

Board Officers

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AGENDA

TRANSPORTATION ADVISORY COMMITTEE

Monday, July 27, 2015

1:30 p.m.

1290 Broadway

Independence Pass Board Room - Ground floor, West side

1. Call to Order
2. Public Comment
3. June 22, 2015 TAC Meeting Summary
(Attachment A)

ACTION ITEMS

4. **Discussion on a waiting list and selection protocol for projects not funded in the 2016-2021 Transportation Improvement Program (TIP).**
(Attachment B)
Todd Cottrell
5. **Discussion on the summary of comments received at the 2016-2021 TIP Open Forum.**
(Attachment C)
Todd Cottrell

ADMINISTRATIVE ITEMS

6. Member Comment/Other Matters
7. Next Meeting – August 24, 2015
8. 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 22, 2015

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Kimberly Dall	Adams County-City of Brighton
Jeanne Shreve	Adams County
George Gerstle	Boulder County
Heather Balsler	Boulder County-City of Louisville
Debra Baskett (Chair)	Broomfield, City and County
Steve Klausing	Business/Economic Development
Jeff Sudmeier (Alternate)	Colorado Dept. of Transportation DTD
David Gaspers	Denver, City and County
Janice Finch	Denver, City and County
Douglas Rex	Denver Regional Council of Governments
John Cotten	Douglas County-City of Lone Tree
Art Griffith	Douglas County
Greg Fischer	Freight
Bob Manwaring	Jefferson County-City of Arvada
Steve Durian	Jefferson County
Bert Weaver	Non MPO Area
Tex Elam (Alternate)	Non RTD Transit
Kate Cooke (Alternate)	Regional Air Quality Council
Bill Sirois (Alternate)	Regional Transportation District
Aylene McCallum	TDM/Nonmotor

OTHERS PRESENT:

Kent Moorman (Alternate)	Adams County-City of Thornton
Tom Reiff (Alternate)	Douglas County
Dave Baskett (Alternate)	Jefferson County-City of Lakewood
Ted Heyd (Alternate)	TDM/Nonmotor

Public: Danny Herrmann, CDOT Reg. 1; Kristina Evanoff, CCD

DRCOG staff: Steve Cook, Todd Cottrell, Jacob Riger, Brad Calvert, Flo Raitano, Mark Northrop, Will Soper, Matthew Helfant, Casey Collins

Call to Order

Chair Debra Baskett called the meeting to order at 1:30 p.m.

Public Comments

There were no public comments.

Summary of May 18, 2015 Meeting

The meeting summary was accepted as written.

ACTION ITEMS

Discussion of amendments to the 2016-2021 Transportation Improvement Program (TIP).

Todd Cottrell presented the three requested amendments.

Sponsor	TIP ID	Proposed Amendment	
RTD	2007-055	FasTracks North Metro: DUS to Eastlake/124 th Ave	To change project name (previously DUS to 72 nd Ave), limits, and scope. Increase funds (from total funding of \$419,594 M to \$698,230 M) to accurately reflect project information.
RTD	2007-059	FasTracks SE Corridor Extension: Lincoln Ave to RidgeGate	To revise funding table to accurately reflect committed funds (from total funding of \$334,159 M to \$231,462 M).
CDOT Reg. 1	2016-003	I-70 East Reconstruction	To update project scope. Increase project funds to be consistent with STIP (from total funding of \$791,500 M to \$1,172 B). The Bridge Enterprise funds represent funds included in the prior FY12-17 STIP as well as the estimated construction expenditures associated with a long-term payment stream of BE revenues. Additional funding will be added to the TIP once funding sources have been secured.

Bob Manwaring MOVED to recommend to the Regional Transportation Committee amendments to the *2016-2021 Transportation Improvement Program (TIP)*. The motion was seconded and it passed unanimously.

Discussion of the draft FY2016-FY2017 Unified Planning Work Program (UPWP).

Doug Rex presented the draft FYs16-17 UPWP, a federally required document outlining major regional transportation planning tasks and activities to be conducted from October 1, 2015 through September 30, 2017. The UPWP was updated in collaboration with planning partners, CDOT, RTD and local governments.

Heather Balser MOVED to recommend to the Regional Transportation Committee the draft *FY2016-FY2017 Unified Planning Work Program (UPWP)*. The motion was seconded and it passed unanimously.

Discussion of a waiting list and selection protocol for projects not funded in the 2016-2021 Transportation Improvement Program (TIP).

Todd Cottrell presented staff's proposed language for a waiting list protocol that is more detailed than currently described in the TIP Policy, and reviewed three potential versions of a project waiting list to recommend to MVIC. He noted nearly \$300 million in project requests are currently eligible to be on the waiting list.

The three options that were included in the agenda for discussion were: 1. Blend all projects by score order; 2. Rotation by project type; and 3. Assigned DRCOG funding program for each project type (this option is based on score order and is the option most similar to how previous TIP waiting lists were prepared).

Member comments

- Janice Finch felt if additional funds become available in FY19, they should be allocated to waiting list projects.
- Heather Balser suggested a minimum project score of 50. Kimberly Dall agreed.

- Steve Durian asked why studies were ranked from lowest to highest cost. Staff said it is to allow more studies to be funded, but could also rank from highest to lowest, if desired.
- Aylene McCallum asked why studies are not evaluated by criteria other than cost.
- Art Griffith said studies should be based on how it attributes to Metro Vision goals, not just cost.
- Greg Fischer agreed studies should be based on other criteria besides cost.
- Art Griffith supported Option 3. He suggested having a set-aside allocation for studies as a percentage of the total funding, perhaps 5-10%.
- Art Griffith asked if TAP funding could be used for bicycle/pedestrian elements of a larger roadway project. Staff will check with FHWA.
- John Cotton preferred Option 1.
- Kimberly Dall liked 1 and 3, but felt studies should be incorporated into the waiting list rankings, not separated out.
- Janice Finch said, although beneficial to Denver, Option 1 was the most arbitrary.
- George Gerstle suggested dropping Option 1. Chair Baskett noted the committee was in consensus with dropping Option 1.
- George Gerstle preferred 2, and said it is more consistent than basing on color of money.
- Ted Heyd noted Option 2 could be problematic, as it gets away from scoring of projects.
- Lenna Kottke noted Option 2 could be problematic, as it funds studies and capacity before operational and bike/ped, regardless of score.
- Heather Balser supported 3.
- Heather Balser suggested staff develop recommendations for applying criteria to studies and bring to committee for discussion.
- Art Griffith suggested using the “very small communities” criteria for studies.
- Jeanne Shreve said she would not be in favor of attaching criteria to studies at this time, as it was not part of this TIP cycle process.
- Kent Moorman suggested using Phase 2 criteria to look at studies.
- Chair Debra Baskett noted the committee was leaning in favor of Option 3. Todd Cottrell agreed that the majority of the committee seemed to be in favor of Option 3, but said the issue of how to handle the studies was still in question. Chair Baskett asked if staff would consider the studies issue further and develop recommendations for further TAC discussion. Doug Rex said staff would do so.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

Steve Cook noted 4 bike inverted u-racks are being installed by the DRCOG offices at 12th and Broadway.

The meeting adjourned at 2:40 p.m. The next meeting is scheduled for July 27, 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 #
July 27, 2015	Action	4

SUBJECT

Development of protocol and rank-order waiting list of projects not selected for the *2016-2021 Transportation Improvement Program (TIP)*.

PROPOSED ACTION/RECOMMENDATIONS

Recommendation on protocol and a waiting list of projects not selected for funding in the *2016-2021 Transportation Improvement Program (TIP)*.

ACTION BY OTHERS

N/A

SUMMARY

Last month TAC discussed the waiting list protocol and ranked order lists of projects, but were not ready to provide a recommendation to MVIC. Three options were presented:

Option 1 (Attachment 1) - Blend all projects by score order.

1. All projects that were scored are rank-listed in score order.
2. Studies are placed at the end of the list since they were not scored and are ranked by funding request (i.e., lowest to highest).

Option 2 (Attachment 2) – Rotation by project type.

1. All projects are listed and ranked by rotating project types. The proposed rotating order for selection is Studies, Bike/Ped, Operational, and then Capacity, repeating until funds are exhausted.
2. Within each project type, projects were ranked by score order except Studies, which were ranked by lowest funding request first.

Option 3 (Attachment 3) – Assigned DRCOG funding program for each project type.

This option is the most similar to how past TIP waiting lists were prepared.

1. This option uses the same “blended” ordering of projects as Option 1.
2. The ranking is dependent on which project type is eligible for the specific funding program for which dollars become available. The suggested funding programs to assign to each project type are as follows:
 1. Bike/Ped: CMAQ and TAP
 2. Roadway Operational: STP-Metro
 3. Roadway Capacity: STP-Metro
 4. Studies: STP-Metro

After an in-depth discussion, the committee was in consensus about eliminating waiting list Option 1 and favoring Option 3, but with studies considered differently than originally presented.

Ranked Order List of Projects

Staff has developed the following two alternatives to address the placement of studies in the waiting list:

- Alternative A: Emphasis is on implementation of 2040 RTP rapid transit or roadway projects. Staff developed a matrix to prioritize studies based on how they help to implement identified projects in the 2040 RTP. The first criterion acknowledges if the study is specifically for a regionally funded project identified in the 2040 RTP. The second criterion notes if the study is related to a regionally funded project (e.g. study area is adjacent to or supports a project identified in the RTP). The third criterion relates to severely congested locations reported for 2014 via the DRCOG Congestion Mitigation Program. The tie breaker used the amount of the funding request. (see Attachment 4)
- Alternative B: Utilizes TIP second phase criteria. This alternative applies the second phase project selection criteria to the studies. Example ranking is shown based equity status and amount of funding requested (see Attachment 5).

Alternative A is recommended by staff. It is proposed the studies be inserted into the Option 3 Waiting List, just preceding each comparably ranked roadway project, in the STP-Metro fund category column, as shown in Attachment 6.

