section 3-G), so the TAC's recommendation at this meeting should exclude the Second Phase process at this time. The second phase process is not required to conduct a Call for Projects and will be amended into the adopted TIP Policy later this summer.

Mr. Cottrell also noted *Appendix C – Roadway Capacity Projects* will be updated as soon as the Board has adopted project selections.

On page 18 of the revised TIP Policy document, staff has recently updated the First Phase Selection to show revised percentages that better allocate funding.

Art Griffith MOVED to recommend to the Metro Vision Issues Committee the First Phase funding target table, which includes revised percentages for First Phase funding. George Gerstle SECONDED the motion and the MOTION PASSED unanimously.

George Gerstle MOVED to recommend to the Metro Vision Issues Committee the draft *Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP* (not including Section III.G (Second Phase selection process) at this time; and noting the regionally-funded roadway projects in the 2040 RTP will be added to Appendix C upon Board approval); and incorporating using Person Hours Traveled (PHT) in evaluating Roadway Operations; and the other edits agreed to at today's meeting. Art Griffith SECONDED the motion, and clarified only using the PHT metric if it makes sense. George Gerstle agreed. The MOTION PASSED unanimously.

Doug Rex said the PHT concept will be brought to the MVIC for discussion.

Steve Gordon asked for more clarification of how the formula for the number of applications was changed. Doug Rex said this concern would be brought forward to MVIC.

Member Comment/Other Matters

The meeting ended at 3:37 p.m. The next meeting was rescheduled to June 16 (from June 23).

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Steve Cook, MPO Planning Manager
303 480-6749 or scook@drcog.org

Meeting Date	Agenda Category	Agenda Item #
June 16, 2014	Action	4

SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), generally taking place each quarter. Typically, these amendments involve the deletion and addition of projects or adjustments to existing projects and do not impact funding for other projects in the TIP.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendment because it complies with the Board adopted [TIP Preparation Policy](#).

ACTION BY OTHERS

N/A

SUMMARY

The project to be amended is listed in the attached table, along with specific details and the reason for the amendment.

The proposed policy amendment to the [2012-2017 Transportation Improvement Program](#) has been found to conform to the State Implementation Plan for Air Quality.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Motion to recommend to the Regional Transportation Committee the June 2014 amendment to the *2012-2017 Transportation Improvement Program* (TIP).

ATTACHMENT

2012-2017 Amendment Table
I-225 Partnership Letter – April 21, 2014

ADDITIONAL INFORMATION

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

2012-2017 Transportation Improvement Program

Policy Amendments

6/9/2014

Pending

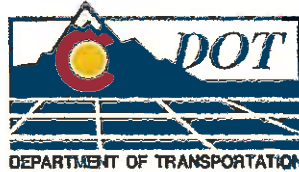
TIP#	Project Name: Limits,Sponsor,Scope	Current Funding								
		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
2008-111	FasTracks Eagle P-3 Corridors (Gold and East Line)									
Sponsor:	R T D	Federal (5309S)		\$150,000	\$150,000	\$150,000	\$150,000	\$300,000		
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.	Federal (CMAQ)		\$6,000	\$7,161	\$0	\$3,600	\$3,650		
		Federal (RTD)		\$0	\$0	\$0	\$0	\$0		
		Federal (STP-M)		\$6,000	\$0	\$1,350	\$0	\$0		
		State		\$0	\$0	\$0	\$0	\$0		
		Local		\$135,421	\$123,901	\$118,505	\$80,744	\$0		
		Total	\$624,211	\$297,421	\$281,062	\$269,855	\$234,344	\$303,650	\$45,950	\$2,056,493

FasTracks Second Commitment in Principal CMAQ funding for I-225 in FY15-16 will support double tracking in portions of the Pena corridor on the East Corridor.

Why Amend?

Revise scope.

Revise 8/16/2012 amendment to move the I-225 Second Commitment in Principal project location from the Peoria/Smith station to double tracking in portions of the Pena corridor on the East Corridor. Add additional language to the scope to reflect this. Total project funding remains unchanged.



April 21, 2014

Board of Directors
Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, CO 80203-5606

RE: Aurora Line/I-225 Rail – Second Commitment in Principle Funds

Dear Board Members:

The City of Aurora, the Colorado Department of Transportation (CDOT), and the Regional Transportation District (RTD) collectively recognized as the Aurora Line/I-225 Rail Project Partners are pleased to inform you that through consensus, we would like to reprogram the use of the DRCOG Second Commitment in Principle (SCIP) funds. These funds were originally allocated by the approved Denver Regional Council of Governments Board Resolution Number 20, dated July 16, 2008. The Aurora Line/I-225 Rail Project Partners would like to request that the \$7.250 million, as represented in the Corridor Allocation Table of the subject Board Resolution, be made available for the East Rail Line base project costs. The Corridor Partners request that \$3.6 million be programmed for FY 2015 with the remaining \$3.65 million programmed in FY 2016.