Protocol

The committee in June generally agreed that the protocol as presented was appropriate. The protocol states what will happen if additional funds become available. Since then, staff has revised the language to account for when sponsors will be contacted to see if they are interested in additional funds. Staff's proposed draft of the waiting list protocol is contained in Attachment 7, with new language shown as track-changed.

PREVIOUS DISCUSSIONS/ACTIONS

[June 22, 2015 TAC](#)

PROPOSED MOTION

Move to recommend to the Metro Vision Issues Committee a waiting list and selection protocol for projects not funded in the *2016-2021 Transportation Improvement Program* (TIP).

ATTACHMENTS

1. Waiting List Option 1, as presented at the June 22 TAC
2. Waiting List Option 2, as presented at the June 22 TAC
3. Waiting List Option 3, as presented at the June 22 TAC
4. Studies Emphasis A: 2040 RTP Projects
5. Studies Emphasis B: TIP Second Phase
6. Option 3-A (Staff Recommendation)
7. Waiting List Protocol

ADDITIONAL INFORMATION

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

ATTACHMENT 1

Option 1 (Blend Project Types, Rank by Score) - 2016-2021

Rank Number	Sponsor	Project Name	ID	TIP Score	Project Type	Funding Request
1	Arapahoe County	Iliff Ave Corridor Operational Improvements: Parker Rd to Quebec St (Remaining Amount)	TIP 2016-024	83.8	Operations	\$3,892
2	Douglas County	US-85 Operational Improvements: Blakeland Dr to County Line Rd *	DgCo-2014-005	76.4	Operations	\$15,000
3	Boulder	N- 30th St/Colorado Ave Bike/Ped Underpass (Remaining Amount)	TIP 2016-035	73.7	B/P	\$1,250
4	Denver	Martin Luther King Jr Blvd Extension: Havana St to Peoria St (Remaining Amount)	TIP 2016-022	71.5	Capacity	\$1,328
5	Univ of Col - Boulder	N - 19th Street Trail and Bridge	UoCB-2014-002	70.5	B/P	\$4,798
6	Boulder	U - SH-157/Foothills Pkwy Underpass at Colorado Ave	Bldr-2014-009	68.3	B/P	\$3,200
7	Denver	U - South Platte Greenway Access: Iowa Ave RR Underpass to Santa Fe Dr	Denv-2014-024	68	B/P	\$1,704
8	Denver	U - South Platte Greenway/Cherry Creek Trail: Confluence Bridge Upgrades	Denv-2014-025	68	B/P	\$7,980
9	Univ of Col - Boulder	N - 19th St and 21st St Bridges and Trails **	UoCB-2014-003	67.6	B/P	\$7,305
10	Arvada	U - W 57th Ave Sidewalks: Independence St to Balsam St	Arvd-2014-034	67.2	B/P	\$628
11	Denver	N - Peoria Station Multi Use Path: 39th Ave to 44th Ave	Denv-2014-026	66.9	B/P	\$1,950
12	Wheat Ridge	N - Kipling St Multi-Use Trail: 32nd Ave to 44th Ave	WhRd-2014-006	66.9	B/P	\$2,240
13	Denver	U - 1st Ave/Steele St Multimodal Improvements: 1st Ave to Colorado Blvd	Denv-2014-035	66.3	B/P	\$5,254
14	Lakewood	N - Sheridan Blvd Bike Path: 6th Ave to 10th Ave ***	Lakw-2014-006	66.1	B/P	\$1,920
15	Denver	N - 38th St/Marion St/Walnut St Multimodal Improvements: Walnut St to Lawrence St/Downing St	Denv-2014-028	65.6	B/P	\$2,131
16	Boulder	N - Skunk Creek Bike/Ped Underpass at Moorehead Ave	Bldr-2014-002	65.4	B/P	\$2,640
17	Denver	N - Sheridan Station Sidewalks: 8th to 10th/Colfax to 17th ***	Denv-2014-027	64.7	B/P	\$1,172
18	Aurora	N - 6th Ave Bike/Ped Facility: Vaughn St to Del Mar Circle	Aura-2014-011	64.2	B/P	\$4,674
19	Denver	Colfax Ave Transit Enhancements: 7th St near I-25 to Yosemite	Denv-2014-011	63.8	Operations	\$12,004
20	Arvada	U - Independence St Sidewalks: W 50th Ave to W 57th Ave	Arvd-2014-029	63.1	B/P	\$1,665
21	Wheat Ridge	N - 32nd Ave Bike Lanes: Sheridan Blvd to Youngfield St	WhRd-2014-007	62.5	B/P	\$4,000
22	Superior	N - Superior Trail: McCaslin BRT to Davidson Mesa Underpass (Remaining Amount)	TIP 2016-034	62.4	B/P	\$103
23	Westminster	N - Walnut Creek Trail: 103rd Ave to 106th Ave	West-2014-003	62	B/P	\$8,280
24	Boulder	U - SH-157/Foothills Pkwy Bike/Ped Underpass at Sioux Dr	Bldr-2014-010	61.2	B/P	\$3,440
25	Lone Tree	N - Lincoln Ave Pedestrian Bridge: West of Heritage Hill Circle	Ltre-2014-001	59	B/P	\$1,500
26	Arvada	N - Ridge/Reno Rd Mixed-use Trail: Garrison St to Allison St	Arvd-2014-018	58.7	B/P	\$1,442
27	Denver	56th Ave Widening: Chambers Rd to Pena Blvd	Denv-2014-012	58.3	Capacity	\$9,800
28	Boulder County	N - Butte Mill Multimodal Connection: Valmont Path to Arapahoe Rd Transit	BICo-2014-007	57.9	B/P	\$312
29	Denver	N - 38th/Blake Station: 35th St Multimodal Improvements: Wazee St to S Platte Greenway Trail	Denv-2014-030	57.9	B/P	\$3,479
30	Boulder County	N - Williams Fork Trail Multi-use Path	BICo-2014-008	57.8	B/P	\$632
31	Douglas County	County Line Rd: Phillips Ave to University Blvd Capacity Improvements	DgCo-2014-001	57.4	Capacity	\$6,000
32	Aurora	Parker Rd/Quincy Ave/Smoky Hill Rd Operational Improvements	Aura-2014-005	56.9	Operations	\$4,492
33	Boulder	N - 28th St/US-36: Fourmile Canyon to Yarmouth Ave Multi-Use Path	Bldr-2014-005	55.2	B/P	\$4,880
34	Lakewood	Alameda Ave Operational Improvements: Vance St to Pierce St	Lakw-2014-007	55	Operations	\$1,150
35	Thornton	104th Ave Widening: Grandview Ponds to S Platte River	Thor-2014-001	54.2	Capacity	\$8,040
36	Boulder	N - Table Mesa Dr Bike/Ped Underpass	Bldr-2014-001	54	B/P	\$3,840
37	Westminster	Sheridan Blvd Operational Improvements: 87th Ave to US-36	West-2014-001	53.3	Operations	\$5,600
38	Aurora	Airport Blvd-Buckley Rd/Alameda Pkwy Intersection Operational Improvements	Aura-2014-006	53.1	Operations	\$1,664
39	Louisville	Hwy 42/96th St Corridor Operational Improvements: Pine St to S Boulder Rd	Lou-2014-003	53	Operations	\$8,837
40	Arvada	U - W 60th Ave Bike/Ped Facilities: Tennyson St to Sheridan Blvd	Arvd-2014-030	52.8	B/P	\$1,378
41	Arvada	N - W 52nd Ave Bike/Ped Facilities: Marshall St to Vance St	Arvd-2014-004	52.2	B/P	\$687
42	Arapahoe County	N - Yale Ave/Holly St/Highline Canal Trail Pedestrian and Roadway Improvements	ApCo-2014-009	51.5	B/P	\$1,470
43	Lafayette	South Boulder Rd and 119th/120th St Operational Improvements	Lafa-2014-007	50.5	Operations	\$2,665
44	Commerce City	88th Ave Widening: I-76 to Hwy 2	CoCy-2014-003	50	Capacity	\$28,809
45	Parker	N - Parker Road Sidewalk Connection: Twenty Mile Road to Indian Pipe Ln	Park-2014-003	49	B/P	\$541
46	Arvada	SH-72 at W 72nd Ave Intersection Operational Improvements	Arvd-2014-002	49	Operations	\$5,406
47	Arvada	N - Little Dry Creek Bike/Ped Grade Separation	Arvd-2014-017	48.7	B/P	\$2,873
48	Denver	U - High Line Canal Trail Underpass: Parker Rd and Mississippi Ave	Denv-2014-033	48.6	B/P	\$3,201
49	Nederland	N - Middle Boulder Creek Bridge Project	Nedl-2014-002	48.1	B/P	\$726
50	Boulder	N - Bear Creek Canyon Bike/Ped Underpass	Bldr-2014-003	47.5	B/P	\$4,480
51	Louisville	Highway 42/96th St Corridor Operational Improvements: Lock St to Pine St	Lou-2014-001	46.5	Operations	\$4,178
52	Boulder	N - Fourmile Canyon Creek: 19th St to Violet Ave Bike/Ped Facilities	Bldr-2014-006	46.4	B/P	\$5,298
53	Aurora	6th Ave/Pkwy Extension: Liverpool St to E-470	Aura-2014-008	45.3	Capacity	\$13,918
54	Louisville	Hwy 42/96th St Corridor Operational Improvements: S Boulder Rd to Paschal Dr	Lou-2014-004	44.6	Operations	\$4,840
55	Denver	Quebec St Operational Improvements: Sandown Rd/40th Ave to I-70	Denv-2014-022	44.4	Operations	\$4,290
56	Castle Rock	Plum Creek Pkwy and Wilcox St Intersection Operational Improvements	CRck-2014-003	43.4	Operations	\$1,730
57	Aurora	Peoria St Operational Improvements: Fitzsimons Pkwy to North of Sand Creek	Aura-2014-007	43	Operations	\$11,874
58	Arvada	N - Alkire St Pedestrian Bridge	Arvd-2014-001	42.8	B/P	\$2,039
59	Erie	N - Coal Creek Extension: Reliance Park to Erie Village	Erie-2014-009	39.4	B/P	\$1,480
60	Erie	N - Coal Creek Trail Extension: Reliance Park to Kenosha Rd	Erie-2014-003	36.5	B/P	\$1,840
61	Nederland	U - Lakeview Dr/SH-72 Intersection Operational Improvements	Nedl-2014-001	35.9	B/P	\$467
62	Longmont	N - County Line Rd Bike Shoulders: 9th Ave to SH-66	Long-2014-006	34.5	B/P	\$1,360
63	Castle Rock	Founders Pkwy and Crowfoot Valley Rd Intersection Operational Improvements	CRck-2014-002	34.4	Operations	\$2,042
64	Lyons	N - US36 (Broadway) and SH-7 (5th Ave) Bike/Ped Facilities	Lyon-2014-001	34.1	B/P	\$1,309
65	Westminster	U - 72nd Ave Sidewalk Reconstruct: Stuart St to Xavier St	West-2014-002	33.6	B/P	\$3,360
66	Jefferson County	N - 32nd Ave Bike/Ped Facilities: Alkire St to Eldridge St	JfCo-2014-002	31.1	B/P	\$1,113
67	Erie	County Line Road Operational Improvements: Bonnel Ave to Erie Pkwy	Erie-2014-001	31	Operations	\$3,240
68	Erie	County Line Road Operational Improvements: Erie Pkwy to Telleen Ave	Erie-2014-002	30	Operations	\$2,640
69	Lafayette	Hwy 7 and 119th St Operational Improvements	Lafa-2014-006	29.9	Operations	\$1,510
70	Boulder County	N - Isabelle Rd Shoulders: N 95th St to N 109th St	BICo-2014-002	26.4	B/P	\$1,418
71	Erie	U - Pedestrian Underpass at Coal Creek Crossing	Erie-2014-007	25	B/P	\$320
72	Erie	County Line Road Operational Improvements: Telleen Ave to Evans St	Erie-2014-004	24	Operations	\$2,200
73	Erie	N - County Line Road Bike Shoulders: Evans St to SH-52	Erie-2014-005	20.6	B/P	\$1,760
74	Jefferson County	N - McIntyre St Bike/Ped Facilities: 32nd Ave to SH-58	JfCo-2014-003	20.4	B/P	\$824
75	Parker	Parker Road Transportation and Land Use Plan	Park-2014-005	N/A	Studies	\$125
76	Commerce City	88th Ave NEPA Study: I-76 to Hwy 2	CoCy-2014-006	N/A	Studies	\$150
77	Longmont	Design: Oligarchy Ditch Trail/Main St Underpass: Mountain View Ave to 21st Ave	Long-2014-007	N/A	Studies	\$160
78	Commerce City	Vasquez Access Study: I-270 to Hwy 2/US-85	CoCy-2014-005	N/A	Studies	\$180
79	R T D	Regional BRT Feasibility Study (Remaining Amount)	TIP 2016-051	N/A	Studies	\$200
80	Longmont	SW Longmont Subarea Operations Study	Long-2014-001	N/A	Studies	\$300
81	R T D	83L Enhancements: Downtown Civic Center to Nine Mile	RTD-2014-006	N/A	Studies	\$800
82	Lakewood	Wadsworth: Ohio Ave to 285 PEL	Lakw-2014-004	N/A	Studies	\$1,600

* Lower scoring duplicative capacity project was removed

** Project contains complete scope of project rank number 5

*** Requested funding reflects adjustment after receiving CDOT Region 1 controlled federal TAP funding

ATTACHMENT 2

Option 2 (Ranking Rotated by Project Type) - 2016-2021 TIP Project Waiting List

Rank Order	Sponsor	Project Name	ID	TIP Score	Project Type	Funding Request
1	Parker	Parker Road Transportation and Land Use Plan	Park-2014-005	N/A	Studies	\$125
2	Boulder	N- 30th St/Colorado Ave Bike/Ped Underpass (Remaining Amount)	TIP 2016-035	73.7	B/P	\$1,250
3	Arapahoe County	Iliff Ave Corridor Operational Improvements: Parker Rd to Quebec St (Remaining Amount)	TIP 2016-024	83.8	Operations	\$3,892
4	Denver	Martin Luther King Jr Blvd Extension: Havana St to Peoria St (Remaining Amount)	TIP 2016-022	71.5	Capacity	\$1,328
5	Commerce City	88th Ave NEPA Study: I-76 to Hwy 2	CoCy-2014-006	N/A	Studies	\$150
6	Univ of Col - Boulder	N - 19th Street Trail and Bridge	UoCB-2014-002	70.5	B/P	\$4,798
7	Douglas County	US-85 Operational Improvements: Blakeland Dr to County Line Rd *	DgCo-2014-005	76.4	Operations	\$15,000
8	Denver	56th Ave Widening: Chambers Rd to Pena Blvd	Denv-2014-012	58.3	Capacity	\$9,800
9	Longmont	Design: Oligarchy Ditch Trail/Main St Underpass: Mountain View Ave to 21st Ave	Long-2014-007	N/A	Studies	\$160
10	Boulder	U - SH-157/Foothills Pkwy Underpass at Colorado Ave	BlDr-2014-009	68.3	B/P	\$3,200
11	Denver	Colfax Ave Transit Enhancements: 7th St near I-25 to Yosemite	Denv-2014-011	63.8	Operations	\$12,004
12	Douglas County	County Line Rd: Phillips Ave to University Blvd Capacity Improvements	DgCo-2014-001	57.4	Capacity	\$6,000
13	Commerce City	Vasquez Access Study: I-270 to Hwy 2/US-85	CoCy-2014-005	N/A	Studies	\$180
14	Denver	U - South Platte Greenway Access: Iowa Ave RR Underpass to Santa Fe Dr	Denv-2014-024	68	B/P	\$1,704
15	Aurora	Parker Rd/Quincy Ave/Smoky Hill Rd Operational Improvements	Aura-2014-005	56.9	Operations	\$4,492
16	Thornton	104th Ave Widening: Grandview Ponds to S Platte River	Thor-2014-001	54.2	Capacity	\$8,040
17	R T D	Regional BRT Feasibility Study (Remaining Amount)	TIP 2016-051	N/A	Studies	\$200
18	Denver	U - South Platte Greenway/Cherry Creek Trail: Confluence Bridge Upgrades	Denv-2014-025	68	B/P	\$7,980
19	Lakewood	Alameda Ave Operational Improvements: Vance St to Pierce St	Lakw-2014-007	55	Operations	\$1,150
20	Commerce City	88th Ave Widening: I-76 to Hwy 2	CoCy-2014-003	50	Capacity	\$28,809
21	Longmont	SW Longmont Subarea Operations Study	Long-2014-001	N/A	Studies	\$300
22	Univ of Col - Boulder	N - 19th St and 21st St Bridges and Trails **	UoCB-2014-003	67.6	B/P	\$7,305
23	Westminster	Sheridan Blvd Operational Improvements: 87th Ave to US-36	West-2014-001	53.3	Operations	\$5,600
24	Aurora	6th Ave/Pkwy Extension: Liverpool St to E-470	Aura-2014-008	45.3	Capacity	\$13,918
25	R T D	83L Enhancements: Downtown Civic Center to Nine Mile	RTD-2014-006	N/A	Studies	\$800
26	Arvada	U - W 57th Ave Sidewalks: Independence St to Balsam St	Arvd-2014-034	67.2	B/P	\$628
27	Aurora	Airport Blvd-Buckley Rd/Alameda Pkwy Intersection Operational Improvements	Aura-2014-006	53.1	Operations	\$1,664
28	Lakewood	Wadsworth: Ohio Ave to 285 PEL	Lakw-2014-004	N/A	Studies	\$1,600
29	Denver	N - Peoria Station Multi Use Path: 39th Ave to 44th Ave	Denv-2014-026	66.9	B/P	\$1,950
30	Louisville	Hwy 42/96th St Corridor Operational Improvements: Pine St to S Boulder Rd	Lou-2014-003	53	Operations	\$8,837
31	Wheat Ridge	N - Kipling St Multi-Use Trail: 32nd Ave to 44th Ave	WhRd-2014-006	66.9	B/P	\$2,240
32	Lafayette	South Boulder Rd and 119th/120th St Operational Improvements	Lafa-2014-007	50.5	Operations	\$2,665
33	Denver	U - 1st Ave/Steele St Multimodal Improvements: 1st Ave to Colorado Blvd	Denv-2014-035	66.3	B/P	\$5,254
34	Arvada	SH-72 at W 72nd Ave Intersection Operational Improvements	Arvd-2014-002	49	Operations	\$5,406
35	Lakewood	N - Sheridan Blvd Bike Path: 6th Ave to 10th Ave ***	Lakw-2014-006	66.1	B/P	\$1,920
36	Louisville	Highway 42/96th St Corridor Operational Improvements: Lock St to Pine St	Lou-2014-001	46.5	Operations	\$4,178
37	Denver	N - 38th St/Marion St/Walnut St Multimodal Improvements: Walnut St to Lawrence St/Downing St	Denv-2014-028	65.6	B/P	\$2,131
38	Louisville	Hwy 42/96th St Corridor Operational Improvements: S Boulder Rd to Paschal Dr	Lou-2014-004	44.6	Operations	\$4,840
39	Boulder	N - Skunk Creek Bike/Ped Underpass at Moorehead Ave	BlDr-2014-002	65.4	B/P	\$2,640
40	Denver	Quebec St Operational Improvements: Sandown Rd/40th Ave to I-70	Denv-2014-022	44.4	Operations	\$4,290
41	Denver	N - Sheridan Station Sidewalks: 8th to 10th/Colfax to 17th ***	Denv-2014-027	64.7	B/P	\$1,172
42	Castle Rock	Plum Creek Pkwy and Wilcox St Intersection Operational Improvements	CRck-2014-003	43.4	Operations	\$1,730
43	Aurora	N - 6th Ave Bike/Ped Facility: Vaughn St to Del Mar Circle	Aura-2014-011	64.2	B/P	\$4,674
44	Aurora	Peoria St Operational Improvements: Fitzsimons Pkwy to North of Sand Creek	Aura-2014-007	43	Operations	\$11,874
45	Arvada	U - Independence St Sidewalks: W 50th Ave to W 57th Ave	Arvd-2014-029	63.1	B/P	\$1,665
46	Castle Rock	Founders Pkwy and Crowfoot Valley Rd Intersection Operational Improvements	CRck-2014-002	34.4	Operations	\$2,042
47	Wheat Ridge	N - 32nd Ave Bike Lanes: Sheridan Blvd to Youngfield St	WhRd-2014-007	62.5	B/P	\$4,000
48	Erie	County Line Road Operational Improvements: Bonnel Ave to Erie Pkwy	Erie-2014-001	31	Operations	\$3,240
49	Superior	N - Superior Trail: McCaslin BRT to Davidson Mesa Underpass (Remaining Amount)	TIP 2016-034	62.4	B/P	\$103
50	Erie	County Line Road Operational Improvements: Erie Pkwy to Telleen Ave	Erie-2014-002	30	Operations	\$2,640
51	Westminster	N - Walnut Creek Trail: 103rd Ave to 106th Ave	West-2014-003	62	B/P	\$8,280
52	Lafayette	Hwy 7 and 119th St Operational Improvements	Lafa-2014-006	29.9	Operations	\$1,510
53	Boulder	U - SH-157/Foothills Pkwy Bike/Ped Underpass at Sioux Dr	BlDr-2014-010	61.2	B/P	\$3,440
54	Erie	County Line Road Operational Improvements: Telleen Ave to Evans St	Erie-2014-004	24	Operations	\$2,200
55	Lone Tree	N - Lincoln Ave Pedestrian Bridge: West of Heritage Hill Circle	Ltre-2014-001	59	B/P	\$1,500
56	Arvada	N - Ridge/Reno Rd Mixed-use Trail: Garrison St to Allison St	Arvd-2014-018	58.7	B/P	\$1,442
57	Boulder County	N - Butte Mill Multimodal Connection: Valmont Path to Arapahoe Rd Transit	BICo-2014-007	57.9	B/P	\$312
58	Denver	N - 38th/Blake Station: 35th St Multimodal Improvements: Wazee St to S Platte Greenway Trail	Denv-2014-030	57.9	B/P	\$3,479
59	Boulder County	N - Williams Fork Trail Multi-use Path	BICo-2014-008	57.8	B/P	\$632
60	Boulder	N - 28th St/US-36: Fourmile Canyon to Yarmouth Ave Multi-Use Path	BlDr-2014-005	55.2	B/P	\$4,880
61	Boulder	N - Table Mesa Dr Bike/Ped Underpass	BlDr-2014-001	54	B/P	\$3,840
62	Arvada	U - W 60th Ave Bike/Ped Facilities: Tennyson St to Sheridan Blvd	Arvd-2014-030	52.8	B/P	\$1,378
63	Arvada	N - W 52nd Ave Bike/Ped Facilities: Marshall St to Vance St	Arvd-2014-004	52.2	B/P	\$687
64	Arapahoe County	N - Yale Ave/Holly St/Highline Canal Trail Pedestrian and Roadway Improvements	ApCo-2014-009	51.5	B/P	\$1,470
65	Parker	N - Parker Road Sidewalk Connection: Twenty Mile Road to Indian Pipe Ln	Park-2014-003	49	B/P	\$541
66	Arvada	N - Little Dry Creek Bike/Ped Grade Separation	Arvd-2014-017	48.7	B/P	\$2,873
67	Denver	U - High Line Canal Trail Underpass: Parker Rd and Mississippi Ave	Denv-2014-033	48.6	B/P	\$3,201
68	Nederland	N - Middle Boulder Creek Bridge Project	Nedl-2014-002	48.1	B/P	\$726
69	Boulder	N - Bear Creek Canyon Bike/Ped Underpass	BlDr-2014-003	47.5	B/P	\$4,480
70	Boulder	N - Fourmile Canyon Creek: 19th St to Violet Ave Bike/Ped Facilities	BlDr-2014-006	46.4	B/P	\$5,298
71	Arvada	N - Alkire St Pedestrian Bridge	Arvd-2014-001	42.8	B/P	\$2,039
72	Erie	N - Coal Creek Extension: Reliance Park to Erie Village	Erie-2014-009	39.4	B/P	\$1,480
73	Erie	N - Coal Creek Trail Extension: Reliance Park to Kenosha Rd	Erie-2014-003	36.5	B/P	\$1,840
74	Nederland	U - Lakeview Dr/SH-72 Intersection Operational Improvements	Nedl-2014-001	35.9	B/P	\$467
75	Longmont	N - County Line Rd Bike Shoulders: 9th Ave to SH-66	Long-2014-006	34.5	B/P	\$1,360
76	Lyons	N - US36 (Broadway) and SH-7 (5th Ave) Bike/Ped Facilities	Lyon-2014-001	34.1	B/P	\$1,309
77	Westminster	U - 72nd Ave Sidewalk Reconstruct: Stuart St to Xavier St	West-2014-002	33.6	B/P	\$3,360
78	Jefferson County	N - 32nd Ave Bike/Ped Facilities: Alkire St to Eldridge St	JfCo-2014-002	31.1	B/P	\$1,113
79	Boulder County	N - Isabelle Rd Shoulders: N 95th St to N 109th St	BICo-2014-002	26.4	B/P	\$1,418
80	Erie	U - Pedestrian Underpass at Coal Creek Crossing	Erie-2014-007	25	B/P	\$320
81	Erie	N - County Line Road Bike Shoulders: Evans St to SH-52	Erie-2014-005	20.6	B/P	\$1,760
82	Jefferson County	N - McIntyre St Bike/Ped Facilities: 32nd Ave to SH-58	JfCo-2014-003	20.4	B/P	\$824