The Corridor Partners concur that programming the Aurora Line/ I-225 Rail SCIP funds will serve a key role in completing the East and Aurora Line/I-225 Rail Projects. This funding designation will not change the scope nor the budgets of either rail projects. This action will allow RTD to maximize federal funding draws. If you have any questions, please direct them to Bill Van Meter (RTD Assistant General Manager of Planning) at 303-299-2448.

Sincerely,

Aurora Line/I-225 Rail Project Partners

Stephen D. Hogan
Mayor, City of Aurora

Phillip A. Washington, General Manager
Regional Transportation District

Donald E. Huht, Executive Director
Colorado Department of Transportation

cc: Jennifer Schaufele, Executive Director, DRCOG
Douglas Rex, Transportation Planning and Operations Director, DRCOG
Elizabeth Kemp, CDOT FasTracks Liaison, CDOT
Richard Clarke, Assistant General Manager of Capital Programs, RTD
Bill Van Meter, Assistant General Manager of Planning, RTD
Dave Chambers, Director of Public Works, City of Aurora
Mac Callison, Transportation Planning Supervisor, City of Aurora

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Transportation Planning Coordinator
303 480-6749 or jriger@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
June 16, 2014	Action	5

SUBJECT

This item concerns development of the *Fiscally Constrained 2040 Regional Transportation Plan* (2040 RTP) to be adopted in December 2014.

PROPOSED ACTION/RECOMMENDATIONS

Motion to recommend to the Regional Transportation Committee the 2040 RTP fiscally constrained roadway capacity and rapid transit staging networks.

ACTION BY OTHERS

N/A

SUMMARY

To meet federal fiscal constraint and air quality conformity requirements, the 2040 RTP must:

- individually identify regionally significant roadway capacity and rapid transit projects;
- demonstrate that revenues will be reasonably expected to fund these projects through 2040 (fiscal constraint); and
- identify the implementation period of each project for air quality conformity modeling purposes.

Several pieces of information were discussed at the June 2 TAC to assist in developing the list of fiscally constrained roadway capacity projects. Revisions/updates to each item are discussed as follows:

- **Project scores:** Table 1 shows the revised project scores for non-CDOT-submitted projects. The only change was to score the Colfax enhanced transit project and to include it with the other projects for competitive evaluation.
- **Revenues for 2040:** Table 2 shows revised draft revenues for 2040 by funding category based on updated information from and continued coordination with CDOT. **Note: This table may be revised further prior to the TAC meeting.**
- **CDOT 2040 funded projects list:** CDOT's draft project list provided at the June 2 TAC meeting was not fully fiscally constrained. The revised list will be provided to TAC once received.
- **Fiscal constraint conceptual approaches:** At the June 2 TAC meeting, two conceptual approaches ("Blue" and "Orange") were discussed to develop the list of fiscally constrained roadway capacity projects derived from Table 1. A third approach was requested during the meeting ("Purple" approach below). The maps and tables for each approach have been revised based on updated Table 2. The conceptual approaches (Tables 3-5, Maps 1-3) are:
 - *Blue approach:* Rank score all projects in Table 1 except where minimal STP-Metro dollars are needed to complete CDOT funding of a project (such as US 6/Wadsworth interchange)
 - *Orange approach:* 2035 RTP projects with STP-Metro funding allocations and then Blue approach methodology

- *Purple approach*: Blue approach methodology, but using 50% federal project cost (50% local match) assumptions
- **Fiscally constrained rapid transit network**: This network (Table 6) is comprised of the portions of FasTracks that are fiscally constrained through 2040. The only changes from the recently-adopted 2013 Cycle 2 RTP amendments are:
 - Advancing the staging period of the Southeast Extension from 2025-2035 to 2015-2024.
 - Adding the proposed SH-119 BRT and Colfax enhanced transit projects to the fiscally constrained rapid transit network (if approved by the DRCOG Board).

There are three other considerations that affect developing the list of fiscally constrained projects for the 2040 RTP:

- Expected revenues: DRCOG continues to coordinate closely with CDOT regarding reasonable assumptions for expected revenues for the 2040 RTP, particularly for STP-Metro revenues.
- I-70 East CDOT funding request: Similarly, CDOT has formally requested \$50 million from DRCOG-controlled revenues towards the I-70 East reconstruction project. Whether the Board approves this request, and from which revenue source, impacts available revenues for other roadway capacity projects. The attached fiscal constraint conceptual approaches (blue, orange, and purple) presume the \$50 million will be funded from CMAQ revenues.
- Locally-funded projects: These projects are carried forward from the 2035 RTP with sponsor-requested updates. A draft list will be provided at the June 16 TAC meeting. However, regional funding decisions for candidate projects (Table 1 and final CDOT list) will result in additions and deletions to the locally-funded project list. Staff asks for discretion to revise the locally-funded project list consistent with regional funding decisions, once made.