* Lower scoring duplicative capacity project was removed

** Project contains complete scope of project rank number 6

*** Requested funding reflects adjustment after receiving CDOT Region 1 controlled federal TAP funding

ATTACHMENT 3

Option 3 (Assign Funding Program to Project Types) - 2016-2021 TIP Project Waiting List

Rank Order		Sponsor	Project Name	ID	TIP Score	Project Type	Funding Request
STP-M	CMAQ and/or TAP						
1		Arapahoe County	Iliff Ave Corridor Operational Improvements: Parker Rd to Quebec St (Remaining Amount)	TIP 2016-024	83.8	Operations	\$3,892
2		Douglas County	US-85 Operational Improvements: Blakeland Dr to County Line Rd *	DgCo-2014-005	76.4	Operations	\$15,000
	1	Boulder	N- 30th St/Colorado Ave Bike/Ped Underpass (Remaining Amount)	TIP 2016-035	73.7	B/P	\$1,250
3		Denver	Martin Luther King Jr Blvd Extension: Havana St to Peoria St (Remaining Amount)	TIP 2016-022	71.5	Capacity	\$1,328
	2	Univ of Col - Boulder	N - 19th Street Trail and Bridge	UoCB-2014-002	70.5	B/P	\$4,798
	3	Boulder	U - SH-157/Foothills Pkwy Underpass at Colorado Ave	Bldr-2014-009	68.3	B/P	\$3,200
	4	Denver	U - South Platte Greenway Access: Iowa Ave RR Underpass to Santa Fe Dr	Denv-2014-024	68	B/P	\$1,704
	5	Denver	U - South Platte Greenway/Cherry Creek Trail: Confluence Bridge Upgrades	Denv-2014-025	68	B/P	\$7,980
	6	Univ of Col - Boulder	N - 19th St and 21st St Bridges and Trails **	UoCB-2014-003	67.6	B/P	\$7,305
	7	Arvada	U - W 57th Ave Sidewalks: Independence St to Balsam St	Arvd-2014-034	67.2	B/P	\$628
	8	Denver	N - Peoria Station Multi Use Path: 39th Ave to 44th Ave	Denv-2014-026	66.9	B/P	\$1,950
	9	Wheat Ridge	N - Kipling St Multi-Use Trail: 32nd Ave to 44th Ave	WhRd-2014-006	66.9	B/P	\$2,240
	10	Denver	U - 1st Ave/Steele St Multimodal Improvements: 1st Ave to Colorado Blvd	Denv-2014-035	66.3	B/P	\$5,254
	11	Lakewood	N - Sheridan Blvd Bike Path: 6th Ave to 10th Ave ***	Lakw-2014-006	66.1	B/P	\$1,920
	12	Denver	N - 38th St/Marion St/Walnut St Multimodal Improvements: Walnut St to Lawrence St/Downing St	Denv-2014-028	65.6	B/P	\$2,131
	13	Boulder	N - Skunk Creek Bike/Ped Underpass at Moorehead Ave	Bldr-2014-002	65.4	B/P	\$2,640
	14	Denver	N - Sheridan Station Sidewalks: 8th to 10th/Colfax to 17th ***	Denv-2014-027	64.7	B/P	\$1,172
	15	Aurora	N - 6th Ave Bike/Ped Facility: Vaughn St to Del Mar Circle	Aura-2014-011	64.2	B/P	\$4,674
4		Denver	Colfax Ave Transit Enhancements: 7th St near I-25 to Yosemite	Denv-2014-011	63.8	Operations	\$12,004
	16	Arvada	U - Independence St Sidewalks: W 50th Ave to W 57th Ave	Arvd-2014-029	63.1	B/P	\$1,665
	17	Wheat Ridge	N - 32nd Ave Bike Lanes: Sheridan Blvd to Youngfield St	WhRd-2014-007	62.5	B/P	\$4,000
	18	Superior	N - Superior Trail: McCaslin BRT to Davidson Mesa Underpass (Remaining Amount)	TIP 2016-034	62.4	B/P	\$103
	19	Westminster	N - Walnut Creek Trail: 103rd Ave to 106th Ave	West-2014-003	62	B/P	\$8,280
	20	Boulder	U - SH-157/Foothills Pkwy Bike/Ped Underpass at Sioux Dr	Bldr-2014-010	61.2	B/P	\$3,440
	21	Lone Tree	N - Lincoln Ave Pedestrian Bridge: West of Heritage Hill Circle	Ltre-2014-001	59	B/P	\$1,500
	22	Arvada	N - Ridge/Reno Rd Mixed-use Trail: Garrison St to Allison St	Arvd-2014-018	58.7	B/P	\$1,442
5		Denver	56th Ave Widening: Chambers Rd to Pena Blvd	Denv-2014-012	58.3	Capacity	\$9,800
	23	Boulder County	N - Butte Mill Multimodal Connection: Valmont Path to Arapahoe Rd Transit	BIco-2014-007	57.9	B/P	\$312
	24	Denver	N - 38th/Blake Station: 35th St Multimodal Improvements: Wazee St to S Platte Greenway Trail	Denv-2014-030	57.9	B/P	\$3,479
	25	Boulder County	N - Williams Fork Trail Multi-use Path	BIco-2014-008	57.8	B/P	\$632
6		Douglas County	County Line Rd: Phillips Ave to University Blvd Capacity Improvements	DgCo-2014-001	57.4	Capacity	\$6,000
7		Aurora	Parker Rd/Quincy Ave/Smoky Hill Rd Operational Improvements	Aura-2014-005	56.9	Operations	\$4,492
	26	Boulder	N - 28th St/US-36: Fourmile Canyon to Yarmouth Ave Multi-Use Path	Bldr-2014-005	55.2	B/P	\$4,880
8		Lakewood	Alameda Ave Operational Improvements: Vance St to Pierce St	Lakw-2014-007	55	Operations	\$1,150
9		Thornton	104th Ave Widening: Grandview Ponds to S Platte River	Thor-2014-001	54.2	Capacity	\$8,040
	27	Boulder	N - Table Mesa Dr Bike/Ped Underpass	Bldr-2014-001	54	B/P	\$3,840
10		Westminster	Sheridan Blvd Operational Improvements: 87th Ave to US-36	West-2014-001	53.3	Operations	\$5,600
11		Aurora	Airport Blvd-Buckley Rd/Alameda Pkwy Intersection Operational Improvements	Aura-2014-006	53.1	Operations	\$1,664
12		Louisville	Hwy 42/96th St Corridor Operational Improvements: Pine St to S Boulder Rd	Lou-2014-003	53	Operations	\$8,837
	28	Arvada	U - W 60th Ave Bike/Ped Facilities: Tennyson St to Sheridan Blvd	Arvd-2014-030	52.8	B/P	\$1,378
	29	Arvada	N - W 52nd Ave Bike/Ped Facilities: Marshall St to Vance St	Arvd-2014-004	52.2	B/P	\$687
	30	Arapahoe County	N - Yale Ave/Holly St/Highline Canal Trail Pedestrian and Roadway Improvements	ApCo-2014-009	51.5	B/P	\$1,470
13		Lafayette	South Boulder Rd and 119th/120th St Operational Improvements	Lafa-2014-007	50.5	Operations	\$2,665
14		Commerce City	88th Ave Widening: I-76 to Hwy 2	CoCy-2014-003	50	Capacity	\$28,809
	31	Parker	N - Parker Road Sidewalk Connection: Twenty Mile Road to Indian Pipe Ln	Park-2014-003	49	B/P	\$541
15		Arvada	SH-72 at W 72nd Ave Intersection Operational Improvements	Arvd-2014-002	49	Operations	\$5,406
	32	Arvada	N - Little Dry Creek Bike/Ped Grade Separation	Arvd-2014-017	48.7	B/P	\$2,873
	33	Denver	U - High Line Canal Trail Underpass: Parker Rd and Mississippi Ave	Denv-2014-033	48.6	B/P	\$3,201
	34	Nederland	N - Middle Boulder Creek Bridge Project	Nedl-2014-002	48.1	B/P	\$726
	35	Boulder	N - Bear Creek Canyon Bike/Ped Underpass	Bldr-2014-003	47.5	B/P	\$4,480
16		Louisville	Highway 42/96th St Corridor Operational Improvements: Lock St to Pine St	Lou-2014-001	46.5	Operations	\$4,178
	36	Boulder	N - Fourmile Canyon Creek: 19th St to Violet Ave Bike/Ped Facilities	Bldr-2014-006	46.4	B/P	\$5,298
17		Aurora	6th Ave/Pkwy Extension: Liverpool St to E-470	Aura-2014-008	45.3	Capacity	\$13,918
18		Louisville	Hwy 42/96th St Corridor Operational Improvements: S Boulder Rd to Paschal Dr	Lou-2014-004	44.6	Operations	\$4,840
19		Denver	Quebec St Operational Improvements: Sandown Rd/40th Ave to I-70	Denv-2014-022	44.4	Operations	\$4,290
20		Castle Rock	Plum Creek Pkwy and Wilcox St Intersection Operational Improvements	CRck-2014-003	43.4	Operations	\$1,730
21		Aurora	Peoria St Operational Improvements: Fitzsimons Pkwy to North of Sand Creek	Aura-2014-007	43	Operations	\$11,874
	37	Arvada	N - Alkire St Pedestrian Bridge	Arvd-2014-001	42.8	B/P	\$2,039
	38	Erie	N - Coal Creek Extension: Reliance Park to Erie Village	Erie-2014-009	39.4	B/P	\$1,480
	39	Erie	N - Coal Creek Trail Extension: Reliance Park to Kenosha Rd	Erie-2014-003	36.5	B/P	\$1,840
	40	Nederland	U - Lakeview Dr/SH-72 Intersection Operational Improvements	Nedl-2014-001	35.9	B/P	\$467
	41	Longmont	N - County Line Rd Bike Shoulders: 9th Ave to SH-66	Long-2014-006	34.5	B/P	\$1,360
22		Castle Rock	Founders Pkwy and Crowfoot Valley Rd Intersection Operational Improvements	CRck-2014-002	34.4	Operations	\$2,042
	42	Lyons	N - US36 (Broadway) and SH-7 (5th Ave) Bike/Ped Facilities	Lyon-2014-001	34.1	B/P	\$1,309
	43	Westminster	U - 72nd Ave Sidewalk Reconstruct: Stuart St to Xavier St	West-2014-002	33.6	B/P	\$3,360
	44	Jefferson County	N - 32nd Ave Bike/Ped Facilities: Alkire St to Eldridge St	JfCo-2014-002	31.1	B/P	\$1,113
23		Erie	County Line Road Operational Improvements: Bonnel Ave to Erie Pkwy	Erie-2014-001	31	Operations	\$3,240
24		Erie	County Line Road Operational Improvements: Erie Pkwy to Telleen Ave	Erie-2014-002	30	Operations	\$2,640
25		Lafayette	Hwy 7 and 119th St Operational Improvements	Lafa-2014-006	29.9	Operations	\$1,510
	45	Boulder County	N - Isabelle Rd Shoulders: N 95th St to N 109th St	BIco-2014-002	26.4	B/P	\$1,418
	46	Erie	U - Pedestrian Underpass at Coal Creek Crossing	Erie-2014-007	25	B/P	\$320
26		Erie	County Line Road Operational Improvements: Telleen Ave to Evans St	Erie-2014-004	24	Operations	\$2,200
	47	Erie	N - County Line Road Bike Shoulders: Evans St to SH-52	Erie-2014-005	20.6	B/P	\$1,760
	48	Jefferson County	N - McIntyre St Bike/Ped Facilities: 32nd Ave to SH-58	JfCo-2014-003	20.4	B/P	\$824
27		Parker	Parker Road Transportation and Land Use Plan	Park-2014-005	N/A	Studies	\$125
28		Commerce City	88th Ave NEPA Study: I-76 to Hwy 2	CoCy-2014-006	N/A	Studies	\$150
29		Longmont	Design: Oligarchy Ditch Trail/Main St Underpass: Mountain View Ave to 21st Ave	Long-2014-007	N/A	Studies	\$160
30		Commerce City	Vasquez Access Study: I-270 to Hwy 2/US-85	CoCy-2014-005	N/A	Studies	\$180
31		R T D	Regional BRT Feasibility Study (Remaining Amount)	TIP 2016-051	N/A	Studies	\$200
32		Longmont	SW Longmont Subarea Operations Study	Long-2014-001	N/A	Studies	\$300
33		R T D	83L Enhancements: Downtown Civic Center to Nine Mile	RTD-2014-006	N/A	Studies	\$800
34		Lakewood	Wadsworth: Ohio Ave to 285 PEL	Lakw-2014-004	N/A	Studies	\$1,600

* Lower scoring duplicative capacity project was removed

** Project contains complete scope of other UC-Boulder project

*** Requested funding reflects adjustment after receiving CDOT Region 1 controlled federal TAP funding

ATTACHMENT 4

Ranking of Studies for 2016-2021 TIP Project Waiting List - Alternative A: Implement 2040 RTP Projects

First Level: Number of criteria met (# x's)

Tie Breaker: Lowest amount requested

Rank (STP-M)	Sponsor	Studies - Project Name	Funding Request	Criteria		
				"Tier 1" Identified 2040 RTP Regionally Funded Project	"Tier 2" Related to a 2040 RTP Regionally Funded Project	Existing Map Severe Congestion 2014
5	Parker	Parker Road Transportation and Land Use Plan	\$125			x
1	Commerce City	88th Ave NEPA Study: I-76 to Hwy 2	\$150	x		x
8	Longmont	Design: Oligarchy Ditch Trail/Main St Underpass: Mt. View 21st Aves	\$160			
3	Commerce City	Vasquez Access Study: I-270 to Hwy 2/US-85	\$180		x	x
4	R T D	Regional BRT Feasibility Study (Remaining Amount)	\$200		x	x
2	Longmont	SW Longmont Subarea Operations Study	\$300	x		x
6	R T D	83L Enhancements: Downtown Civic Center to Nine Mile	\$800			x
7	Lakewood	Wadsworth: Ohio Ave to 285 PEL	\$1,600			x

ATTACHMENT 5

Ranking of Studies for 2016-2021 TIP Project Waiting List - Alternative B: Utilize TIP Second Phase Criteria

Draft - July 20, 2015

Eligible Projects				Second Phase Criteria								
Sponsor	Rank STP- Metro	Project Name	TIP Federal Funding Request (\$1,000s)	First Tier			Second Tier					
				Very Small Com.	County Equity		TIP Score Points	First / Last Mile Project	Sponsor's Projects		Multi-Jurisdictional	
					Status	Ratio (%)			# of Total TIP Projects Selected VS. Submitted	\$ Awarded in Total TIP (\$1,000s)	Cross Geographic Boundary?	Local Match Local Funding Partners?
Commerce City	8	Vasquez Access Study: I-270 to Hwy 2/US-85	\$180	no	O	118	N/A	N/A	2 / 5	\$2,055	N	None Identified
Commerce City	7	88th Ave NEPA Study: I-76 to Hwy 2	\$150	no	O	118	N/A	N/A	2 / 5	\$2,055	N	None Identified
Lakewood	6	Wadsworth: Ohio Ave to 285 PEL	\$1,600	no	E	106	N/A	N/A	2 / 7	\$2,040	N	None Identified
Longmont	3	SW Longmont Subarea Operations Study	\$300	no	U	75	N/A	N/A	1 / 5	\$1,176	N	None Identified
Longmont	2	Design: Oligarchy Ditch Trail/Main St Underpass: Mt. View Ave to 21st Ave	\$160	no	U	75	N/A	N/A	1 / 5	\$1,176	N	None Identified
Parker	1	Parker Road Transportation and Land Use Plan	\$125	no	U	30	N/A	N/A	1 / 3	\$504	N	None Identified
R T D	4	Regional BRT Feasibility Study (Remaining Amount)	\$200	no	Regional	Regional	N/A	N/A	5 / 6	\$10,599	Y	None Identified
R T D	5	83L Enhancements: Downtown Civic Center to Nine Mile	\$800	no	U/O	61 / 149	N/A	N/A	5 / 6	\$10,599	Y	None Identified

First Level: County Equity
 Second Level: Other Criteria
 Tie Breaker: Lower amount requested

ATTACHMENT 6

July 20, 2015

Option 3 (With Alternative A Studies Incorporated) - 2016-2021 TIP Project Waiting List

Rank Order by Fund Category							
STP-M	CMAQ and/or TAP	Sponsor	Project Name	ID	TIP Score	Project Type	Funding Request
1 study		Commerce City	88th Ave NEPA Study: I-76 to Hwy 2	CoCy-2014-006	N/A	Studies	\$150
1		Arapahoe County	Iliff Ave Corridor Operational Improvements: Parker Rd to Quebec St (Remaining Amount)	TIP 2016-024	83.8	Operations	\$3,892
2 study		Longmont	SW Longmont Subarea Operations Study	Long-2014-001	N/A	Studies	\$300
2		Douglas County	US-85 Operational Improvements: Blakeland Dr to County Line Rd *	DgCo-2014-005	76.4	Operations	\$15,000
	1	Boulder	N- 30th St/Colorado Ave Bike/Ped Underpass (Remaining Amount)	TIP 2016-035	73.7	B/P	\$1,250
3 study		Commerce City	Vasquez Access Study: I-270 to Hwy 2/US-85	CoCy-2014-005	N/A	Studies	\$180
3		Denver	Martin Luther King Jr Blvd Extension: Havana St to Peoria St (Remaining Amount)	TIP 2016-022	71.5	Capacity	\$1,328
	2	Univ of Col - Boulder	N - 19th Street Trail and Bridge	UoCB-2014-002	70.5	B/P	\$4,798
	3	Boulder	U - SH-157/Foothills Pkwy Underpass at Colorado Ave	Bldr-2014-009	68.3	B/P	\$3,200
	4	Denver	U - South Platte Greenway Access: Iowa Ave RR Underpass to Santa Fe Dr	Denv-2014-024	68	B/P	\$1,704
	5	Denver	U - South Platte Greenway/Cherry Creek Trail: Confluence Bridge Upgrades	Denv-2014-025	68	B/P	\$7,980
	6	Univ of Col - Boulder	N - 19th St and 21st St Bridges and Trails **	UoCB-2014-003	67.6	B/P	\$7,305
	7	Arvada	U - W 57th Ave Sidewalks: Independence St to Balsam St	Arvd-2014-034	67.2	B/P	\$628
	8	Denver	N - Peoria Station Multi Use Path: 39th Ave to 44th Ave	Denv-2014-026	66.9	B/P	\$1,950
	9	Wheat Ridge	N - Kipling St Multi-Use Trail: 32nd Ave to 44th Ave	WhRd-2014-006	66.9	B/P	\$2,240
	10	Denver	U - 1st Ave/Steele St Multimodal Improvements: 1st Ave to Colorado Blvd	Denv-2014-035	66.3	B/P	\$5,254
	11	Lakewood	N - Sheridan Blvd Bike Path: 6th Ave to 10th Ave ***	Lakw-2014-006	66.1	B/P	\$1,920
	12	Denver	N - 38th St/Marion St/Walnut St Multimodal Improvements: Walnut St to Lawrence St/Downing St	Denv-2014-028	65.6	B/P	\$2,131
	13	Boulder	N - Skunk Creek Bike/Ped Underpass at Moorehead Ave	Bldr-2014-002	65.4	B/P	\$2,640
	14	Denver	N - Sheridan Station Sidewalks: 8th to 10th/Colfax to 17th ***	Denv-2014-027	64.7	B/P	\$1,172
	15	Aurora	N - 6th Ave Bike/Ped Facility: Vaughn St to Del Mar Circle	Aura-2014-011	64.2	B/P	\$4,674
4 study		R T D	Regional BRT Feasibility Study (Remaining Amount)	TIP 2016-051	N/A	Studies	\$200
4		Denver	Colfax Ave Transit Enhancements: 7th St near I-25 to Yosemite	Denv-2014-011	63.8	Operations	\$12,004
	16	Arvada	U - Independence St Sidewalks: W 50th Ave to W 57th Ave	Arvd-2014-029	63.1	B/P	\$1,665
	17	Wheat Ridge	N - 32nd Ave Bike Lanes: Sheridan Blvd to Youngfield St	WhRd-2014-007	62.5	B/P	\$4,000
	18	Superior	N - Superior Trail: McCaslin BRT to Davidson Mesa Underpass (Remaining Amount)	TIP 2016-034	62.4	B/P	\$103
	19	Westminster	N - Walnut Creek Trail: 103rd Ave to 106th Ave	West-2014-003	62	B/P	\$8,280
	20	Boulder	U - SH-157/Foothills Pkwy Bike/Ped Underpass at Sioux Dr	Bldr-2014-010	61.2	B/P	\$3,440
	21	Lone Tree	N - Lincoln Ave Pedestrian Bridge: West of Heritage Hill Circle	Ltre-2014-001	59	B/P	\$1,500
	22	Arvada	N - Ridge/Reno Rd Mixed-use Trail: Garrison St to Allison St	Arvd-2014-018	58.7	B/P	\$1,442
5 study		Parker	Parker Road Transportation and Land Use Plan	Park-2014-005	N/A	Studies	\$125
5		Denver	56th Ave Widening: Chambers Rd to Pena Blvd	Denv-2014-012	58.3	Capacity	\$9,800
	23	Boulder County	N - Butte Mill Multimodal Connection: Valmont Path to Arapahoe Rd Transit	BICo-2014-007	57.9	B/P	\$312