PREVIOUS DISCUSSIONS/ACTIONS

TAC: June 2, 2014

PROPOSED MOTION

Motion to recommend to the Regional Transportation Committee the 2040 RTP fiscally constrained roadway capacity and rapid transit staging networks.

ATTACHMENTS

Table 1: 2040 RTP Draft Project Scoring and Evaluation Results (rev. June 9)
(Revised project scores for non-CDOT-submitted projects)

Table 2: 2040 RTP Estimated Federal & State Program Revenues and Revenues for Roadway Capacity Projects (rev. June 9). *(Revised 2040 revenues)*

Tables 3-5 & Maps 1-3: *(Revised fiscal constraint conceptual funding approaches-Blue, Orange, Purple)*

Table 6: 2040 RTP Fiscally Constrained Rapid Transit Projects (rev. June 9)
(Draft fiscally constrained rapid transit network)

Forthcoming: Revised CDOT 2040 funded projects list; and Draft 2040 locally-derived funded projects list

ADDITIONAL INFORMATION

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

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Douglas W. Rex, Director, Transportation Planning and Operations
303 480-6747 or drex@drkog.org

Meeting Date	Agenda Category	Agenda Item #
June 16, 2014	Action	6

SUBJECT

Developing the next *Transportation Improvement Program* (TIP).

PROPOSED ACTION/RECOMMENDATIONS

Recommend to the Metro Vision Issues Committee First Phase funding targets by project type to be used for the 2016-2021 TIP Call for Projects.

ACTION BY OTHERS

N/A

SUMMARY

At its June 2 meeting, TAC recommended to MVIC the draft *Policy on Transportation Improvement Program Preparation, Procedures for Preparing the 2016-2021 TIP*. Part of TAC's recommendation included funding targets for First Phase selection by funding category shown in Table 1:

Table 1 Funding Targets for First Phase Selection by Funding Category (75% of not-yet-programmed funding)	
STP-Metro	
Roadway Capacity Projects , includes roadway widening, new roadways, new interchanges, interchange capacity, HOT/BRT/HOV	60%
Roadway Operational Improvements	15%
Roadway Reconstruction	25%
CMAQ	
Roadway Operational Improvements	40%
Bicycle/Pedestrian Projects	30%
Transit Service Projects	20%
Transit Passenger Facilities	10%
Transportation Alternatives Program (TAP)	
Bicycle/Pedestrian Projects	100%

On May 30, CDOT transmitted a formal request to the DRCOG Board for \$50 million in DRCOG federal funds (CMAQ and/or Metro) for the I-70 East reconstruction project. The proposal is anticipated to be discussed at the June 25th DRCOG Board meeting.

Whether the Board approves this request, and from which funding source, impacts available revenues for the 2016-2021 TIP Call for Projects and would therefore change the percentages shown in Table 1. As a result, staff is requesting that TAC modify its recommendation to now allow for more flexibility. Specifically, staff requests that TAC revise its recommendation to express the funding targets in Table 1 by "project type" instead of funding category.

Table 2 illustrates the proposed concept that reflects the funding assumptions TAC recommended on June 2 (Table 1) and presuming DRCOG funding of \$50 million for I-70 East:

Table 2 Draft First Phase Funding Targets By Project Type		
	2016-2021 Funds	2016-2021 Target (% of Total Funds Available for 1 st Phase)
Roadway Capacity	\$42 million	37%
Roadway Operational	\$24 million	22%
Roadway Reconstruction	\$17 million	16%
Transit Service	\$7 million	6%
Transit Passenger Facilities	\$3 million	3%
Bike/Ped	\$18 million	16%
Total	\$111 million	100%

Showing funding targets by project type (Table 2) optimizes flexibility to account for the Board's decision regarding the \$50 million request from CDOT without having to recalculate funding targets as Table 1 would require. Therefore, staff is asking TAC to recommend replacing Table 1 with Table 2 for MVIC's consideration in July so that the TIP development process and upcoming call for projects can move forward.

PREVIOUS DISCUSSIONS/ACTIONS

June 2, 2014 TAC recommended the draft *Policy on Transportation Improvement Program Preparation* to MVIC

PROPOSED MOTION

Motion to recommend to the Metro Vision Issues Committee First Phase funding targets by project type to be used for the 2016-2021 TIP Call for Projects

ATTACHMENT

N/A

ADDITIONAL INFORMATION

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