	24	Denver	N - 38th/Blake Station: 35th St Multimodal Improvements: Wazee St to S Platte Greenway Trail	Denv-2014-030	57.9	B/P	\$3,479
	25	Boulder County	N - Williams Fork Trail Multi-use Path	BICo-2014-008	57.8	B/P	\$632
6 study		R T D	83L Enhancements: Downtown Civic Center to Nine Mile	RTD-2014-006	N/A	Studies	\$800
6		Douglas County	County Line Rd: Phillips Ave to University Blvd Capacity Improvements	DgCo-2014-001	57.4	Capacity	\$6,000
7 study		Lakewood	Wadsworth: Ohio Ave to 285 PEL	Lakw-2014-004	N/A	Studies	\$1,600
7		Aurora	Parker Rd/Quincy Ave/Smoky Hill Rd Operational Improvements	Aura-2014-005	56.9	Operations	\$4,492
	26	Boulder	N - 28th St/US-36: Fourmile Canyon to Yarmouth Ave Multi-Use Path	Bldr-2014-005	55.2	B/P	\$4,880
8 study		Longmont	Design: Oligarchy Ditch Trail/Main St Underpass: Mountain View Ave to 21st Ave	Long-2014-007	N/A	Studies	\$160
8		Lakewood	Alameda Ave Operational Improvements: Vance St to Pierce St	Lakw-2014-007	55	Operations	\$1,150
9		Thornton	104th Ave Widening: Grandview Ponds to S Platte River	Thor-2014-001	54.2	Capacity	\$8,040
	27	Boulder	N - Table Mesa Dr Bike/Ped Underpass	Bldr-2014-001	54	B/P	\$3,840
	10	Westminster	Sheridan Blvd Operational Improvements: 87th Ave to US-36	West-2014-001	53.3	Operations	\$5,600
	11	Aurora	Airport Blvd-Buckley Rd/Alameda Pkwy Intersection Operational Improvements	Aura-2014-006	53.1	Operations	\$1,664
	12	Louisville	Hwy 42/96th St Corridor Operational Improvements: Pine St to S Boulder Rd	Lou-2014-003	53	Operations	\$8,837
	28	Arvada	U - W 60th Ave Bike/Ped Facilities: Tennyson St to Sheridan Blvd	Arvd-2014-030	52.8	B/P	\$1,378
	29	Arvada	N - W 52nd Ave Bike/Ped Facilities: Marshall St to Vance St	Arvd-2014-004	52.2	B/P	\$687
	30	Arapahoe County	N - Yale Ave/Holly St/Highline Canal Trail Pedestrian and Roadway Improvements	ApCo-2014-009	51.5	B/P	\$1,470
13		Lafayette	South Boulder Rd and 119th/120th St Operational Improvements	Lafa-2014-007	50.5	Operations	\$2,665
14		Commerce City	88th Ave Widening: I-76 to Hwy 2	CoCy-2014-003	50	Capacity	\$28,809
	31	Parker	N - Parker Road Sidewalk Connection: Twenty Mile Road to Indian Pipe Ln	Park-2014-003	49	B/P	\$541
15		Arvada	SH-72 at W 72nd Ave Intersection Operational Improvements	Arvd-2014-002	49	Operations	\$5,406
	32	Arvada	N - Little Dry Creek Bike/Ped Grade Separation	Arvd-2014-017	48.7	B/P	\$2,873
	33	Denver	U - High Line Canal Trail Underpass: Parker Rd and Mississippi Ave	Denv-2014-033	48.6	B/P	\$3,201
	34	Nederland	N - Middle Boulder Creek Bridge Project	Nedl-2014-002	48.1	B/P	\$726
	35	Boulder	N - Bear Creek Canyon Bike/Ped Underpass	Bldr-2014-003	47.5	B/P	\$4,480
16		Louisville	Highway 42/96th St Corridor Operational Improvements: Lock St to Pine St	Lou-2014-001	46.5	Operations	\$4,178
	36	Boulder	N - Fourmile Canyon Creek: 19th St to Violet Ave Bike/Ped Facilities	Bldr-2014-006	46.4	B/P	\$5,298
17		Aurora	6th Ave/Pkwy Extension: Liverpool St to E-470	Aura-2014-008	45.3	Capacity	\$13,918
18		Louisville	Hwy 42/96th St Corridor Operational Improvements: S Boulder Rd to Paschal Dr	Lou-2014-004	44.6	Operations	\$4,840
19		Denver	Quebec St Operational Improvements: Sandown Rd/40th Ave to I-70	Denv-2014-022	44.4	Operations	\$4,290
20		Castle Rock	Plum Creek Pkwy and Wilcox St Intersection Operational Improvements	CRck-2014-003	43.4	Operations	\$1,730
21		Aurora	Peoria St Operational Improvements: Fitzsimons Pkwy to North of Sand Creek	Aura-2014-007	43	Operations	\$11,874
	37	Arvada	N - Alkire St Pedestrian Bridge	Arvd-2014-001	42.8	B/P	\$2,039
	38	Erie	N - Coal Creek Extension: Reliance Park to Erie Village	Erie-2014-009	39.4	B/P	\$1,480
	39	Erie	N - Coal Creek Trail Extension: Reliance Park to Kenosha Rd	Erie-2014-003	36.5	B/P	\$1,840
	40	Nederland	U - Lakeview Dr/SH-72 Intersection Operational Improvements	Nedl-2014-001	35.9	B/P	\$467
	41	Longmont	N - County Line Rd Bike Shoulders: 9th Ave to SH-66	Long-2014-006	34.5	B/P	\$1,360
22		Castle Rock	Founders Pkwy and Crowfoot Valley Rd Intersection Operational Improvements	CRck-2014-002	34.4	Operations	\$2,042
	42	Lyons	N - US36 (Broadway) and SH-7 (5th Ave) Bike/Ped Facilities	Lyon-2014-001	34.1	B/P	\$1,309
	43	Westminster	U - 72nd Ave Sidewalk Reconstruct: Stuart St to Xavier St	West-2014-002	33.6	B/P	\$3,360
	44	Jefferson County	N - 32nd Ave Bike/Ped Facilities: Alkire St to Eldridge St	JfCo-2014-002	31.1	B/P	\$1,113
23		Erie	County Line Road Operational Improvements: Bonnel Ave to Erie Pkwy	Erie-2014-001	31	Operations	\$3,240
24		Erie	County Line Road Operational Improvements: Erie Pkwy to Telleen Ave	Erie-2014-002	30	Operations	\$2,640
25		Lafayette	Hwy 7 and 119th St Operational Improvements	Lafa-2014-006	29.9	Operations	\$1,510
	45	Boulder County	N - Isabelle Rd Shoulders: N 95th St to N 109th St	BICo-2014-002	26.4	B/P	\$1,418
	46	Erie	U - Pedestrian Underpass at Coal Creek Crossing	Erie-2014-007	25	B/P	\$320
26		Erie	County Line Road Operational Improvements: Telleen Ave to Evans St	Erie-2014-004	24	Operations	\$2,200
	47	Erie	N - County Line Road Bike Shoulders: Evans St to SH-52	Erie-2014-005	20.6	B/P	\$1,760
	48	Jefferson County	N - McIntyre St Bike/Ped Facilities: 32nd Ave to SH-58	JfCo-2014-003	20.4	B/P	\$824

* Lower scoring duplicative capacity project was removed

** Project contains complete scope of other UC-Boulder project

*** Requested funding reflects adjustment after receiving CDOT Region 1 controlled federal TAP funding

ATTACHMENT 7

2016-2021 TIP Waiting List Protocol

(July 17, 2015 Draft Amended Language)

If additional funds become available in the first three years of the TIP (FY 2016-2018), DRCOG staff will ~~initiate the process to allocate funds to waiting list projects as described below. first contact sponsors to try to advance (move forward) projects.~~ Additional funding that becomes available in FY2019 will be rolled over and included with the Call for Projects in the next TIP.

When DRCOG staff is informed of additional funds, the following steps will be followed:

1. Obtain official verification from CDOT of availability of funds.
- ~~1.2.~~ **When either a) \$1 million is accrued within one of the two specific funding program categories (STP-Metro or CMAQ/TAP) or b) an amount equal to 100% of the next-in-line (top-ranked) project funding request is accrued, staff will first contact sponsors of projects already in the TIP to try to advance project phases. Staff will then s**Select projects in order from the waiting list(s) included in Appendix E of the 2016-2021 TIP to the limit of applicable funds available.
 - a. Contact the sponsor of the top ranked project on the waiting list, **by funding category** to determine the sponsor's interest in being selected. If the amount of funds available is less than the requested cost of that project, the sponsor will be asked if it would be willing to complete the entire project as submitted for the amount of funds available. If the response is no, or if all the available funds have not been **fully allocated**, DRCOG staff will proceed to the next project on the waiting list.
 - ~~a.b.~~ **At the end of FY 2018 (September 30, 2018), even if less than \$1 million has accrued within a funding category, staff will go down the wait list in accordance with section 2.a. above to allocate available funds.**
- ~~2.3.~~ Recommend projects to be programmed and take them through the committee process to the Board as TIP Amendments.

ATTACHMENT C

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 #
July 27, 2015	Action	5

SUBJECT

Finalize the summary of comments received at the June 17 open forum regarding the development of the *2016-2021 Transportation Improvement Program (TIP)*.

PROPOSED ACTION/RECOMMENDATIONS

Accept the June 17 Open Forum comment summary for the DRCOG Board consideration

ACTION BY OTHERS

N/A

SUMMARY

On June 17, DRCOG held an open forum to collect comments on the development of the 2016-2021 TIP. Topics included TIP policy development and adoption, project eligibility, evaluation criteria, selection process, as well as any other technical, policy or procedural issue anyone wanted to discuss. A summary of the comments received are shown in Attachment 1.

At its August 19 meeting, it is anticipated the DRCOG Board will also have a discussion about the 2016-2021 TIP development. In preparation for the meeting, staff will provide a summary of the June 17 TIP Open Forum in the Board packet for their information. DRCOG staff requests that TAC review Attachment 1 for accuracy and completeness.

Written comments received from Arapahoe County and Boulder County (Attachments 2 and 3, respectively) will also be included in the August 19 Board packet.

PREVIOUS DISCUSSIONS/ACTIONS

June 17 - 2016-2021 TIP Open Forum

PROPOSED MOTION

Move to accept the summary of comments from the June 17 Open Forum regarding the 2016-2021 TIP development and forward to the DRCOG Board for their consideration.

ATTACHMENTS

1. Summary of June 17, 2015 TIP Open Forum Comments
2. Arapahoe County written comments
3. Boulder County written comments

ADDITIONAL INFORMATION

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

ATTACHMENT 1

Summary of June 17, 2015 TIP Open Forum Comments

TIP Policy Document

- Need to determine how to deal with true multimodal/holistic projects and how to score them. For example, a project that includes a roadway widening with bicycle/pedestrian improvements may be awarded almost solely on cost and travel time savings even though the project may have other benefits such as pedestrian safety and transit efficiency that are sometimes not recognized. There is not a true multimodal project category.
- Give TAC and stakeholder groups more time to review policy, especially changes to the TIP Policy document, so they can provide well thought out input.
- It's been a long time since we've done a "deep dive" into the TIP policy in order to refresh the content. The MVIC/TAC interaction on TIP Policy could have been better. Bringing back the TIP Work Group could address both issues (*Note: the recommended Policy document for the 2012-2017 TIP was developed by a TIP Policy Work Group consisting of Board members and technical staff from member communities*).
- Additional time desired for the call for projects - preferably 10 weeks - in order to accommodate the city/county calendar process for signatures on applications and/or the establishment of partnerships (*Note: the 2016-2021 TIP Call for Projects lasted 8 weeks*).
- Funding roadway reconstruction projects rewards bad behavior; roadways that are in the worst shape are most likely to get TIP funding. A better solution is to allow preventative maintenance projects to be funded in the TIP and not allowing a roadway to get in a position that a total reconstruct is necessary.
- Bike/pedestrian reconstruction projects did not compete well versus new construction projects (top 16 projects were new construction projects). In future TIPs, we need to find a way to address this since the age of infrastructure is becoming a critical concern. Maybe have a set aside for bicycle/pedestrian reconstruction projects and operational projects (e.g. crosswalks signalization and eligible grade separation projects).
- Need to address sustainability/resiliency of new infrastructure in the scoring criteria. In other words, how are you going to replace the existing infrastructure with something better to reduce life-cycle costs? How are we assuring that our investment in new infrastructure is better than what we had in the past?
- Some projects really don't fit well into any category (i.e. BRT projects). Need to explore how to handle these types of projects.
- Do we need a bridge project category? We are seeing an aging of bridge infrastructure with limited funds to improve them.
- It was noted that some scoring criteria showed very little variation among projects. If a certain criterion is not serving a useful purpose to help distinguish between projects, why do we have the criterion? Is it better to consider the criterion (e.g., multimodal criterion) as a qualifier for selection and distribute the additional points to other criteria to help distinguish between projects?
- Should we consider placing a cap (maximum amount that can be awarded) for projects? Very large projects (regional in scale) should be handled in an off the top allocation before the TIP call for projects. This would allow funds to be spread over more projects.

ATTACHMENT 1

Summary of June 17, 2015 TIP Open Forum Comments

- More first/final mile projects would be a cost effective way to integrate a multimodal vision
 - Limit first/final mile projects to increasing access to mobility hubs or high frequency transit as opposed to a project's proximity to a bus stop. This refinement would add value to emphasizing key transit stations.

Specific Project-Type Criteria

- Bicycle/Pedestrian Projects - need to better define barrier elimination, gap closure, grade separated facilities and RTP corridor criteria.
- Indicator units (and associated formulas) used in the evaluation of bicycle/pedestrian and transit projects were confusing. Criteria should be reevaluated to make sure it is measuring something meaningful. Too much of a black box.
- EJ criteria didn't appear to be very useful. TAZ level was not fine-grained enough.....didn't seem to be a meaningful differentiator.
- Need to take a look at how the FOCUS transportation model output is representing various travel metrics. Need to do more testing so we are not post-processing the information at the last minute.

Required Training

- Training was great and good to have CDOT and RTD participating.
- Lack of coordination between CDOT and DRCOG regarding the Transportation Alternatives Program (TAP). The result was two separate calls for projects, which was confusing.
- Came too late in the process.
- In the future, offer the training as a webinar or as a recording on the DRCOG website.

Website Application Entry

- Overall website worked really well. Issues with the mapping function were noticed (i.e. not robust enough, trouble integrating with shapefiles, scale seemed to change from page to page).

DRCOG Review/Rescoring

- Clearer communication on the definition of criteria so that there are no misinterpretations from applicants (e.g. gap and barrier criteria).

First and Second Phase Selection

- Funding targets for First Phase selection by project type:
 - More funds should be allocated in the next TIP for transit.
 - Consider off the top funding for "beyond" FasTracks service projects (similar to the off the top funding set aside for 1st and 2nd commitments for FasTracks in previous TIPs).

ATTACHMENT 1

Summary of June 17, 2015 TIP Open Forum Comments

- Off the top funding (e.g. FasTracks and I-70 E) should be factored/considered when establishing the project type funding allocation targets.
- More technical evaluation of funding allocation targets for next TIP.
- Consider using the First Phase funding targets for Second Phase selection to simplify process.
- Revisit the need for a target and specific criteria for Studies. (*Note: Studies were not scored and therefore were not eligible for First Phase in the 2016-2021 TIP*)
- More focus in Second Phase on synergies of a *regional* system. Use regional travel demand forecasting model (FOCUS) to determine if there is benefit to the region if communities work together on specific projects.
- While equity is useful and should be a focus in Second Phase, we have to be sure that the formula does not only look at where funds are invested, but who is using the facility.

General Comments

- Look to other regions for best practices or other models for TIP funding allocation.
- Is a two year call for projects possible? While it is possible, it may be difficult since the ROW and environmental costs would have to be provided by the local communities since CDOT will not begin work on a project until it is in the TIP.

ATTACHMENT 2

From: [Bryan Weimer](#)
To: [Todd Cottrell](#)
Cc: [Doug Rex](#); [Brian Love](#); [Mark Brown](#); [Jon Williams](#)
Subject: Comments on 2016-2021 TIP
Date: Tuesday, June 16, 2015 10:15:56 PM

Todd-

I thought I would send you my comments regarding the 2016-2021 TIP since I will not be able to attend the TIP Post Mortem Meeting on June 17 due to another commitment. Brian Love and Mark Brown from our office will attend. We acknowledge that Arapahoe County was successful in having projects funded in this TIP and grateful for such, we matched our projects to the criteria in place as I am sure other communities submitting projects do the same. Therefore, my comments are meant to provoke thought and consider a different way to evaluate projects. With regard to some of my observations, I offer the following:

1. The Application Process worked well. This included the Technology and knowing/being able to pre-score applications.
2. DRCOG Staff was responsive to the request for data, which is appreciated.
3. We question the need for the CDOT Forms (463, 1243) since they are typically revised and more detail is provided once a project is selected and IGAs are executed. The information requested in the application seems to be a redundant of the CDOT forms.
4. I think we need to ask the question – With limited federal dollars available are we truly allocating them where the Public perceives the need for transportation projects? Also, not all community values and needs are the same although the DRCOG process is assuming all communities have the same needs and values. One can argue that City and County needs could be different, as well as inner city versus suburban communities.
5. I think that the Bike/Ped allocation amount of 16% of the amount available should be re-evaluated. The amount allocated is even more as other types of projects (operational, capacity, etc.) have Bike/Ped components within them. We should look at other federal programs (ex. TIGER, etc.) and other areas around the County to benchmark what they are doing vs DRCOG.
6. With regard to Bike/Ped projects and the associated funding, there needs to be a hierarchy of projects that are funded with Federal Transportation dollars. If Federal Transportation dollars are to be used on a Bike/Ped project it should be for those projects that reduce congestion. There is clearly a distinction between Bike/Ped projects that are for transportation purposes and those which are recreational in nature. Criteria should be established that makes this

ATTACHMENT 2

distinction. Note that recreational projects have a different funding source (GOCO, Lottery, etc.) and with limited transportation dollars, recreation projects should not be funded.

7. A better definition of trail connectivity and Gap should be considered in the criteria.
8. We are concerned that the Criteria used in selecting the best project is being diluted with the introduction of Multi-modal, Metro Vision, environmental justice points. As an example, the primary purpose of an Operational Project is by definition to improve operations, reduce congestion and delay, and improve safety then the overall criteria should be weighted heavier on those criteria. The 46 points for the "other" criteria is disproportional to what the project is trying to solve and can lead to selection of projects that may have lower main criteria scores but high "other" points. Another point regarding the 18 point Multi-modal Connective criteria is that there are an available 45 points that the max 18 points can be achieved which tends to have projects receiving the maximum amount of points for the category because of the multitude of options to achieve such.
9. Under the Roadway Capacity Category, I question the need to have a 2040 RTP. By definition the project is eligible by being on the RTP, but the project should stand on its own merits because the scoring of the RTP was done at one time in history. There are circumstances that could change from when the RTP scoring was performed increasing the priority in the RTP score and those changes would be reflective on the need of the project with the other criteria.
10. The funding of Reconstruction projects should be reconsidered, as it could lead to a reward to an entity that is not adequately maintain their infrastructure (let an eligible roadway deteriorate to a reconstruction level with deferred maintenance). Also, the issue discussed in #8 above applies to this category of funding.
11. Finally as a general comment, the Metro Vision Measures and the TIP criteria need to be considered at the same time and not separated as currently proposed and has been historically the case. The issue relates to making sure the Board understands how the Measures will be used for TIP and funding decisions. By bifurcating the two components, the Board may believe a Measure is good until it is used for funding decisions, thus forcing them into having to approve TIP criteria that support a measure after the fact since they approved the Measure previously. The unintended consequences of the separation of issues are not understood with this process until the TIP criteria

ATTACHMENT 2

is developed.

Hopefully, these comments are helpful. I am sure there are other comments to make, but these seem to be the issues of major concern. As always, please feel to contact me at your convenience if you have questions or need additional information.

Thanks -

Bryan D. Weimer, PWLF, Division Manager
Transportation Division

Arapahoe County
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Centennial, Colorado 80112

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ATTACHMENT 3

Boulder County Comments on 2016-2021 DRCOG TIP Process

June 15, 2015

Funding allocations in each category - How are these determined and what process is used to vet these amounts? Could funding levels reflect the relative demand (in number of projects not necessarily total project dollar amounts) witnessed in prior TIP cycles?

Indicator Units – The methodology for calculating the Indicator Units was not clear. Specifically the jobs/pop ratio was flipped to pop/jobs in order to keep the ratio less than one. This could be clearer. The IU calculation strongly favors areas with high jobs and population. Recognizing that this does roughly correlate to potential usage, there are instances where facilities that connect job/pop hubs but are within relative rural areas are penalized.

Boulder County would like to work with DRCOG staff to develop a slightly more nuanced IU methodology.

Project awards sequencing -Upon reaching the funding cutoff in each category in phase 1, could DRCOG staff continue down the project ranking by offering the next project in line the opportunity to take the remaining funds? This is currently done for the first in line, but could this be done for the second, third, etc in line until the money is claimed?

RTD Coordination- It would useful to clarify RTD involvement in the grant application process up front.

1. Does RTD have to provide a letter of support for any project related to them submitted by another sponsor?
2. Clarify the administration responsibilities of transit grants in the application documentation, including any administration fees that RTD will be requesting for the grants they administer.

Definition of Barriers – It appeared that the definition of “barrier” within the bike/ped category was interpreted different ways by different local agencies. Boulder County questions whether a four lane arterial road should be considered a barrier and agrees this could use better clarification.

Application Format – We felt that the online portal performed very well. There were very few issues and it was clear and easy to use. The one outstanding issue was the project maps. The mapping function was poor and map scale couldn't be manually adjusted leading to illegible maps for regional projects.

Relationship to MetroVision – It seemed to us that adoptions of the three major planning efforts were in reverse of the ideal order. This year the TIP was approved (by MVIC January 4, 2015), then the RTP (February 18, 2015) and next to be adopted is MetroVision. Could the timing of these three efforts evolve over time such that it goes from most overarching policy (MV) to most specific/project implementation (TIP)?

There has been recent discussion on the DRCOG Board about how TIP project selection should or should not be influenced by the Foundational Measures of MetroVision. We think that this topic needs further discussion and direction from DRCOG staff.